

Chapter 1

General Regulations

1. General Regulations

The material in this chapter is applicable to all cycling disciplines unless specifically excluded. In case of conflict, a more specific rule in a discipline-specific chapter supersedes a general rule.

1A. Licenses

1A1. Generalities

(a) A **license** is an identity document that indicates its holder has voluntarily agreed to abide by the regulations, policies, bylaws, code of conduct, and decisions of USA Cycling. It permits the licensee to enter any event for which the licensee is qualified, for which a permit has been issued by USA Cycling, and for which the licensee has properly registered and paid an entry fee.

(b) The license or electronic proof thereof must be presented whenever requested by a duly authorized person (race official, race director, USA Cycling staff). If the license does not have a photograph on it, then the licensee must also be prepared to provide a photo I.D.

(c) The license shall be issued to and used under the exclusive responsibility of the licensee or, in the case of a minor, the licensee's parent or legal guardian.

(d) The issuing of a license is subject to payment of a license fee as established each year in the Schedule of Fees.

(e) An annual license is valid for one year, from January 1 through December 31. However, USA Cycling may choose to begin issuing licenses for the following year prior to January 1st at its discretion.

(f) A license holder may not hold a USA Cycling license in the same year that he holds a license from another country.

(g) USA Cycling issues annual licenses only to licensees who reside in the United States. Licensees residing in foreign countries must be licensed by that country.

(h) Annual racing licenses are available to members who have a minimum chronological age of 6.

1A2. License Functions

USA Cycling issues annual licenses for the following functions

(a) Rider, Coach, Manager, Mechanic, Official, Soigneur, Doctor, *Paramedical Assistant*, Team Director, Driver, Race Director, Agent.

(b) A licensee carrying out multiple functions must be duly licensed for each function.

1A3. License Types

USA Cycling issues *four* types of licenses:

(a) Domestic licenses are annual licenses valid only for participation in events in the United States.

(b) International licenses are annual licenses valid in the United States or any country for events sanctioned by a cycling federation affiliated with the UCI. *International Licenses are required for UCI events held within the United States.*

(c) One-day licenses may be purchased online through the USA Cycling registration system or onsite at any USA Cycling sanctioned event and are valid for a single day of racing. One-day beginner licenses may only be purchased by the lowest category of racer for that discipline; i.e., category 5 men and women for road, track, and cyclo-cross, and category 2 or 3 for MTB. Experienced one-day race licenses may be purchased online only by former members to race in categories excluded by the Beginner license. One-day licenses may not be used for Championship events.

***(d) Collegiate licenses** may be purchased according to the guidelines set forth in Chapter 6 and are only valid for collegiate events.*

1A4. Issuing Procedure

(a) USA Cycling licenses may be purchased either manually by filling out and signing a hard-copy application or electronically through a member's USA Cycling online account.

(b) Liability Release. All persons applying for a license are required, as a condition of issuance of the license, to read, agree to, and sign an agreement and release of liability in a form determined by USA Cycling.

(c) All persons who are under the age of 18 years, or who are minors under the laws of their home state at the time they apply for a license, must also have their parent or legal guardian read, agree to, and sign an agreement and release of liability in a form determined by USA Cycling. A parent or legal guardian of a minor may revoke that minor's license by written notice to USA Cycling.

1A5. License Format

Licenses will have the following characteristics:

(a) The license is in the form of an identification card with information on the front and back.

(b) The color of the license shall differ from year to year in the following order:

2016: green

2017: white

2018: yellow

2019: blue

2020: red

etc.

(c) The front of all licenses indicates the member's name, license number, date of birth, gender, and state or full address.

(d) The back of all licenses carries the statement that the member is agreeing to abide by the rules and regulations of USA Cycling as well as the anti-doping policies of USADA and WADA.

(e) A racing license also indicates the racing age of the rider, citizenship status, UCI code, the affiliated club(s) and race team(s), if any, of which the rider is a racing member, and the rider's racing categories.

(f) An international license also includes the rider's nationality, a space for a photo, and spaces for the rider's signature and the signature of the President of USA Cycling.

1B. Rider Nationalities

1B1. Riders have a nationality that specifies for which country they may compete internationally and in whose National Championships they may participate. This nationality is

specified on their international licenses by a three letter code established by the UCI.

1B2. A rider holding multiple nationalities shall choose between them on the first application for a license. This choice is final for the rider's entire career barring the specific changes as indicated below.

1B3. A rider may choose another nationality he holds if when electing the first nationality he was a minor. In this case, he must make the switch to a different nationality on his first application for a license after reaching the age of majority.

1B4. A rider who acquires an additional nationality may choose this nationality, and this choice must be made at the latest on the second application for a license after acquiring the new nationality. Such a choice is final.

1B5. When a rider switches nationalities per rule 1B4 above, he may represent the new country and compete in its national championships beginning the second year from when he chose the new nationality.

1C. Rider Classes

1C1. Age-based Classes

All riders are classified according to age as shown below. All ages are based on racing age, which is the year of the event minus the rider's birth year. A rider's racing age in cyclo-cross is his age on December 31st of the year that the cyclo-cross season ends. Cyclo-cross season begins on September 1st of one year and ends on the last day of February of the following year.

(a) Youth riders are riders with a racing age of less than 9.

(b) Juniors are riders with a racing age between 9 and 18.

(c) U23 riders have a racing age from 19 through 22.

(d) Elite riders have a racing age of 23 through 29.

(e) Master riders have a racing age of 30 and over. However, master riders may choose to hold elite status. Professional riders are always considered Elite and not Master even if they are over 30.

1D. Rider Categories

1D1. Numerical Categories: Riders are assigned to one of the following categories with smaller numbers representing increasing rider proficiency and ability:

(a) Road, Track, and Cyclo-cross: 5, 4, 3, 2 and 1 for men; and **5**, 4, 3, 2, and 1 for women.

(b) Mountain Bike: 3, 2, 1 and Pro.

1D2. Professional Categories

In addition to the numerical categories above, Road, Track, and MTB also have the category of Professional.

(a) Road and Track: A professional rider on the road or track is one who is a current member of a UCI road or track team, respectively.

(b) Mountain Bike: A professional rider in MTB is one who is a current member of a UCI MTB team or who has earned that category via other USA Cycling procedures.

1D3.

(a) Rider categories are assigned by USA Cycling based on a rider's experience and performance. Riders are assigned to the lowest ability category until a higher category has been earned.

(b) For MTB, a rider may choose to be a category 2 or 3, or *category 1 in endurance*, without having to earn points. Once such a choice is made, the rider may not drop back to a lower category without first requesting and receiving a downgrade.

(c) Categories indicate cycling abilities relative to riders of the same sex without regard to age.

1E. Rider Upgrading and Downgrading

1E1. General Information

(a) Rider upgrades are handled electronically through USA Cycling via the rider's online account. The request will be sent to the person responsible for the area and/or category.

(b) Only races permitted by USA Cycling, or foreign races permitted by a UCI affiliated National Federation will count for upgrading.

- (c)** Riders who are more than halfway through a series may request a waiver of a mandatory upgrade so that they may finish out the series under the conditions below:
- (i) The series is covered by a single permit and one race director.
 - (ii) The request is approved by the race series director and USA Cycling.
 - (iii) The waiver is granted for a maximum of three event days.
 - (iv) Such a waiver may only be used once per rider per category.

Note that for MTB series, subsections (i) and (iii) are not applicable.

(d) Points for all voluntary upgrade requests may only date back 36 months from the date of the upgrade request.

(e) *Riders who have upgraded will start begin to accrue points in their new category with a zero balance.*

(f) *Junior and Youth riders are exempt from mandatory upgrade regulations.*

1E2. Road Upgrades

(a) Guidelines and Notes by Category:

- 5-4: Acquire 10 points by a combination of the following:
- 2 points – complete all three sections of a Beginner Racer Program (BRP) clinic. *Allowed up to 10 points.*
 - 1 point – finish a massed start race
 - 1 point – participate in a mentored race experience where the mentor is at least a cat 3 rider and has been approved by the Local Association. *Maximum 5 points.*
 - USA Cycling-approved education clinics award points based on the curriculum, length and content. *Maximum 5 points with clinic points as determined by USAC*
 - *1 point - Participate in a USA Cycling sanctioned Gran Fondo. Maximum 3 points*
- 4-3: (1) 20 points; or,

(2) experience in 25 qualifying races with a minimum of 10 top ten finishes with fields of 30 riders+; or,
(3) 20 pack finishes with fields over 50.

30 points in 12 months is a mandatory upgrade.

USAC-sanctioned rider Camps and Clinics that are approved by the Local Associations for upgrading will count a maximum of 3 upgrade points when upgrading from category 4 to category 3.

3-2: 30 points

40 points in 12 months is a mandatory upgrade

2-1: 35 points***

50 points in 12 months is a mandatory upgrade

*** For category 1 upgrades, only 10 of the points may be earned in races that are part of a weekly series or may be earned in master's races; *and no points may be earned in collegiate races.*

(b) USA Cycling may add additional requirements for upgrading at their discretion. Any such changes shall be made available on the website.

(c) Qualifying Distances for each category

To qualify for upgrading points, races must meet distance standards shown below. Races shorter than the minimum distance do not qualify for upgrading. However, if a road race is less than the road race minimum but above the criterium minimum, it will count for upgrading using the criterium points schedule. Points from G.C. places in stage races may only be used for category 3->2 and category 2->1 upgrades.

Category	Class	RR	Criterium
5 - 4	Men	15 mi	10 mi/20 min
	<i>Women</i>	<i>10 mi</i>	<i>10 mi/20 min</i>
4 - 3	Men	25 mi	15 mi/30 min
	Women	25 mi	15 mi/30 min
	Junior	25 mi	15 mi/30 min
3 - 2	Men	50 mi	20 mi/40 min
	Women	40 mi	15 mi/30 min

2 - 1	Men	80 mi	30 mi/60 min
	Women	50 mi	20 mi/40 min

(e) Points awarded for Criteriums

Placing	Number of Starters			
	5-10	11-20	21-49	50+
1	3	4	5	7
2	2	3	4	5
3	1	2	3	4
4		1	2	3
5			1	2
6				1

(f) For the table above and those that follow, note that if the field contains mixed categories (e.g., cat 3-4), then the number of starters is the number of riders that are the same category or higher as the person requesting the upgrade (e.g., in a cat 3-4 combined field, all riders count for a 4→3 upgrade, but only the 3's count for a 3→2 upgrade).

(g) When categories are combined, such as in a 3-4 race, the finish place is always the raw finish across the finish line, not taking into account the category of the rider. In other words, the category 3 riders are not subtracted out so that the category 4 rider appears to have a higher finishing place. The only time a category is subtracted out for this purpose is if the prize lists were awarded separately for a combined field.

(h) Points awarded for Road Races

Placing	Number of Starters			
	5-10	11-20	21-49	50+
1	3	7	8	10
2	2	5	6	8

3	1	4	5	7
4		3	4	6
5		2	3	5
6		1	2	4
7			1	3
8				2
9				1

(i) Points awarded for Stage Race G.C. (Cat 3 → 2 and Cat 2 → 1 upgrades only)*

Placing	Number of Starters			
	10-19	20-35	36-49	50+
1	5	7	10	20
2	3	5	8	18
3	2	3	6	16
4	1	2	5	14
5		1	4	12
6			3	10
7			2	9
8			1	8
9				7
10				6
11				5
12				4
13				3
14				2
15				1

*For points earned in stage races, GC and stage placings both count for points, but only up to a maximum of 20 points for a cat 1 upgrade or 15 points for a cat 2 upgrade from a single stage race.

1E3. Road Downgrades

(a) A rider who wishes to downgrade may request a downgrade online. Such requests will be evaluated individually.

(b) In no case will a rider be allowed to downgrade to category 5.

(c) A rider will not be downgraded in the same year that he was upgraded.

1E4. Track Upgrades

(a) Track upgrades and downgrades are made through the Local Associations and Regional Coordinators. All track upgrades are processed using the following criteria:

Cat. 5 to Cat. 4	Complete 4 race days or education clinics*
Cat. 4 to Cat. 3	5 race days and 20 points <i>as Cat. 4</i>
Cat. 3 to Cat. 2	5 race days and 25 points <i>as Cat. 3</i>
Cat. 2 to Cat. 1	5 race days and 30 points <i>as Cat. 2</i>

Points:

National championships, Category A, B, or C track race will be 7,5,3,2,1 for each event.

For all other events, upgrade points are 5,3,2,1 and are based on an omnium of the event's races. If the race ran individual events but did not award omnium prizes, the points are still allocated as though they had run an omnium.

*USA Cycling sanctioned and approved rider education clinics (at least half day), will count as three qualifying races for category 5 to 4 upgrades, up to a maximum of 5 qualifying races. It will also count as 4 upgrade points for a category 4 to 3 upgrade and 3 upgrade points for a category 3 to 2 upgrade.

(b) Additional Considerations:

1. Ten-person field minimum for upgrading from categories 3-5, and twenty-person field minimum for upgrade to category 1.
2. When upgrading to a category 1, points earned need to be from more than one velodrome.
3. A "race day" is defined as one full day of racing. A race day can include a number of events such as a kilometer, sprints or time trial, but it only counts as one race day.
4. Omniums will be counted for upgrading if at least half of the events on the omnium were massed-start.
5. Women and Juniors earn one point for every five race days when upgrading from category 4 through category 2.
6. Races exempt from upgrading are Youth races and races of more than two categories (i.e., "A" and "B" races).

(c) With the approval of USA Cycling Staff, riders who are Pro or category 1 on the road may be upgraded to category 2 on the track, and riders who are category 2 on the road may be upgraded to category 3 on the track, without first having to begin at category 5 for men and category 4 for women. Upgrades may be contingent on participation in clinics or a set number of beginner races.

1E5. Track Downgrades:

(a) A rider who wishes to downgrade may request a downgrade online. Such requests will be evaluated individually.

(b) In no case will a rider be allowed to downgrade to category 5.

(c) A rider will not be downgraded in the same year that he was upgraded.

(d) A rider may be downgraded by an administrator for the following reasons: unsafe riding, lack of ability to compete in current category, or lack of placing within current category.

1E6. Cyclo-cross Upgrades and Downgrades

Cyclo-cross categories are upgraded similarly to road category upgrades using the system below; *and shall follow the rules for mixed and combined categories.*

(a) Requirements for upgrading:

- 5-4:** Voluntary upgrade after 5 races. Experience in 10 races is a mandatory upgrade.
- 4-3:** Voluntary upgrade with 10 points. Fifteen points or two wins if the field had at least 30 competitors is a mandatory upgrade.
- 3-2:** Voluntary upgrade with 15 points. Twenty points or two wins if the field had at least 30 competitors is a mandatory upgrade.
- 2-1:** Voluntary upgrade with 20 points. Twenty-five points or two wins if the field had at least 40 competitors is a mandatory upgrade.**

** For category 1 upgrades, only 10 of the points may be earned in races that are part of a weekly series or may be earned in master's races.

(b) Points awarded for Cyclo-cross Races

Placing	Number of Starters			
	5-10	11-20	21-50	50+
1	3	4	5	7
2	2	3	4	5
3	1	2	3	4
4		1	2	3
5			1	2
6				1

(c) USA Cycling may add additional requirements for upgrading at their discretion. Any such changes shall be made available on the website.

(d) Cyclo-cross Conversion

Cyclo-cross (CX) categories may also be upgraded by conversion from a rider's earned road or mountain bike (MTB) cross country (XC) category. If during the season, a rider upgrades his or her road or XC category, the cyclo-cross category can be upgraded to match the road or XC category shown below by request of the rider or by request of the administrator.

CX category based on road or XC category		
Road Category	MTB XC Category	CX Category
Pro/1	Pro	1
2	1	4
3	2	4
4	3	5
5	3	5

(e) Cyclo-cross Downgrades

(i) A rider who wishes to downgrade may request a downgrade online. Such requests will be evaluated individually.

(ii) In no case will a rider be allowed to downgrade to category 5 once he or she has upgraded based on experience and results.

(iii) A rider will not be downgraded in the same year that he was upgraded.

1E7. Mountain Bike Upgrades

(a) Riders may advance as quickly as they wish up to category 2 *in Gravity/DH and Mtn Cross/DS, and up to Category 1 in Endurance.*

(b) Guidelines and notes by category

3-2: Five top-five finishes is a mandatory upgrade.

- 2-1: Five top-five finishes is a mandatory upgrade. Riders may choose to upgrade with two top-five finishes
- 1-Pro: Riders may be eligible to be upgraded to Pro after two top-three or three top-five category 1 finishes according to finish time (including all classes in category 1) at USA Cycling National MTB Calendar Events.

Upgrades will be based on a rider's placings in a rider's category. AMBC and international events may also be considered. Overall finish times are factored into upgrade requests. Riders must submit their upgrade requests through their USA Cycling online membership account.

(c) For mandatory upgrading purposes, classes must consist of the following competitors:

<u>Class</u>	<u>Men</u>	<u>Women</u>
Junior 15-18	10	5
Senior	15	10
Master age 30-39	15	10
Master age 40-49	10	5
Master age 50+	5	5

(d) USA Cycling reserves the right to upgrade Category 1 riders to Pro at any time.

(e) USA Cycling reserves the right to downgrade riders from the Pro category at any time.

(f) Riders who finish in the top-five in the Category 2 and 3 categories at the US National MTB Championships must move up to the next higher category immediately. Category 1 riders who place in the top-three in the 19-24, 25-29, and 30-34 age groups will automatically be eligible to upgrade to Pro for the remainder of the current season and following season. Riders must verify that they wish to upgrade to Pro by submitting an upgrade request through their USA Cycling online membership account.

1E8. Mountain Bike Downgrades

A rider who feels he has advanced too quickly or is otherwise no longer competitive in his category may ask for reclassification by submitting a written request to USA Cycling identifying his results and reasoning.

1F. Clubs and Teams

1F1. Annual Registered Clubs and Teams

Riders may belong to the following types of clubs or teams in various cycling disciplines:

- (a)** UCI *World* Teams
- (b)** UCI Professional Continental Teams
- (c)** UCI Continental Teams
- (d)** UCI Women's Teams
- (e)** UCI Mountain Bike Teams
- (f)** UCI Track Teams
- (g)** UCI BMX Teams
- (h)** USA Cycling Domestic Elite Road Teams
- (i)** USA Cycling Domestic Elite MTB Teams
- (j)** USA Cycling registered cycling clubs
- (k)** USA Cycling registered cycling teams

1F2. Temporary Teams

Riders may also, from time to time, be members of the following types of teams for a particular event:

- (a)** USA Cycling National Team
- (b)** Regional Team
- (c)** Composite/*Mixed* Team
 - (i) To eligible to be part of a composite team, riders should have a letter of *permission* from the club/team listed on their license, *and that team shall not be entered in the race. Such a letter merely grants a rider permission to participate in a particular event and in no way affects the existing contract between riders and their clubs/teams.*

1F3. Cycling clubs and Teams may register with USA Cycling on an annual basis. Club or team registration requires the paying of an annual fee described in the Schedule of Fees.

- (a)** Registered clubs and teams are prohibited from using names, inscriptions, or publicity that may tend to confuse the distinction between them and National Teams of USA Cycling. Terms such as "National" and "USA" generally lead to such confusion. Only Registered clubs and teams may be named after a commercial organization.

(b) Registered clubs and teams may use the *current* USA Cycling *logo* on club or team stationery and clothing provided that the identity of the club or team appears more prominently than the USA Cycling emblem and that the stationery shows no commercial sponsorship. Other uses of the USA Cycling emblem require special permission from the USA Cycling.

(c) Only registered clubs and teams may have clothing bearing commercial sponsorship in addition to the manufacturer's logo and club name.

1F4. Club Membership

(a) Licensed riders must register with a club and USA Cycling before they are eligible to present themselves as a member of that club. This includes, but is not limited to wearing a club's jersey or entering a race as a member of the club.

(b) Riders are only permitted to be a licensed member of one registered club per discipline, which is shown on the racing license.

1F5. Teams. Registered clubs may register one or more race teams. Teams may be based on factors such as discipline, gender, region, class, and sponsorship.

1F6. Race team membership.

(a) Riders may belong to a racing team. Generally this is a team organized by their licensed club, for which they compete throughout the season. However, riders may be on different racing teams for particular disciplines (road, track and cyclo-cross), including teams organized by other clubs.

(b) A rider's team affiliations must be registered with USA Cycling and will be shown in USAC member data, either on the racing license or on the USAC website. Riders whose team affiliation is not printed on their license should be prepared to show documentation at registration.

1F7. Additional team matters. Clubs and teams may also do the following:

(a) Add one or more guest riders to a team for a particular event

(b) Form a mixed team to compete in a particular event. The mixed team may take on additional sponsorship for that event.

(c) When a team is participating in a race where entry is by team and there is a limit on how many race teams may be entered by any registered club or team, no rider may participate independently of his team or as a guest rider on another team.

(d) No club may use profanity or inappropriate language in their club name, nor may it be present on a club uniform at a sanctioned USA Cycling event.

1G. Officials

1G1. Licensing and Categories of Officials.

(a) Officials are licensed and categorized according to the positions of responsibility to which they may be appointed. Categories C through A represent increasing proficiency, with separate categories for different disciplines. Beyond Category A are the designations *USA Cycling National Commissaire*, and *UCI Elite National Commissaire* and International Commissaire.

(b) Whenever practicable, the assignment of duties shall be rotated between equally qualified officials.

(c) Any licensed official, in order to remain in good standing with USA Cycling, must pay any license fees and complete any required training.

(d) Race officials are licensed by USA Cycling. Licensure by USA Cycling neither grants an Official the right to any particular race assignment, nor does licensure require an Official to accept any particular race assignment. An Official is not an employee of USA Cycling.

(e) For selection, nomination and evaluation of officials, the primary characteristics to be considered include, but are not limited to, an individual's abilities to apply USA Cycling regulations impartially, decisively, and correctly, and to effectively and reliably manage cycling competitions in a manner that fosters respect for the sport of cycling.

1G2. Assignment.

(a) The duties of the assigned officials (Chief Referee, Chief Judge, Starter, Race Secretary, etc.) shall be performed by licensed officials. One person may perform more than one duty.

(b) Licensed officials who are assigned by USA Cycling or the Local Associations, and who attend a race event for the sole purpose of officiating, shall be paid in accordance with the Schedule of Fees. Payment shall be tendered by the Race Director before the conclusion of the race event.

1G3. Uniform. All officials shall wear the designated uniform while acting as an official at an event. A "USA Cycling Official" emblem shall be visible on the front of the uniform. All officials at a given race should wear the style of uniform specified by the Chief Referee.

1G4. Chief Referee.

(a) The Chief Referee supervises the general sporting aspect of each race. The Chief Referee is empowered to interpret and enforce the rules of USA Cycling and to make a ruling on any point that is not specifically covered in the rules.

(b) The Chief Referee may neutralize, shorten, suspend, or cancel any race if dangerous conditions or hazardous weather or any other "force majeure" arises.

(c) The Chief Referee has the power to penalize or recommend suspension of any licensee who refuses to obey instructions of officials or who commits other offenses.

(d) The Chief Referee shall invoke penalties for infractions of the rules except suspension. A decision of the Chief Referee under the racing rules is final, subject only to the hearing of a protest.

(e) The Chief Referee will assign duties for each event to the other officials and may delegate authority to them.

(f) The Chief Referee shall prepare an invoice for payment of officials of the race event and the USA Cycling insurance surcharge, and on-site license sales, and confirm that all officials are paid prior to the conclusion of the race event, in accordance with USA Cycling rules.

(g) The Chief Referee shall submit any appropriate occurrence reports on approved forms directly to the USA Cycling office immediately following the race event, along

with the waivers for the injured riders, and within five days shall submit a race report, a copy of race results, and all applications for licenses sold on-site directly to the USA Cycling office.

(h) No Race Director for an event nor any person who is a member of a club that organizes or sponsors a given race shall be appointed as Chief Referee of the same event unless there are no other qualified officials available.

1G5. Assistant Referees.

(a) The assistant referees shall act in an advisory capacity to the chief referee. They shall position themselves so as to best observe any infractions of the rules, watch closely, and report to the chief referee at the end of the race. They shall report all rule violations whether or not a protest is received. Reports of infractions shall be made in writing and signed by the official.

(b) The assistant referees shall inspect bicycles as needed, both before the race and in the case of apparent mishaps, and report infractions to the Chief Referee.

1G6. Starter.

(a) It is the Starter's responsibility to see that riders are called at the appropriate time and to inform them of the distance they will ride and of any special rules governing the race. If the finish line is at a different place than the start, the riders must be informed of its exact location.

(b) Starter should ensure that riders reporting to the starting line are properly attired, and that their numbers are in good condition and properly placed. The Starter shall not permit riders to start whose uniforms or equipment do not conform to the rules.

(c) The Starter shall alert other interested officials and staff when the race is about to begin, shall judge whether there has been a valid start, and shall stop the race when called for by the rules.

1G7. Chief Judge.

(a) The Chief Judge is in charge of the overall results process at a race. This includes determining the finish order of the race, finish times of the riders as appropriate for the discipline, number of laps completed, any mid-race

competitions, and any additional rankings of the riders, such as omnium or stage race standings.

(b) Protests may be made to the Chief Judge concerning preliminary postings of results, but the decision of the Chief Judge on finish order and time is final.

(c) The Chief Judge will maintain a record of riders entered in the race, and will provide a report of riders starting the various events to the Chief Referee so that charges and fees owed to USA Cycling may be calculated.

(d) The Chief Judge works with the Registrar to develop the start list, the Starter to ensure that there is a record of which riders started, the Secretary (in track, cyclo-cross and mountain bike events), and the Chief Referee to be certain that the results reflect any penalties assessed by the Chief Referee.

(e) When the Race Director has hired a professional timing company, the Chief Judge works in conjunction with them and verifies their results.

1G8. Assistant Judges. The assistant judges assist the Chief Judge in the results process. A timing/photo-finish operator is considered to be an assistant judge.

1G9. Registrars. The registrars shall confirm that each entrant has presented a valid racing license (or direct electronic proof of said license via their USA Cycling account), is the person named on the license, and is qualified and properly entered according to the rules of the race event.

1G10. Race Secretary

(a) Shall work closely with the Chief Referee, Chief Judge and Starter in the seeding of riders and is responsible for ensuring the start lists produced by such seeding are generated.

(b) Shall work closely with the results company and is responsible for ensuring the accuracy of start lists and race results generated by the results company.

(c) Shall ensure that a log is kept of the identifying number assigned to each of the communiqués generated, start lists, race results, and Race Jury/Chief Referee communiqués.

(d) Shall work closely with the Race Director to ensure all communiqués are copied and distributed appropriately.

(e) Shall be responsible for keeping a complete set of all the communiqués issued and results and, at the completion of the event, producing a book for the Race Director, USA Cycling, Chief Referee, and Chief Judge.

1G11. Judge-Referee (Track)

The Judge-Referee is used in the sprint, the Keirin, the points race, the scratch race and the Madison. The Judge-Referee shall solely monitor the conduct of riders in the race and their conformity with the racing regulations. On this issue he shall, alone and immediately, impose penalties and make any other decision required under the regulations.

1G12. Assistant Chief Referee

An Assistant Chief Referee may be appointed when there are two (or more) distinct competitions held under the same permit. The scope of responsibility will be specified in the appointment, but the Assistant Chief Referee generally runs one or more of the competitions and assists with event management and paperwork.

1G13. Minimum Age for Officials

An official who is a minor may not perform the function of a Referee, Registrar, or Chief Judge.

1H. Races

1H1. Race Permits USA Cycling issues permits to organize USA Cycling-sanctioned events. The issuance of an event permit is solely within the discretion of USA Cycling in accordance with its rights and responsibilities as the National Governing Body of cycling.

1H2. Race Titles

(a) Only championships listed in these Racing Rules may use the term "**championship**" in their race titles.

(b) The term "**international**" may be used in a race title only for races in which invited representatives of foreign national Federations compete.

(c) Except for events authorized by the United States Olympic Committee, the term "**Olympic**" may not be used in a race title.

(d) The term "**National Tour**" may be used only for those events so designated by the CEO.

(e) Invitational races may be held on certain occasions, subject to the approval of the CEO. They must not dominate the local racing program.

(i) Invitations may be extended to (a) individuals, (b) teams, or (c) any combination thereof.

(ii) USA Cycling invites representatives of foreign national federations, the Race Director invites all others.

1H3 Team-limited Races. USA Cycling may designate a race as team-limited. At such events USA Cycling may specify an upper limit on the number of entries to be accepted from any club or team. This applies whether entry is on an individual or team basis. This information must be included in the official race announcement.

1H4. Entry in Races

(a) A Club Race may be organized by only one affiliated club. A licensed rider may enter such a race only if the rider's license shows membership in the organizing club

(b) It is the rider's responsibility to enter a race in the proper class and category. The fact that the registrar accepted the incorrect entry will not be taken as an excuse.

(c) Riders may choose to enter single-day individual time trials in their proper category or any higher category, but not a lower category.

(d) Team entry in races.

The following applies by default to teams in events with individual classification; e.g., stage races. Race Directors may choose to hold team events (team time trials, Madisons, etc.) with these restrictions, but it must be specified in the race announcement.

(i) Races that have team entry, or are team-limited events, are covered by the following general rules concerning entry:

(a) Each racing team or club may enter only one team.

(b) When a racing team or club has entered a team, additional team/club members may not enter as individuals, guest riders on other teams, or on a mixed team.

(c) By entering, each team implicitly agrees that it is racing on its own behalf, and not in the interest of another team.

(ii) When entries are received from closely related entities; e.g., two racing teams from the same club, a racing team and the general ridership of the same club, or two teams with a common sponsor, the Chief Referee/race jury will decide whether to permit both entries. The basis for the decision will be whether the teams can be expected to race as separate entities. Criteria to be used include:

(a) separate management and support;

(b) geographical separation (in the case of multiple club teams or shared sponsors);

(c) skill level and experience (club professional teams versus general club riders, or professional teams versus regional development teams);

(d) major or minor sponsorship (in the case of shared sponsors).

(iii) Teams may petition USA Cycling to establish that they are sufficiently distinct entities for the season, rather than on a race-by-race basis. Such a decision is still subject to review based on personnel changes or conduct at races.

(iv) Entry having been accepted, teams must still ride in a manner consistent with their being a distinct entity. Riding in the interest of a related team is subject to discipline, up to disqualification.

(e) Club Membership Fraud. No rider may enter a race as a member of a club who is not a member in good standing of that club and, if licensed, is licensed as a member of the club.

(f) Any rider who enters a race while under suspension will become liable to additional penalties.

(g) National and World Champion race entry.

Current UCI World or U.S. National Champions, who enter category A, B or C races (except National Championships) by the specified pre-registration closing date, and shall be refunded their entry fee (not including insurance fees and surcharges) provided that they are eligible to wear their championship jersey in the race, and do so. *Age-graded champions are only eligible when competing in the class in which the jersey was won.*

(h) Rider Categories for UCI races. USA Cycling licensees entering UCI races held under a USA Cycling permit are subject to category restrictions. Restrictions may be stated in the race announcement or technical guide. The default USAC category requirements for entering the following UCI classes are:

	Elite men	Elite women	Juniors
road:	1	1/2	1/2/3
track:	1	1/2	1/2/3
cyclo-cross:	1/2	1/2/3	1/2/3
<i>MTB</i>	<i>Pro</i>	<i>Pro</i>	<i>Pro/1</i>

(i) Acceptance of Risk.

(i) All those who compete in any of the events authorized under these rules do so at their own risk, whether or not they are licensed by USA Cycling, and no liability shall attach to USA Cycling or any of its officials with respect to any loss or injury sustained or caused by anyone competing in events.

(ii) All riders must sign and submit a written entry form which includes the terms of the standard USA Cycling Competitive and Non-Competitive Event Release Form, as then published by USA Cycling, to the Race Director before each race. The signature on the release must be an original handwritten signature; electronic signatures are only acceptable in the case of online registration using USA

Cycling's Online Registration System. By competing in a race conducted under USA Cycling rules, a rider, or a parent or legal guardian who permits a minor rider to compete, acknowledges understanding and acceptance of the regulations covering the event and agreement to the terms of the Standard Athlete's Entry Blank and Release Form (as then published by USA Cycling), and those terms shall be binding even when no proper entry form has been signed and submitted for a rider.

1H5. Maximum Field. Entries shall be accepted in order of receipt by the Race Director up to the field limit, and subsequent entries shall be returned. The maximum field limit in any youth race shall be 50.

For massed-start road events (road races, circuit races, criteriums) the field limit for an event that includes category 5 men or women shall be 75. For other massed-start road events and cyclo-cross events, if no field limit is given in the official race announcement, a field limit of 100 shall be used. For criterium and cyclo-cross events with multiple fields on the course, any field limit is applied to the total number of riders on the course unless stated otherwise in the race flyer.

1H6. Minimum Field. If the number of entries for a given race is less than the minimum field size stated in the race announcement at the close of entries or within 30 minutes of the starting time, whichever is earlier, the Race Director may optionally cancel the race and refund the entry fees and surcharges of those who have entered, or may combine the race and as many prizes from its prize list as there were riders who registered for the canceled race with another race on the program. If no minimum field size was given in the official race announcement, "one" shall be assumed for time trials and "four" for other events.

1H7. Registration

(a) In order to compete in USA Cycling races, riders must present a valid racing license from USA Cycling or an international license from another national federation that is affiliated with the UCI. However, the Chief Referee may approve admission of a rider known to be currently licensed

or whose licensed status is confirmed by authoritative documentation, including accessing the member's USA Cycling online account.

(b) Active participants in Category A races, including officials, riders, team managers, drivers, and mechanics, must hold a USA Cycling license or a license from a governing body that is a member of UCI and must show such license at registration or when called upon to do so by race officials.

1H8. Withdrawal. After having entered a race, a rider may not withdraw and compete in another race until the race first entered is completed, except with the written consent of the Race Director.

1H9. Mixing of Classes, Categories, and Genders

(a) Eligibility. No rider may race in a class or category other than that which is stated on his or her license, other than as allowed below.

(b) UCI Team members are not allowed to enter Masters Races.

(c) Masters may compete in any races for their age or younger, subject to category restrictions but not races exclusively for **Under 23s** or **Juniors**.

(d) Under 23 and **Junior** riders may compete in any races for their age or older, subject to category restrictions but not Masters races.

(e) Youth riders may enter only youth races.

(f) In mountain bike endurance races, **junior riders** age 14 and younger who ride with older Juniors may race up at the discretion of the race administration, but generally should enter races for riders up to category 2.

(g) Women may enter any men's race for which they are eligible by age, category, and any performance requirements. They may also enter categorized races for men that are up to one category lower than their women's category. For road, track, and cyclo-cross events, category 1 women may enter men's races up to two categories lower.

(h) Master women may compete in men's masters races as follows:

(i) category 1 and 2 master women may enter men's events for riders up to 10 years above their racing ages;

(ii) category 3 and 4 master women may enter men's events for riders up to 20 years above their racing ages.

(i) A Race Director may offer races for combined classifications and categories but the categories in a given race must be the same for all age groups. However, Youth races may include only riders from ages 6 through 8.

(j) Riders with foreign Elite licenses and riders classified as Elite may not enter Masters races in a discipline for which they have Elite status.

(k) *With the permission of USA Cycling, members of UCI WorldTeams may enter a maximum of five national calendar road events per year, with no more than three team members competing per event.*

(l) Riders on *UCI Profession Continental*, UCI Continental teams and UCI Women's teams may only enter domestic events that specifically include professionals on the permit and the race flyer (i.e. Pro/1/2), otherwise they are ineligible.

(m) Professional riders are not eligible for State, *Regional and District* Championships *in the discipline in which they are a Professional* unless a separate category has been established for them.

1H10. Prizes

(a) The complete Prize list, with values for each place, shall be available to competitors on the first day of the event. Prize evaluations shall be based on the retail prices.

(b) No Disincentives. No prizes or primes of value greater than the last place prize may be offered for poor performance, such as a prize for the last rider across the finish line.

(c) In youth races and races exclusively for category 5, no prizes (including primes) of commercial value may be awarded – only such things as trophies, medals, ribbons, and certificates.

(d) In club races, individual prizes may not exceed a \$50 value.

(e) In MTB races, a race that offers a Pro category must also offer a cash purse for that category.

1I. Bicycles

1I1. Bicycles used in competition must be propelled solely by the rider's legs and shall have the following characteristics:

(a) Dimensions. Bicycles may be no more than 2 meters long and 75 cm wide, except that tandems may be up to 3 meters long

(b) There may be **no protective shield**, fairing, or other device on any part of the bicycle, which has the effect of reducing air resistance except that spoke covers may be used.

(c) Wheels may be made with spokes or solid construction. No wheel may contain special mechanisms to store and release energy. *In cyclo-cross, the tire must not incorporate any type of spike or stud.*

(d) The **handlebar** ends shall be solidly plugged and attachments thereto shall be fashioned in such a way as to minimize danger without impairing steering. In road, track, or cyclo-cross races, handlebars with ends, features, or attachments that extend forward or upward or that provide support for other than the rider's hands are permitted only in time trial and pursuit events (not in Team Sprint); however, attachments that point upward on the brakehoods of road bicycles are allowed if the distance between them is greater than 25 cm (9.8 inches).

(e) Bicycles must meet current UCI technical regulations at events that select 17-18, U23 and Elite riders for international competition or national teams. All bicycles used in National Championships (for UCI recognized classes listed above) and NRC races must comply with the current UCI regulations. At the discretion of USA Cycling, UCI rules may be adopted or modified for other National Championships.

(f) Bicycles commonly known as **recumbent** may not be raced in USA Cycling races unless there is a separate race for this category of bicycle, and then may be used only in that category.

(g) A massed-start bicycle is a road or track bicycle that is legal in all events within the road or track discipline, rather than a bicycle that is restricted to particular events. Handlebars for massed-start bicycles may not have forearm supports nor handlebar extensions or attachments that point forward.

(h) Time trial events may restrict the competitors to mass-start bicycles in one or more classes, provided that the restriction is stated in the race announcement and technical guide. This includes time trials in stage races.

(i) A Single Speed is any type of bicycle possessing only one rear cog and only one front chainring and with no means of altering the gear ratio in any way during the race.

112. Riders are responsible for their selection of competition equipment and for taking reasonable precautions to ensure that its condition is adequate and safe for use in competition.

(a) To maintain compliance with these regulations, the equipment and uniform of one or more riders may be examined at any time to discover the use of items which are not allowed or which are obviously improperly adjusted, insecurely fastened, or which may present a danger to the rider(s). The Chief Referee shall prohibit the use of any such items discovered during the examination. Such examinations are conducted at the discretion of the Chief Referee. An examination of every rider's equipment is not required.

(b) USA Cycling and any Race Director or sponsor, and their respective agents, officials, employees and volunteers, shall not be liable for any damages or injuries arising from or connected in any way with the condition or adequacy of any rider's competition equipment or uniform, regardless of whether or not such competition equipment or uniform was examined or was not determined to be in violation of the rules.

113. Bicycle Types

(a) For **track races**, only a bicycle with a single cog fixed wheel and without derailleurs, brakes or quick releases may be used. However, in pursuit and time trial events that are not championships or selection events, brakes, freewheels, quick releases, and derailleurs may be installed on the bicycle so long as only one gear is functional.

(b) For **road, cyclo-cross and MTB races**, only a bicycle with a freewheel and one working brake on each wheel shall be used, except as allowed elsewhere in these rules.

(c) In **roller races**, either road or track bicycles may be used. All classes are restricted to a development of 7.69 meters (25 feet 3 inches) and cranks must be at least 165 mm long.

(d) A **handcycle** is a 3-wheeled cycle with standard bicycle drivetrain and standard bicycle crankarms. The cycle must be operated by pedaling and shifting using only the upper body to perform said functions. The maximum wheelbase for a handcycle is 72 inches. Handcycles must have a chainring guard to protect the rider from the drivetrain. All handcycles must have 2 separate working brake calipers (or discs) and a fully-functional lever for each.

114. Youth/Junior Gears. The maximum chaingear ratio for Junior riders is based on age and discipline. Blocked gears will be allowed, except in National Championships or selection events for international competition. All tests for compliance shall be done using the "roll-out method." There is no restriction for cyclo-cross or MTB races.

(a) For road and track the limits are:

Road

6-18: 7.93 meters (26')(52x14)*

Track

17-18: Unrestricted

15-16: 6.93 meters (22' 9")

13-14: 6.45 meters (21' 2")

9-12: 6.05 meters (19' 8")

(b) The gear limit for a rider is determined by the age of the rider and the discipline, and applies in all events in that discipline subject to the notes shown below:

(c) For **15-16** year old juniors who are competing in Championship Keirin or Madison, the 17-18 (unrestricted) gear limit applies.

* Note that the gear combinations listed are merely suggestions – the distance rolled out is the governing standard.

1I5. Young Junior/Youth Bicycles

All riders aged 14 and under are restricted to massed-start bicycles as defined in 1I1(g). These bicycles must also have at least 16 spokes and no wheel covers may be used.

1J. Rider's Uniform

1J1. Helmets. At all times when participating in an event held under a USA Cycling event permit, including club rides, any rider on a bicycle or motorcycle shall wear a protective, securely fastened helmet that satisfies the standards specified in USA Cycling Policies. (Policy I, Sections 1 and 2 – see appendices.) "Participating in an event" means riding a bicycle in the vicinity of a race at any time between the beginning of registration and the last awarding of prizes, but does not apply to riding rollers or stationary trainers in order to warm up.

1J2. For MTB **downhill and 4X events**, a full-face helmet must be worn. **Full-face helmets must also be worn for Dual Slalom at National Championships.**

1J3. For all MTB gravity events, additional padding is strongly recommended. Examples: body armor, elbow and kneepads and full finger gloves

1J4. Motorcycle helmets meeting U.S. Department of Transportation standards must be worn by all motorcycle drivers and passengers in races and club rides.

1J5. Jerseys must be worn in all races and shall cover the shoulders.

(a) Sleeveless jerseys are allowed only in non-international MTB races and individual time trials. Skin suits may not be worn in Pro gravity events per UCI rules.

(b) No additional equipment, whether worn over or under a rider's uniform, which has the effect of reducing wind resistance is permitted, except in the case of inclement weather, additional covering designed solely to protect against precipitation or cold may be worn. However, shoe covers are permitted in any conditions.

(c) Advertising may appear only on the uniform, including caps, shoes, and helmet of riders who are licensed members of registered USA Cycling clubs or teams.

(d) UCI Teams and Category 1 & 2 riders who are members of the same team or club must wear identifiably similar uniforms when competing in a massed start race except where different uniforms are called for by USA Cycling regulations. This also applies to over garments such as vests, jackets, and rain jackets, which must be transparent or identifiably similar. *Members of mixed teams and guest riders may wear the shorts of their regular team. With the permission of the race organization, they may also wear generic clothing with no advertising in time trial stages.*

(e) Club Jerseys. In competition, no rider shall wear the emblem, inscription, or uniform of any club or team which the rider is not eligible to represent, *nor may a club/team create a jersey, design or emblems that might be confused with the US National Team or National Champion jersey.*

(f) Only current National Champions may wear National Championship jerseys and only in the specialty (road race, time trial, criterium, cyclo-cross, *short track cross-country, downhill, Madison, etc.* and age group (Junior, Master, U23, Elite) in which the title was won.

Age-graded champions may wear the jersey in other age classes within their overall age group; e.g., 15-16 road race champion in a 17-18 road race.

(i) In Elite races, only the USA Cycling Elite champion, Professional champion, and U23 champion may wear the jersey in the appropriate specialty.

(ii) In stage races, the jersey may only be worn by the current National Champion in the same specialty as the stage; e.g., Criterium Champion in a criterium stage.

(iii) Members of registered clubs/teams may place advertising on the jersey. Riders or teams that create their own National Champions jerseys must have the design approved by USA Cycling and must follow the approved format recognized internationally. All National Champion's jerseys must comply with UCI rules for advertising as follows:

(a) Front and back of the jersey in a rectangle 10 cm high

(b) On the shoulders or sleeves in a single line a maximum of 5 cm high

(c) On the sides of the jersey in a band 9 cm wide.

(iv) Only former National Champions are permitted to wear the Stars and Stripes pattern on the trim of their jerseys. The Stars and Stripes pattern may be worn in all disciplines, not just the discipline in which it was won.

(v) A National Champion in one discipline (mountain bike, collegiate etc.) may not wear the jersey in events of another discipline, except as noted above.

(vi) National Champion jerseys may not be worn in the subsequent National Championship.

(g) National Team Jerseys. Members of National teams must wear the uniform designated by USA Cycling. This uniform may be worn only while actually representing the USA.

(h) In stage races, omniums, and race series, the race leader or those heading other categories must wear a special jersey if it is provided by the Race Director, but only for the duration of the race and as long as the leadership lasts. The jersey may bear only the name of the race, the special classification, and the Race Director's sponsors on the upper two thirds of the front and back panel of the jersey. The

lower third of the front and back panel shall be in a plain background available for the rider's club or UCI team.

(i) No rider shall wear a **World Championship jersey** or colors (blue-red-black-yellow-green stripes in any order) in a race unless entitled to do so under international rules. Only former world champions are permitted to wear the world championship colors on the trim of their jerseys.

(j) Jersey priority. For all disciplines, unless otherwise stated in the regulations, should various provisions requiring the wearing of different jerseys apply to the same rider, the order of priority shall be as follows:

- (i) The leader's jerseys of the stage race
- (ii) The series leader's jersey
- (iii) The world champion's jersey
- (iv) The continental champion's jersey (not mandatory)
- (v) The national champion's jersey

1J6. Radios. *The use of radios is limited to events in the road discipline for races that are composed exclusively of riders that are Category 2 and higher, and in time trial events on the road for all categories. The use of radios is prohibited for junior and collegiate races. The use of radios is subject to the following restrictions:*

- *the power of the transceiver may not exceed 5 watts;*
- *the range of the system shall be limited to the space occupied by the race;*
- *its use is limited to exchanges between riders and the sports director and between riders of a same team.*
- *rider may wear only one earpiece*

Audio playback devices are expressly forbidden *in all disciplines and categories.*

1J7. Racing numbers.

(a) Racing numbers are provided by the Race Director, who may require a deposit that shall be refunded on return of the numbers in good order. The figures shall be printed in block letters using black waterproof ink. Numbers shall be

constructed from materials sufficiently durable to last the race without tearing or disintegrating, even in adverse weather. The name of the race or race sponsor may appear on a competitor's number. Race Directors who fail to provide numbers meeting the above requirements to all riders shall be fined as specified in the Schedule of Fees.

(b) Riders shall place their numbers as prescribed by the Race Director or officials and in such a way that they are visible when the rider is in a racing position. When shoulder numbers are provided for cyclo-cross, they are worn on the upper arm to be visible from the front. Hip numbers shall be attached securely at least at the four corners and no accessory or hair may obstruct a clear view of the number. If shoulder or frame numbers are provided, they too shall be placed as prescribed. Numbers may not be folded, trimmed, or otherwise defaced.

(c) A Local Association may impose additional number requirements.

Numbers size table (minimum sizes -- all dimensions are in centimeters)

Type of Number	Height	Length	Digit Height	Digit Line Width	Minimum Border
Body	18	16	10	1.5	3
Frame	9	13	6	0.8	2
Shoulder	11	12	7	0.8	2

Numbers required per event (minimum):

Event	Body Numbers	Shoulder Numbers	Frame Number
Track			
Track Time Trial	1		
Individual Pursuit	1		
Team Pursuit	1		
Team Sprint	1		
Sprint/200 Meter Time Trial	2		

All other Track Events	2		
Road			
Category A Road	2		1
Road Time Trial	1		
All Other Road Events	1		
Cyclo-cross			
Category A Cyclo-cross	1	2	
All Other Cyclo-cross Events	1		

1J8. Chip Timing/Scoring

(a) Chips for timing/scoring are provided by the Race Director, who may require a deposit that shall be refunded on return of the chips in good order.

(b) Riders shall place the chips as prescribed by the Race Director and in such a way that they will activate the chip sensor upon passing the line.

1K. Racing Rule Generalities

1K1. Scope

(a) For Olympic and other international events, and the activities of UCI teams, the applicable regulations of the UCI shall take precedence over USA Cycling regulations.

(b) National Championships for 17-18, U23 and professional riders will be run under UCI rules, except as specifically noted elsewhere in these rules. At the discretion of USA Cycling, other races for 17-18, U23 or professional riders that are used to qualify riders for national teams or international competition may use UCI rules, either completely or in part.

(c) These Racing Rules apply to all races authorized by USA Cycling, including national championships.

(d) Whenever a specific rule is in conflict with a more general rule, the specific rule takes precedence.

(e) Exceptions to these rules may be made only with prior approval of the CEO in a particular race event. A request for exception should be made in writing to the CEO.

(f) Time Period. An entrant in an event held under USA Cycling regulations shall be subject to these rules from the beginning of registration for the first event to the completion of the event, including the last awarding of prizes.

1K2. Violations of Rules

(a) Penalties. The following actions may be taken when USA Cycling regulations are broken, in general order of increasing severity: warning, fine, relegation, disqualification, suspension. Riders may be disqualified from all subsequent events in a race series held under a single event permit for a period of up to 10 days.

(b) Recommended penalties for first offenses under normal circumstances are given in Chapter 8.

(c) A rider who is disqualified after having collected prizes for an event must promptly return any prizes and primes won in the event, though this obligation shall be stayed while a protest or hearing is pending.

(d) Fines issued to licensees or teams must be paid to USA Cycling directly. Licensees who fail to submit their fine within 15 days of their notification shall be suspended per USA Cycling Policy III.

1L. Start of a Race

1L1. Starting Time. No heat or race may be started before the time stated in the official race announcement except with the consent of all registered riders in the heat or race. It is the rider's responsibility to report at the appointed time and location for the start of the race.

1L2. No Delays. No licensee may unnecessarily delay the start of a race. However, a brief delay to replace a punctured tire may be allowed if a replacement wheel, ready for immediate use, is available at the starting line.

1L3. Starts or the resumption of racing shall be signaled by a single gunshot, whistle, or waved flag. The Starter alone judges the validity of the start. The stopping or neutralizing of the race because of a false start or other conditions specified in the rules shall be signaled by a double gunshot or double whistle.

1L4. All competitors shall be **started in the same manner**, either all with holders, all with one foot on the ground, or all with a rolling start. Holders may not step over the starting line at the start of a race.

1M. Finish of a Race

1M1. Judging. The finish of a race shall be judged when the front tire first penetrates the imaginary vertical plane passing through the leading edge of the finish line.

1M2. The **beginning of the last lap** of a race will be announced by ringing a bell and display of the number 1 on the lap card. If the finish line is off the immediate course, the bell shall be sounded at the point of departure on the preceding lap.

1M3. Should the **bell be rung by error** on the wrong lap, the judges shall record the order of the finish at the end of that lap. The Chief Referee shall decide whether to declare these results final or rerun some or all of the race. The Chief Referee may bar from the rerun any rider who appeared to have no chance to win a prize had the bell been rung on the proper lap.

1M4. Dead Heats

(a) Should two or more riders make a dead heat for a qualifying place in a trial heat, they shall be allowed to enter the final, subject to more specific rules of each discipline.

(b) Should two or more riders make a dead heat for first place only, they shall reride the final sprint for 1,000 meters to determine the winner or may ride a shorter distance considered sufficient by the Chief Referee to allow for a fair settlement. If the dead heat is for any other place, the riders concerned shall be declared equal and the prizes for those

places shall be added and equally divided or duplicated at the discretion of the Race Director.

1M5. Early Finish. After the first competitor has finished, the Chief Referee may excuse one or more riders from completing the distance in order to secure a place, which would clearly have been won by finishing. The Chief Referee may also excuse from completing the distance a rider who, by accident or withdrawal of others, is the only competitor left in the race.

1M6. Results tabulation.

(a) The Chief Judge assigns places to as many finishers as possible, including timing data as appropriate. If a group of riders cannot be separately placed, they are given an equal placing.

(b) Riders who fail to take the start line are entered as "did not start" (DNS).

(c) Riders who withdraw from the race of their own accord are entered as "did not finish" (DNF).

(d) Riders who are unable to finish because of a mishap, or because they are out of contention and withdrawn by the officials are generally entered as DNF, except in the specific cases noted in these rules. However, in some instances the Chief Referee may instruct the Chief Judge to assign places to riders withdrawn by the officials, and to include them in the results. If so, the Chief Judge shall place the riders based on their relative positions at the time that they were withdrawn.

(e) It is the responsibility of the Race Director to provide resources appropriate to the scale of the race for results acquisition and production. The Race Director's staff is responsible for reproduction and distribution of the results.

1M7. Results posting. The Chief Judge will inform the riders of the time and place where the results will be posted or announced, and the Chief Judge shall be available there to resolve any protest. Prizes may not be distributed until all protests which affect the podium and awards have been answered and at least 15 minutes have passed since the results were announced.

1N. Conduct

1N1. No rider shall benefit from his or her misconduct. Misconduct on the part of a team member or support person may result in penalties to any member of the team.

1N2. General Misconduct. The following offenses may be punished by suspension or lesser penalties:

(a) Acts of theft, fraud, dishonesty, or grossly unsportsmanlike conduct in conjunction with a sporting event;

(b) Offering, conspiring, or attempting to cause any race to result otherwise than on its merits.

1N3. Identity Fraud. No licensee may enter a race under an assumed name nor conspire to allow another rider to enter a race under an assumed name. This includes fraudulent use of another rider's license, racing numbers, or timing/scoring chip.

1N4. Rules and Course. It is the rider's responsibility to familiarize themselves with the rules of the event and the race course before the start of the race. Riders may not take any other route or short cut. The fact that tape or barriers may have moved or fallen shall not stay the responsibility of the rider to stay on the designated route.

1N5. Withdrawal. Riders must immediately follow a Referee's order to withdraw from the race.

1N6. Abuse.

(a) No rider or other licensee may be disrespectful toward anyone at a race.

(b) No rider or other licensee may use foul or abusive language or conduct during a race event.

(c) No licensee may assault (an unlawful attempt, coupled with the present ability, to commit a violent injury on the person of another) or do battery (any willful and unlawful use of force or violence upon the person of another) to anyone connected with any event held under a USA Cycling permit.

(d) Violent assault and/or battery as described in 1N6(c) committed by a licensee against a race official at a USA

Cycling permitted event shall be subject to additional penalties.

1N7. No rider may make an **abrupt motion** so as to interfere with the forward progress of another rider, either intentionally or by accident.

1N8. Dangerous Rider. Any rider who appears to present a danger to the other competitors may be disqualified by the Chief Referee, either before, during, or after a race.

1N9. Pushing or pulling among riders is prohibited in all races except the Madison and then only between members of the same team. No rider may hold back or pull an opponent by any part of his or her clothing, equipment or body.

1N10. Competitors may make no progress unaccompanied by a bicycle. In the case of a crash, they may run with their bicycles to the finish line, staying on the course.

1N11. A licensee may be penalized for causing a crash or spill through inadequate tightening or adjustment of a bicycle component, including gluing of tires.

1N12. Non-Competitor on Course. A rider may not be on the track or course during a race for which he has not entered and registered, or from which he has withdrawn or been directed to withdraw.

1N13. No person with official responsibilities at a race (including, but not limited to, race officials, marshals, race directors, timing or results companies, and race announcers) shall consume alcoholic beverages or other intoxicants while races are in progress and any such person who appears to be under the influence of alcohol or other intoxicating substances shall be promptly relieved of responsibilities.

1N14. No person with official responsibilities at a race (including, but not limited to, race officials, race announcers, marshals, timing or results companies, or Race Directors) may lay a wager on the outcome of the race they are participating in.

10. Protests and Hearings

101. All protests concerning the order of finish shall be examined and resolved by the Chief Judge.

102. All protests regarding the qualification of riders or bicycles or the regularity of entries or classifications should be lodged with the Chief Referee before the race.

103. Procedure. The above protests may be made verbally and no deposit is needed. All other protests must be in writing, signed by the protestor, and accompanied by a deposit as specified in the Schedule of Fees on the USAC website. Protests in single events must be made within the following time limits:

(a) A protest of foul riding or any other irregularity taking place during the race must be made within 15 minutes after the protestor's finish time.

(b) A protest regarding the final results must be made within 15 minutes after the announcement of results in order for riders to be eligible for prizes.

(c) For any protests made after the awards ceremony, any rider's right to prizes is waived.

(d) Once the results have been finalized onsite and the awards have been given out, any further results protests *concerning order of finish* may be submitted directly to USA Cycling, who will consider them at its discretion. Any such results protests must be submitted at the latest 30 days after the results are posted on the USA Cycling website.

104. All protests, other than those regarding results and placings, shall be heard and decided either by the Chief Referee or by a jury composed of an odd number of race officials that includes the Chief Referee.

105. Hearings. Administrative, eligibility, and disciplinary hearings are processed according to USA Cycling Policy III. Field of Play decisions made by race officials are not subject to review by a hearing panel, even if those decisions affect eligibility *or order of finish*.