



4 R's for Commissaires

Road Race Rule Reminders

This document contains a summary of rule reminders for Road cycling events province-wide.

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Road Race Rule Reminders!

As a Commissaire, it is your duty to follow the CCA Commissaire Code of Conduct ([http://www.canadian-cycling.com/cca/coaches_officials_policy.shtml](http://www.canadian-cycling.com/cca/coaches_officials/officials_policy.shtml)) and apply the cycling rules in a fair and consistent manner, as established by the:

UCI <http://www.uci.ch/templates/UCI/UCI2/layout.asp?MenuId=MTkzNg&LangId=1>

CCA http://www.canadian-cycling.com/cca/coaches_officials/companion_guide.shtml

SCA <http://www.saskcycling.ca/officials.html>

In an effort to provide consistent rulings at every province-wide event, the following rules should be reviewed and applied by all Commissaires:

General

Safety is a primary concern! This includes riders, volunteers, spectators and Commissaires.

Commissaires shall be entitled to take the following measures:

- To refuse to allow riders to start who do not comply with the regulations or who are manifestly not in any condition to participate in the race
- To give warnings and to inflict an admonition
- To immediately remove from the competition a rider who commits a serious fault, who is manifestly not in any condition to continue the competition, who has dropped so far behind as not to be able to catch up again or who constitutes a danger to other persons

Every effort should be made to start the event at the advertised time.

Chief Commissaires' should preview the race course with the Race Organizer to ensure safety for everyone connected to the event.

Start and finish lines should be clearly marked.

When competing, all riders must wear a jersey with sleeves.

Helmets must be worn at all times while riding a bike, including warm-ups.

Race numbers must be clearly visible, not folded or mutilated and securely pinned in the designated position(s). Two (2) numbers must be worn for a road race, criterium and cyclo-cross and one (1) number for a time trial.

Valid, signed race license, with a photo, must be presented when signing on for races.

Pre-race instructions – warn of center-line violation penalties, warn of any course obstacles that might be encountered and any race specific rules. Check rider numbers for correct placement and readability. Remind the riders that it is their responsibility to know and follow the course. Commissaires or volunteers will not be giving course directions during a race.

Communication devices are not permitted – radios, iPods, smartphones, etc.

Food wrappers may not be discarded on the road.

Riders may not cross the finish line more than once.

A rider who drop-out of a race of their own accord, must inform a Commissaire as soon as possible.

Riders are responsible for following the official course and completing the required distances, and bears the sole responsibility of any error on course.

Time Trial

Publish the rules that will be followed if a rider misses his / her start time and do not deviate from this ruling.

If one rider is caught up by another, he may neither lead nor follow in the slipstream of the rider who caught up.

A rider, upon catching up with another shall leave a lateral gap of at least 2 metres between himself and the other rider.

After 1 km, the rider caught up shall ride at least 25 metres away from the other.

Center-line violations will follow the same rules as for a road race.

Gear Ratios

The maximum gear ration authorized for the following age categories for men and women, is that which gives a distance covered per pedal revolution as outlined below.

Riders may be asked to apply the following chain gear limits:

Junior (17 – 18)	7.93 m
Under 17	6.94 m
Under 15	6.00 m
Under 13	5.60 m

Road Race

Riders shall be strictly forbidden to deviate from the lane they selected when launching into a sprint and, in so doing, endangering others.

Riders must start with at least one foot on the ground.

Center-Line Violation

Road races in Saskatchewan almost always take place on open roads, meaning there is a good chance of encountering oncoming traffic on two-way roads. In the interest of safety of all competitors and the public, and in the interest of having communities continue to welcome our sport, riders are required to ride on the right hand side of the road, preferably on the shoulder to the right-hand side of the white line. This means that riders are forbidden from crossing the middle of any road with two-way traffic, whether a yellow line has been painted down the center of the road or not.

There are a few instances where crossing the middle of the road may be tolerated, for example:

- Swerving momentarily to avoid a road hazard or an ongoing crash
- “Mushrooming” of the front of the bunch because the lead riders have slowed suddenly

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- Tracking slightly wide around a particularly tight corner with marshals present (only when riding in a large bunch)

In any of these circumstances, the amount of time spent in the opposing lane is quite small – **usually less than a few seconds.**

However, any other reasons for crossing the median of the road are generally unacceptable. Other unacceptable examples include:

- Riders launching an attack or some other offensive move
- Riders crossing the median to gain an advantage
- Riders sprinting to the finish line
- Riders across the line on a curving descent
- Sheltering behind another rider, if in doing so the median is crossed
- Several riders across the line during a cross-wind section for an extended period of time

Enforcement of safety related rules remains a priority of Commissaires. Riders are encouraged to adopt safe riding practices and safely position themselves within the pack.

Center-line violations will incur a one-minute penalty for the first occurrence and disqualification from the race for the second occurrence in the same race. Record the rider number, the approximate location on the course and the time.

Level Crossings

It shall be strictly forbidden to cross level crossings when the barrier is down.

Apart from risking the penalty for such an offence as provided by law, offending riders shall be eliminated from the competition by the Commissaires.

The following rules shall apply:

1. One or more riders who have broken away from the field are held up at a level crossing, but the gates open before the field catches up. No action shall be taken and the closed level crossing shall be considered a mere race incident.
2. One or more riders, with more than 30 seconds' lead on the field, are held up at a level crossing and the rest of the field catches up while the gates are still closed. In this case the race shall be neutralized and restarted with the same gaps, once the official vehicles preceding the race have passed.
3. If the lead is less than 30 seconds, the closed level crossing shall be considered a mere race incident.
4. If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed level crossing shall be considered a race incident.
5. Any other situation (prolonged closure of the barrier, etc.) shall be resolved by the Commissaires.
6. This article shall apply equally to similar situations (mobile bridges, obstacles on the route, etc.).

Criterion

Riders must start with at least one foot on the ground.

Recognized mishap (see details below) – rider must return to the wheel pit for repairs and is placed back into position in the race by a Commissaire from the wheel pit – riders do not enter back into the race at the location of the mechanical failure or crash.

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Wheel pit should be located in view of the Chief Commissaires station.

Only one free lap is allowed per race.

A free lap is not allowed in the last 3 – 5 laps of a race – last 5 km of a race.

If a rider is found to be cheating to get a free lap, he may be disqualified.

Mishap

In the case of a recognized mishap, the rider shall be entitled to a neutralization of one or two laps to be determined by the Commissaires according to the length of the circuit. After the neutralization, the rider shall resume the race but shall not earn any points in the following sprint.

Recognized Mishap

The following shall be considered recognized mishaps:

- a fall
- a puncture
- the breakage of an essential part of the bicycle

All others incidents are considered un-recognized mishaps.

Riders shall be strictly forbidden to deviate from the lane they selected when launching into a sprint and, in so doing, endangering others.

The finishing time of a rider who was lapped is divided by the number of laps he finished, multiplied by the total number of laps in the race.

Points Criterium

For a Points Criterium, points are awarded every "X" number of laps (this number & the total number of laps for each race will be announced at the start of each race & will depend on the time for a hot lap. Posted race times are approximate only).

Therefore, racers sprint for points a number of times during the race AND at the end of the race. Points are awarded as 5 for 1st across the line, 3 for 2nd & 1 for 3rd.

Double points are awarded for the final sprint for the finish.

The winner is determined using the following priority criteria:

- 1st # Laps completed
- 2nd # Points won
- 3rd # Sprints won
- 4th Finish order

Therefore, if someone laps the field, he would have completed the most # laps & would be placed above someone who won the most points but completed 1 less lap.

All racers who complete the same # of laps would be placed according to the # of points won.

sprints won will be used if there is a tie.

Racers who do not win any points will be ranked according to their finish order in the race.

If 1 or more racers lap the main pack, everyone in the new main pack is eligible for points again.

A couple things to note:

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- The free lap rule will apply for a recognized crash or flat, but a racer cannot contest the next sprint after they have taken a free lap
- Lapped riders will be pulled at the Commissaires' discretion
- If lapped riders are not pulled, they may work with others in the pack, but they may not drop back to help another rider gain a lap on the pack
- Lastly, everyone finishes on the same lap!

If you have any questions or would like to review a possible scenario, please contact the Chief Commissaire well before the time of your race.

Cyclo-cross

A cyclo-cross course is a mixture of road, grass, hills, paths and obstacles on a closed circuit of which must be 90% rideable.

Circuit is between 2.5 – 3.5 km in distance with no more than 6 obstacles (dismounts).

Course length should result in lap times between 7 to 9 minutes.

Course width must be at least 3 meters throughout.

Entire course must be taped or protected on both sides.

Course should be able to be ridden in any type of weather.

Barriers must conform to UCI standard.

Sheltered area (equipped with table, chairs, lap counter, bell) at finish line for scoring, if possible.

Registration / Sign-on, Start and Finish areas shall be within short walking distances.

Riders must start with at least one foot on the ground.

Calculation of Number of Laps for a Race

Two methods may be used to calculate the number of laps in a race:

1. Before the race starts - designate a rider to complete one lap of the circuit for a "hot lap" time. Divide the specified time allotted for the race by the hot lap time to give the numbers of laps for that race. Announce the number of laps at the start of the race.
2. After the race begins – take the lap time of the first rider across the start line after the first lap. Divide the specified allotted time for the race by the first lap time to give the number of laps for that race. Announce / post the number of laps remaining in the race.