



2018 Proposed Regulation Changes

Introduction:

Please find the proposed for regulation changes for 2018. Final approval is pending action by the Board of Directors. This year we conducted a survey for our members to introduce some of the biggest regulation changes. We had nearly 600 respondents and in general, great comments and suggestions were returned.

Many of the proposed changes are simply to maintain compliance and conformity with international regulations from the UCI and correct poorly translated English. At other times, it represents a codification of best practices to create better understanding in our member's experience.

Please feel free to review the survey here:

https://www.surveymonkey.com/r/2018_Reg_Survey

Formats:

Explanations/introductions are shown in *[green italics]*.

Existing regulations are shown in black text.

New language is shown in *red italics* (without italics means the text has been moved).

Language to be deleted is shown in ~~strikethrough with a yellow outline~~.



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General Regulation Proposals:

ITEM 1

[Mandatory Upgrades to Cat 3 exceptionally applied to some Juniors. There are a number of incidents in racing communities (road and cyclo-cross) where particular juniors have advanced well beyond the categories they compete in. These riders are winning virtually every Senior event they enter and the other competitors feel that it is just another form of sandbagging. Juniors being exempt from mandatory upgrading, especially for results in Junior races, is understandable. Being able to consistently win the Senior category races means that the rider should be held to mandatory upgrades. This adds a statement that requires points gained in open senior events to be used for mandatory upgrading up to Category 3 only.]

1E. Rider Upgrading and Downgrading

1E1. General Information

(f) Junior and Youth riders are exempt from mandatory

upgrade regulations, *for points gained in Junior and youth racing. Points gained in U23 and Elite events will be used for mandatory upgrading, up to Category 3.*

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

ITEM 2

[Collegiate upgrade points at National Championships: Proposed by Collegiate Staff. The Collegiate National Championship races are on par with Cat. 1/2 races and should be eligible for Cat. 1 upgrade points. This would also be updated in the Collegiate regulations.]

1E2. Road Upgrades

[Previous unchanged]

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, *except for Collegiate National Championships.*

ITEM 3

[Composite/Mixed Teams: Change of language, clarity of existing practices and better reflects international regulations for international races within the US. Update creates similar language for domestic and international racing to assist member understanding.]

1F. Clubs and Teams

1F2. Temporary Teams

(c) Composite/Mixed Team

(l) To be eligible to ~~be compete as part a member~~ of a composite/mixed team, ~~riders should have a letter of permission from~~ the club/team listed on their rider's license, ~~and that team~~ shall not be entered in the race. *Riders shall present a letter of permission from their club/team to participate on the composite/mixed team.* 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.

ITEM 4

[Official's Neutrality: Staff proposal. The neutrality of officials is a key component in any sporting event. The chief referee should be seen as completely neutral. The practice of Race Directors (RD's) or financially interested parties acting as the Chief Referee removes independent oversight and neutrality required for proper management of events. The existing definition is rewritten to broaden the concept of potential conflict of interest to match our typical event production models. This would recognize employees and financially interested parties as conflicts of interest in the assignment as the



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Chief Referee. Again, we will maintain language that allows the potential in cases where there is no other official available.]

1G. Officials

1G4 Chief Referee

~~(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.~~

The Chief Referee shall be independent of the race organization. Race Directors, their employees, contractors, members of the organizing club(s), event sponsors or any financially interested party of a given race, shall not serve as the Chief Referee, except in cases where no officials are available, as determined by the local assigning authority and USA Cycling.

ITEM 5

[(Variable) Dynamic Prizes: Staff proposal. New prize list formulas have become a point of discussion among members who feel they are not able to understand what prizes are being offered before they get to the race. At the race, they discover the advertised prize list has been removed based on some formula the Race Director wants to use. Various decreasing methods have drawn numerous rider complaints of false advertising or intentionally creating formulas that can't be met and thus, no prizes or seriously reduced prizes are awarded instead of what was advertised.

This proposal defines the practice as dynamic prize lists and requires them to have a minimum stated amount and to define them as increasing instead of decreasing. Further information can be found in the Glossary proposals.]

1H. Races

1H10. Prizes

(at) 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) *A Dynamic Prize List must state the minimum prize list, the minimum number of participants required for each event to be conducted and may only be increased from the minimum prize list published in race announcement.*

(c) No Disincentives. No prizes or prizes of value greater than the last place prize may be offered for poor ...*[remainder re-lettered.]*

ITEM 6

[Bicycles: Staff proposal. Deleting an unnecessary definition inserted in 1996 for an electronic shifting component shape, restricting additions to the handlebars that encourages forearm support in massed start racing. Several new handlebar systems are flattened on the top and when a pad is added, it really encourages a position that is generally not safe.]

1I. Bicycles

(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).~~ *Handlebar coverings are limited to standard handlebar tapes and wraps. No additional padding, shapes or supports designed to facilitate resting the rider's forearms on the bars are allowed in massed start road events.*

ITEM 6

[Bicycles: Staff proposal. Softens definition of a Single speed bike for general events.]

(i) A Single Speed is any type of bicycle, *meeting all other requirements of a massed-start bicycle, with no means of altering the gear ratio in any way during the race (blocked shifters or blocked out gears are allowed). For National Championships or where prohibited by event special regulations, Single Speed bikes may possess only one rear freewheel cog and only one front chainring.* ~~and with no means of altering the gear ratio in any way during the race.~~



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ITEM 7

[Bicycles: Staff proposal. Corrects metric conversion.]

114. Youth/Junior Gears.

9-12: 6.05 meters (19'8 10 ¼ ")

ITEM 8

[Updated to match UCI regulation concerning priority of jerseys in series or stage races. Flipped b & c, added f.]

1J. Rider's Uniform

1J5. Jerseys

(j) Jersey priority

- a) the leader's jerseys of the stage race
- b) *the world champion's jersey*
- c) *the leader's jersey of the cup, series or UCI/USA Cycling classification*
- d) the continental champion's jersey (not mandatory)
- e) the national champion's jersey
- f) *the national team jersey*

ITEM 9

[Updated to match USA Cycling Helmet Policy.]

10. Grand Fondo

10J3. At all times during the event, riders must wear a securely fastened helmet *that meets* the *laboratory testing* standards of the U.S. Consumer Product Safety Commission (*CPSC standard for bicycle helmets.*)



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Glossary Update Proposals:

ITEM 10

[Mishap: Staff proposal. Reordered regulation with additional information on maladjustment and dead batteries added. Need to modernize the regulation to deal with the field of play, define what is essential and not. Current equipment choices are not always suitable for the event chosen and arguments about having tightened a component to the manufacturers recommended torques are increasingly a problem. A bike that can't shift because the batteries are dead, still works within the gear it is in, similar to a slipped derailleur cable. It's the rider's choice to compete with electronic systems that may fail. A race damaged derailleur, broken electrical connection, can still be considered a mechanical accident. As we do now, we don't ask officials to make spot decisions on things like batteries, slow leaks, etc., rather allow a rider the benefit of the doubt, subject to further testing (having a fresh battery or power supply added, pumping up tires to see if they hold air, etc.)]

Mishap: A crash or a mechanical accident (tire puncture or other failure of an essential component).

A recognized mishap is a stoppage that meets the above conditions. An unrecognized mishap is a stoppage where the above conditions are not met. ~~However, a~~ **A puncture caused by the tire coming off due to inadequate gluing is not a mechanical accident, nor is malfunction due to miss-assembly, maladjustment, dead or insufficiently charged batteries or insufficient tightening of any component.**

A broken toe strap or cleat is a mishap. A worn or misadjusted cleat or toe strap is not a mishap. If more than one toe strap is used on a pedal, breakage of one is considered a mishap. Any mishap not immediately inspected by an official is unrecognized.

ITEM 11

Prize List/Dynamic Prize List: Definition for the Glossary and to compliment Dynamic Prize description regulation proposal. See Item 5, Regulation 1H10]

[shown for reference only] **Prize List:** A race that consists of all prizes and primes arranged for in advance by the Race Director. The prize list for a race event is the sum of the prize lists for the individual races.

***Dynamic Prize List:** A potentially increasing Prize List that first states a minimum prize list, based upon a minimum number of participants required, in order for each event to be conducted. Only increases to the published prize list are allowed. Increases may be based upon formulas, percentages or other calculations as long as the minimum prize list, participation numbers and the method for increasing it is clearly stated in the race flyer and race announcement.*

ITEM 12

[Track Markings: Staff Proposal. Changes our regulations to match UCI regulations. Create awareness for tracks undergoing changes, repainting, surfacing, recertification etc.]

2. Track Racing

2A. Track Markings

All *The longitudinal lines* on the track above the blue band shall be of a uniform width ~~between 4 and 6~~ *of 5 cm. Perpendicular lines shall be 4 cm wide unless otherwise specified.*

ITEM 13

[Mishaps: Staff proposal, Track Committee approved. Allows us to use the word mishap without having to say legitimate or recognized, continuously. Defines a mishap to match the intent of UCI "recognized" mishap, as well as our definitions.]

2B General Track Rules

2B5. A mishap that is recognized shall be considered ~~shall be considered recognized mishaps.~~ **A** *a* legitimate fall, a puncture, or the breakage of an essential part of the bicycle. ~~shall be considered recognized mishaps.~~ All other incidents are considered unrecognized mishaps.



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ITEM 14

[Safety clarity: Staff proposal. Separates a riding safety regulation from the collusion regulation. Renumber the remaining articles]

2B14. Riders shall refrain from any collusion, maneuver, or movement that hinders another rider or distorts the result of the race. ~~In addition, while riding on the track, riders shall at all times be in firm control of their bicycle and have at least one hand on the handlebar (or extension).~~

2B15. *While riding on the track, riders shall at all times be in firm control of their bicycle and have at least one hand on the handlebar (or extension).*

ITEM 15

[Sprint definition: Staff proposal. Match UCI language and matches reality in racing organization]

2F. Sprint

2F1. Track Sprints involve a series of races, each with ~~a small number of~~ 2-4 riders. The number and composition of the races is organized by the chief referee to meet the needs of the racing program for the number of riders. The sprint rounds may be preceded by a flying start 200-meter time trial to seed or select riders who will take part in the sprint heats. If two or more riders make the same time during a seeding time trial, the tie will be broken by the drawing of lots by those involved. The official race announcement shall state the format and seeding method to be used.



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ITEM 16

[updated UCI Sprint tables for World Cup World Championships and Olympic Games to be added]

WORLD CUP AND WORLD CHAMPIONSHIPS

STARTERS	SYSTEM	EVENT	COMPOSITION	1st	Other(s)
28	4 best riders skip 1/16 Finals 12 X 2 → 1 = 12	1	N1 -	1A	Ranked 17 to 28 according to 200 m TT Qualifying
		2	N2 -	2A	
		3	N3 -	3A	
		4	N4 -	4A	
		5	N5 – N28	5A	
		6	N6 – N27	6A	
		7	N7 – N26	7A	
		8	N8 – N25	8A	
		9	N9 – N24	9A	
		10	N10 – N23	10A	
		11	N11 – N22	11A	
		12	N12 – N21	12A	
		13	N13 – N20	13A	
		14	N14 – N19	14A	
		15	N15 – N18	15A	
		16	N16 – N17	16A	
16	1/8 Finals 8 X 2 → 1 = 8	1	1A – 16A	1B	Ranked 9 to 16 according to 200 m TT Qualifying
		2	2A – 15A	2B	
		3	3A – 14A	3B	
		4	4A – 13A	4B	
		5	5A – 12A	5B	
		6	6A – 11A	6B	
		7	7A – 10A	7B	
		8	8A – 9A	8B	
8	1/4 Finals 4 X 2 → 1 = 4 (in 2 heats, 3 if required)	1	1B - 8B	1C	Ranked 5 to 8 according to 200 m TT Qualifying
		2	2B - 7B	2C	
		3	3B - 6B	3C	
		4	4B - 5B	4C	
4	1/2 Finals 2 X 2 → 1 = 2 (in 2 heats, 3 if required)	1	1C - 4C	1D1	1D2
		2	2C - 3C	2D1	2D2
4	Finals 2 X 2 → 1 = 2 (in 2 heats, 3 if required)	1	1D1 - 2D1	1 ^{er} (gold)	2 ^e (silver)
		2	1D2 – 2D2	3 ^e (bronze)	4 ^e



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OLYMPIC GAMES

STARTERS	SYSTEM	EVENT	COMPOSITION	1st	Other(s)
18	1/16 Finals 9 x 2 → 1 = 9	1	N1 - N18	1A1	1A2
		2	N2 - N17	2A1	2A2
		3	N3 - N16	3A1	3A2
		4	N4 - N15	4A1	4A2
		5	N5 - N14	5A1	5A2
		6	N6 - N13	6A1	6A2
		7	N7 - N12	7A1	7A2
		8	N8 - N11	8A1	8A2
		9	N9 - N10	9A1	9A2
	Repechages 3 X 3 → 1 = 3	1	1A2 - 6A2 - 9A2	1B	Ranking according to 200 m TT
		2	2A2 - 5A2 - 7A2	2B	
		3	3A2 - 4A2 - 8A2	3B	
12	1/8 Finals 6 X 2 → 1 = 6	1	1A1 - 3B	1C1	1C2
		2	2A1 - 2B	2C1	2C2
		3	3A1 - 1B	3C1	3C2
		4	4A1 - 9A1	4C1	4C2
		5	5A1 - 8A1	5C1	5C2
		6	6A1 - 7A1	6C1	6C2
6	Repechages 2 X 3 → 1 = 2	1	1C2 - 4C2 - 6C2	1D	For places 9 to 12
		2	2C2 - 3C2 - 5C2	2D	
8	1/4 Finals 4 X 2 → 1 = 4 (in 2 heats)	1	1C1 - 2D	1F	For places 5 to 8
		2	2C1 - 1D	2F	
		3	3C1 - 6C1	3F	
		4	4C1 - 5C1	4F	
4	1/2 Finals 2 X 2 → 1 = 2 (in 2 heats, 3 if required)	1	1F - 4F	1G1	1G2
		2	2F - 3F	2G1	2G2
4	Finals 2 X 2 → 1 = 2 (in 2 heats, 3 if required)	1	1G1 - 2G1	1 ^{er} (gold)	2 ^e (silver)
		2	1G2 - 2G2	3 ^e (bronze)	4 ^e

ITEM 17

[Reference correction]

(d) For all Elite and Junior 17-18 National Championships and other qualifying events, the UCI Sprint *World Championship* regulations shall be in force. See Appendix 1 for the UCI Sprint seeding tables.



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ITEM 18

*[Keirin descriptions reordered: Staff proposal, approved by Track Committee. Moves the maximum numbers of riders in a Keirin (which is a heat description, not a maximum number of participants in a competition) to logically follow the decision of heats or rounds, where it applies. Quantifies normally used Keirin heat maximums. Should we maintain that nine riders in a heat is still a good idea? This clarification suggests that **the safe capacity** the track is the real reason it would be allowed. The maximum could be reduced to 8, in my opinion. Should we reduce the maximum number? Delete tandem reference. Tandems have not been used to pace Keirins in the last 20 years. RS]*

2H1. A Keirin is a race in which riders sprint after completing a certain number of laps behind a pacer who leaves the track 3 laps to go (250 m tracks). For other track sizes the motorized pacer should leave the track closest to 750m from the finish. The event is run over a number of laps closest to 1.5 km. The race will be 6 laps on a 250 m track, 5 laps on a 333 m track and 4 laps on a 400 m track (approximately 1.5 km total race distance). **No more than nine riders may compete in a Keirin.** If the number of entrants warrants, there may be qualification and/or repechage rounds leading to a final race. **Keirin rounds normally contain no more than 6-7 riders. No more than nine riders may compete in a Keirin round, depending upon the safe capacity of a particular track.** Normally the pacer rides a derny or motorized pacing bicycle; **a tandem may be used when practicable.**

ITEM 19

[Conform to UCI regulations: Staff proposal, Track Committee approved. add (b) and re-letter the remaining articles (c-g). Adds back in a detail from the UCI regulation that is missing in our regulations that creates better management.]

2H2.

(b) The riders shall remain immediately behind the pacer until such time as the pacer leaves the track.

ITEM 19

*[Madison's sprint clarification: Staff proposal. Sprints in a Madison are every 10 laps on a 250m track. Just as the points race, the distances on different sized tracks create different sprint intervals of approximately 2-2.5 km apart. The UCI table, which we have copied for Appendix 1 shows the **number** of sprints and shows the distances produced on different sized tracks. The **sprint interval** (laps) is not shown, simply calculated.*

There is already a table in the championships section for distance and sprints (in conflict with the regulations), as well as Appendix 1, which adds sprints for different sizes of tracks and qualification/finals distances.]

2N3. Sprints for points shall be held in the same manner as a points race. In Championship Madison's, sprints will occur every 10 laps **on 250m tracks or shorter; on longer tracks the interval shall be the number of laps closest to 2 km**, for a total distance equal or close to 50 km for Men Elite, 30 km for Women Elite, 30 km for Men Juniors and 20 km for Women Juniors, according to the Madison table in the Appendix 1. The Race Director may specify different points allocations provided that he informs the officials and riders in writing in advance of the race. The first team in each intermediate sprint shall be awarded 5 points, the second 3 points, the third 2 points, and the fourth 1 point. Points awarded in the last sprint after the full distance will be doubled (10 points, 6 points, 4 points, 2 points).

ITEM 20

[International Omnium language clean up, Staff proposal. Franglish original translation]

2O3 (f) Ranking

*[previous unchanged].....The winner of the Omnium shall be the rider who **has obtained** the highest total **of** points.*

(iv) Any rider abandoning any of the events shall be considered to have abandoned the competition and shall be recorded in the final classification after the last placed rider with the provision "DNF" (did not finish).

~~(v) The winner of the Omnium shall be the rider who has obtained the highest total of points.~~



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(vii) In the case of the Scratch Race and ~~the~~ Tempo Race, any rider not finishing due to a fall, or due to the fact that they may not return to the track in the final kilometer, will be ~~allocated~~ *given* the next available ranking (and points) considering the number of riders remaining on the track at ~~this~~ *that* moment. ~~The~~ *Any* rider caught ~~up~~ by the main peloton must immediately leave the track and ~~their~~ *his* ranking will be determined by the number of riders remaining on the track at ~~this~~ *that* moment. In the case of the Points Race, a rider not ~~being~~ able to return to the track during the final kilometer will have ~~its~~ *his* place in the last sprint determined ~~in~~ *considering* ~~ation~~ of the number of riders remaining on the track at ~~this~~ *that* moment.

(viii) In the event of a tie in the final ranking, the places in the final sprint of the ~~last event, the~~ *final* Points Race shall break the tie.

ITEM 21

[Tempo Race Staff proposal: Corrects regulations to conform to new UCI format. Changes language to read clearly. Adds (c) to clarify that the points in this event in no way count towards the overall International Omnium.RS]

2P. International Tempo Race (International Style Omnium)

2P3. After the first ~~5~~ *4* laps, sprints shall be conducted every lap. ~~After~~ *At* the completion of four laps, the bell will be rung to indicate the start of the sprint laps.

2P4. The first rider in each sprint shall be awarded 1 point, including for the final sprint.

(a) Any rider that gains a lap on the main field is awarded ~~4~~ *20* points.

(b) *Any rider that loses a lap on the main field loses 20 points.*

(c) *Points gained or lost in the International Tempo Race apply only to the standings of this international style omnium event.*



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Cyclo-Cross

ITEM 22

Schedule management: Staff proposal. CX Committee approved. Formalizes current practice and supports good management of the race. Some schedules set by RD's continue to not account for the things they state that they want; all rider call ups, staging on the course where riders are still finishing, not pulling any riders who delay the next start, warm up laps, etc., all which affect the timing of the race day. The management of the race day, allowing the majority of riders to count on start times and not racing in the dark, falls to the official managing the event in coordination with the RD.]

4E. Duration of races

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

ITEM 23

[Overtaking etiquette: Staff proposal for clarity and practice. Takes a regulation from Mt. Bike and adds some courtesy and safety regarding the possibility of lapping other competitors. One accident this year had injuries consistent with whip-lash when a passing rider took out a rider who was lapped. This gives us a rule to deal with malicious conduct in rare cases.

Renumber remaining articles.]

4G. Overtaking. Lapped riders must yield the course to overtaking riders as quickly, efficiently and as safely as possible. Overtaking riders shall announce themselves sufficiently in advance of attempting to pass. Both overtaking and lapped riders shall be jointly responsible for a safe pass.

ITEM 24

[Lapped Riders in CX: Staff proposal. Split agreement from CX Committee. Formalizes practices so participants understand descriptions and assures riders that they will be placed. Sets responsibility for the method of dealing with lapped riders with the RD in discussion with the CR. Allows riders to understand what method is being used.]

4GH. Finish

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

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

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

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

(c) **The Chief Referee may, after consulting with the Race Director, impose the 80% rule.** [The intent is that all out of contention riders should be pulled **before they are lapped.** before the start of the lap on which they will be caught by the race leader(s), so that the leader of the race should not have to pass any out of contention riders.] **Under this rule,** Except in the final lap, riders whose time gap to the race leader **is more than approximately 80%** of the race leader's lap time – calculated using the leader's first lap – will be pulled by the officials, **typically at a fixed location just before or after the finish line.** The figure 80% is an approximation based on a typical course. ~~The 80% rule is~~



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normally used for a race where a single class is competing, and is usually used at UCI eligible categories at national championships. All international events use the 80% rule.

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

~~(c) Riders who have been pulled because of lapping or the 80% rule will be listed in the results based on their position when pulled and the number of laps remaining. The results will list the number of laps remaining after the lap on which they were pulled.~~

~~4G2. If lapped riders are permitted to continue in a race, they finish on the same lap as the leader, and are placed according to the number of laps down and then on their order of finish.~~



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Mountain Bike Racing

ITEM 25

5D. Endurance Events

[Staff proposal for clarity and practice. Rephrases and shortens redundant regulations into one rule with intent rather than the use of a specific command (that is not used). Reminds riders of safety in doing so.]

5D1. Cross Country (XC)

(c) Lapped riders must yield *the course* to overtaking riders from the same class and category *as quickly and efficiently as possible. Overtaking riders shall announce themselves sufficiently in advance of attempting to pass. Both overtaking and lapped riders shall be jointly responsible for a safe pass.*

~~Riders should voice the command "Track" when overtaking another. Lapped riders must yield to the passing rider on the first command.~~

~~(d) It is the responsibility of passing riders to overtake safely. Riders should voice the command "Track" when overtaking another rider. Riders being passed must move over as quickly, efficiently, and as safely as possible.~~

(e) In the event two riders are vying for position, the leading rider does not have to yield his position to the challenging rider. However, a rider may not bodily interfere with the intent to impede another rider's progress. Traditional rules of racing apply: the leading rider owns the track.

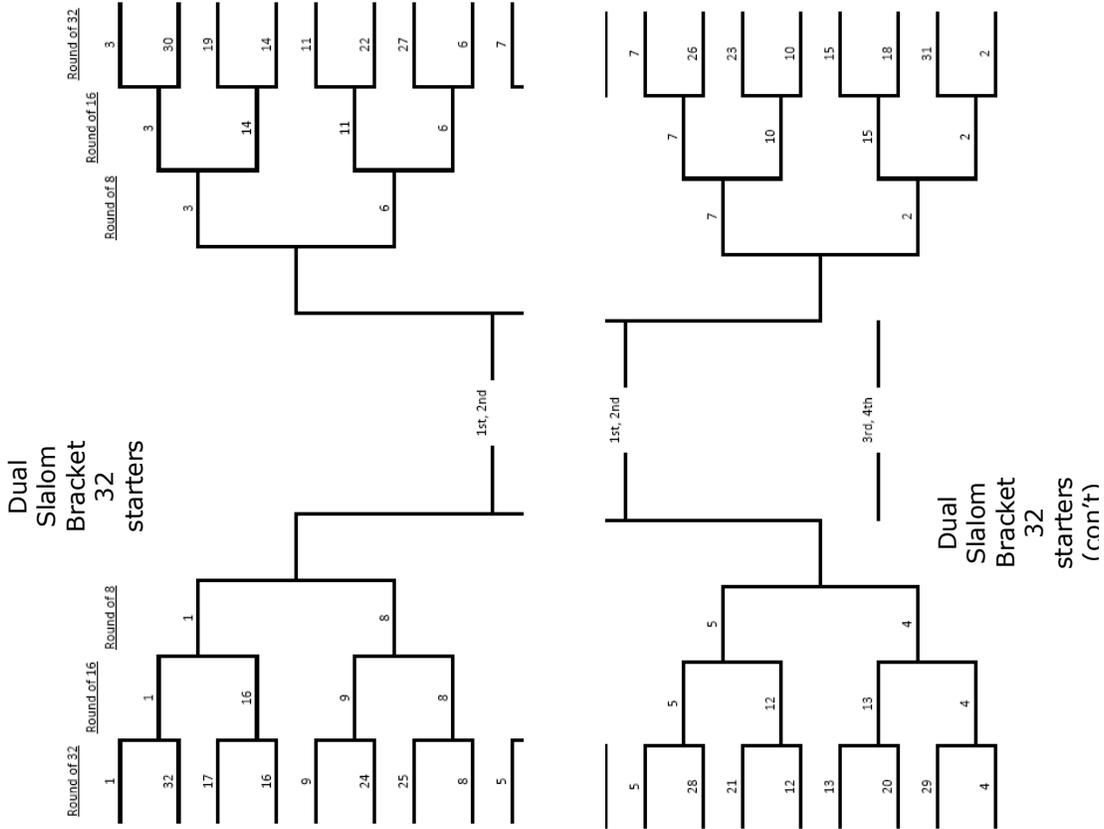


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ITEM 26

[Staff Proposal. Completes incorrect Dual Slalom Bracket of 32]

Appendix 2: Mountain Bike Seeding





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Rules and Policy Changes – Collegiate

ITEM 27

6C. Participation

[Intent: Defines Post-doctoral and non-degree seeking students as ineligible for collegiate competition. Most institutions do not consider post-docs full time students.]

6C1. Participation To participate in any collegiate cycling race, a rider must meet the following three requirements:

(a) Be a full-time student in good standing at the school that will grant his or her degree, as defined by the bursar or registrar at that school. *Post-doctoral students and other non-degree seeking students are not eligible to participate in collegiate cycling events;*

ITEM 28

6D. Categories

[Intent: Clarifies initial placement within collegiate categories, with upgrade procedures described further below. Goal is to reduce confusion for riders racing both USA Cycling categorized events and collegiate competitions. Encourages thoughtful progression through ranks.]

6D1. Initial Placement in Collegiate Categories Riders may only enter races open to the collegiate category shown on their license for the discipline in question, *as placed by USA Cycling and the Conference Director. Collegiate riders upgrade and downgrade pursuant to the policies and procedures described in Chapter 1.* The following guidelines are for initial placement in collegiate categories for riders with past racing experience and are “one way”. Riders who attain a collegiate category do not receive the USA Cycling category shown. *-Placement within categories that overlap USAC categories is at the discretion of the conference directors.*

(a) For *initial placement in* collegiate road and track categories, riders are required to have the following USA Cycling road and track categories, respectively, or their equivalent upgrade points:

Road and Track Categories	
Non-Collegiate USAC Category	Collegiate
Pro, Cat. 1, 2 <i>or 3 with 15 upgrade points as a 3</i>	A
Cat. 3 <i>or 4 with 15 upgrade points as a 4</i>	B
Cat. 4 or 5	C
Cat. 5	D
Cat. 5	E



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- (b) For *initial placement in* collegiate cyclo-cross categories, riders are required to have the following USA Cycling cyclo-cross categories or their equivalent upgrade points:

Cyclo-cross Category	
Non-Collegiate USAC Category	Collegiate
Pro, Cat. 1, 2 <i>or 3 with 15 upgrade points as a 3</i>	A
Cat. 3 <i>or 4 with 15 upgrade points as a 4</i>	B
Cat. 4 or 5	C
Cat. 5	D
Cat. 5	E

ITEM 29

[Intent: Clarifies and removes overlapping categories. Also changes the MTB upgrade setup in light of the changes to the domestic MTB upgrade structure (for XC).]

- (c) For collegiate mountain bike endurance ~~dual slalom/mountain cross, downhill, and observed trials~~ *initial placement*, riders are required to have the following USA Cycling mountain endurance, dual slalom/mountain cross, downhill, and observed trials results

Endurance MTB Category	
Non-Collegiate USAC Category	Collegiate
<i>Pro license or two top five finishes in category 2 or equivalent races (with field sizes of ten or more).</i>	A
<i>Two top five finishes in category 3 or equivalent races (with field sizes of ten or more).</i>	B
<i>None</i>	C
<i>None</i>	D
<i>None</i>	E

[Intent: Separates the gravity category chart from endurance chart in light of changes made on domestic racing side.]

- (d) For dual slalom/mountain cross, downhill, and observed trials categories, riders are required to have the following USA Cycling dual slalom/mountain cross, downhill, and observed trials categories, respectively, or their equivalent upgrade points:

Gravity Mountain Bike Categories	
Non-Collegiate USAC	Collegiate
Pro or Cat 1	A
Cat 1 or Cat 2	B
Cat 2 or Cat 3	C
Cat 3	D
Cat 3	E



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ITEM 30

6D. Categories

[Adds National Championships to non-collegiate upgrades.]

6D3. Non-Collegiate Upgrades

Collegiate Category	Road, Cyclo-cross and Track Upgrades	Mountain Upgrade
A	Cat. 3 to Cat. 2 * or Cat. 2 to Cat. 1* Cat. 2-Cat. 1**	n/a
B	Cat. 4 to Cat. 3	Cat 2 to Cat 1
C	Cat. 5 to Cat. 4	Cat 3 to Cat 2
D	Cat. 5 to Cat. 4	Cat 3 to Cat 2
E	None	None

*Collegiate Conference results are **not** allowed for upgrade points up to cat. 2. **For 2>1 upgrades, only Collegiate National Championship events may be used.

ITEM 31

Intent: Reduces the confusion for how to upgrade after initial placement within a collegiate category hopefully encourages thoughtful upgrading and allows for a mix of domestic and collegiate racing to be considered towards an upgrade. Makes upgrades more cut and dry for conference directors while still allowing some flexibility for high performing riders moving up quickly.

6D4. Collegiate Upgrades The following charts shall be used to determine collegiate upgrades once a rider has been racing within the collegiate program, after initial placement by a conference director in a category.

Category	Road Upgrade Requirements
E/D > C	<ul style="list-style-type: none"> Finished 10 massed-start races as D or Category 5
C > B	<ul style="list-style-type: none"> 15 upgrade points from collegiate or USA Cycling races as a 4 or C; or experience in 10 races with a minimum of 5 top-10 finishes (In fields under 20 riders, top 50%) 25 Points in 12 months is a mandatory upgrade.
B > A	<ul style="list-style-type: none"> 15 upgrade points from collegiate or domestic races as a 3 or B; 30 points in 12 months is a mandatory upgrade. Or, holding a USAC Road license, Category 2 or higher

Road Race Weekend Minimum - Riders must compete in (4) mass starts before upgrading. Exceptions can be made if the rider places in the top (3) for two races in a row in a collegiate weekend.

Category	MTB Upgrade Requirements
E/D > C	<ul style="list-style-type: none"> Two top five finishes in a collegiate or domestic event.
C > B	<ul style="list-style-type: none"> Two top five finishes as a C or Category 3 rider.



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B > A	○ Two top five finishes as a B or Category 2 rider.
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MTB Race Weekend Minimum - Riders must compete in (2) mass starts before upgrading.

Category	CX Upgrade Requirements
E/D > C	○ Two top five finishes in a collegiate or domestic event.
C > B	○ Two top five finishes as a C or Category 4 rider.
B > A	○ Two top five finishes as a B or Category 3 rider.

ITEM 32

[Intent: Creates more parity between men's and women's race lengths for criteriums. While there are obvious concerns with increasing distance on road race side (disparity between front and back of field, time vs distance equivalencies) the criterium is an area where we can move towards parity.]

(b) Road Championship Races. The collegiate road championships shall meet the following distance criteria.

	Criterium	Road Race	Team and Individual Time Trial
Women	60-75 min	80-115 km	20-35 km
Men	60-90 min	100-160 km	20-35 km

ITEM 33

[Intent: Varsity teams no longer compete for start spots, this change is intended to ensure that participation doesn't continue to slip, thus placing unfair burden on club programs (and unfair expenses on hosting teams.)]

719. Mountain Bike National Championships

(a) Mountain Bike Championship Eligibility. For all mountain bike events, riders shall meet the following eligibility standards, in addition to those standards already put forth:

- (i) Must be a collegiate category A for all mountain disciplines the rider is participating in.
- (ii) For endurance events, riders must have competed as a category A in at least 3 endurance mass start events during the current conference season. Team Relay events shall not count as a mass-start event for qualification purposes.*
- (iii) For gravity events, riders must have competed as a category A in at least 3 gravity events during the current conference season. To compete in downhill, at least 2 of those events need to be downhill.*
- (iv) Riders from varsity programs must have participated in at least three weekends (five race days).*

ITEM 34

[Removes obsolete text in Collegiate regulations.]

7110. Cyclo-cross National Championships

(d) Division I and Division II teams and riders are raced and scored separately. Any races that are run concurrently will have separately started fields.

[renumber remaining]



2018 Proposed Regulation Changes

National Championships

ITEM 35

[Staff proposal. Clarifies how category restrictions are set for U23 combined championship events.]

7B. National Championships Eligibility

7B4. Under 23 (U23) Championships are open only to riders with the racing age of 19 to 22 who are US Citizens with a USA racing nationality, subject to category restrictions shown with the events below.

(a) U23 Championships may be conducted as separate events or as a combined event with ~~the Elite~~ other Championships at the discretion of USA Cycling.

(b) *When combined, the higher category restrictions of the combined event shall apply.*

ITEM 36

[Staff proposal. Reduces Amateur National Championship Eligibility from USA citizens only, to include permanent residents holding a USA Cycling Annual License to compete. Since our road "National Champion", recognized by the UCI (points and jersey recognition) is our Pro (Elite) Champion, and the Amateur National Championships are not selection events, it makes sense to increase access to these events.

7B5. Amateur National Championships are open only to riders with a racing age of 17 or higher who are USA citizens, ~~with a USA racing nationality~~ *or permanent residents (green card) who hold a USA Cycling annual license, subject to category restrictions shown below.*

ITEM 37

[Track Committee/Staff proposal. Revises Junior National Track Omniums to mass start events. 15-16 Sprint/Keirin, Pursuit and Time Trial (km/500m) specialists eligible to compete in renamed 15-18 events (with Keirin category restrictions). This proposal is somewhat controversial with several influential coaches raising counterarguments that we will lose developing sprinters. 15-16 year old riders are eligible to compete in the 17-18 Championships which include sprint events.]

7C3. Junior Track Omniums.

Competition in classes under 17 shall be conducted as omniums. Final omnium standings shall include those riders who competed ~~in all events but do not earn event points.~~ *Point scoring for each event will be such that first place will receive 1 point, second place will receive 2 points, and so on. The rider with the lowest sum total of points will be the winner. Riders choosing not to start an event will receive last place points plus one point in that event. Such riders shall be placed according to their finish in a designated event (generally the last event).* The winner of each **Junior Track Omnium** is the National Champion for that age group and receives the National Championship jersey. Medals will be awarded to the top three finishers in each individual event within the omnium, but they will not be designated as National Champions nor receive a jersey.

(b) *In the case of a tie on total individual omnium points among riders, the tie will be broken in the favor of the rider who has:*

- (i) *The most first place finishes or, if still tied, the most second place finishes, etc.;*
or, if still tied,
- (ii) *The highest placing in the last individual race of the event.*

11-16 Junior Omnium Events

Women

11-12 500m Scratch, 1km Scratch, 2km Scratch
13-14 1 km Scratch, 2 km Scratch, 8 km Points
15-16 2 km Scratch, 4 km Scratch, 6 km Tempo, 10 km Points

Men

11-12 500m Scratch, 1km Scratch, 2km Scratch
13-14 1 km Scratch, 3 km Scratch, 10 km Points
15-16 2 km Scratch, 5 km Scratch, 7.5 km Tempo, 15 km Points



2018 Proposed Regulation Changes

ITEM 38

[Removes Sprints from 15-16 Junior Omnium pursuant to change above and creates a 15-18-year-old Sprint championship. If item 35 is not changed, neither would the changes for 15-16 year olds in these articles.]

7D5. Sprint championships.

(a) The following classes shall have sprint tournaments held at championship events.

Men	Women
15-16	15-16
15-17-18	15-17-18
Elite	Elite
35+	35+

ITEM 39

[Staff proposal. Update distances to match UCI where longer. Create additional women's events. Create 4 person teams for all classes in Team Pursuit. This also reflects changes to Junior Omnium. If item 35 is not changed, neither would the changes to 15-16 or 17-18 riders in the 3 articles below.]

7D9. Team pursuit championships. The following team pursuit distances shall be held. The number of riders allowed per team is in parentheses next to the distance.

Men	Women
15-16 3 km (4 riders)	15-16 3 km (3 riders)
17-15-18 4 km (4 riders)	17-15-18 4 km (4 riders)
Elite* 4 km (4 riders)	Elite* 4 km (4 riders)
35+ 4 km (4 riders)	35+ 3 km (3 4riders)
45+ 4 km (4 riders)	45+ 3 km (3 4riders)
55+ 3 km (4 riders)	55+ 3 km (4 riders)
65+ 3 km (4 riders)	

*A minimum of 3 eligible teams must compete to be considered a championship for Elites.

7D10. Team sprint championships. The following team sprint distances shall be held. The number of riders allowed per team is in parentheses next to the distance.

Men	Women
15-16 3 laps (3 riders)	15-16 2 laps (2 riders)
17-15-18 3 laps (3 riders)	17-15-18 2 laps (2 riders)
Elite* 3 laps (3 riders)	Elite* 2 laps (2 riders)
35+ 3 laps (3 riders)	35+ 2 laps (2 riders)
45+ 3 laps (3 riders)	45+ 2 laps (2 riders)
55+ 3 laps (3 riders)	55+ 2 laps (2 riders)
65+ 3 laps (3 riders)	

*A minimum of 3 eligible teams must compete to be considered a championship for Elites.

7D11. Points race championships. The following points race distances shall be held at championship events.

Men	Women
13-14 10 km	13-14 8 km
15-16 15 km	15-16 10 km
17-15-18 25 km	17-15-18 15 km
Elite 40 km	Elite 25 km
35-44 25 30 km	35-44 10 15 km
45-54 59 20 km	45+ 10 km
55-60+ 10 km	



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ITEM 40

[Staff proposal for clarity and practice. Changes language to reflect Professional Championships as a part of USA Cycling National Championships and formalize eligibility information that is currently being practiced.]

7E. Road Championships

7E3. Category Restrictions. For all road race and criterium national championships classes, riders must meet the following category restrictions:

Men		Women	
11-14	No Restriction	1-18	No Restriction
15-16	Cat 1/2/3 Only		
17-18	Cat 1/2/3 Only		
U23	Cat 1/2 Only	U23	Cat 1/2/3 Only
Amateur Cat 1 only			
<i>Pro/Elite Pro/Cat 1*</i>		<i>Pro/Elite Pro/Cat 1/2*</i>	
35-54	Cat 1/2/3 Only	35-44	Cat 1/2/3 Only
55+	No Restriction	45+	No Restriction

**Eligibility for non-professional riders shall be set by USA Cycling.*

ITEM 41

[Staff proposal. Deletes marginal National Championship events.]

~~7E7. Team Time Trial Championships. National Team Time Trial championships shall be conducted for classes as follows:~~

~~Men-Women~~

~~Pro-Pro*~~

~~Amateur (Cat 1)**~~

~~35+ 35+~~

~~50+~~

~~Juniors 15-18 Junior 15-18~~

~~* open to women's UCI teams and registered domestic elite teams~~

~~** open to registered domestic elite teams~~

~~7E8. Hill Climb National Championships. The following classes shall have a hill climb national championship:~~

~~Men-Women~~

~~Jr.* Jr.*~~

~~Pro/Open Pro/Open~~

~~30-39 30-39~~

~~40-49 40-49~~

~~50-59 50-59~~

~~60-69 60+~~

~~70+~~

~~159~~

~~*Junior age restrictions are determined based on the characteristics of the course in a given year and publicized in the event special regulations.~~



2018 Proposed Regulation Changes

ITEM 42

[Staff proposal to match UCI. Appendix 1 (Corrects distances for different length tracks for Madison and National Championships in order to have the same number of sprints.)]

Madison Table *for National Championships*

TRACK LENGTH (in m)	MEN		WOMEN		MEN JUNIORS				WOMEN JUNIORS			
	Final		Final		Qualifying		Final		Qualifying		Final	
	50 km		30 km		15 km		30 km		10 km		20 km	
	Laps	Sprts										
250	200	20	120	12	60	6	120	12	40	4	80	8
	MEN		WOMEN		MEN JUNIORS				WOMEN JUNIORS			
	Final		Final		Qualifying		Final		Qualifying		Final	
	50 40 km		30 24 km		15 16 km		30 24 km		15 10 km		30 20 km	
	Laps	Sprts										
285.7	140	20	84	12	56	8	84	12	35	5	70	10
333.3	120	20	72	12	48	8	72	12	30	5	60	10
400	100	20	60	12	40	8	60	12	25	5	50	10

ITEM 43

[Track Committee proposal. Changes the Junior Men's Madison ages to reflect the participation of junior women with 15-18 year olds at the National Championships. Category requirements must be met.]

7D12. Madison championships. The following Madison ~~Madison distances~~ *Championships* shall be run *over the distances in Madison Table in Appendix 1.*

Men	Women
16-5 18	15-18
Elite	Elite
35-44	
45-54	

ITEM 44

[Staff proposal. Creates a UCI compliant Elite Marathon Category that will receive UCI points for National Championship events. Creates a separate 17-18 juniors National Championship.]

7G6. Marathon Championships. The following classes shall have a marathon national championship.

Men	Women
Elite Pro /Open 19+	Elite Pro /Open 19+
Junior 17-18	Junior 17-18
Singlespeed	Singlespeed
19-29	19-29
30-34	30-39
35-39	
40-44	40-49
45-49	
50-59	50+
60+	



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ITEM 45

[Adds a financial penalty for assault of an Official-Staff proposal. Current penalties for assaulting an official does not reflect a financial penalty, although "towards other persons" does contain this. This change puts financial penalties for assaulting an official in all cases.]

8. Discipline

8A3(c) Assault and/or battery on a race official

8A3 - Threats and Violence				
Rule #	RULE DESCRIPTION	C, D & E 1 DAY EVENTS	A & B 1 DAY EVENTS	STAGE RACES (AND OTHER MULTI- DAY EVENTS)
8A3(a)	Acts of violence among riders	DSQ + no other entry for 72 hours + suspension	DSQ and \$100-\$500 fine. no other entry for 72 hours + suspension	\$20-\$500 per offense DSQ and no other entry for 72 hours + suspension
8A3(b)	Acts of violence toward other persons	DSQ – no other entry for 72 hours + suspension	DSQ and \$100-\$500 fine and suspension and no other entry for 72 hours.	Rider - \$20 - \$500 fine and DSQ and no other entry for 72 hours and suspension Other Licensee - \$500-\$1,000 fine and suspension
8A3(c)	Assault and/or battery on a race official	DSQ <i>and \$100-\$500 fine</i> – no other entry for 72 hours + suspension. <i>Other Licensee - \$500-\$1,000 fine and suspension</i>	DSQ <i>and \$100-\$500 fine</i> – no other entry for 72 hours + suspension. <i>Other Licensee - \$500-\$1,000 fine and suspension</i>	DSQ <i>and \$100-\$500 fine</i> – no other entry for 72 hours+suspension. <i>Other Licensee - \$500-\$1,000 fine and suspension</i>

ITEM 46

[Timing Rules/National Records: Staff proposal for clarity and practice. We have experienced a healthy increase in interest in records and record attempts. This change strengthens details to align acceptance of our records with UCI timing regulations for 1/1000th of a second. Allows 1/100th of a second in road TT events.

9C. Timing Rules

9C1. All original timing data shall be preserved and submitted with the record application.

9C2. In multi-lap events, each timer shall submit *their signed* time readings for each lap to verify the lap count and overall time.

9C3. Record times must be based on automatic electronic timing with manual timing as backup.

9C4. Timing for National Records. *National Track Records shall be recorded to 1/1000th of a second and multi-lap events shall also record each lap or half lap per the event regulations. Standing start track records shall use a starting block with a count-down timer release. National Road Records shall be recorded to 1/100th of a second as a minimum.*

(a) Any variance from these timing regulations must be submitted and approved in advance of an attempt.



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9E1. Attempting National Records *outside of National Championships*

(a) *Written intent and submission of required documentation must be received by* Obtain the necessary forms and permissions from USA Cycling at least one month before the attempt (Attn: Technical Director):

- (i) Permit
- (ii) Record Application Form
- (iii) Course Measurement Certificate (*if not on record at USA Cycling*)
- (iv) Anti-Doping coordination

(b) USA Cycling or the Technical Director will assign at least three officials to witness and assist timing of the event. *World or Best Performance record attempts require an International Commissaire, who may be assigned by the UCI.* The rider is responsible for paying fees, transportation, and room and board where applicable for all officials (see Schedule of Fees) and any anti-doping expenses.

(c) The course must be certified by a surveyor. For metric standard tracks, the length of the track shall be based on the whole number of laps or half laps for 1 kilometer precisely, with a tolerance of plus 10 cm. For non-standard tracks, the distance of one lap, established by the average of 3 surveyed measurements with an accuracy of 1/100,000, shall be used for the lap distance. *Tracks shall be measured in accordance with 9B3.*

~~(d) For record attempts at National Championships, individuals will not have to provide the above. They will be arranged by USA Cycling. The rider is responsible for submitting the record application to USA Cycling.~~

~~(e-d)~~ Anti-doping testing at the conclusion of an attempt is required for the confirmation of national records. For team events, all team members who have set the new record must be tested. The record will be confirmed only on the basis of a certificate issued by the laboratory indicating that the test proved negative.

~~(d e)~~ *For records set attempts at National Championships, individuals will not have to provide the above. They these items will be arranged by USA Cycling.* The rider is responsible for submitting the *ir* record application to USA Cycling.