

Chapter 3

Road Racing

3. Road Racing

3A. Road Course

3A1. A road course may be from place to place, around a circuit, out and back, or any combination of these. The course shall not cross itself; there must be no chance that riders may have to cut through other groups of riders.

3A2. Multiple Fields. Race Directors are responsible for the planning and coordination of races to generally avoid overlapping of groups on the same course. If more than one massed start race is to be on the course simultaneously, starting intervals should be chosen such that groups will not overlap. If these conditions are not met, the Chief Referee may change the schedule or cancel some or all of the events.

3A3. Markers. In all road events, at a minimum a conspicuous marker shall denote the final kilometer. A panel shall indicate the final 200 meters from the finish. Panels including the following distances from the finish line: 500 m, 300 m, 150 m, 100 m, and 50 m are recommended. Panels indicating the last 25, 20, 10, 5, 4, 3 and 2 km are recommended for all road races. In races ending on a circuit, only the last 3, 2 and 1 km are to be displayed.

3A4. The **finishing area** should be at least eight meters wide and be adequately protected so as to prevent spectators from entering onto the course. The last 200 meters should be free of turns and curves.

3A5. The **finish line** shall be perpendicular to the racecourse. For any championship event it shall be a black line of uniform width between 4 and 6 cm painted in the middle of a 72 cm wide white stripe.

3A6. The **Race Director** shall ensure that feeding stations are correctly located, that police and marshal facilities have been established to help ensure the safety of the riders, and that preparations have been made for crowd control at the finish. If these conditions are not met, the Chief Referee may delay or cancel the race.

3A7. Category A events. The Race Director shall do the following in Category A events. Race Directors are encouraged to do them for other road races.

(a) Provide a precise course map indicating distances to be covered.

(b) Provide a finish area that includes the following: a finish line that meets the championship specification, fencing on each side of the finish line, and a banner above the finish line bearing the word "Finish".

(c) Provide a covered podium for the officials and a public address system at the finish line.

(d) Provide photo-finish equipment at the finish line that supplies continuous, frameless finish order for massed start events or an electronic timing system for time trials.

(e) Provide a results room in a quiet location near the finish area for use by the officials.

(f) Provide at least two body numbers *and one frame number* for competitors in massed-start events.

3B. Riding Conduct

3B1. Center Line. If a course is not closed to traffic, all competitors must keep to the right of the center line or enforcement line.

3B2. Rules of the Road. Riders shall, of their own responsibility, conform to all traffic regulations in force in the area where the race is held.

3B3. Road Closure. It is forbidden to cross a closed railroad crossing or any other road closure. The following rules apply to railroad crossings and other closures:

(a) If one or more riders who have broken away from the field are held up at a railroad crossing and the gates open before the field catches up, then no action shall be taken and the closed crossing shall be considered a mere race incident.

(b) If one or more riders with more than 30 seconds lead on the field are held up at a railroad crossing and the rest of the field catches up while the gates are still closed, then in this case the race shall be neutralized and restarted with the same gaps, once the official vehicles preceding the race have

passed. If the lead is less than 30 seconds, the closed crossing shall be considered a mere race incident.

(c) If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed crossing shall be considered a race incident.

(d) If a group of riders is split into two groups by the closure of a railroad crossing, the first group will be neutralized or stopped in order to allow the delayed riders to return to the first group

(e) Any other situation (e.g., prolonged closure, etc.) shall be resolved by the officials.

3B4. The responsibility of **keeping on the prescribed course** rests with the rider. A rider may not leave the prescribed course unless ordered to do so by public authorities or a race official.

3B5. Taking pace or assistance from any outside means is forbidden, including holding on to a motor vehicle or taking pace from riders in a different race that is concurrently on the same course.

3B6. Competitors who suffer a **mishap** may be assisted in remounting and may be pushed up to 10 meters.

3B7. Riders are permitted to start with **feeding bottles** or such refreshments as they wish to carry, but glass containers are strictly prohibited.

3B8. Support. When not otherwise prohibited, competitors may exchange food and drink among themselves. Tires, tools, pumps, wheels, and bicycles may be exchanged only among members of the same team and a rider may not sacrifice himself for another rider unless on the same team. Such items may also be handed from a person on foot, but not directly from a moving vehicle, except in those circumstances designated by the Chief Referee.

3B9. Feeding. The passing of food or refreshments to competitors shall be at the discretion of the Chief Referee. Riders may not discard materials that are not biodegradable; they may pass or throw such material to support personnel in places far from any bystanders.

3C. Individual Road Race

3C1. If a **circuit course** is used for an individual road race, the distance should be at least 5 km per lap.

3C2. Individual road races shall be massed start races, in which all riders start from the same mark, or handicap races, in which starting positions are assigned in accordance with past performance so as to give all riders an equal chance at winning.

3C3. A **lapped rider** or one who has fallen too far behind and is considered to be out of contention may be called off the course by the Chief Referee. Riders on different laps may not give or receive pace from one another. A lapped rider must not interfere in any prime sprint or finishing sprint and must ride sufficient laps at the end so as to cover the entire distance in order to qualify for a prize, unless excused by the Chief Referee from covering the full distance.

3C4. Caravan.

(a) Only vehicles authorized by the Race Director may follow races on the road and each such vehicle shall bear distinctive identification, visible from both front and rear. The composition and structure of the race caravan must be approved by the Chief Referee and all vehicles shall operate under the officials' control.

(b) Team cars and neutral service vehicles should be 1.66 meters in height or less, with windows that are not opaque. If non-complying vehicles are allowed in the caravan, the Chief Referee may change their position based on vehicle characteristics. *Caravan vehicles may not utilize rear mounted bike racks or carriers.*

(c) In stage races, caravan order is determined by individual general classification when it is available.

(d) For single-day events, and stage races and omniums when individual classification is not available, the following applies:

- (i) If the race is part of a points series, caravan order will be determined by current individual point

standings. Teams with no individual points will be placed after the teams with points by drawing lots. Teams with points that are not represented at a mandatory managers meeting will be treated as though they had no points.

(ii) For races that are not part of a points series, caravan order is determined by drawing lots. Teams that are not represented at a mandatory managers meeting will not be included in this drawing; they will be placed after the other teams, with their order determined by a second drawing.

(iii) The technical guide should include the details about caravan order and any managers meetings. The guide may specify an alternate method of determining the order of cars.

(e) When drawing by lot, team names are drawn randomly, with the first chosen being first position, etc.

(f) The Race Director shall appoint a technical director to coordinate technical support and shall provide a sag wagon.

(g) Drivers of support vehicles shall keep to the right of the road and shall follow the rules of the road. Should a support vehicle need to stop, it shall always pull off the road on the right side.

(h) Riders may be assisted only at the rear of the group, regardless of the rider's position in the race. No rider may be assisted at the front of a group.

(i) Caravan vehicles may pass a referee's vehicle only with the permission of the referee.

(j) In the case of a breakaway, a support vehicle may drop in between the breakaway riders and the main group only with the permission of a referee.

3C5. Feeding.

(a) Riders may be supplied with food or drink in either of two ways, as planned jointly by the Race Director and Chief Referee:

- (i) In specified feed zones by hand-ups from the Race Director's staff or the rider's support staff;
- (ii) From support vehicles during the race.

Feeding will normally begin 50 km from the start. Feeding shall be authorized thereafter except for the last 20 km. This may be modified by the Chief Referee depending on the nature of the course and the weather.

(b) When a referee grants permission to feed from cars, the procedure is for riders to slowly move to a position even with their team car to receive food and drink. The team car must be positioned behind the referee's car unless the group contains 15 riders or less, in which case, with permission of a referee, the team car may move up to the rear of the group to feed. No supplies may be sought or provided from a vehicle during a hill climb or on dangerous bends or descents.

(c) Any riders accepting food or drink from spectators, provided that this is not an organized service, shall do so at their own risk.

3C6. Category A and B races. The Race Director should do the following in Category A and B races and is encouraged to do them for other road races:

(a) Provide at least two neutral support vehicles, at the service of all riders. One such vehicle shall drive ahead of the field to take care of riders who break away while the other shall follow behind the field.

(b) Stop all traffic at the finish line and along the course as the riders pass.

(c) Provide official cars equipped with opening roofs and radio transceivers for the race officials as well as radio tour.

(d) Provide technical support vehicles with radio receivers.

(e) Provide radio tour and a radio tour operator for races that will have a team caravan. Provide radio tour receivers for all caravan vehicles.

(f) Provide rider feeding supplies for stage races.

3D. Criterium

3D1. A criterium is a closed-loop course entirely closed to traffic. The length of the course is between 800 m and 5 km. The minimum width throughout the course should be 7 m.

3D2. Riders may only ride in a **forward direction** on the course but may dismount and run backward to a repair pit when it is safe to do so.

3D3. The following are alternative methods for handling lapped riders or riders out of contention in criteriums. The method chosen by the Race Director with the Chief Referee must be clearly explained to the riders prior to the start of the race.

(a) A rider who falls so far behind as to be considered out of contention may be removed from the race by the officials and may be placed according to the distance covered and placing amongst those pulled that lap.

(b) Alternatively, lapped riders may be permitted to remain in the race and all will finish on the same lap as the leaders. At the finish, these riders will be placed according to the number of the laps they are down and then their position in the finish.

3D4. Riders who have lost contact with the field, and are then caught by a breakaway from the field, may not lead. Riders off the front of the field may not accept assistance from riders who have lost contact with the back of the field. Lapped riders may rejoin and race with the field in cases where lapped riders are not being withdrawn by the officials.

3D5. Free Lap Rule. Riders shall normally cover the distance of the race regardless of mishaps and must make up any distance lost on their own ability unless a free lap is granted for mishaps. Unless the official race announcement states that no free laps will be allowed, one free lap may be granted for each mishap subject to the following rules. On courses shorter than 1 km, two free laps may be allowed for a given mishap.

(a) Bicycle inspection and repairs must be made in an official repair pit. If announced in advance by the Chief Referee, riders are permitted to cut the course to get to a pit, but only while the Free Lap Rule is in effect. There should be repair pits at intervals of 1 km around the course.

(b) There must be a referee stationed in each repair pit to determine if the mishap was a legitimate one and if the rider is entitled to a free lap.

(c) A rider who is granted a free lap must return to the race in the position held at the time of the mishap. A rider who was in a group shall return at the rear of the same group the next time around. A rider returning to the race after a free lap shall be ineligible for sprint prizes for one lap thereafter.

(d) A rider granted a free lap must re-enter the race before the final 8km of the race; after that point in the race a rider in the pit is losing ground on the field.

3D6. Feeding is not permitted unless specifically authorized by the Chief Referee.

3D7. Primes are sprints within a race. They may be for the lead riders or any group or field of riders. A bell shall be sounded on the lap preceding the prime sprint at the appropriate line for that prime sprint. The line used for prime sprints need not be the same as the start or finish line.

Primes may be either predetermined for certain laps or spontaneously designated under the supervision of the Chief Referee. All primes won shall be awarded to riders even if they withdraw from the race. Lapped riders are not eligible for primes except in the following situation: when a breakaway has lapped the main field, riders in the main field and the breakaway riders are then both eligible for primes. When primes are announced for a given group, only riders in that group or behind it at the beginning of the prime lap are eligible.

3D8. Field finish option. If two or more riders have lapped, or are about to lap, a substantial group of riders, the Chief Referee may direct all lapped riders to sprint early, usually two to four laps before the end of the race, then retire. The decision to do this shall be communicated to the riders several laps in advance of the final sprint. No continuing rider may take pace from a rider who has finished.

3E. Individual Time Trial

3E1. Courses may be out-and-back, around a circuit, or one way. Only out-and-back and circuit courses may be used for record purposes.

3E2. Road bicycles shall be used. Bicycles with a front hand brake and fixed wheel may also be used.

3E3. Starting order may be chosen by random selection, by numeric order, or by seeding (normally fastest last).

3E4. Starting times shall be at equal intervals, normally one minute. The start sheet with starting order and appointed starting times should be available at least one hour before the start.

3E5. Start.

(a) Each rider shall report to the starter at least three minutes before his scheduled starting time and shall start at the scheduled time. If a rider appears later than the appointed starting time, the start will be allowed only if it does not interfere with the riders starting on schedule. If it does interfere, the rider may be further delayed. In case of a late start, the appointed time shall be used in computing the results. A rider who leaves the line early shall have that time added to his overall time as a penalty unless an electronic starting mechanism is triggered on the rider's start.

(b) The rider shall be held at the start, but shall neither be restrained nor pushed.

(c) No restarts are permitted for any reason.

3E6. Rider Conduct.

(a) On an out-and-back course, riders shall stay to the right of the centerline or enforcement line at all times.

(b) No rider shall take pace behind another rider closer than 25 meters (80 feet) ahead or 2 meters (7 feet) to the side.

(c) No two riders may ride abreast other than when attempting to pass and such attempts shall not be maintained beyond a distance of 500 meters. If the pass is not made cleanly within 500 meters, the caught rider must drop back to a distance 25 meters behind the rider who caught him.

3E7. Support Vehicles.

The Race Director and Chief Referee will decide whether support vehicles will be allowed. Rules governing support vehicles in an Individual Time Trial are as follows:

(a) Support vehicles must be authorized and under the control of the Chief Referee to be on the course.

(b) Each rider may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.

(c) A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 10 meters behind the rider, except when the rider has a foot on the ground.

(d) A support vehicle may not take a position between two riders unless there is a distance of at least 75 meters between them. Should this distance diminish, the vehicle supporting the leading rider shall immediately drop back behind the follower.

(e) No attendant may lean or hold any piece of replacement equipment out of a vehicle.

(f) No rider may be handed supplies during a time trial, whether from a support vehicle or not.

3F. Team Time Trial

3F1. Teams may be made up of two or more riders. The distance, timing basis, and number of riders who are required to finish must be specified in the official race announcement. Times may be based on any specified finishing position or on the sum of the times of any specified finishers.

3F2. Course.

(a) Courses may be out-and-back, around a circuit, or one way. Only out-and-back or circuit courses may be used for record purposes.

(b) The recommended minimum roadway width is 12 meters for an out-and-back course; otherwise a minimum of 8 meters is permitted. A warming-up area at least 2 km in length adjacent to the starting area is recommended.

(c) The turnaround point for an out-and-back course should be at a place where the roadway is sufficiently wide to permit the riders and any following vehicles to turn smoothly.

3F3. Only **road bicycles** shall be used.

3F4. The **starting interval** between teams will normally be at least two minutes, but may be increased according to the course.

3F5. Starting order may be chosen by random selection, by numeric order, or by seeding (fastest last).

3F6. Start.

(a) Each team shall report to the starter at least three minutes before their scheduled starting time and shall start at the scheduled time. If a team appears later than the appointed starting time, the start shall be allowed only if it does not interfere with other teams starting on schedule. If it does interfere, the team may be further delayed. In case of a late start, the appointed time shall be used in computing results.

(b) The riders from each team shall line up side by side at the start. All riders shall be held at the start and shall neither be restrained nor pushed. When there are too few holders, all riders must start with one foot on the ground. All teams must start in the same manner.

(c) No restarts shall be permitted for any reason.

3F7. In **championship events**, teams shall normally consist of four riders and the team time is the time of the third rider. Thus, at least three riders must finish.

3F8. Teammates on different laps may not work together.

3F9. All **pushing** of riders is forbidden, even among teammates.

3F10. No team shall take pace behind another team closer than 25 meters (80 feet) ahead, or 2 meters (7 feet) to the side.

3F11. The **exchange** of food, drink, minor repair items, help with repairs and exchange of wheels or bicycles shall be permitted solely among members of the same team.

3F12. Support Vehicles

The Race Director and Chief Referee will decide whether support vehicles will be allowed. Rules governing support vehicles in a Team Time Trial are as follows:

(a) Support vehicles must be authorized and under the control of the Chief Referee to be on the course.

(b) Each team may be followed by a motor vehicle. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.

(c) A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 10 meters behind the riders, except when a rider has a foot on the ground.

(d) Support vehicles shall not be allowed to drive in front of or beside its team but must remain at least 10 meters behind the riders and must not pass any rider until there is a 75 meter gap between the riders, or until the referee decides that it is safe. Should this distance diminish, the support vehicle shall immediately drop back behind the following rider.

(e) No attendant may lean or hold any piece of replacement equipment out of a vehicle.

(f) No rider may be handed supplies during a team time trial, whether from a support vehicle or not.

3G. Track Events on the Road

Track events may also be run on the road. In such events the appropriate track rules shall apply, as interpreted by the Chief Referee.

3H. Stage Racing

3H1. A stage race is an event with a common entry, run on consecutive days, comprising a sequence of road races (i.e., individual road races, time trials, criteriums), in which the overall results are determined by cumulative time or points. Riders must successfully complete each stage in order to be eligible for the next one. In stage races by time, the sum of the rider's times for each stage determines the final results. In stage races by points, the sum of the rider's points for each stage determines the final results. Stage races shall be conducted in accordance with General Racing and Road Racing rules as modified by specific exceptions given below. The Race Director shall prepare a technical guide - a

complete set of race regulations that specify how each stage will be conducted.

3H2. The race regulations shall specify the **maximum number of riders** per team and may specify a minimum number of riders in order for the team to start. Only one team may be entered in a stage race by any given club.

3H3. Duration and Distance

(a) A prologue individual time trial may be conducted and is included in the count of competition days, as long as the following conditions are met:

- (i) It may not exceed 8 km.
- (ii) If more than 60 riders are involved, the interval between the start of any two riders shall not exceed one minute.
- (iii) The results are used to determine individual general classification.
- (iv) Any rider who suffers a mishap during the prologue and is unable to complete the distance shall be permitted to race the following day, shall be placed last and given the time of the last rider completing the course.
- (v) No rider may participate or be made to participate in a second race on the same day as the prologue.

(b) Double Stages. There may be at most two stages on any day. Races lasting four days or less may include no more than one day involving such a double stage. Races lasting five days or more may include no more than two days with double stages, and there must be at least two full days between double stage days.

3H4. Placings

(a) Competitions in stage races by time. The following placings are normally determined for stage races by time:

- (i) Individual general classification
- (ii) Individual points classification
- (iii) Individual climbing classification
- (iv) Team general classification.

There also may be other special classifications, such as most aggressive rider or best young rider. Other forms of

classifications may be substituted for the various placing criteria cited above. Prizes are normally offered for both stage placings and for overall placings at the end of the stage race.

(b) Timing procedures. Each stage shall be timed in the same manner as a single-day event, with stage results in seconds for massed-start events and seconds and fractions for time trials.

(i) In mass-start events, all riders of a group reaching the finish together shall be credited with the same time unless the group is drawn out, in which case a new time shall be recorded at each break in the group.

(ii) Where electronic/photo timing is required, a new time is assigned when there is a difference of one second or more between the back of the rear wheel of the last rider in a group and the front of the front wheel of the first rider of the following group.

Where electronic timing is not required the method of determining gaps shall be specified in the race technical guide and the interpretation of new gaps and groups shall be at the discretion of the Chief Judge/Timer.

(iii) The fractions of a second from time trial stages are discarded before calculating team or individual general classification, so that general classification is calculated in whole seconds.

(iv) If there is a team time trial, the race technical guide shall specify how the times for teams are determined. If the stage is included in individual general classification, the technical guide shall specify how individual stage times are determined as well.

(c) Individual General Classification.

(i) Each rider's general classification shall be calculated by summing that rider's time in all individual stages, taking into account any time bonuses and penalties. In case two or more riders are tied in their final general classifications, their

order shall be determined by adding the fractions of a second from the individual time trial stages (including the prologue) back into the total time. If this does not resolve the tie, the next method is adding their places obtained in each stage, except team time trial stages. Should this not suffice to break the tie, their places in the final stage shall decide the order. Other methods for breaking ties may be used if specified in the race regulations.

(ii) Time bonuses may only be awarded for massed-start stages. If bonuses are awarded they shall be as follows:

	1 st Place	2 nd Place	3 rd Place
Stage Finish	10"	6"	4"
Half-Stage Finish	6"	4"	2"
Intermediate Sprint	3"	2"	1"

No bonuses for intermediate sprints may be awarded during stages or half-stages unless a bonus is also awarded at the finish.

(d) Individual Points Classification.

(i) Placings in the points or sprint classification shall be determined by adding the points awarded at each stage. If the race regulations do not specify a different scale of points, the following shall apply to the 1st to 15th places respectively in all except time trial stages: 25, 20, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point. In time trial stages, the following points scale shall apply to the 1st to 10th places respectively: 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point.

(ii) In order to qualify for a points classification prize, a rider must have completed the race.

(iii) In the event of a tie in the general individual classification by points, the following criteria shall be applied in order until the riders are separated: 1. number of stage wins; 2. number of wins in intermediate sprints counting for the general

classification on points; 3. general individual classification by time.

(e) Individual Climbing Classification.

(i) The best climber shall be determined by adding the points awarded at the top of hill-climbs specified in the race regulations. If the regulations do not mention any specific scale of points, those given below shall apply.

Category 1 (over 1000 meters): 15, 12, 10, 8, 6, 5, 4, 3, 2 and 1 point for the first 10 riders to reach the top.

Category 2 (600 to 1000 meters): 10, 8, 6, 4, 3, 2 and 1 point to the first 7 riders to reach the top.

Category 3 (300 to 599 meters): 5, 4, 3, 2 and 1 point to the first five riders to reach the top.

(ii) To be eligible for the prize for best climber, the winner must have completed the race.

(iii) If two or more riders have an equal number of climbing points, the rider having obtained the highest number of first places at the top of Category 1 climbs shall be declared the winner. Should the riders still be equal, their order shall be determined by the number of first places obtained at the top of Category 2 climbs. If necessary, reference may even be made to the number of first places obtained at the top of Category 3 climbs. If still tied, the rider with the better placing in the individual general classification by time will be the winner.

(f) Team General Classifications are obtained by adding the three best times made by members of a given team during each stage, omitting time bonuses and penalties, except that the Chief Referee may choose to apply some penalties and shall announce them in the results.

(i) If two or more teams make the same time in any given stage, their order in the team daily classification shall be determined by the total number of places obtained by the three best riders of each team in the placings for that stage. If the

teams are still tied, they shall be separated by the placing of their best rider on the stage finish.

(ii) If two or more teams have equal general classifications, their order shall be determined by the number of first places in the daily team classification obtained by each team, then by the number of second places in the daily team classification and so forth until such time as the number of places obtained by one or other of the teams permits their final placings to be determined. If there is still a draw, the teams shall be separated by the placing of their best rider in the general individual classification.

(iii) Any team depleted to less than three riders shall be excluded from team general classifications.

(g) Competitions in stage races on points.

(i) The primary competition is individual general classification. It is calculated by summing points won in stage finishes and in intermediate sprints and subtracting any point penalties. Prizes are generally offered for individual stage finishes and final individual general classification.

(ii) Different stages may have different schedules of points. There may also be points awarded for mid-race sprints. The race technical guide should specify the schedule of points to be used, and the method of breaking ties. If no schedule is specified, the default is points to the top 15 places: 25, 20, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point. The default method of breaking ties is the finish order in the most recent stage.

(iii) Point penalties may be imposed. Specific penalties may be specified in the race technical guide, or the Race Commission may adapt the penalties for stage races on time by converting them to points.

(iv) There may be other competitions, such as sprints, climbing or team classification. The format

of the competition should be specified in the technical guide.

3H5. Equipment

(a) All riders of a given team shall wear **identical jerseys** in all stages; however, the race leader and each leader in other categories shall wear special jerseys provided by the Race Director, provided that one is supplied that fits the rider concerned. Leadership jerseys may be worn only for the duration of the race and as long as the leadership lasts. Current National or World Champions on the road may also wear their jerseys instead of their standard team jersey.

(b) Rider and Frame Numbers. All entrants shall use the rider and frame numbers provided by the Race Director. All riders shall, unless physically impossible, fit to the front of their bicycle frames the plate bearing the same number as appears on their back number.

3H6. Special Procedures

(a) Start. For individual events, unless stated otherwise in the race regulations, riders and support vehicles shall be present at the signature checkpoint at least 15 minutes before the announced time of the start and sign-in shall close ten minutes before the announced starting time.

(b) Road Course.

(i) Any change in route shall be decided jointly by the Chief Referee and the Race Director. Once adopted, such a decision shall be immediately transmitted to all Team Managers.

(ii) Should some or all riders head off in the wrong direction, the Race Director's staff shall do all in their power to redirect such riders back to the correct route at the point at which they left it, but they shall not be held responsible for routing errors by riders. Should such riders be in the lead, but the redirecting back to the correct route cancels that lead, no account may be taken of that loss as all riders are expected to know the route to be followed and shall bear full responsibility for any such incidents.

(c) Finish.

(i) In the case of a **group finish**, the Chief Judge shall attempt to place as many riders as possible and those who follow shall be placed equal up to the point where individual riders can again be identified.

(ii) A rider who suffers a mishap in the last three kilometers of a road race stage or after free laps have ended in a criterium stage shall be given the same finish time as the riders he was with at the time of the mishap, provided that the mishap was observed or otherwise verified by a race official. The rider shall be given his actual place across the finish line, or last in the stage if he is unable to cross the line. Free laps in a criterium will be considered to have ended when the rider is unable to rejoin the race due to free laps expiring as set forth by regulation 3D5 (Free Lap Rule) as long as the rider is otherwise eligible for a free lap.

This rule shall not apply in cases of a hill climb finish. The Race Commission shall determine the applicability of this rule to particular stages and circumstances.

(iii) Whenever a road race **finishes on a circuit** of 10 km or less, no more than one circuit should be ridden. On a circuit of 2 to 5 km, only technical support vehicles are permitted on the circuit. On a circuit of 2 km or less, the riders' times shall be taken at the entrance to the circuit and no vehicles will be permitted on the circuit except those of the referees.

(iv) **Riders must normally finish each stage within a time limit** equal to the winner's time plus a percentage, as specified in the race regulations. However, if the number of riders beyond this time cut exceeds 20% of those who started the stage, then the time cut may be extended if so decided by the Chief Referee after consultation with the Race Director. All riders finishing within the revised deadline shall qualify for the following stages

without this setting a precedent for subsequent stages. Unanticipated extreme circumstances will be decided by the commissaires panel.

(d) Incidents. Should an incident or accident occur that interferes with the proper conduct of the race, the officials may decide to take any of the following actions:

- (i) Temporarily neutralize the race;
- (ii) Restart the race, beginning with sign-in; or,
- (iii) Reroute or shorten the stage; or,
- (iv) Cancel the stage and any results of that stage.

(e) Individual Time Trial Stages.

- (i) Individual time trial rules given above in Road Racing rules will generally be used.
- (ii) The **starting order** shall be the inverse of general classification after the previous stage, with the Leader of Individual GC starting last. However, the officials may change the starting order to avoid having two riders from the same team following one another. When a time trial stage is held on the first day, whether as a prologue or a stage, the starting order shall be determined by a drawing of lots by the teams and the order of riders within each team shall be determined by the team manager.

(f) Team Time Trial Stages. Team time trial rules shall govern.

- (i) The starting order of team time trial stages shall be the inverse order of the general team classification, with the exception of the leader's team, which starts last. Where no such classification exists, the starting order shall be determined by drawing lots.
- (ii) The classification of these stages shall count towards the general individual time classification and the general team classification. The race regulations shall determine how times be recorded, including those of riders who drop behind.

(g) Time adjustments in **criterium stages** shall be computed as follows, except that further adjustments may

be made at the discretion of the Chief Referee in unusual circumstances.

(i) In a criterium stage where lapped riders are permitted to finish, they should be assigned a time penalty that is the rider's average lap time multiplied by the number of laps the rider is down at the finish.

This adjusted time may be computed as follows:

$A = F \times L / (L - D)$, where:

A = adjusted finish time of the lapped rider

F = actual finish time of the lapped rider

L = total number of laps in race

D = number of laps this rider was behind the leaders at the finish

(ii) In a criterium stage where riders who are about to be lapped are required to withdraw, they should be assigned estimated finish times assuming that they would have continued to lose laps at the same rate.

The following formula may be used to compute the estimated finish time:

$A = W + W / (L - R)$, where:

A = adjusted finish time of the withdrawn rider

W = finish time of the winner of the race

L = total number of laps in race

R = number of laps to go in the race at the time the rider was about to be lapped

3H7. Conduct of Participants

(a) Race regulations. Every participant in a stage race shall be expected to read the race regulations before the start. By registering in the race, participants acknowledge the regulations and accept the provisions thereof.

(b) Managers Meeting. The Race Commission and a representative of the Race Director shall meet the Team Managers to comment on the regulations of the event and, if necessary, to draw lots to determine the order of cars for the first stage.

(c) The Team Manager shall:

- (i) Promptly respond to any summons issued by the race commission and represent the team to the Race Director and officials;
- (ii) Ensure that team members arrive promptly for the start of each stage;
- (iii) Ensure that team members adhere to the race regulations;
- (iv) File protests regarding incidents affecting team placings, doing so in accordance with the procedures and deadlines set forth in the regulations.

(d) Withdrawal.

Any rider dropping out of the race shall immediately remove his or her racing numbers and shall board the sag wagon or team vehicle. When a rider abandons and enters the team vehicle, the team manager will immediately inform a commissaire of the identity of the rider who abandoned.

(e) Protest. Any protest must be submitted in writing, accompanied by a deposit as specified in the Schedule of Fees, and be filed with the Race Commission within the following deadlines:

- (i) Concerning placings: no later than the close of sign-in for the next stage;
- (ii) Concerning an incident during the race: no later than one hour after the finish;
- (iii) Concerning the final general placings: up to 15 minutes after the official announcement of final placings.

3H8 Race Commission

(a) Functions. Competitive aspects of stage races shall be directed by a Race Commission (a.k.a., Commissaires Panel or Race Jury), which will be composed of three or five officials, including the Chief Referee.

- (i) The Race Commission shall hear and decide on all protests received and shall also decide on all matters of a competitive nature that are not covered by the regulations. They may issue any additional instructions that may be required.

(ii) All decisions adopted by the Race Commission shall be transmitted to the Race Director, who shall be responsible for informing Team Managers and members of the press.

(b) The Chief Judge shall determine the racing time of each rider in each stage. At least one judge shall continue timing finishes until the sag wagon arrives.