

Road Regulations – REG-003

INTRODUCTION

To host a sanctioned race event on behalf of the Saskatchewan Cycling Association (SCA), there are regulations that must be adhered to and organizing, and planning needs to occur to ensure a successful event.

The following regulations provide the framework for Road racing in Saskatchewan.

PURPOSE

These regulations are intended to supplement existing Cycling Canada Cyclisme' (CCC) and Union Cycliste Internationale / International Cycling Union (UCI) Regulations and provide a summary of the Road Race Regulations of the SCA. It should be noted that the UCI Regulations are a dynamic reference document, and a particular section may be updated at any time during the year. It is recommended SCA members refer to relevant sections on a regular basis through the UCI / CCC websites. All preceding regulations will be considered invalid as of the date of the updated regulation.

The SCA reserves the right to change these regulations at any time.

The regulations contained herein ensure that a well-documented, consistent approach to road racing competition in Saskatchewan is maintained and will help to ensure that all participants are treated fairly and that the risk of injury resulting from participation is minimized.

SCOPE

These regulations apply to all club, district and provincial road racing activities held in Saskatchewan and to National or International level events where noted.

REGULATIONS

GENERAL MEMBERSHIP / LICENSING REGULATIONS

Person's racing must be licensed by a SCA / CCC / UCI affiliated cycling association. This applies to national and international level races as well.

All riders must hold a valid SCA In-Province or UCI license to be eligible to race in any road cycling race event in Saskatchewan and accumulate points and Race Day Wins (RDW) in any BMX race event. Riders must hold a UCI license to race out-of-province.

See [General Race Regulations](#)

SANCTIONED RACE REGULATIONS

An **'Expression of Interest'** applications must be completed by the hosting Club and sent to the SCA office for Road Sask Cup race series by December 31 for consideration.

As the Road Sask Cup Series are not limited in the number of events that can be sanctioned in any Series, in any discipline, Clubs are encouraged to request to host as many events as their goals and resources allow for one season.

Once all **'Expression of Interest'** applications have been received, the Technical Committee will begin developing the SCA Road Race Calendar for the Sask Cup Series, and once the calendar has been approved by the Technical Committee, host Clubs will be notified of their event dates and can begin the race sanctioning process and other event planning.

An **'Event Sanction Application'** form must be completed by the hosting Club and sent to the SCA office for Sask Cup Road race series at least **45 days in advance of the series or event start**.

For Sask Cup Road events, the SCA provides race results and points tally assistance.

See [Expression of Interest Application](#)

See [Event Sanction Application](#)

See [General Race Regulations](#)

ROAD FORMATS

- Individual Time Trial
- Criterium
- Road Race

Very large difference between provincial-level road racing in Saskatchewan and UCI road racing:

- Racing occurs on open road with no road closures
- Multiple categories on the road at once
- No caravans

ROAD RACE EVENTS

Stage Race

Multi-day race comprised of two (2) or more races with overall ranking by cumulative time (GC – General Classification time). Riders must compete in each stage to start the next. Stage races can include time trials, criteriums, and road races. Some special rules may apply, such as time bonuses, 3-km rule, etc.

Omnium Race

Multiple races, each awarding points towards an overall ranking. There are no requirements to finish or participate in all races (sort of a semi-stage race).

Other Races

Other races could include single events, such as an individual time trial, hill climb time trial, multiple rider hill climb time trial, team time trial, relay time trial, and street sprints, criterium, road race, or combinations of these single events.

CLASSES

Ability Categories (Including Provincials)
Men
Category 1 / 2 Men
Category 3 Men
Category 4 Men
Category 5 Men
Category 6 Men / Women
Women
Category 3 Women
Category 4 / 5 Women
*Category 4 / 5 Women may also choose to ride Senior Women, Men's Category 4 or Men's Category 5

*Categories may be combined at Commissaire discretion dependent on the number of registrants in each category.

*Provincial Championship age categories may be re-instated, instead of ability categories, at the discretion of the SCA Technical Committee.

Category Placement for First-Time Licensees

First time road license applicants are recommended to choose any Category 5 to start in.

Upgrading

See [Upgrade Policy- Coming Soon](#)

COMPETITION RULES AND REGULATIONS

All races, in all disciplines, will follow the UCI / CCC rules and regulations for that specific discipline, except as modified by this and each specific discipline's document.

See [UCI Regulations](#)

Any modifications made by the SCA to the UCI / CCC regulations will be used at provincial, district, and club races. Such provincial modifications do not apply at national or international races.

While the UCI / CCC reserves the right to modify the regulations at any time during the year, the SCA will use the UCI / CCC regulations published as of January 1 of the current year for the entire calendar season for provincial, district, and club races. Exceptions to this regulation would be any rule modification that relates to athlete equipment and safety.

Race Personnel

The following personnel are required to run a well-organized, low risk, successful Road race.

At club races, a single person can do several of these jobs so long as their ability to perform each task is not hindered (e.g., Commissaire should not also be doing first aid), and some personnel may not be required for events with fewer riders registered. Good judgement is key.

At provincial races, the minimum requirements recommended for race personnel, are a Race Organizer, Chief Commissaire, Race Secretary, Finish Judge & Timekeeper, medical support, and volunteers. The different road disciplines may require other specialized Commissaire positions.

Race Organizer: The person responsible for hosting the Road race.

Commissaires

Chief Commissaire: A licensed **Commissaire A** must be present to serve as the ‘**Chief Commissaire**’ and should have a team of licensed Commissaires as assistants. The number of Commissaires required for a Sask Cup race will be decided by the SCA Technical Committee and the Provincial Chief Commissaire for Road in consultation with the event Chief Commissaire, keeping in mind the minimum recommended Commissaires required. The Chief Commissaire will inspect the race courses for safety and meets regulations, and post event reporting.

Race Secretary: Checks validity of each rider’s race license, ensures that rider is correctly registered, distributes race numbers, ensures that start lists are produced and distributed. In a Road race the Race Secretary is usually re-assigned to another position, such as following a group, once registration has closed.

Finish Judge & Time Keeper: Responsible for final ranking, finish times and intermediate sprint times (Criterium). Responsible for race composition (Criterium) and time gaps. Responsible for results production. May be assisted by timing / photo finish operator. Judge intermediate and final prints in a Criterium. Determines the order-of-finish, matches order-of-finish to times and produces results for a time trial.

Follow Commissaire:

Pre-Race: Meeting with Chief Commissaire. Distribute assignments. Communicating notes about the race and EAP. Give driver instructions. Collect start list and roll call of riders in your group. Provide any start instructions. E.g., Neutral start, road conditions, specific rules, such as center-line violations, etc.

In-Race: Lead riders and set pace during neutral start. Note dropped riders. Note riders who have stopped for service, track breakaway riders, following when gap is sufficient. Provide time gaps to breakaway and peleton if able. Note riders involved in a crash and summon medical support if necessary. Note taking: lap #, km mark, rider #. Note infractions. Ensure race is conducted fairly.

As Race Concludes: Note composition of lead group. Judge group. Confirm results of your group and notable infractions.

Pit Commissaire (Criterion): Determines rider eligibility for a free lap and decides when to allow a rider back into the race in the case of a free lap.

Lap and Bell (Criterion): Turns lap counter and rings bell prior to sprint laps and final lap. Backs up judges at sprints.

Equipment Check (Time Trial): Confirms legality of rider's bicycle, helmet, and clothing.

Starter (Time Trial): Start riders as per start list. Notes DNS riders and ensures subsequent riders start at the correct time. Deals with riders late to start.

Medical Considerations: Medical support is required at all races, and on the track whenever there are riders on the track, whether they be club, district, or provincial race events.

See 'Medical Support Policy'

Announcer: Calls riders to staging, calls the ply-by-play of the race, podium announcements, and changes in race schedule.

Volunteers: Drivers, marshals, neutral support, holders and to assist with scoring the races, registration, and results posting.

Courses will be previewed and approved for safety and meeting regulations by the Chief Commissaire before racing begins.

Results – Protest Period

The protest period for race results will be as follows:

One-day races – 15 minutes after provisional results are posted.

Stage Race and Omnium Events – 15 minutes after each stage and 15 minutes after the provisional results are posted.

Gear Restrictions

UCI Regulation 2.2.023 will not apply to young riders competing in races unless it is qualification year for a National or World event.

Junior Gear Rollouts

****Junior gear (7.93 meters) rollouts:**

- **U19** categories will not be subject to bike and equipment restrictions. Bikes must still conform to UCI rules and Junior gearing rules.
- **U17** riders are required to use their standard road race bike (no TT-specific bikes allowed) for all Time Trials. Time trial helmets are not allowed. May use clip-on aero bars for TT races. Wheels must be low-profile, non-carbon (may not exceed 40 mm).

- **U15** riders and under are required to use their standard road race bike (no TT-specific bikes allowed) for all Time Trials. Time trial helmets and aero bars are **not** allowed. Wheels must be low-profile, non-carbon (may not exceed 40mm).

Multiple Fields

Unless categories are combined for racing purposes, riders may only ride with people who are in the same category as they are. If you are dropped from your group, you may not ride with someone from another category. If one category catches another group, the group that is being caught must pull completely over and allow enough room for the faster category to pass by safely.

1st offence – Warning

2nd offence – Disqualification

Finish Sprint

Maintain your line in a finish sprint so as not to interfere with another rider – penalty may result in relegation or disqualification.

Time Trials

One rider against the clock using high specialized equipment prevalent. Commissaires focus on equipment checks, timing precision, and drafting.

Missed Start

Any racer missing their posted start time by more than 1 minute will be assessed a one (1) minute penalty and must start after all other riders in their category. Any racer missing their posted start time by less than 1 minute, will keep the time that they should have started at and will be allowed to start under the direction of the start line Commissaire.

Flat Tire

There is no wheel pit for this time trial and follow vehicles are not permitted. If approved by the Chief Commissaire, racers who flat or crash and are unable to complete the time trial will be given the same time the slowest rider in their category. Please discuss with the Chief Commissaire if this applies to you.

Drafting

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 meters between himself and the other rider.

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

Follow vehicles will not be permitted.

Criteriaums

Mass-start race held on a closed circuit between 800 m – 3,000 m, which can be one of two (2) formats; distance race or points race.

Lapped Riders

Lapped riders will be pulled at the Commissaires' discretion. Pulled riders will be given a pro-rated time.

Lapped riders who are allowed to continue the race must not assist or hinder other riders or contest the sprints in any manner.

All racers will finish on the same lap as the leader, regardless of the number of laps completed.

Racers may help each other only if they have covered the same distance in the race. If a racer or a small group of racers lap the main pack and return to the back of the pack, everyone in the newly formed group is eligible for any subsequent primes and time bonuses (not just those that have lapped the main pack).

Crashes or Mechanical

There will be a **wheel pit** provided for riders who have crashed or flatted. Wheels in the pit will be neutral wheels. Wheels must be labeled with name, race number, and the gearing.

Riders may cut the course to access this wheel pit but may not ride backwards on the course.

Riders will be given a **free lap** for a flat or crash related mechanical up to the last three laps. Each person is only allowed one free lap / race.

Any rider who crashes in the last three laps will be given the same time as the last rider in the group they were riding in prior to the incident – **no free lap**.

No rider may turn back on the course to reach a feed / technical assistance zone. Any rider doing so is disqualified.

Road Races

Mass-start distance race, usually on a circuit (can be point-to-point), with typically more than one category on the course at any given time.

Feed Zones

Feeding may occur only in zones established by the organizer for that purpose.

No feed in the 1st lap for any category (generally no feed before 50 km covered and generally no feed in the last 20 km; Chief Commissaire discretion.)

Service Vehicles

Service vehicles are under the exclusive direction of Commissaires; any wheels and / or service provided is neutral. Follow vehicles at the service of individual teams or riders are not permitted. In addition, as per UCI 2.12.007 (4.7), "sheltering behind or taking advantage of the slipstream of a vehicle" is not permitted.

Neutral Wheels

In case of flats, **neutral wheels will be available in the official follow vehicles only**. Racers should bring wheels **labeled with their name, race number and the gearing** to the appropriate marked vehicle in the staging area.

Racers will be responsible for changing the flat themselves and may not be motor paced back to the group.

Center Line Violations

Riders, unless explicitly instructed otherwise or encountering a left turn or turn-around point, are to remain to the right side of the road. The right side of the road is defined as: To the right of, but **not on**, any painted median line, or to the right of a virtual median line on a road without a painted median line.

The penalty for a minor infraction may include one or more of the following: Warning, time penalty or relegation, according to the race or event type and situation.

The penalty for an infraction considered egregious, or a repeat infraction, will be disqualification. An example of an egregious infraction is given by, but not limited to, crossing the center line, virtual or otherwise, in such a way as to cause a direct and significant danger to the rider, other riders, or members of the public.

Railway Level Crossings

Racers may not cross railway level crossings once the warning signal is ringing or lights flashing.

The following rules shall apply:

1. One or more riders who have broken away from the field are held up at a railway level crossing, but the lights stop before the field catches up. No action shall be taken, and the closed railway level crossing shall be considered a race incident;
2. One or more riders with more than 30 seconds lead on the field are held up at a railway level crossing and the rest of the field catches up while the crossing lights are on. In this case the race shall be neutralized and restarted with the same gaps, once the official vehicles preceding the race have passed; if the lead is less than 30 seconds, the closed railway level crossing shall be considered a mere race incident;
3. If one or more leading riders make it over the railway level crossing before the railway level crossing lights start and the remainder of the riders are held up, no action shall be taken, and the closed railway level crossing shall be considered a race incident;
4. If a group of riders is split into two groups following the closure of a railway level crossing, the first group will be slowed down or stopped to allow the delayed riders to return to the first group;
5. Any other situation shall be resolved by the Commissaires.

Club Racing

The SCA will not assign Commissaires to Club races; however, host clubs should ensure at least one Commissaire is present at all club races.

COMPLIANCE

All participants must comply with the SCA Code of Conduct. Commissaires must also comply with the SCA / CCC / UCI Commissaire Code of Conduct.

Failure to comply with the Road Race Regulations may result in disciplinary action, up to and including loss of race sanctioning privileges or loss of a Commissaires license.

A sanction may be withdrawn, or Commissaire license suspended / revoked, if in the opinion of the Technical Committee, the sanction holder does not respect the responsibilities and conditions as set out by the race sanction, race regulations, and / or takes action considered contrary to the development of cycling in Saskatchewan.

Furthermore, a Provincial or District Race sanction may be withdrawn the day of the race by either the VP Technical, Provincial Chief Commissaire or the event Chief Commissaire, should the conditions of the sanction and / or Race Regulations not be satisfied.

DEFINITIONS

Term	Definition
SCA	Saskatchewan Cycling Association.
UCI	Union Cycliste Internationale / International Cycling Union.
CCC	Cycling Canada Cyclisme’.
Commissaire	Commissaires are the sports officials that supervise races in each cycling discipline. Their responsibilities are to ensure a safe and fair play competition, in accordance with SK / CCC / UCI Rules and Regulations.
SCA Provincial Chief Commissaire	Elected or appointed person in charge of Commissaires in Saskatchewan for each discipline – Road / CX, MTB, and BMX.
Sask Cup Races	Series of SCA sanctioned Provincial races, culminating with the Grands and Championship races. Series points are awarded for achievement and upgrading. Medal and prizes may be awarded by the SCA. Clubs apply to host Sask Cup races and the schedule is determined by the SCA Technical Committee.
District Races	Series of SCA sanctioned Provincial District races within each district in Saskatchewan (Saskatoon and Regina). Series points are awarded for achievement and upgrading. Medals and prizes may be awarded by the District Clubs. Each District Club determines the schedule for their Club and notifies other Clubs.

Club Races	Series of Club members only races as determined by each Club. No district or provincial points are awarded at Club races.
Sanction	Official permission given an organizer by the Saskatchewan Cycling Association (SCA) to hold an event. The sanction recognizes the validity of the Organizer and the race, and offers protection under SCA insurance.

Approved By:	<i>SCA Board of Directors</i>
Original Version Approval:	<i>June 3, 2022</i>
Current Version Approval:	<i>June 3, 2022</i>
Next Review Date:	<i>2023</i>