



Road B Module 4

ASSISTANT REFEREE | ROAD RACE

The Road B Modules are designed so that officials can take the initiative to learn more about the various tasks involved in working a bicycle race to work toward advancement to a level B official. This is an important designation as level B officials are qualified to be the Chief Referee of any local race. Each module contains a pre-test and the answer key as well as reading lists. Use these tools to test your knowledge and to learn more about best practices that are recognized nation-wide.

As a part of this process, contact a member of the National Technical Commission (NTC) in your area to be set up with an RB Module Google spreadsheet. This spreadsheet is where you will have mentors rate your progress on the skills associated with each module, with the opportunity to leave feedback in the notes section that can be very specific to you, and with the goal of helping you assess your strengths as an official and have a clear idea of what you still need to work on as you are working races. Below are the steps of that process for this module.

1. Take the pre-test included in this document and grade yourself with the answer key.
2. Complete the required reading listed below, making note of components that were included in the pre-test and anything else that resonates with you.
3. While working races as an official, review the list of skills related to a road race referee and actively work on those skills as the opportunity arises.
4. Invite a mentor who has observed you using these skills at races to edit your **RB Module Progress GoogleDoc**. Your mentor can then rate you on the Referee tab and make comments about your progress as applicable. You may invite multiple mentors to rate you - you are not limited to one. Your goal for this module is, with practice, to be at "Developing skill" or above for at least 70% of all the Referee skills.
5. Retest yourself if it would be helpful for you.

RB Module 4: ASSISTANT REFEREE | ROAD RACE

GOALS

The purpose of this module is to provide an Assistant Referee with the necessary information and experience needed to perform the duties of a Road Race Referee in a follow vehicle. This module serves as part of the training necessary for Level C officials to advance to a Level B official.

After successful completion of this module, the Level C Road Official will be able to:

1. Understand the concepts and terminology for working as a lead/follow referee in a road race, including the differences between circuit races and point to point road races.
2. Score a road race from a lead or follow vehicle.
3. Apply the centerline rule.
4. Know how to handle lapped riders in a circuit race.
5. Be able to overtake and neutralize fields when passing is necessary.
6. Use good radio protocol for a road race.

REQUIRED READING

[USA Cycling Rulebook](#)

- Road Racing | 3B. Riding Conduct
- Road Racing | 3C. Individual Road Race

READING INCLUDED IN THIS MODULE

- Road Races

RB Module 4: ASSISTANT REFEREE | ROAD RACE

SKILLS FOR THIS MODULE

In step 4. of the process of completing your modules, your mentor will provide a ranking and feedback on the following skills in your **RB Module Progress GoogleDoc**. If you do not have a GoogleDoc set up for you yet, contact your local member(s) of the National Technical Commission. That list can be found at the bottom of the [official's upgrade page](#) at USA Cycling.

Ranking for the Road Race skills runs from “No experience” to “Some exposure” to “Developing skill” to “Fulfilling local needs with support” to “Fulfilling local needs independently”.

| ASSISTANT REFEREE: ROAD RACE SKILLS |
|--|
| Enforce the Centerline Rule, when applicable |
| Enforce the Lapped Rider Rule, when applicable |
| Manage overtaking another field, if necessary |
| Neutralize a field, if necessary |
| Keep accurate records of the race on the road |
| Be able to describe a race picture during the race |

RB Module 4: ASSISTANT REFEREE | ROAD RACE

PRE-TEST

1. List the three types of road closure in a Road Race:
 - a. _____
 - b. _____
 - c. _____
2. A rider crosses the centerline during a road race where the course is open to traffic. Which of the following actions may be taken by the follow official? Circle all that apply.
 - a. Warning
 - b. Relegation
 - c. Disqualification
3. How are lapped riders handled in a road race?
 - a. They may ride with the field but may not contest sprints or work with break riders.
 - b. They finish on the same lap as the leaders.
 - c. Once lapped, they may not join the field or work with riders in the field.
 - d. They may work with riders from other fields on the course.
4. As an official in a Road Race, what information should you record as you pass riders on the road? Circle all that apply.
 - a. Rider Number
 - b. Distance into the race
 - c. Type of bike
 - d. Race time
 - e. Description of riders uniform
 - f. Reason for passing
5. When a field is overtaken on the road by another field, what actions should be taken by the officials in the two groups? Circle all that apply.
 - a. Coordinate vehicle movements by radio in advance of pass.
 - b. Notify both groups that a pass will take place.
 - c. No actions are needed as riders will sort this out by themselves.
 - d. Control both groups from the front.
 - e. Not really an issue because courses and schedules are designed to eliminate the possibility of passing.
 - f. Stop the group being passed and move it to the side of the road.
 - g. Hold the passed group for 2-3 minutes to reduce possibility of a repass.
 - h. Passing field passes on the right.

RB Module 4: ASSISTANT REFEREE | ROAD RACE

6. At mile 38.4, 1 hour and 27 minutes into the race, Rider 127 is dropped from the field on a climb and you pass them in your follow vehicle. At this same time, a time check reveals that the Break is 1:20 ahead of a chase group that is 1:00 ahead of the peloton. How would you note these events on your score sheet?

7. What are three characteristics of a good radio transmission? (Choose all that apply.)
 - a. Brevity
 - b. Dictation
 - c. Clear Delivery
 - d. Elocution
 - e. Accuracy
 - f. Sense of Humor
 - g. Use of Pronouns

8. Why do we read numbers in two formats over the radio if we have the time to do so?
 - a. Because it's what all the cool comms do
 - b. Static can cut you off, and reading a second time gives the listener a second chance to hear it
 - c. It's easier than smoke signals
 - d. To confirm a number that may have been misheard.
 - e. b. and d.

RB Module 4: ASSISTANT REFEREE | ROAD RACE

PRE-TEST, Answer Key

- List the three types of road closure in a Road Race:
 - Closed Course
 - Rolling Enclosure
 - Open Course (centerline rules apply)
- A rider crosses the centerline during a road race where the course is open to traffic. Which of the following actions may be taken by the follow official? Circle all that apply.
 - b. or c. Any of the three can be applied.**
- How are lapped riders handled in a road race?
 - c. Once lapped, they may not join the field or work with riders in the field.**
- As an official in a Road Race, what information should you record as you pass riders on the road? Circle all that apply.
 - a. Rider Number**
 - b. Distance into the race**
 - ~~c. Type of bike~~
 - d. Race time**
 - ~~e. Description of riders uniform~~
 - f. Reason for passing**
- When a field is overtaken on the road by another field, what actions should be taken by the officials in the two groups? Circle all that apply.
 - a. Coordinate vehicle movements by radio in advance of pass.**
 - b. Notify both groups that a pass will take place.**
 - ~~c. No actions are needed as riders will sort this out by themselves.~~
 - d. Control both groups from the front.**
 - ~~e. Not really an issue because courses and schedules are designed to eliminate the possibility of passing.~~
 - f. Stop the group being passed and move it to the side of the road.**
 - g. Hold the passed group for 2-3 minutes to reduce possibility of a repass.**
 - ~~h. Passing field passes on the right.~~
- At mile 38.4, 1 hour and 27 minutes into the race, Rider 127 is dropped from the field on a climb and you pass them in your follow vehicle. At this same time, a time check reveals that the Break is 1:20 ahead of a chase group that is 1:00 ahead of the peloton. How would you note these events on your score sheet?

1:27 38.4 127-
B
@1:20--C1
@2:20--F

RB Module 4: ASSISTANT REFEREE | ROAD RACE

7. What are three characteristics of a good radio transmission? (Choose all that apply.)
- a. **Brevity**
 - b. ~~Dictation~~
 - c. **Clear Delivery**
 - d. ~~Elocution~~
 - e. **Accuracy**
 - f. ~~Sense of Humor~~
 - g. ~~Use of Pronouns~~
8. Why do we read numbers in two formats over the radio if we have the time to do so?
- e. **(b. and d.) Static can cut you off, and reading a second time gives the listener a second chance to hear it & To confirm a number that may have been misheard.**

RB Module 4: ASSISTANT REFEREE | ROAD RACE

Road Races

(ADAPTED FROM THE 2005 OFFICIALS MANUAL, PART 2)

COURSE CHARACTERISTICS

A road race is either point to point or on a circuit of more than 5 km. It is usually over varied terrain. Classic road races are point to point. The basic philosophy is that all races really are point to point, some just happen to go around in circles. Because of this, if a rider is dropped in a road race, the leaders should not have to see that rider again. Therefore, if a rider is lapped, that rider may not work with riders who have lapped them and vice versa. Lapped riders may be removed at the discretion of the Chief Referee. There are many facets to a road race that change from venue to venue. The entire event must be very well planned because it usually takes place on public highways.

- Point to Point Road Race: The race begins in one location and ends in another. A one-lap race on a long circuit is effectively a point-to-point race as dropped riders may only regain the field by closing the gap to the field.
- Circuit Race: A Road Race competed on multiple circuits of a short loop. It is recommended that the circuit be at least 5km per lap. A general rule of thumb is that 5 km must be allowed per field on the same circuit. Therefore, if there are 3 fields on a circuit at the same time, that circuit should be at least 15 km long.

Road races may operate with different types of road closures, which affects how they are managed by the officials.

- Closed Course: Course is entirely closed to traffic other than vehicles involved in the bike race. Riders are generally allowed use of the whole road.
- Rolling enclosure: Course is open to automotive traffic, but an envelope is established within which riders are allowed the whole use of the road. Generally, the envelope is controlled by lead and follow police vehicles, and riders outside the protected envelope are required to stay on the right side of the road.
- Open Road: Course is open to automotive traffic. All riders are required to stay on the right side of the road (Rule 3B1). Further, if intersections are not marshalled, riders are required to follow the rules of the road.

WORKING THE RACE FROM LEAD AND FOLLOW VEHICLES

Almost all road races will have an official in a follow vehicle. Some road races will also have an official in a lead vehicle. Generally, a lead official will manage the break group if a break is established. The follow and lead officials are the eyes of the Chief Judge and Chief Referee on the road. They should record specific observations of race conduct and report written observations to the Chief Referee and Chief Judge immediately following the completion of their race. Observations should be referenced to running time of the race and/or distance into the race. Thus, it is important to zero the vehicle's trip odometer and start a watch when the race starts. Observations should include the following:

- Dropped Riders: When riders lose contact with the field you are following, and it is apparent that they will not regain the field, pass the rider and record their number and the race time and/or distance at the time the passing occurred. It is important when passing to allow sufficient distance between the rider and the field so that the slipstream of your vehicle does not provide assistance to the dropped rider.

RB Module 4: ASSISTANT REFEREE | ROAD RACE

- Support/Service: For most local races, support is, at most a wheels in-wheels out vehicle driven by a volunteer, and often the official will ride in this vehicle at the local level. Sometimes race organizations will arrange for professional neutral support vehicles. This sort of support is present to help ensure that riders can continue to ride (either off the back or to reach their car). Vehicles are not allowed to motorpace riders that are returning to the field. The rider must regain the field by their own effort. If there are additional vehicles in the caravan (ie team vehicles), riders may use the caravan to assist their progress through the vehicles to return to the field. If a rider has any mechanical mishap, record the time and/or race distance at which the mishap occurred.
- Riders that Crash: Record the numbers of the riders that are involved in crashes along with the time and/or distance at which the crash occurred. If a rider requires medical attention, contact the Chief Referee and medical support if possible, and assure that the rider is attended to before leaving the crash scene. As with mechanical mishaps, riders returning from a crash may not be motorpaced, but may use the slipstream of any vehicles with the race that are positioned behind a field.
- Centerline Violations: If the course is open to automotive traffic, riders are required to stay on the right side of the road, regardless of whether or not the center of the road is clearly marked. Enforcement of the centerline is dictated by the race organizer, Chief Referee, and local authorities. In some instances, the centerline may be treated as “The edge of the Earth” and riders crossing for any reason are disqualified. In other situations, riders who cross the line briefly without advancing position may receive a warning or relegation (relegation is loss of position) rather than disqualification. If a rider advances position while violating the centerline, they should be relegated or disqualified in any case. While the Chief Referee is ultimately responsible for disciplinary actions, it is not uncommon for the Chief Referee to delegate authority to relegate or disqualify to the officials moving with each race. It may be very difficult to effect an immediate disqualification or relegation from a car without endangering yourself or the riders. It is easier (but still difficult) with a motorcycle. It is extremely important to notify the Chief Referee of any centerline violations and your actions taken or recommendation for penalties as soon as the race ends. The Chief Judge should also be notified that decisions that affect results are pending.
- Riders off of the Front: When a break is established (a small group of lead riders that have a significant time advantage on the field) record the bib numbers of the riders in the break group and the time and/or distance that the break has over the field. If there is a lead official, they will manage the break group and work with the follow official to keep track of the time gap between fields. Generally, if the gap between break and field is greater than 1 minute, vehicles may be moved into the gap (like an additional wheel vehicle at a local race). If there is a separate lead vehicle, the vehicle carrying the lead official may move into the gap. The follow official generally controls the movement of vehicles between the field and the break. When you are in this position, be sure to should follow the Chief Referee’s pre-race instructions regarding movement of vehicles relative to distance into the race, number of riders in the break, and size of the time gap.
- Passing or Getting Passed by Other Fields: Record race the distance and/or time when a neutralization and pass occurs. Also note the categories of the fields that are involved in the action. When more than one race field is on the course at one time, passing of fields may be necessary. Officials in the fields that are involved with passing must coordinate the action.

RB Module 4: ASSISTANT REFEREE | ROAD RACE

Officials with the field being passed should notify their field that they are being passed and that they will be neutralized. The field should be stopped and moved to the right side of the road in advance of the passing. If there are no lead officials with fields, the follow officials should move to the front to effect control of their groups. Both groups should be controlled so that the pass occurs where road conditions allow it to be done safely. The neutralized field is generally held in place for 2-3 minutes following the pass to reduce the chances of a repass. Riders are never allowed to work with riders from other fields.

FEEDING AND FEED ZONES

In a local road race, feeding may be allowed from team cars (if applicable) or from a neutral car such as a wheel vehicle, if arrangements are made in advance by the race director and water from the neutral feed is available to everyone in the field. Otherwise, feeding normally happens in specified feed zones.

Feed Zone Referee

This position is one of the least often filled locally. More often nowadays, the follow vehicle referees observe the feed zones when the race is passing through. The rules for feeding are determined by the Chief Referee. If assigned to the feed zone, know in advance if the Chief Referee has seen the proposed feed zone or whether the Chief Referee expects you to set it up. Know when the riders are allowed to feed when the field are on a circuit that passes the same feed zone multiple times.

Instruct or offer directions to the feeders. Keep the feeders spread out and only allow feeding from the right side only. Try to prevent problems rather than having to penalize. Your instructions should not include "how to feed", unless you observe someone acting in an unsafe manner. Many team support people will not take kindly to being told how to do their job! At the same time, local riders often have inexperienced people helping them in the feed zone.

Observe and report feeding violations. Record any riders who drop out of the race or who sit out a lap. Submit the report to the Chief Referee.

Feed Zone

- Normally begins 50km from the start and ends 20km from the start. This may be changed by the Chief Referee
- Feeding only from the right side of the road
- Feeding by hand up from team support or riders' support personnel (who should be wearing an identifiable team jersey)

Feeding from support vehicles

- First feed 50 km from the start, no feeding in the last 20 km
- Done behind the Chief Referee's vehicle, in general
- For groups of 15 or less, feeding can be in front of the official
- Riders may exchange food or drinks among themselves

RB Module 4: ASSISTANT REFEREE | ROAD RACE

FOLLOW VEHICLE REFEREE

It is the responsibility of the official assigned to this duty to take charge of the vehicle. Develop a rapport with the driver as to vehicle movement. There should be quick response to commands but with road safety remaining a priority and the responsibility of the driver.

- Introduce yourself to your driver.
- Tape the start list/rider roster to the dash for quick reference using tape that will not damage the vehicle (blue painter's tape or washi tape).
- Be sure to zero the trip meter prior to race start.
- Record everyone you overtake (anyone you pass is no longer in the field of riders) and the mileage when they were overtaken.
- Record all technical support; note the rider's number and the mileage. If the rider regains your group, cross them off your list of "overtaken" riders.
- Record any infractions and give them to the Chief Referee in your race report.
- If you are using radios, then a radio check should be done before the start. Once underway, the Chief Referee will generally do a second check to ensure everyone has a working radio and communications are intact.
- Stop for accidents. Fill out the Occurrence Reports as directed by the Chief Referee.

You'll develop your own system of note taking. If you have important information to pass on to the Chief Referee, take a moment to transcribe it in a manner that is easy for the Chief Referee or any other official to follow. If you have nothing to report, tell the Chief Referee that is the case. If there is something that could affect the outcome of the race, mention it to the Chief Referee as soon as possible. If you have radio contact, let the Chief Referee know as early as possible that you have something to discuss that could affect the outcome of the race. Don't be specific, radio transmissions are not private. If you need to consult about something, consider using your cell phone (if it's an option) instead of the radio.

"SCORING" A ROAD RACE FROM A FOLLOW VEHICLE

Unlike Judge's scoring, where time and group composition are recorded for riders passing a fixed point, a follow vehicle flows with the race and the scoring in a follow vehicle allows the reconstruction and documentation of race events should the need occur. Records of events observed from follow vehicles may potentially resolve a judging or discipline problem and can document the need for occurrence reporting. Thus, it is important to transmit follow notes to the Chief Referee and Chief Judge. Scoring from a follow vehicle is note taking about all the events in the race. Riders passed. Riders receiving service. Crashes. Race Picture at different points in the race. Your information may assist the judges with sorting out results and account for riders.

Common designations for officials (commissaires) working from vehicles are Comm 1 and Comm 2, where Comm 1 is the follow official (generally the "chief" for the field) and Comm 2 is ahead of the field and manages the front of the race.

At higher level events, there may be additional officials to manage the vehicle caravan and groups as a race breaks up. Specific roles of the Commissaires in larger events are addressed in the Category A curriculum.

RB Module 4: ASSISTANT REFEREE | ROAD RACE

Regardless of race size or position, similar events will occur in the race:

- Riders may fall behind the follow vehicle due to a crash, a mechanical mishap, or a lack of fitness
- Riders may abandon the race
- Rules violations and recommended discipline
- Unusual occurrences such as neutralization and passing of groups and level crossings
- Dynamic record of the composition of the race:
 - Number and size of groups within the field
 - Time gaps between groups

This can be a lot of information, and officials employ personal shorthand to record events efficiently. A typical score sheet has a heading that identifies the race and date, the field, the official's name and their assigned position. The scoresheet itself is a table with column headings that include Race Time, Race Distance, Rider numbers, and Events. Some useful shorthand suggestions include:

- P or F designates the peloton or main field;
- B represents the break group;
- C1, C2,...Cn designate chase groups between the break and the field
- Disposition of specific Riders:
 - A—Rider(s) abandoned the race;
 - S—Rider(s) received service (S- indicated the rider is behind the follow vehicle; S+ indicates that the rider regained the field);
 - C—Rider(s) Crashed (C- indicated the rider is behind the follow vehicle; C+ indicates that the rider regained the field)

Group designations could be circled, or otherwise highlighted to distinguish them from actions. Some examples are included here:

| | | | |
|-------|------|------------------------|---|
| 12:25 | 5.4 | 105- | (12 minutes and 25 seconds into the race at milepoint 5.4, rider 105 was dropped by the main field) |
| 27:00 | 12.8 | 101 142 145 158 C- | (At 27:00, at MP "milepoint" 12.8, riders 101, 142, 145, and 158 were involved in a crash and are now behind the official) |
| 31:25 | 14.5 | 101+, 145+, 158 A | (At 31:25, MP 14.5, riders 101 and 145 rejoined the main field and rider 158 is reported as abandoned. At this point rider 142 is still racing, but behind the field) |
| 45:00 | 18.6 | B: 102, 114, 135 @0:45 | (At 45:00, MP 18.6, a break consisting of riders 102, 114, and 135 has established a 45 second gap from the field. For communication purposes it is important to note that time gaps represent time from the front of the race. The Break is at 0:00, the Peloton is at 0:45) |

RB Module 4: ASSISTANT REFEREE | ROAD RACE

- 1:06:15 27.2 122 Centerline Violation, advanced position from back to front
(At 1:06:15, MP 27.2, Rider 122 crossed the centerline and advanced position. Note as much detail as possible about the specifics of any violation as recollection will not likely be as clear after the race)
- 1:10:20 28.6 114 B-
C1 @ 0:20
P @ 1:25
(At 1:10:20, MP 28.6, rider 114 was dropped from the break and is now 20 seconds behind the break. The peloton is 1 minute 25 seconds behind the break)
- 1:18:25 31.4 C2: 138, 147 @ 0:20
(At 1:10:20, MP 31.4, Riders 138 and 147 established a 20 second gap from the main field. At this time, we do not know the disposition of B and C1)
- 1:20:45 32.6 B--0:45--C1--1:10--C2--1:40--P
(Time checks show that the Break, riders 102 and 135, is now 45 seconds up on the first chase group, C1--rider 114; 1:10 up on the second chase group, C2--riders 138 and 147; and 1:40 up on the main field--P)

Race Summary

Because races are generally long and events can be complex, it is useful to keep an updated summary that describes the state of the race at any point in time. If the event has a number grid available, it can be handy to use for this. Below is an example.

| | | | | | | | | | |
|-----------|-----------|-----|-----------|-----------|-----|-----------|-----------|-----|-----|
| 101 C+ | 102 B | 103 | | 105 - | | 107 | 108 | 109 | 110 |
| 111 | | 113 | 114 C1 | 115 | | 117 | 118 | | |
| 121 | 122 CL | 123 | 124 | 125 | 126 | 127 | | 129 | 130 |
| 131 | 132 | | | 135 B | | | 138 C2 | | |
| | 142 C- | 143 | 144 | 145 C+ | 146 | 147 C2 | 148 | | |
| 151 | 152 | 153 | | | | | 158 A | 159 | |

Following previous notes, the state of the race at 1:20:45 is indicated by symbols on the grid.

RB Module 4: ASSISTANT REFEREE | ROAD RACE

JUNIOR ROLL-OUT

Set-up Junior Roll-Out: Ideally find a location that has a straight edge or line to help guide you when rolling out bicycles. Another option is to tape down the tape measure to provide that line to guide the roll out. 26' is one full revolution of the crank. If you set up 13' it is a half revolution of the crank.

Roll-Out Junior Riders: In preparation for roll-out, ask all riders to put their bikes in the biggest gear and line-up with the bikes facing backwards. This means the chain is around the biggest chainring on the front and around the smallest cog on the rear wheel. Begin with the crank arms perpendicular to the ground and line them up with the first marker. Make sure the tires are inflated and that the gears are set correctly. Since juniors may have blocked a cog or two, try to put the bike in those gears. Roll the bike backwards until the crank arms have completed one full revolution. Have the rider walk the distance with you. If the revolution is short or right on the second mark then the bike has passed. Mark the rider's number, write it down in your notes, and/or check them off the start list. However, if the revolution is long then re-roll the bike. You should inform the rider that they have failed roll out, and let the chief referee know as they may want to re-roll the bike or check the measurements.

When to roll out juniors: Pre-race is a courtesy. Post-race is a requirement. Why? A junior could go and change equipment between a pre-race roll out and the start of a race. Immediately after the race ensures that the gears being checked are those used during the race.

RADIO COMMUNICATION

Radio Usage During a Road Race

Radios are indispensable for controlling a road race. Prior to the race, specific channels must be assigned to certain functions. Usually the officials have a channel separate from other race staff.

If you are the only official with a field, your communications will be with the judges and possibly fields in your proximity. If you need to contact others, always state your field and position first and then the person you are calling, for example, "Cat 3 Follow to the Finish Line". That way if the first part did not get transmitted then second part more than likely got heard by those you are trying to call. It is good practice to "press, pause, and talk" when using the radio.

Communications should be concise. Do your best to speak clearly and calmly. Keep in mind that radio frequencies aren't private and your communications may be heard by anyone.

Tips for using the radio

- Use titles, not names. For example, say "Support van 1 to Comm 1", not "Dave to Joe"
- Try to keep the radio out of the wind
- Listen
- Anticipate responses to other conversations. For example, Comm 1 asks a motorcycle referee for a time mark to do a split, but the referee has not called back yet. Do not start a radio transmission at this time that steps on the transmission of the motorcycle referee.
- Be sure the radio is set up so it does not transmit accidentally. Sometimes the buttons are accidentally pressed when the radio is placed in the car with the buttons facing downward.

RB Module 4: ASSISTANT REFEREE | ROAD RACE

- Know the titles of everyone you will be calling. Below is an example radio call:
 - Comm 1 to finish line
 - Go for finish
 - Cat 3 field approaching. Three riders have a one-minute gap. Those riders are 7, 21, and 34 (read numbers as seven, the number seven, twenty-one, two-one and thirty-four, three-four).
 - Finish confirms three riders with a one-minute break.

During the race, the Chief Referee will position the vehicles using radios. As riders go off the front, and as the field breaks up, vehicles will be assigned to follow groups if those resources are available. For a circuit race, either Comm 2 (if you have that position) or Comm 1 will radio the finish line with the composition of the field (race picture) each lap. The finish line can confirm time gaps. Making the same radio call to the finish is helpful for all road races.

CHIEF REFEREE

The Chief Referee is responsible for assigning all other officials' duties, providing instruction, and defining expectations. Where the Chief Referee is during the race varies depending on the event and the staffing.

Specific interpretation/application of rules and, for some events, special regulations, are determined by consultation between the race director and the chief referee well before race day:

- How the centerline rule will be interpreted
- Where and how often feeding will occur
- Type of mechanical support available
- Type of road usage
- Specific regulations for the race (sprint points, littering, etc.)

All reports of rule violations (foul riding, towing, centerline violations, illegal feeding, etc.) should be given to the Chief Referee in both verbal and written form.