

CHAPTER 2

Track Racing



2. TRACK RACING

2A. Track Markings

The longitudinal lines on the track above the blue band shall be of uniform width of 5 cm. Perpendicular lines shall be 4 cm wide unless otherwise specified.

2A1. The following shall be placed circumferentially around the track:

(a) The **measurement line** shall be black or white, to contrast with the track, and shall be placed with its inner edge 20 cm from the inner edge of the track. It shall be marked off at every 5 meters and numbered at every 10 meters going counterclockwise from the finish line. The official length of the track is to be measured on the inner edge of this line.

(b) The **sprinters line** shall be red and shall be placed with its outer edge 90 cm from the inner edge of the track.

(c) A blue band at least 50 cm wide, or 10% of the track width shall be placed below the inner edge of the track all the way around.

(d) A **stayers line** is a blue line that is drawn at one third of the total width of the track or 2.45 meters (whichever is greater) from the inner edge of the track, the distance being measured from the inner edge of the stayer's line.

2A2. The following lines shall be placed perpendicular to the inner edge:

(a) The **finish line** shall be black and placed in the middle of a 72 cm wide white strip for contrast.

(b) The **200 meter line** shall be either black or white to contrast with the track and shall be placed 200 meters before the finish line. This line is used for sprint timing only.

(c) Two **pursuit finish lines** shall be red and located exactly in the middle of the two straights, even with each other, and shall extend from the inner edge halfway across the track.

(d) Where the starting lines for 3 km and 4 km pursuit events do not coincide with other markings, they shall be red and shall extend from the lower edge of the track to the sprinters line.

2B. General Track Rules

These rules apply to massed start races, except as noted.

2B1. Leader If the leader is below the sprinters line, the following riders may not pass underneath.

2B2. A competitor **overtaking** another must pass on the outside unless the rider ahead is riding above the sprinters line. *Should the leader leave the sprinters lane, he may not re-enter the lane unless he maintains a clear lead (no overlap of wheels).* A rider who passes another must not in any way impede the progress of the passed rider.

2B3. In the homestretch on the last lap, the leader(s) must ride a straight line parallel to the edge of the track.

2B4. Blue Band.

In all races it is permissible to ride below the measurement line, but never below the track surface on the blue band, unless done so involuntarily.

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

2B6. When a rider has a **crash** that does not present a danger to the other riders, the race will not be neutralized. In case of a crash that causes a hazard to the other riders, the starter may neutralize the race. While the race is neutralized, all riders must ride slowly around the top of the track, maintaining their relative positions. The starter will signal resumption of racing when it becomes safe.

2B7. Riders who suffer a **mishap** may be assisted in restarting. They shall resume the race at the point where they left the track.

2B8. The **number of riders on a track** shall in no case exceed:

20 (15 teams for Madison) on a 200 m track

24 (18 teams for Madison) on a 250 m track

36 (20 teams for Madison) on a 333.33 m track

40 (20 teams for Madison) on a 400 m track

2B9. Where a massed **rolling start** is used, there shall be a neutral lap to ensure that the riders are sufficiently together to provide a fair start in the judgment of the starter.

2B10. Rerides and Replacements. Unless prevented by unavoidable circumstances, any riders qualifying for a reride or for any of the final rounds of a race shall start the reride or the next round. When qualification for the second round is based on time, if qualified riders are unable to start, they may be replaced by riders who had the next best times. No replacements are allowed after the second round.

2B11. Other than when prevented by circumstances beyond their control, all riders qualifying for the following round of the competition must participate or else they will be disqualified.

2B12. In track races, should two or more riders make a dead heat for a place for which there is a prize, they may again ride the distance to decide the race or may ride a shorter distance considered sufficient by the Chief Referee to allow for a fair settlement. This rule may be precluded by a specific rule for a given discipline.

2B13. Warning – disqualification.

Any misconduct not specifically penalized may be punished with a warning. A rider receives

only one warning in all rounds of a competition (e.g., sprints) before disqualification. If a rider is relegated in the competition, that relegation may also carry with it a warning, depending on the gravity, intent and impact of the fault. A rider receiving a second warning or being relegated for a second time is disqualified. The warning and disqualification are specific to each competition (e.g., sprints, keirin etc.). This rule applies to all track competitions.

2B14. Riders shall refrain from any **collusion**, maneuver, or movement that hinders another rider or distorts the result of the race.

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).

2B16. Riders may carry no object on them or on their bicycles that could fall onto the track. Any electronic device with a display (speedometer, power meter, etc) must be hidden such that the riders cannot read it while riding.

2B17. Non-competitor track access. *The race director shall control the access to safety zone (the track apron) in coordination with the Officials. Only persons with official duties and with permission may enter the safety zone during competition. Only coaches of riders currently competing are allowed on the safety zone and only one person per rider is allowed. In timed events, that person may occupy a position before or after the finish line of their rider or team for the purpose of indicating time and position.*

2B18. *The blue band shall be made impractical for riding by the placement of sponges 50 cm by 8 cm by 8 cm in the turns at 5-meter intervals.*

2C. Scratch Race

2C1. A **scratch race** is one in which all riders compete over the same distance. The race shall be run over a specified distance or number of laps.

2C2. Lapped riders not in contention are normally removed. When lapped riders are not removed, they will finish on the same lap as the leaders and shall be placed according to the number of laps they are down and then their position at the finish. Riders not finishing will not be placed.

2C3. Riders are classified according to the order in which they cross the line during the final sprint, taking into account laps gained.

2C4. Free laps up to a distance *nearest to 1250* meters may be taken in a case of a mishap. Upon returning to the track, the rider will assume the position (s)he occupied prior to the mishap. Riders taking free laps may not return to the track in the final kilometer. Riders who suffer a mishap and do not return to the track will not be placed.

2C5. The race may be stopped in the case of a mass fall. The officials shall decide whether the race will be restarted or start with the remaining distance prior to stoppage. If a race is

restarted with the remaining distance, that distance may not be less than 1500 meters. The same rules shall apply where the race has to be stopped due to inclement weather.

2D. Handicap Race

2D1. A **handicap** race is a race in which the stronger riders are given either a greater distance to travel or a later start so as to equalize competition.

2D2. The **starting positions** or the time allowances must be announced to all participants before the start of the race. The official handicapper shall decide what distance or time allowance is to be granted to each competitor. The competitor must supply accurate information to the handicapper.

2D3. **Starts** will be made on the track itself unless the banking is too steep for safety, in which case the competitors shall start on the blue band.

2D4. Concurrent Starts. If two or more riders are to start from the same point, they may be placed one after the other or side by side, whichever is safer. The holders may be allowed to run with their riders for a short distance at the start, provided this is clearly stated before the race.

2D5. After the start, the race shall be run as a scratch race.

2E. Miss-and-Out and Elimination

2E1. A miss-and-out and elimination races are massed start races in which the last rider over the line on designated laps is eliminated from the race. Riders may be eliminated every lap, every other lap, or on whatever regular schedule is stipulated before the race. In championships, sprints occur on every lap on tracks of at least 333 meters in length, and every two laps on shorter tracks. If riders are not eliminated every lap, each lap that precedes an elimination shall be indicated by a bell. Gaining a lap shall not prevent a rider from being eliminated, and laps gained shall not matter in the final placings.

(a) A miss-and-out concludes when there are three riders remaining, followed by a neutral lap, then the bell and a three-up sprint to determine the final placings.

(b) An elimination race concludes when there are two riders remaining, then an immediate bell followed by a two-up sprint.

2E2. Judging. The back edge of the rear tire determines the last rider over the line during the portion where riders are being pulled. If one or more riders are lapped or abandon the race between sprints, they shall be the riders eliminated in the next sprint. The final sprint is judged as a conventional sprint, using the leading edge of the front wheel.

2E3. Race procedure

(a) The Chief Judge shall identify the last rider over the line. In some cases a rider other than the last one across the line may be eliminated (for example passing on the blue band).

(b) The decision on which riders are eliminated must be made and announced before the riders reach the pursuit line on the back straight after the elimination sprint; otherwise no riders are eliminated until the next sprint.

2E4. Eliminated Riders.

Eliminated riders shall withdraw with due caution as soon as it is practical. If a rider does not withdraw as instructed, the Chief Referee may call one or more free laps (postpone the next elimination sprint) until the rider has retired.

2E5. Riders suffering **mishaps** shall be eliminated and placed ahead of those riders already eliminated. If more than one rider is involved in the mishap, they shall be placed equally. The next sprint shall be postponed one or two laps, depending on the sprint interval.

2E6. Finish. The miss-and-out may be ridden to the last person or to a specified number of survivors. In the latter case, there may be a free lap followed by a conventional sprint, judged on the order of finish by the front wheels. The format to be used must be explained to all riders before the start of the race.

2F. Sprint

2F1. Track Sprints involve a series of races, each with **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.

(a) In championship format sprints, riders compete in qualifying and succeeding rounds in such a way that the fastest riders shall meet in the final race. Appendix 1 shows standardized sprint seeding tables used for championship events, except as noted in (d) below.

(b) In round robin format sprints, which are only practical with a small number of riders, each entrant competes against every other entrant.

(c) Exhibition sprints follow the format of championship sprints, but may vary in the number of competitors allowed in the qualifying and final rounds and in the distance of the sprints.

Repechage rounds and the requirement that a rider lose twice before being eliminated may be omitted.

(d) For all Elite and Junior 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.

2F2. When rider seeding is based on a **time trial**, only bicycles that meet sprint standards shall be used.

2F3. In round-robin format events, each rider is matched against every other rider; the winning rider of each pairing shall receive one point. The overall placings are determined by the number of points gained in all matches. Each rider shall either ride once against each of the others or, when there are five or fewer entrants, may ride in succession against each of the others, then against each of the others a second time and, as needed, a third time to determine the winner of each pairing. If a rider does not complete the entire series of matches, then any points gained by or at the expense of that rider are canceled. In case of a tie, the tie will be broken in favor of the rider who:

- (a) Scored the greatest number of points in the matches against the other tied riders; or,
- (b) If still tied, has the highest placing in an additional sprint in which all riders who are still tied compete.

2F4. Distance. Sprints are run over two laps on a track of 333.33 meters or greater, or over three laps on a smaller track.

2F5. The starting position of each rider shall be decided by the drawing of lots.

(a) The rider on the inside of the track, unless overtaken, shall lead until reaching the pursuit line (the middle of the back straight) on the opposite side of the track. The lead rider shall not stop before reaching the pursuit line. After reaching the pursuit line, a maximum of two standstills shall be permitted for each race. The maximum period for a standstill shall be 30 seconds, following which the leading rider shall be directed by the starter to continue. If that rider fails to do so, the starter shall stop the race and declare the other rider the winner of the heat. In a three or four-up race, the race shall be immediately rerun as a two or three-up race, without the relegated rider.

(b) Should the race be run in two heats, each rider shall lead one heat. A further draw shall be made if a third and deciding heat proves necessary.

2F6. Stoppage. Once the start has been given and judged valid by the starter, the race shall not be stopped without a legitimate reason.

(a) During the slow part of the race, the starter shall stop the race if a rider falls or touches the track surface, the outside fence or railing, or an opponent. The rider responsible shall lead the re-ride.

(b) If the starter observes a flagrant violation before the sprint has begun he may stop the race and either relegate or disqualify the rider committing the violation. In a two-up sprint the other rider is declared the winner; in a three or four-up race it shall be rerun without the offending rider.

(c) Should any rider suffer a mishap at any time during the race, a restart shall be signaled by the starter unless it is obvious that at the moment, the rider concerned had no chance to place. In a reride following a mishap, the starting positions of the riders are not changed.

(d) Should a race be stopped because of an apparent mishap that turns out to not be legitimate, the race shall be restarted without the rider at fault.

2F7. Before the sprint has begun riders may utilize the full width of the track, but must leave room on the right for riders to pass and avoid movements that could cause a collision, a fall, or force a rider off the track.

2F8. Once the sprint has begun (the riders are moving at full speed or near full speed):

(a) No rider may attempt to overtake an opponent using the blue band, either while passing or pulling out of a passing maneuver;

(b) The leader must always leave room for other riders to pass. The leader is not obligated to leave room on the left, but may not enter the sprinters lane if it is occupied, except with a clear lead, and in no case may force an opponent off the track;

(c) If the leader is below the sprinters line, he or she must stay below the sprinters line until the finish and all following riders must pass on the right and outside the sprinters lane. However, the leader may come out of the sprinters lane if he or she is so far ahead that there is no hindrance to opponents;

(d) If the leader is riding above the sprinters line, he or she shall make no abrupt motion to keep other riders from passing and may make no move to the right (whether abrupt or not) that could have caused a fall or that exceeds 90 cm. (same as the width of the sprinters lane). Following riders may pass on either side. The leader may move to the left into the sprinters lane only if the trailing edge of the leader's rear wheel is ahead of the leading edge of the front wheel of the following rider [relegation for foul riding]. There is no penalty at the finish if the lead rider accidentally drops below the measurement line or even onto the blue band.

2F9. Falls. A rider in a two-up sprint who intentionally causes another rider to fall shall be disqualified. A rider who falls while attempting an illegal maneuver shall be relegated. The wronged party shall be declared the winner without necessarily passing the finish line.

2F10. No-shows. If one rider in a two-up heat fails to appear, that rider loses the sprint and the other rider must put in an appearance on the starting line in order to be declared the winner, but need not cover the distance. Any rider not showing for a heat is eliminated except in special circumstances as determined by the Chief Referee.

2F11. Blocking. In a sprint with **three or more contestants**, a rider who is pinned at the bottom by other riders may not force his way out of the box, nor may a rider block or interfere with another rider. No rider may deliberately cause a crash. Whenever such a situation is detected the race should be stopped, if not completed, and in any case shall be rerun without the rider responsible. In the case of an accidental collision before the sprint has begun, the race will be stopped by the starter and rerun with the original participants in the same starting positions.

2F12. In the case of a **dead heat**, the race will be rerun with only the riders who made the dead heat.

2G. Tandem Sprint

2G1. Tandem sprint events on the track shall be run in accordance with sprint regulations except that:

- (a) Tandem sprints shall be run over the integral number of laps nearest to 1500 meters for the particular track;
- (b) In no case shall more than four tandems be raced together, or three on tracks smaller than 333 meters; and
- (c) When flying start time trials are used to seed riders, the timing distance shall be the complete length of the track, except that USABA tandems will use the Paralympic timing distance of 200 meters.

2H. Keirin

2H1. A **Keirin** is a race in which riders sprint after completing *one-half the distance* behind a pacer who leaves the track at the pursuit line. 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. 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.

2H2. Sprint Rules Apply. Except as provided below, rules regarding track sprint riding shall apply to the Keirin.

- (a) The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side on the pursuit line with the sprinters lane being left free. The riders shall be held, but not pushed by assistants. The start shall be given when the pacer approaches the pursuit line in the sprinters lane. At the start, riders shall take their positions determined by the draw, directly behind the pacer, for at least the first lap, failing which the starter shall stop the race and riders that failed to comply shall be disqualified. In the restart, the remaining riders shall again take their same relative positions behind the pacer.
- (b) The riders shall remain immediately behind the pacer until such time as the pacer leaves the track *at the front or back straight pursuit line*.
- (c) If there is a mishap in the first half lap, the race shall be stopped and immediately restarted.
- (d) The pacer shall ride on the measurement line, starting at starting at 30 km/h and shall gradually increase speed to 50 km/h which should be reached at the latest when leaving the

track, after the pursuit line on the home straight (3 laps to go *on* 250 m tracks).

(e) In the case when one or more riders pass the leading edge of the front wheel of the pacer before the pursuit line when he leaves the track, the race will be stopped and rerun without the rider(s) at fault, which will be disqualified.

(f) The race will be stopped in the event of illegal behavior by one or more riders while behind the pacer. The race shall be rerun without the rider(s) at fault, who will be disqualified.

(g) Any other restarts are at the discretion of the Chief Referee.

KEIRIN TABLE IN KILOMETERS PER HOUR

LENGTH OF TRACK	TOTAL LAPS	LAPS W/ PACER	PACER SPEED (KPH)						
			LAP						
			0	0.5	1	1.5	2	2.5	3
250	6	3	30	33	37	40	43	47	50
333.33	5	2.5	30	34	38	42	46	50	
400	4	2	30	35	40	45	50		

KEIRIN TABLE IN MILES PER HOUR

LENGTH OF TRACK	TOTAL LAPS	LAPS W/ PACER	PACER SPEED (MPH)						
			LAP						
			0	0.5	1	1.5	2	2.5	3
250	6	3	19	21	23	25	27	29	31
333.33	5	2.5	19	21	24	26	29	31	
400	4	2	19	22	25	28	31		

21. Time Trial

211. Riders are timed over a **fixed distance**. Starts may be either flying or standing. If a session is interrupted, all competitors must ride in a subsequent session. The event is run as a final, except in the cases where it is being used as qualifying, such as for sprints or the omnium.

212. In **flying start events**. Riders shall build up speed over a distance depending on the length of the track:

200-meter time trial and flying lap:

- 250 meter track or smaller: 3.5 laps
- 285 meter track: 3 laps
- 333.33 meter track: 2.5 laps
- 400 meter track: 2 laps

Note that the distances given include the timed portion.

213. Standing Start Events.

(a) The rider shall be held by starting blocks or an official at the start and shall be neither restrained nor pushed. The starter shall ensure that each rider starts within the sprinters lane, with the leading edge of the front wheel directly over the starting line and the bicycle not pointed up or down the track.

(b) The competitors shall either be started one at a time or two at a time, with one rider starting on each side of the track, and the starting procedure the same as for individual pursuit.

(c) When **team events** such as the team pursuit or team sprint are run as a single time trial ride, rather than multiple rounds, the rules for the **qualifying round** for that event shall cover mishaps and false starts.

214. Restarts. The general principle is that a restart is **charged** to a rider if the rider causes the restart, through a mishap or false start. Some restarts are not charged – examples include timing failure or unsafe conditions.

(a) In the case of a false start, the rider shall restart immediately.

(b) In the case of a mishap the rider shall take a new start whenever possible (generally within 15 minutes or at the end of the same session).

(c) A rider is permitted at most, one charged restart.

215. Should two or more riders make the **same time**, they shall be placed as follows:

(a) Kilometer and 500 meter TT: placed equally.

(b) Standing start time trials greater than 1 km: based on the best previous lap time.

(c) 200 meter TT: The riders concerned will be classified according to the best time in the last 100 meters. In the case that the last 100 meter time cannot be determined, or if the riders are still tied, the riders concerned will draw lots.

(d) Flying lap: The riders will be ranked according to the best time in the last 200 meters.

216. The **blue band** shall be made impractical for riding by the placement of sponges 50cm by 8 cm by 8 cm in the turns at 5 meter intervals 20 cm below the lower edge of the measurement line.

217. The Kilometer and 500 meter Time Trial at the National Championships and qualifying events for UCI categories shall be organized as follows:

(a) Qualifying rounds shall be organized in two-up heats to find the 4 best riders. In the finals each participant shall take the track alone.

(b) This event shall be organized in two phases:

(i) The qualifying rounds to select the 4 best riders on the basis of their times;

(ii) The finals.

2J. Individual Pursuit

2J1. Pursuit is a race between competitors who are started at equal intervals around the track, and is run until one rider catches the others or until a certain distance is covered, as specified in advance. A rider catches another by overtaking and drawing even.

2J2. Championship individual pursuit, treated below, is a race between two riders competing over a fixed distance. The riders start on opposite sides of the track. The winner is determined by either catching the other rider or recording the fastest time over the specified distance. The distances used are 2000 meters for junior women, 3000 meters for elite women and junior men, and 4000 meters for elite men. The rider who catches the other or covers the distance in the shortest time is the winner.

2J3. Timing. Both riders will be timed at half-laps throughout the race.

2J4. Recovery Interval. A rider may not participate in more than two pursuit matches on the same day except in unavoidable circumstances which shall be decided by the chief referee. A minimum interval of two hours must be allowed between rides.

2J5. Qualifying Round.

(a) The qualifying round is a time trial in which no more than two riders may be timed simultaneously on the track. Any rider who is caught must finish the distance to have his or her time recorded.

(b) For the qualifying round, the officials shall make up each match from riders presumed to be of equal ability, but without matching the two presumed to be the best.

2J6. Finals.

(a) The two fastest riders from the qualifying round shall race for first and second, and the third and fourth fastest riders from the qualifying round shall race for third and fourth.

(b) Should a rider fail to take the start of a final, his opponent is declared the winner. A rider failing to start the final for 1st and 2nd places shall be placed 2nd; a rider failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee, the absent rider shall be disqualified and his place shall remain vacant.

2J7. Equipment.

(a) There shall be separate lap cards and a bell for each rider.

(b) A red disc shall be placed in the homestraight and a green disc in the backstraight exactly at the starting points of each rider.

(c) On tracks that do not have an integral number of laps per kilometer, a single green flag and a single red flag shall indicate the first kilometer of each rider respectively. A double green flag and a double red flag shall mark the last kilometer of each rider respectively. These discs and flags permit the starter to determine the location of the rider for the purpose of determining restarts.

2J8. Starts.

(a) The two riders shall be positioned to start on the inside of the track diametrically opposite each other. If the track has an integral number of half-laps to the kilometer, the start will be at the red lines in the center of the straights.

(b) The start shall be by countdown. The starter and assistant starter shall be in the center of the track. The riders shall be held by starting blocks or an official at the start and shall be neither restrained nor pushed. If held by officials, the same two officials shall hold all riders except in the case of unavoidable circumstance. The referees located at each starting point shall insure that all riders start in exactly the same manner, with the front part of their front wheel directly over the starting line and the bicycle not pointed up or down the track. The officials shall indicate when the rider is ready for the start with a single raised flag. A red flag shall be used for the homestraight and a green flag for the backstraight.

(c) A false start shall be called by the starter should either rider move forward before the gun is fired or if either rider is pushed.

(d) Each rider is allowed only one reride for false starts or mishaps. Therefore, a rider is entitled to only two starts in any given round.

2J9. Mishaps.

(a) Qualifying round: In the first half-lap, in the event of a mishap, the race is stopped and restarted immediately. After the first half-lap the race shall not be stopped. A rider who suffers a mishap shall be permitted to ride again at the end of the qualifying rounds (either alone or matched against another rider in the same situation). A rider may only be permitted to have two (2) starts in this round.

(b) Final: In the first half-lap, in the event of a mishap, the race is stopped and restarted immediately. If a mishap occurs after the first half lap but before the last kilometer (half-kilometer for junior women), the race will be stopped and restarted with both riders positioned relative to the last half-lap lines they crossed; the race leader will be on the line and the other rider a distance back of the line equivalent to the gap in seconds, given by

$$B = (G \times L) / (2 \times T) \text{ where:}$$

B = Distance back of the half-lap line for the slower rider;

G = Gap in seconds between the time of the faster and slower rider at the last completed half-lap;

L = Length of one lap of the track;

T = Time of the slower rider in completing the last half-lap.

If either rider suffers a mishap, in the last kilometer, the starter shall stop the race and the times at the preceding half-lap shall be used to decide the winner.

2J10. Finish.

- (a) Final: If one rider passes the other, the starter shall signal the end of the race. A rider is considered to have been caught at the point that the chainset on his opponent's bicycle draws level with that on his own bicycle.
- (b) In all rounds, if neither rider catches the other, then a single gunshot shall be fired when the first rider finishes and another fired when the second rider finishes.
- (c) In the event that the riders record the same final time, the rider who records the best time for the final lap shall be declared the winner.

2K. Team Pursuit

2K1. Pursuit teams are made up of two or more riders. The rules for a particular event must appear in the official race announcement and be explained to all participants before the start. The official race announcement must specify how many riders must finish and on which finisher the time is taken.

2K2. Italian pursuit is a race between teams of any number of riders over a specified distance. The teams are spaced at equal intervals around the track at the start. The leading rider of each team shall lead for one or two laps, as specified, then pull off. The second rider shall then take the lead for the same number of laps and also stop. The same procedure shall be followed until there is only one rider on the track per team during the last one or two laps. The team whose last rider is farthest ahead as compared to the team's starting position, wins.

2K3. Championship team pursuit matches, treated below, shall have four riders per team and cover a distance *as established for National Championships*. Except for the specific details (even implicit) in this sub-section, the rules of the individual pursuit shall apply equally to the team pursuit. The time is always taken on the third ride.

2K4. Team. There may be up to six riders entered for each team but a racing team of no more than four riders may compete in a given session. *Teams with less than 4 riders are not allowed to start.*

2K5. Timing is taken from the front wheel of the third rider. Both teams will be timed at full laps throughout the race.

2K6. Recovery Interval. A team should not participate in more than two pursuit matches on the same day except in unavoidable circumstances as determined by the Chief Referee. A minimum of two hours should be allowed between rides.

2K7. This event shall be organized in at least two phases:

- (a) The qualifying rounds to select the 4 best teams on the basis of their times;
- (b) The finals.

The teams having made the two best times shall ride off the final for first and second places, the two others shall ride off the final for third and fourth places.

(c) At the Elite National Championships, the 8 Teams recording the best times in the qualifying rounds shall be matched in the first competition round as follows:

- (i) The team having obtained the 6th fastest time against the one having obtained the 7th fastest time.
- (ii) The team having obtained the 5th fastest time against the one having obtained the 8th fastest time.
- (iii) The team having obtained the 2nd fastest time against the one having obtained the 3rd fastest time.
- (iv) The team having obtained the fastest time against the one having obtained the 4th fastest time.
- (v) The finals heats shall be ridden in the inverse order to that stated below.
- (vi) The winners of the last two heats in the first competition round shall ride the final for first and second places.
- (vii) The remaining 6 teams shall be ranked according to their times from the first competition round except the two fastest teams shall ride the final for 3rd and 4th places.

2K8. The **equipment** used for team pursuit shall be the same as for individual pursuit.

2K9. Start.

- (a)** In the qualifying rounds, each heat may contain 2 teams if more than 12 teams are registered. The seeding may be determined taking into account the targeted time communicated by the team manager at the rider confirmation, but without matching the two teams presumed to be the best.
- (b)** The two teams shall be positioned to start on the inside of the track diametrically opposite each other. If the track has an integral number of half-laps to the kilometer, the start will be at the red lines in the center of the straights. After the qualifying round, the team with the faster time in the preceding round shall be started so as to finish in the home straight.
- (c)** Each team *shall* line up on the pursuit line for the start *with one meter between each rider.*
- (d)** The start shall be by countdown. The starter and assistant starter shall be in the center of the track. The teams shall be held by officials and neither restrained nor pushed. Whenever possible the rider placed in the sprinters lane shall be held by a starting block. The same officials shall hold all riders except in the case of unavoidable circumstances. The officials located at each starting point shall insure that all riders are lined up properly at the start and that the front part of the front wheel of the first rider is directly over the starting line and that no other rider is ahead of the first. All bicycles must be lined up straight and not pointed up or

down the track. The officials shall indicate when the riders are ready for the start with a single raised flag. A red flag shall be used for the homestraight and a green flag shall be used for the backstraight.

(e) A false start shall be signaled if any rider moves forward before the gun is fired or is pushed, or if the rider on the inside of the track fails to take the lead.

2K10 Restarts. In each round of competition a team shall only be granted one restart as a result of that team suffering a mishap or false starting.

2K11. Mishaps.

(a) Qualifying Round. During the first half-lap, if any team suffers a mishap the race shall be stopped and restarted immediately. If a mishap occurs after the first half-lap and only one rider is involved, the team may decide either to stop and ride again at the end, or continue to ride one person short. If the team decides to stop, they must make their intention known within one lap after the mishap. If the team continues to ride and finishes one rider short, the resulting time will be used to place them in the next round. A team forced to stop due to mishaps will ride again at the end.

(b) Final Rounds. In the event of a mishap in the first half-lap, the race shall be stopped and restarted. After the first half-lap, no mishap will be taken into consideration. The team shall continue if they still have three riders on the track; otherwise the starter shall stop the race and the other team shall be declared the winner.

2K12. Finish.

(a) In the **final**, if one team catches the other, the starter shall stop the race. A team (with at least three members together) is considered to have caught another team when it is within one meter of the other. When the officials see that a team is about to be caught, they shall signal the team being caught with a red flag so that it may not execute any more relays and must remain at the bottom of the track until the opposing team has passed. Any failure to act on this instruction shall result in the immediate disqualification of the team.

(b) In all rounds, if one team does not catch the other, then a single gunshot shall be fired when the first team finishes the specified distance and another shot when the second team finishes.

(c) If both teams have the same time at the finish, the teams shall be placed according to the faster lap times nearest the finish. Three riders must complete the distance or the team cannot be classified.

(d) Should a team fail to take the start of a final, the opponent is declared the winner. A team failing to start the final for 1st and 2nd places shall be placed 2nd; a team failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee, the absent team shall be disqualified and the place shall remain vacant.

2K13. No Pushing. The members of a team shall not be allowed to push one another.

2L. Team Sprint

2L1. Team Sprint is a race run by teams of riders, each of whom shall lead for one lap. The number of riders per team (and total laps) may be specified as either three or two; generally it will be three for men and two for women. The event shall be organized into qualifying heats leading to a final. The qualifying heats select the four best teams on the basis of their times. In the finals, the teams with the two best times ride off for first and second and the other two teams ride off for third and fourth. In three lap events there may be four riders entered for each team, but no more than three of those riders may compete in a given round.

(a) This event shall be organized in three phases at the Elite National Championships:

- (i) The qualifying heats to select the 8 best teams on the basis of their times;
- (ii) In the first competition round, the 8 best teams shall be matched as follows:
 - The team having obtained the 4th fastest time against the one having obtained the 5th fastest time
 - The team having obtained the 3rd fastest time against the one having obtained the 6th fastest time
 - The team having obtained the 2nd fastest time against the one having obtained the 7th fastest time
 - The team having obtained the fastest time against the one having obtained the 8th fastest time.
- (iii) The finals
 - The four winning teams from the first competition round shall dispute the finals. The teams having made the two best times shall ride the final for first and second places and the other two teams shall ride the final for third and fourth places.
 - Teams beaten during the first competition round shall be placed fifth to eighth according to their times at that stage of the competition

2L2. Starts

- (a)** In the finals, the team with the best time shall start in the home straight.
- (b)** The composition of a team may be modified from one round to another but an incomplete team (less than one rider per lap) may not start.
- (c)** The race shall be stopped within the first half-lap for any of the following reasons: if any member of a team starts before the pistol shot a false start shall be called (each team is allowed only one (1) false start), a failure of the electronic timing system, or a failure of the starting blocks.

(d) The riders of each team shall start side by side *with a lateral distance of 1.5 meters* between riders.

2L3. Successive Pulls

(a) The leading rider shall move toward the outside of the track after one lap and then drop back and leave the track without hindering the other team.

(b) In two lap races the second rider shall complete the last lap alone; in three lap races the rider that was in second position shall lead the following lap and then shall drop out in the same manner.

(c) In three lap races the third rider shall complete the last lap alone.

(d) At the completion of their lap, the leading edge of the leading rider's front wheel must cross the pursuit line ahead of the leading edge of the front wheel of the following rider. Thereafter, the leading rider must draw aside immediately and ride above the sprinter's line within 15 meters after the pursuit line.

(e) No rider may push or pull another rider.

(f) If there is doubt that the above requirements have been met, a review of available information is to be made. If confirmed, the team shall be relegated to the last place in that stage of the competition.

2L4. Restarts. In each round of the competition a team shall be granted only one restart as a result of that team suffering a mishap or false starting. This does not include a restart caused by another team's hindrance.

2L5. Mishaps:

(a) Qualifying rounds:

In the event of a mishap, the team may restart (once only) at the end of the qualifying round, whether or not the accident is recognized. In the event that a second mishap occurs during the second attempt, the team shall be eliminated. Any team which may have been hindered by a mishap to its opponents may, by decision of the officials, be granted a restart at the end of the qualifying rounds.

(b) Finals:

In the event of a mishap, the team involved shall be granted a restart. If the team suffers a further mishap during its subsequent ride, it shall be relegated.

2L6. Finish. The team whose final rider crosses the line first shall be the winner. In case of a tie, the team with the best time on the final lap shall win. All timings are based on the lead rider.

Should a team fail to take the start of a final, the opponent is declared the winner. A team failing to start the final for 1st and 2nd places shall be placed 2nd; a team failing to start the

final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee, the absent team shall be disqualified and the place

2M. Points Race

2M1. A **points race** is a rolling start scratch race in which the final placings are determined according to accumulated points won by riders during the sprints and by taking laps. In Championship events the sprint interval shall be *every* 10 laps on tracks 250m or shorter; on longer tracks the interval shall be the number of laps closest to 2km.

- *every 12 laps on 166.66 m*

- *every 10 laps on 200 m*

- *every 7 laps on 285.714 m*

- *every 6 laps on 333.33 m*

- *every 5 laps on 400 m*

For all championship points races, if the specified distance for the event cannot be divided evenly by the sprint interval, the distance should be modified slightly so that the number of laps between sprints is the same throughout the race. In each sprint, the first four riders shall normally be awarded points in order of finish as follows: 5 points, 3 points, 2 points, 1 point. Points awarded in the last sprint after the full distance will be doubled (10 points, 6 points, 4 points, 2 points). Any rider who gains a lap on the main field will receive 20 points. Any rider who loses a lap to the main field will lose 20 points. Sprints shall be run according to the rules governing sprint races.

2M2. The **main group** or **field** is the largest group on the track. If two or more groups are the same size, the leading group shall be the main group.

2M3. Gaining Laps.

(a) A rider shall be considered to have lapped the main group upon reaching a position to take shelter behind the main group. (A rider or group of riders shall be considered to have taken shelter behind the main group when the distance between the last rider in the main group and the first rider of the overtaking group is less than 5 meters or 16 feet.)

(b) Riders who break away continue to score points until they have lapped the main group. Once they have lapped the main group, they must sprint with this group to score additional points, even if they catch the group during a sprint lap.

(c) If the riders are strung out so that no main group exists, the chief referee shall determine when a rider or group of riders has passed enough riders to be credited with having gained a lap.

(d) Riders who lose contact with the field, and are then caught by the leaders, may not lead. Riders attempting to gain a lap may not accept assistance from riders who have lost contact

with the back of the field. Riders attempting to gain a lap may work together, but no sacrifice of a rider's position to the advantage of another rider shall be allowed.

2M4. Losing Laps.

- (a) Riders who lose laps may sprint for points only after being absorbed by the main group prior to the beginning of the sprint lap. A rider may be considered to be absorbed when caught by the lead rider in the main group. Riders may win points regardless of how many laps they have lost.
- (b) A rider who gains a lap and then loses contact does not lose the lap until absorbed by the main group.
- (c) Riders who fall two or more laps behind and are considered to be out of contention may be withdrawn at the discretion of the Chief Referee.

2M5. Free Laps.

(a) *Free laps up to a distance nearest to 1250 meters may be taken in a case of a mishap. Upon returning to the track, the rider will assume the position (s)he occupied prior to the mishap*

- (b) Riders taking free laps may not return to the track in the final kilometer.
- (c) To be eligible to score points in a sprint following a rider's mishap, the rider must have rejoined the group they were previously a part of before they start the sprint lap.

2M6. Finish.

- (a) A points race ends when the leader completes the required distance. All other riders will finish on the same lap as the leader. Riders who have mishaps and are prevented from returning to the race by 2M5(b) will retain their points for the final classification. Other riders who fail to complete the race shall not be placed.
- (b) When riders are tied on points, the order of finish in the final sprint shall be used to break the tie.

2M7. In case of a fall involving over one-half of the riders, the race shall be stopped and the officials shall determine the duration of the stoppage. A new start shall be taken and each rider shall retain their points at the moment of the fall.

2M8. If the track becomes impracticable to race for any reason, the commissaires shall decide as follows:

DISTANCE	DECISIONS		
	COMPLETE RERUN THE SAME DAY	RESUME RACE WITH POINTS ACCUMULATED	LET RESULTS STAND
	STOPPED BEFORE:	STOPPED BETWEEN:	STOPPED AFTER:
10 KM	8 KM	/	8 KM
15/16 KM	10 KM	/	10 KM
20 KM	10 KM	10-15 KM	15 KM
24/25 KM	10 KM	10-20 KM	20 KM
30 KM	15 KM	15-25 KM	25 KM
40 KM	15 KM	15-30 KM	30 KM

2N. Madison

2N1. A **Madison** is a race run over a specified distance with intermediate sprints involving teams of two riders who relay each other. Ranking is determined on distance plus accrued points in the sprints.

2N2. The two riders shall wear the same jersey and shorts and shall wear the same rider number.

2N3. Sprints for points shall be held in the same manner as a points race. In Championship Madisons sprints will occur every 10 laps on 250m tracks or shorter, for a total distance equal or close to 50 km for Men Elite, 30 km for Women Elite, 30km for Men Juniors and 20 km for Women Juniors, according to the Madison table in the Appendix 1.

For non-championship races, the following guidelines are given for tracks of varying sizes:
< 333.33m, sprints will occur every 10 laps

≥ 333.33m, sprints will occur every 5 laps

Standard laps and sprints based upon track size are indicated in 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).

2N4. Gaining and losing laps by teams in a Madison race are determined in the same way as for riders in a points race.

2N5. Final placings are determined by points earned in sprints and points earned or deducted in gaining or losing laps to the field. Where there is a tie on points, the places in the final sprint shall decide. Any team that gains a lap on the main bunch is awarded 20 points. Any team that loses a lap on the main bunch is deducted 20 points.

2N6. At the **start** of the race, the “racing” riders, formed of one rider of each team, take their places at the start. The “relief” riders, formed of the other riders of each team, shall be lined up along the opposite outside railing. After a neutralized lap, a flying start shall be given to the “racing” riders by means of a pistol shot. During the neutralized lap, the “relief” riders must remain motionless.

2N7. Relieving Partners.

(a) A rider entering the track from the blue band shall do so on the homestraight or back-straight and must not interfere with riders already on the track. A rider leaving the track should stop on the blue band in one of the straights, but never on turns.

(b) In order to make a change from racing rider to relief rider, a rider must draw even with the teammate. The relay may be made by a handsling, touching, pushing, pulling, or by merely drawing even with the partner.

(c) A relay without the partners drawing even (a wireless pickup) may result in a team being penalized a lap.

(d) In relieving, the members of a team must not interfere with other competitors. The relieved rider must stay on the inside of the track or continue in a straight line from wherever the exchange was made until all other riders in that group have passed safely. When the track is clear, the relieved rider may move up the track and proceed slowly until time for the next exchange. If there are special regulations on where the riders must stay, they must be explained clearly to the riders before the race.

2N8. Mishaps. Should one of the riders suffer a mishap, his teammate shall immediately take the team position and continue to race without relief until his teammate returns, and no free laps are granted. If both riders suffer mishaps, the team shall be entitled to free laps equal to the number of laps nearest **1250** meters. On returning to the race, a member of the team shall resume the position the team occupied before the mishap. Teams taking free laps may not return to the track in the final kilometer; a team entitled to free laps at that point shall be placed according to the laps and points held at the time of the mishap.

2N9. Teams lapped three times by the main bunch may be removed from the race.

2N10. In the case of a fall involving over one-half of the teams (calculated on the basis of one rider per team), the race shall be stopped and the officials shall determine the duration of the stoppage. A new start shall be taken and each team shall retain the laps won or lost at the moment of the fall.

2N11. If the track becomes impracticable to race for any reason, the commissaires shall decide as follows:

	MEN	WOMEN	MEN JUNIORS	WOMEN JUNIORS	
RACE STOPPED BEFORE:	20 KM	10 KM	10 KM	8 KM	RERUN ENTIRELY THE SAME DAY
RACE STOPPED BETWEEN:	20-40 KM	10-25 KM	10-25 KM	8-15 KM	RESUME RACE WITH POINTS AND LAPS ACQUIRED SO FAR
RACE STOPPED AFTER:	40 KM	25 KM	25 KM	15 KM	LET THE RESULT STAND

20. Omnium

201. An **omnium** is a set of races in which riders compete for points in each event and final placings are determined by total points in all events. Different numbers of points may be given in different events. The scoring scheme shall be specified in the official race announcement.

202. In case of a **tie on total points**, the tie will be broken in favor of the rider who has:

- (a) The most first place finishes or, if still tied, the most second place finishes, etc., or if still tied;
- (b) The highest placing in the last race, or the race nearest the last race of the omnium in which at least one of the tied riders placed.

203. International-style Omnium: this is a different event from conventional omniums, with different scoring, tie-breaking, and the requirement that riders must compete in all events. The following rules apply:

(a) The International-style omnium is a single competition consisting of four events, which usually is held over one day in the following order:

- (i) Scratch race: 10 km for elite men; 7.5 km for elite women and junior men; 5 km for junior women.
- (ii) Tempo Race: 10km for elite men; 7.5km for elite women and junior men; 5km for junior women
- (iii) Elimination race.

- (iv) Points race: 25 km for elite men; 20 km for elite women; 20 km for junior men; 15 km for junior women. The sprint intervals are the same as for championship points races.
- (b)** In competitions for which the number of riders entered exceeds the track limit and there is no existing qualification system to establish the number of participating riders, their selection shall be determined as follows:
- (i) All riders entered shall first participate in qualifying points race heats – 15 km for elite men; 10 km for elite women and junior men; and 7.5 km for junior women. The heats shall be run so as to qualify up to the track maximum number of riders without necessarily qualifying the maximum number of riders permitted. An equal number of riders shall qualify from each heat to participate in the omnium.
 - (ii) All riders not qualifying to participate in the omnium shall be placed jointly in last position. Any riders not finishing any of the qualifying rounds shall not be placed (DNF).
- (c)** Whenever possible, there shall be an interval of at least 30 minutes between two events.
- (d)** Any rider failing to start in one of the events shall not be allowed to compete in the subsequent events and will be considered to have abandoned the competition. The rider will be placed last in the competition noting that they did not finish (DNF).
- (e)** For the points, elimination, and scratch races, riders shall be lined up in single file along the railing and in the sprinters lane in the order listed on the start list. This order shall be based on the current omnium rankings. Riders with odd-numbered placings will start in the sprinters lane and riders with even-numbered placings will start off of the railing.
- (f)** Ranking: The winner of the Omnium shall be the rider who has obtained the highest total of points.
- (i) A full result shall be produced for the first three events.
 - (ii) For these three events only, each winner shall be awarded 40 points, each second place shall be awarded 38 points, each third place shall be awarded 36 points, etc. Riders ranked 21st and below shall each be awarded 1 point.
 - (iii) Prior to the start of the Points Race, a current ranking with the points totals shall be drawn up, and riders will start the Points Race with these points accrued over the first three events. Riders shall add to, and lose points from, their points totals based on laps gained and lost, and points won in sprints, during the Points Race. Final overall Omnium ranking shall evolve through the Points Race.
 - (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) Other than for the Elimination, any rider being withdrawn from any of the events shall be penalized with a deduction of 40 points.

(vi) In the case of the Scratch Race and 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 given the next available ranking (and points) considering the number of riders remaining on the track at that moment. Any rider caught by the main peloton must immediately leave the track and his ranking will be determined by the number of riders remaining on the track at that moment. In the case of the Points Race, rider not able to return to the track during the final kilometer will have his place in the last sprint determined considering the number of riders remaining on the track at that moment.

(vii) In the event of a tie in the final ranking, the places in the final sprint of the final Points Race shall break the tie.

2P. International Tempo Race (International Style Omnium)

2P1. The International Tempo Race is a specialty in which the final placings are determined according to accumulated points won by riders during the sprints and by taking laps.

2P2. Except for the specific details (even implicit) in this sub-section, the rules of the Points Race shall apply equally to the International Tempo Race.

2P3. After the first 4 laps, sprints shall be conducted every lap. 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 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.