



2025
Racing
Rules

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Modification of these rules may be made by vote of the club representatives, generally at an annual meeting. Proposed rule changes shall be presented to OBRA in written form to be voted on by the club representatives. The OBRA board may in an emergency, or in the case of a time sensitive matter, make modifications to these rules. Changes to the rules which are primarily of a housekeeping nature, such as printing format or changing numbering, may be made without board approval.

1. Scope of these rules

1.1 Application

These rules are the rules for OBRA races. They apply to all members and/or participants from the time they arrive at the event venue until they leave the event venue.

1.2 Other rules

Other rules sets may only be used if they are communicated to all competitors and they are provided through another organization such as USA Cycling.

1.3 Exceptions

Exception to these rules may be made only with approval of the OBRA Board or the OBRA Executive Director.

1.4 Discipline specific rules

Any rule about a specific event will override any general rule. For example, the rule about the start of a cyclocross race takes precedence over the general rule on starts.

1.5 Event specific rules

An organizer may use “special rules” for their event as long as they are approved, in advance by the Chief Referee and the OBRA Executive Director. Special rules will be posted in writing on the race flyer and on-site at the event, and clearly communicated to the riders prior to the start of the event.

2. Definitions

2.1 **Bicycle race**

A competition between people who are riding bicycles.

2.2 **Invitational race**

A race in which only riders who are invited by the organizer may compete.

2.3 **Race Series**

A sequence of race meets conducted on a regular basis at the same location or different locations that are tied together by an overall prize list.

2.4 **Mass Start**

A race where riders are started together or where they are expected to come together and ride as a group for at least some portion of the race.

2.5 **Time Trial**

An event where riders are started separately or in teams and may not ride together as a group with any riders they are not started with.

2.6 **Organizer**

The person named as such on the race “Letter of Agreement”. This person is responsible to OBRA for the proper organization of the bicycle race.

2.7 **Technical Director**

Either the race organizer or a person designated by the race organizer. This person is responsible for the technical aspects and course(s) of the event.

2.8 Prize list

All places, awards, prizes and primes to be awarded to competitors.

2.9 Official

An individual appointed to oversee the conduct of the race and to ensure compliance with rules.

2.10 Racing age

A rider's age on December 31 of the current year.

*A rider's racing age in **cyclo-cross** is their age on December 31st of the year that the cyclo-cross season ends. Cyclo-cross season begins on September 1st of one year and ends on the last day of February of the following year.*

2.11 Mishap

A crash, puncture, or failure of an essential part of the bicycle. Problems caused by inadequate preparation or failure to adequately tighten or fasten components to the bicycle are not mishaps.

2.12 Penalty

A punishment for infraction of the rules. Penalties may be applied to clubs/event organizers (or their designees), individual riders or teams. Unless otherwise specified in these rules, penalties are at the discretion of the Chief Referee. Any penalty assessed will be documented in the race results along with listing the specific rule that was violated.

Penalties may include:

- Warning - may be verbal or written
- Relegation - loss of position in the race
- Time penalty - time added to a competitor's time. Usually only

applies to time trials and stage races.

- Disqualification - elimination from all placings and prizes, and elimination from any subsequent heats (if any).

- Fine – fines are permitted in races and will be paid to OBRA and collected by the Chief Referee.

- Suspension – Chief Referee recommends suspensions for riders.

2.13 Protest

A request by a rider or team manager to have the Chief Referee review a decision, or to have the Chief Judge review the results.

2.14 Omnium

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. Unless otherwise posted prior to the start of the event, the points awarded in each event shall be 7-5-3-2-1 for first through fifth places. 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.

3. Officials

3.1 **Type**

The officials at a race may include:

- Chief Referee
- Assistant Referees
- Chief Judge
- Assistant Judges
- Chief Timer
- Assistant Timers
- Starter
- Motor Referees
- Registrar

There must always be a Chief Referee. Presence of the other types of officials depends upon the type of event.

3.2 **Impartiality**

All officials will enforce the regulations impartially.

3.3 **Assignment**

The OBRA Executive Director or designee will assign the Chief Referee. Subordinate officials will be assigned by the Chief Referee or the OBRA Executive Director's designee.

3.4 **Identification**

Officials will be identified as such either by wearing of OBRA official clothing or official's insignia or by some other method.

3.5 **Duties**

3.5.1 *Chief Referee*

The Chief Referee is the representative of OBRA for the bicycle race and on-site. The Chief Referee shall enforce and interpret these, and any specific rules of the race. In addition, the Chief Referee shall:

- Make the final decision in any case or appeal not specifically covered by these rules. Any such decision is beyond appeal.
- If necessary, alter the conditions of any race in the interest of safety, including cancellation of a race if necessary.
- Make the final decision on any penalties to be imposed.
- Supervise the other working officials on site.
- Ensure that the organizer has fulfilled all necessary conditions to ensure a safe and fair race.
- Render the final decision on any question concerning entries, including ruling on eligibility of a competitor for a given race.
- Submit any paperwork, surcharge fees, and fines required by OBRA in the time frame required.
- Submit recommendations for suspension to the OBRA Executive Director immediately following an event in written form. This may be delivered directly or by e-mail, fax or regular mail. Recommendations for suspension must be sent to the Executive Director as soon as practicable. Details of the recommendation must be included in the Chief Referee's Report.

3.5.2 *Assistant Referees*

The assistant referees work under the direction of the Chief Referee. They will report to the Chief Referee whenever a rule infraction is observed or when otherwise appropriate.

3.5.3 *Chief Judge*

- The Chief Judge is responsible for the results of any race that is not a time trial. The Chief Judge will use input from the assistant judges, but the ultimate decision is solely from the Chief Judge.
- The Chief Judge should use any photo finish equipment available in order to make the best possible decision regarding placement of riders.

- If a timing company is being used then they can be Chief Judge for that race. They must have 2 ways of having the race data by having chip data and camera data or hand written scoring. They will be responsible for that races data and posting it online.
- The Chief Judge will attempt to place as many competitors as possible in each race and ensure that all results are compiled and presented to the Chief Referee.

3.5.4 *Assistant Judges*

The Assistant Judges will work under the Chief Judge and provide any information the Chief Judge requests.

3.5.5 *Chief Timer*

The Chief Timer will be responsible for the results of any time trial event. The Chief Timer and the Chief Judge may be a combined position. (Chief Timer is the same position as a Chief Judge)

3.5.6 *Assistant Timers*

Assistant timers work under the direction of the Chief Timer. Assistant timers and judges may be combined positions.

3.5.7 *Starter*

The starter is responsible for the start of the race. The starter's responsibilities may be assigned to other officials.

3.5.8 *Motor Referees*

Motor referees are officials assigned to attend the race using motor vehicles. Specific responsibilities for each referee at each race will be assigned by the Chief Referee or his designee.

3.6 **Safety**

A race official may remove or disqualify a rider if the rider or the rider's equipment appears to present a danger to the rider or to others before, during, or after an event.

4. Field Limits

4.1 **Minimums and maximums**

Unless otherwise stated in the entry form:

- the minimum field size is 5.
- maximum field limit will be 100 riders.
- maximum field limit for category 5 is 50 riders.
- maximum field limit for a field containing category 5 riders is 75 riders.

4.2 **Failure to meet minimums**

If the number of riders entered in a race is less than the minimum, the promoter may choose to cancel the race and refund the entry fees or to combine the race (and its prize list) with another race on the program.

4.3 **Modification of maximums**

Maximum field limits may be modified by the chief referee.

5. State Championships

State Championships will be designated by the OBRA Executive Director.

6. Categories

Categories are assigned by the OBRA Executive Director. New members will be assigned to Category 5 Men or Category 4 Women Road and Track (Category 5 beginning in 2012), Beginner Mountain Bike, Cyclocross Beginner unless they meet upgrading criteria. This categorization will appear on the rider's OBRA membership card.

6.1 Upgrading and downgrading

Upgrading and Downgrading guidelines for road and mountain bike racing will be published by the Executive Director. Ability categories provided by other organizations will be recognized by these guidelines.

6.1.1

Riders who have been mandatorily upgraded and are more than halfway through a mountain bike or cyclocross series may request an exemption allowing for the completion of that specific series under the conditions below. The mandatory upgrade is in effect for all other races.

(i)The request is approved by the race series director and the OBRA executive director.

(ii)The exemption is granted for a maximum of three event days.

(iii)The exemption may only be used once per rider per category.

Racers who podium in a series will automatically be upgraded to the next highest category.

6.2 Road and track categories

Men

Women

Category 1

Category 1

Category 2

Category 2

Category 3

Category 3

Category 4

Category 4

Category 5

Category 5 (effective 1/1/2012)

6.3 Mountain bike categories

Elite

Category 1 (Formerly Expert and/or Semi Pro)

Category 2 (Formerly Sport)

Category 3 (Formerly Beginner)

6.4 Cyclocross categories

Category 1 (Previously A)

Category 2 (Previously B)

Category 3 (Previously C)

Category 4 (Existing beginners)

Category 5 (New beginners starting in 2016)

6.5 Age graded categories

6.5.1 Racing age

Racing age is defined as the age the rider will be on December 31 of the current year.

A rider's racing age in **cyclo-cross** is their age on December 31st of the year that the cyclo-cross season ends. Cyclo-cross season begins on September 1st of one year and ends on the last day of February of the following year.

6.5.2 Age graded races

Age graded races are defined at the discretion of the race organizer subject to the following:

MASTERS may be any age range 30 or older. If no age range is stated on the Entry Form/Race Announcement the default age will be 40 and older.

JUNIORS may be any age range between a racing age of 9 and a racing age of 18.

YOUTH is defined as riders under the racing age of 9. Youth riders may enter only youth races and may not be mixed with

other categories. Youth races can only be held on closed courses.

Fields which define a range with an upper and lower limit may only include racers that fall within that range. For example, a 46-year-old may not race with the 35-44-year-old group. If a race has a 35+ and a 45+ field, then a 46-year-old is allowed to race in either group (or both groups if the groups race at different times)

6.6 Mixing of Classes and categories

6.6.1 Eligibility

No rider may race in a category other than that which is stated on his or her membership.

6.6.2 Women

Women may enter any race for which they are eligible by age, category, and any performance requirements and may enter categorized races for men that are up to one category lower than their women's category, or in the case of category 1 women, up to two categories lower.

Category 1/2 master women can race with master men up to 10 years older and Category 3/4 master women can race with master men up to 20 years older.

6.6.3. Mixing of Classes

An organizer may offer races for combined classifications and categories but the categories in a given race must be the same for all age groups. Masters women are specifically exempted from this rule. All riders shall race the same distance unless there is a distance handicapped start for separate groupings of riders.

6.6.4 Juniors

Juniors with an actual age of 11 and under are not permitted to be racing on a cyclocross course at the same time and on the same course as adults.

7. Clothing and Equipment

7.1 **Helmets**

Every rider warming up or racing while at the race venue shall wear a protective, securely fastened helmet that satisfies at least one of the following helmet standards:

- US Department of Transportation (DOT)
- American National Standards Institute (ANSI) Standard Z90.4
- Snell Memorial Foundation Standard “B” or “N” series
- American Society for Testing and Materials (ASTM) standard F-1447
- Canadian Standards Association standard (CSA) CAN/CSA-D113.2-M
- US Consumer Product Safety Commission (CPSC)
- European Committee for Standardization (CE EN1078) standard for bicycle helmets

Riders shall show documentary proof of this, such as a manufacturer’s label, upon request by race officials. It is the rider’s responsibility to select and wear such a helmet that offers sufficient protection against head injury and does not restrict the rider’s vision (disqualification for failure to wear such a helmet or for removing it during a race). OBRA makes no warranties or representations regarding the protective adequacy or fitness for competition of any helmets. A rider, by entering an event conducted under these rules, agrees to hold OBRA harmless from any and all claims arising from the use of any particular helmet. Wearing of the helmet is mandatory during training rides on competition courses

7.2 Clothing

7.2.1 Aerodynamic clothing

No article of clothing may be worn that serves solely an aerodynamic purpose.

7.2.2 Team/Club clothing

No rider may wear the jersey of a club or team that the rider is not eligible to represent.

In mass start events Category 1 and 2 riders from the same club/team must wear uniforms that are obviously similar unless the rules for the specific event require otherwise.

7.2.3 Condition of equipment/clothing

All clothing and equipment will be in good repair and reasonably clean at the start.

7.3 Bicycle and bicycle equipment

7.3.1 Bicycle propulsion

Bicycles must be propelled by the rider's legs only. No stored propulsion mechanism is allowed.

7.3.2 Bicycle length restriction

Bicycles must be no more than 2 meters long and 82cm wide. Tandems may be up to 3 meters long.

7.3.3 Bicycle additions

Nothing may be added to the basic bicycle to reduce air resistance. EXCEPTION: spoke covers may be used.

7.3.4 Wheel restrictions

Fully enclosed wheels are only allowed in time trial events, with the

exception of track events, where a rear fully enclosed wheel may be used in all events.

7.3.5 Handlebars

The handlebars and stem will not present a danger. Handlebars that allow for support of the forearms may not be used in mass start events. Handlebar ends and extensions shall be plugged and must not have sharp or jagged ends.

7.4 Glass containers

Carrying glass containers is strictly forbidden

7.5 Radios

Use of race radios and audio playback devices by competitors is prohibited during competition.

7.6 Responsibilities

Selection of equipment and clothing are solely the responsibility of the rider. OBRA assumes no responsibility for safety or performance of any items selected by the rider. Each rider is responsible for proper maintenance of his/her clothing and equipment. The Chief Referee may disallow the start of any rider using equipment or clothing deemed dangerous or inadequate.

7.7 Rules specific to mountain bike racing

7.7.1 Footgear

Footgear shall be fully enclosed.

7.7.2 Brakes

Bicycle shall have at least two brakes, one on each wheel, that are in good working condition.

7.7.3 Freewheel requirement

Bicycles shall have a freewheel mechanism

7.7.4 Downhill and dual slalom

For downhill and dual slalom events, additional padding and helmets providing added protection is strongly recommended. Examples: full-face helmet, body armor, elbow and knee pads and full finger gloves.

7.8 Rules specific to road racing

7.8.1 Brakes

Bicycle shall have at least two brakes, one on each wheel, that are in good working condition.

7.8.2 Freewheel requirement

Bicycles shall have a freewheel mechanism EXCEPTION: A fixed gear and single front brake may be used in time trial events or in races where all the competitors are similarly equipped. All competitors must keep both feet on the pedals while racing except in cases of emergency. Freewheeled and fixed gear bikes shall not be mixed in the same mass start event.

7.8.3 Handlebars

Handlebar ends that point up or forward or that allow for support of the forearm are not allowed in mass start events.

7.9 Rules specific to track racing

7.9.1 Mass start events

For mass start events:

- Bicycles shall not have brakes.
- Bicycles must have a single fixed gear.
- Handlebar ends that point up or forward or that allow for support of the forearm are not allowed.

7.9.2 Timed trialed events

For timed trialed events:

- A ~~bike~~ with shifting mechanism, brakes and freewheel may be used but gear shifting is not allowed during the race.
- Riders may use upturned or forward pointing handlebars or bars that provide support for the forearms (i.e. cow-horn, tri bars, etc.) except in Team Sprint.

7.10 Rules specific to cyclocross

7.10.1 Handlebars

Handlebars may not face forward or upward.

7.10.2 Bar ends

Bar ends that face forward or upward are not permitted.

7.10.3 Brakes

Bicycle shall have at least two brakes, one on each wheel, that are in good working condition.

7.10.4 Freewheel requirement

Bicycles shall have a freewheel mechanism.

7.10.5 Freewheel requirement exception

A fixed gear may be used in races where all competitors are similarly equipped in a specific fixed gear race category. Free wheeled and fixed gear bicycles may be mixed in the same mass start event with approval from the chief referee based on field size.

7.10.6 Single Speed Bicycles

A single speed bicycle is defined as a bicycle with no functional

means of altering its gear ratio during the competition.

8. Race numbers

8.1 **General**

Race numbers shall either be the numbers provided with OBRA membership for the current year or numbers provided by the race organizer. Numbers from other races or OBRA numbers not from the current year may not be used, unless approved by the Chief Referee. Penalty or disqualification is at the discretion of the Race Official.

8.2 **Technical requirements**

Numbers will be block figures and will be easily read at a distance. They will be black figures on a white background. Riders will place their numbers according to the instructions of the officials and/or race organizer.

8.3 **Prohibitions**

8.3.1 *Modification of numbers*

No rider shall cut, fold, mutilate, trim or apply stickers to the race number, nor shall they sell, trade or give the issued number to another individual. Penalty or disqualification is at the discretion of the Race Official.

8.3.2 *Drawn Numbers*

Hand drawn numbers are not allowed.

8.3.3 *Habitual Number Issues*

If a rider habitually fails to properly pin a number or modifies/folds or mutilates numbers after being informed of the improper placement, the Chief Referee may do the following:

1st offense after notification: warning

2nd offense after notification: relegation

3rd offense after notification: disqualification

8.4 Unreadable numbers

Unreadable numbers may not be placed.

8.5 Rules specific to road races

8.5.1 Size requirements

The numbers shall be a minimum of 12 cm high on a minimum 20 cm by 20 cm background.

8.5.2 Two number requirement

In road competitions on public roads, with the exception of criteriums, riders shall wear two numbers. One shall be on the lower left back facing the rear of the rider. Riders with temporary numbers shall be exempted from this rule. Penalty may be a relegation of 5 spots from the rider's finish.

8.6 Rules specific to mountain bike competitions

8.6.1 Size requirements

The figures on a front number plate must have a minimum height of 8cm and a minimum width of 1.5cm on a minimum 18cm by 18cm background. Body numbers, if used, shall be according to the road standard.

9. Start of a Race

9.1 Start time

No race will start before the time stated in the race announcement unless every possible registered rider is present and agrees to the earlier start time.

9.2 Rider responsibility

It is the responsibility of each rider to be at the start line on time.

9.3 Start signal

The start will be signaled by a single gunshot, whistle, flag, or verbal command.

9.4 Validity of start

The Starter alone determines the validity of the start. An honorary Starter may be requested by the organizer but will have no official function except to give the start signal.

9.5 Manner of start

All riders will start in the same manner (with holders, with one foot on the ground, rolling start, etc.).

9.6 Neutral start

The starter may use a neutral lap to start the race if deemed necessary for safety or fairness.

10. Finish of a Race

10.1 Definition of a finish

A rider finishes when the front tire first penetrates the imaginary vertical plane above the leading edge of the finish line.

EXCEPTION: Events where a tape switch or other timing device is used.

10.2 Signal of last lap

The last lap is signaled by the ringing of a bell. A '1' will be

displayed on the lap cards. If the bell is rung on the wrong lap, the Chief Referee will determine whether the finish will be on that lap or on the originally planned lap.

10.3 Dead heat

If two or more riders are in a dead heat for first place, they will ride the final part of the race (normally 1000 meters) to break the dead heat. If a dead heat is not for first place, the riders will be placed equal and any prizes will be split between them.

10.4 Finishing riders

Once the first rider has finished, the Chief Referee may excuse any competitor from completing the entire distance if the result is a foregone conclusion.

10.5 Results

The Chief Judge will compile the results as quickly as possible and ensure that a copy is posted for the riders to inspect.

11. Rider Conduct

11.1 General

Riders are responsible for their own conduct, including arriving on time with the correct equipment. No rider shall benefit from his or her misconduct. No team shall benefit from its misconduct, or the misconduct of one of its members. Laws and ordinances of appropriate jurisdictions shall be observed during participation in any event.

11.2 Misconduct

11.2.1 Punishment

Misconduct may be punished at the discretion of the Chief Referee. This may include, but it not limited to, disqualification, fines, and removal from the race venue.

11.2.2 *Examples of misconduct*

The forms of misconduct include, but are not limited to:

- Unsportsmanlike conduct
- Theft
- Fraud (including falsifying information on an entry)
- Causing any race to have a result other than on the merits of the competitors.
- Dangerous Riding
- Making an abrupt motion which interferes with the forward progress of another rider.
- Using foul or abusive language or conduct toward any individual.
- Pushing or holding another rider (whether on a different team or not) except in Madison where riders may only push their teammate.
- Failure to follow a referee's order.
- Completing any part of the course without a bicycle. (It is not required to ride the bicycle the entire course.)
- Not maintaining equipment properly so that it is dangerous (i.e. insufficient glue on tires, etc.)
- Riding on a race course when not entered in an event in progress.
- Taking pace from a vehicle or from a rider in a different race.
- Violating any of the OBRA Racing Rules

11.3 **Public Urination and/or Defecation**

Riders who are caught urinating and/or defecating in public will be subject to penalties up to and including suspension. In general, the Chief Referee shall take into account the following when imposing a penalty or making a recommendation for a suspension.

1. Availability of toilet facilities.
2. Type of event.
3. Type of venue.
4. Presence of the public and/or minors.
5. Sophistication of the rider.
6. Location of behavior.
7. Any extenuating circumstances (medical condition etc.).
8. Previous violations.

In any recommendation for suspension, the Chief Referee shall document the above criteria and submit to the Executive Director. The Executive Director shall consider the above criteria in determining the appropriateness and duration of a suspension.

Any rider punished for public urination and/or defecation must send a note of apology to the venue owner if appropriate and to the promoter of the event.

If the behavior results in a direct loss of a venue e.g. the urination/defecation is cited in a letter denying use of a venue, the Board of Directors may impose any punishment up to a permanent suspension from the organization.

11.4 Rider responsibilities

It is the rider's responsibility to know the course and the rules of the event. It is forbidden to take any other route.

11.5 Later discovered misconduct

Misconduct may be punished after expiration of the protest period. Only the Board of Directors can impose punishment under 11.4.

11.6 Accrual of warnings

Riders who accrue 3 misconduct warnings from a Chief Referee within one calendar year may be suspended for a period of 30 days with the approval of the Board of Directors. If, after the suspension, the rider accrues another warning within the same calendar year, the Board of Directors may deem the rider ineligible to ride for the rest of the calendar year. Calendar year shall be defined as the season running from January 1st of the year to December 31st of the same year.

12. Protests

12.1 Order of finish

12.1.1 General

All protests concerning order of finish will be resolved by the Chief Judge, whose decision is final and beyond appeal. No fees are required for this type of protest.

12.1.2 Requirements

Any protest about the order of finish must be lodged within 15 minutes of posting if posted at the race or within 24 hours if posted on the internet. There is no fee required for a protest about the results. In stage races or series races results may be protested until the end of sign in of the following stage or the next race in the series. For the final race in stage races or the last race in series events and for all other races, if there are no protests within the above time frame of posting, the results may be considered final.

12.2 Qualification of riders or equipment

All protests concerning qualification of rider(s) or equipment will be resolved by the Chief Referee before the start of the race. No fee is required for this type of protest. The Chief Referee must make a decision before allowing the race to start.

12.3 Incidents during race

Protests concerning incidents during the race will be presented to the Chief Referee in writing and accompanied by a fee of \$10, which will be forwarded to OBRA. They must be submitted within 15 minutes of the protester's finish. The Chief Referee will decide the results of the protest and communicate them to all parties involved.

12.4 Notification

The Chief Referee will keep the Chief Judge informed about any decision or pending decision that could affect the results.

12.5 Protests and prizes

Prizes will not be distributed before 15 minutes after the final posting of results or before permission has been given to do so by the Chief Judge.

13. Suspensions

13.1 Suspendible offenses

A rider or club can be suspended for the following:

13.1.1 Any violation of rule 11.2.

13.1.2 Assaulting a race official or another rider.

13.1.3 Grossly un-sportsman like conduct.

13.1.4 Failing to meet a financial obligation to OBRA or an entity associated with OBRA. The suspension will last until the debt is made good. This includes but is not limited to:

-Not paying club dues.

-Not paying operational surcharges.

-Not paying insurance surcharges.

-Writing a bad check to a race organizer or race official.

13.1.5 Associated entities wishing to have a rider or club suspended under 13.1.4 must provide supporting documentation.

13.2 Authority of Executive Director

13.2.1 Riders

The OBRA Executive Director can suspend a rider for up to 90 days. Any suspension beyond 90 days requires referral to the Board of Directors. Notwithstanding 2.12, a suspension does not require a recommendation by a Chief Referee.

13.2.1 (a) The rider must receive the notice of suspension. If the matter is being referred to the Board of Directors for a suspension potentially longer than 90 days, the rider must also receive notice. Notice shall be sent by certified mail to the last known address of the rider. An e-mail may be sent to the rider. If the rider responds, notice shall be considered waived and a certified letter is not required.

13.2.1 (b) Chief Referees must contact the OBRA Executive Director to recommend a suspension.

13.2.2 Modification

In consultation with the Chief Referee, the Executive Director may modify the recommended or imposed sanction against a rider.

13.2.3 Clubs

The OBRA Executive Director can suspend a club and/or event promotor for not complying with OBRA policies and procedures. The club will be suspended until the club and/or event regains its status of good standing.

13.2.4 Exceptions

The OBRA Executive Director may suspend clubs or riders under 13.1.4 until the debt is satisfied even if it is longer than 90 days.

13.3 Authority of Board of Directors

The Chief Referee and/or the Executive Director may recommend suspensions longer than 90 days to the Board of Directors. The Board of Directors shall gather all relevant information and issue a ruling within 30 days of the notice of recommendation. Notice may be provided by e-mail. The Board is not bound by the recommendation and may choose any reasonable sanction.

13.4 Length of suspensions

In determining the length of suspension, the following may be taken into consideration:

- (a) Past documented behavior.
- (b) Previous misconduct.
- (c) Severity of misconduct.

13.5 Notice

The notice to the rider must include:

- (a) A narrative of the alleged conduct.
- (b) The rules violated.
- (c) Copies of the documentation.
- (d) The sanction being imposed or the sanction

recommendation.

(e) A notice that the rider has a right to appeal.

13.6 Suspension reciprocity

Any OBRA member who is suspended by another athletic organization shall notify the OBRA Executive Director. When OBRA becomes aware of such a suspension, the OBRA Executive Director will investigate the circumstances of the suspension and may impose a similar suspension.

14. Appeals

14.1 Filing an Appeal

14.1.1 Process

A member (the aggrieved) may appeal a suspension, denial of membership or referee ruling by sending a request of appeal to the OBRA Executive Director. The appeal must be sent either by mail to the mailing address noted on the contact page of the OBRA website or via e-mail to the address on the contactpage.

14.1.2 Notice and deadlines

Appeals will be considered timely if filed within 30 calendar days of notice of the suspension or referee ruling. Any appeal received after 30 calendar days will be considered untimely and will be denied.

14.1.2(a) If the subject matter is a referee ruling, notice may be in writing or verbal notice.

14.1.2(b) If the subject matter is a suspension or denial of membership, notice shall be considered a certified letter sent to the last known address of the individual.

14.1.2(c) In either case of (a) or (b), if an e-mail is sent and the aggrieved responds to the e-mail the aggrieved waives written notice.

14.1.2(d) In the case of a suspension, the 30 calendar days shall begin on the date that the certified letter is sent. In the case of a referee ruling, the 30 days shall begin on the date that the aggrieved receives verbal or written notice. In the case of 14.1.2(c), the 30 days shall commence on the day the e-mail was sent.

14.1.3 *Contents of appeal*

The appeal must contain the reasons for the appeal including any supporting documents or statements.

14.1.4 *Deposit*

The aggrieved must also submit a deposit of \$200, to be refunded to the aggrieved if the appeal is successful. An appeal is considered successful if the Board decides that there is no sanction to be imposed on the aggrieved.

14.2 Processing of the Appeal

14.2.1 Upon receipt of the appeal, the Executive Director shall;

14.2.1(a) forward the appeal and any documentation to the Board of Directors.

14.2.1(b) notify the aggrieved that their appeal and documentation has been received.

14.2.2 The Board of Directors shall then consider the appeal and documentation.

14.2.2 (a) The Board may request more information or gather further information. If additional information is obtained, the aggrieved must also receive copies of the additional information and be given a reasonable amount of time to respond.

14.2.2 (b) The aggrieved has no right to a contested hearing.

14.3 Results of the Appeal

14.3.1 The Board shall render a decision within 30 days of the receipt of the appeal and documentation. However, the Board may take longer than 30 days if the Board notifies the aggrieved.

14.3.2 The aggrieved shall have no further procedural rights or appeal rights, nor shall they have the right to challenge in any manner, whether by arbitration or court action at law and/or in equity, the decision of the Board.

15. Road Racing

15.1 Individual road races

15.1.1 Course design

A road course will be designed and implemented with the safety of the riders foremost. The finish will be wide enough for the largest field expected. It will be as straight as possible, with an adequate run out. The finish line will be a conspicuous line on the road. If the course is not a circuit, signs will also be placed marking 200 meters and 1 kilometer before the finish.

15.1.2 General rules

- Unless instructed by the Chief Referee, all riders must stay to the right of the right-most centerline marking, or another point on the road designated by the Chief Referee.

- Riders must obey all traffic laws in force.

- It is forbidden to cross a closed railroad crossing or other legitimate temporary road closure. If the lead riders are stopped by such a road closure, the Chief Referee will restart all riders at the time intervals recorded at their arrival at the crossing. If the lead riders have already crossed, or if the officials are not able to establish time splits, the closure will be considered force majeure and no compensation will be granted.

- Competitors who have suffered a mishap may be pushed for a short distance to help them remount.

- Unless otherwise instructed by the Chief Referee, riders may

exchange food, drink, and minor repair items among themselves, however no rider may sacrifice his chance in the race for another rider who is not on his team.

- Items may also be handed up from a vehicle if allowed by the Chief Referee.

- Riders are not permitted to litter. (Penalty at the discretion of the Chief Referee.)

- Any rider who is out of contention may be asked to withdraw by the Chief Referee.

- Riders on different laps may not work together. Lapped riders may not assist or hinder other riders on the lead lap and must be careful not to interfere in any sprint or the finish.

- Riders may cross the finish line only while racing.

15.1.3 *Field passing*

Should a field catch another field of racers that started separately (except in a Handicap Race) the slower field will slow and ride at a neutral speed as soon as practical after they are caught by the faster field or its lead car to allow the faster field to pass. They will then continue to ride at a neutral slowed pace until the faster field is 300 meters ahead or until they are released by an official attending their race. The field being passed will stay to the far right of the road allowing room for the passing field unless instructed by an official otherwise. Passes will not occur in the final 2 kilometers of a race. Riders will not pass unless there is clear space to pass subject to rule 15.1.2.

15.1.4 *Feed zones*

- Feed zones will be placed at the widest possible point, preferably on a slight uphill.

- Feeding may only take place from designated feed zones.

- All feeding will be done from the right side of the road.

- Feeding will normally not begin during the first 50 kilometers of a

race and will end 30 kilometers from the finish. The Chief Referee may make exceptions to this in case of extreme weather.

- Riders may accept food and drink from spectators or bystanders only at their own risk.

15.2 Caravans

All vehicles in a race caravan are under the direction of the Chief Referee. No vehicle may pass a referee's or judge's vehicle without permission.

- All vehicles must be clearly marked and must be authorized to follow the race. All drivers will follow all traffic laws in force, possess a valid driver's license, and minimum state required insurance.

- Assistance to riders may be given only at the rear of a group.

- Towing and pacing are strictly forbidden.

- If feeding is permitted from support vehicles, it will be done by having a rider drop back from a group to the support car, which will remain behind the referee's car. The referee may decide to allow the riders support vehicle to pull directly behind the referee's vehicle for the feed. The support vehicle **MUST** immediately return to its original position after the feed. If a group is ten riders or less the referee may decide to allow the support vehicle to draw even with the riders to feed.

- Riders behind the last vehicle in the caravan shall ride as close as practical to the right of the road to allow other riders and vehicles to pass safely on the left.

- Riders approaching the back of the caravan will pass the caravan vehicles on the right when at all possible. The vehicles in the caravan should slow and move left to facilitate the riders passing.

15.3 Primes

Primes are special prizes offered during a race. They may be for

any group of riders. They may be either announced in advance or spontaneous. Primes will be awarded even if the winner withdraws from the race. Primes are signaled by a bell on the previous lap if practicable, otherwise by signs or by other means.

15.4 Criteriums

The rules in this section are exceptions to the Individual Road Racing Rules. In all cases not specifically covered here, the Individual Road Racing Rules apply.

15.4.1 Distance requirements

A criterium course will be between 800 meters and 5 kilometers long and will be completely closed to traffic.

15.4.2 Pit

At least one repair pit may be set up beside the course at the direction of the Chief Referee.

15.4.3 Lapped riders

The Chief Referee may remove lapped riders from the race. If lapped riders are allowed to finish, they will finish on the same lap as the leader. Lapped riders will be placed after those who completed the entire distance according to the number of laps down.

15.4.4 Riders out of contention

The Chief Referee may remove any rider out of contention.

15.4.5 Rider collusion

Riders who have lost contact with the field and are then caught by a breakaway from the field, may not lead. Riders off the front of the field may not accept assistance from riders who have lost contact with the back of the field. Lapped riders may rejoin and race with the field in cases where lapped riders are not being withdrawn by the officials.

15.4.6 Free laps

Free laps may be granted for mishaps as follows:

A. If the race announcement states that the free lap rule is not in effect, no free laps will be given.

B. No free laps will be granted during the last 8 km. of a race. A rider having a mishap during the last 8 km. must make up any distance lost.

C. In case of a mishap, the rider(s) will report directly to a pit with their bicycle as quickly as possible or within a timeperiod determined by the Chief Referee.

D. A referee will inspect the bicycle and rider to determine if the mishap was legitimate. The pit referee will inform the Chief Judge and Chief Referee of all free lap decisions as soon as possible

E. Normally a rider must return to the race within one lap. In case of a very short course (generally under 1 kilometer) the Chief Referee may allow two laps per mishap.

F. If the mishap was legitimate the rider must return to the place they were in the race at the time of the mishap. If the rider was in a group, the rider must return to the race at the rear of that group. The rider will be ineligible for any sprint prize for one lap after their return.

G. A rider is entitled to one free lap per mishap.

15.5 Time Trial

The rules in this section are exceptions to the Individual Road Racing Rules. In all cases not specifically covered here, the Individual Road Racing Rules apply.

15.5.1 Bicycle and equipment requirements

Road bicycles will be used, with the following possible exceptions:

- A fixed gear may be used instead of a freewheel. If so, a hand brake will be installed for at least the front wheel.

- Riders may use upturned or forward pointing handlebars or bars that provide support for the forearms (i.e. cow-horn, tri bars, etc.)

15.5.2 Start order

The start order may be determined by a random draw, by seeding, in order of registration or by some other scheme as designated by the race organizer in consultation with the Chief Referee.

15.5.3 Start times

Each rider must know his start time at least 13 minutes before his start.

15.5.4 Starts

The start may be determined by the front tire making contact with an electronic timing strip on the start line. If the rider starts fractionally before the countdown reaches 0 or in the following 5 seconds, the time it is triggered is used. If the rider starts after the 5 seconds delay has elapsed or in the event of problems with the electronic timing, the rider's time shall be counted as from the start of manual timing following the countdown.

15.5.5 Late Riders

A rider arriving late at the start will only be allowed to start if it does not interfere with a scheduled start. *The time of any rider who reports late to the start shall be calculated from the rider's scheduled start time*

15.5.6 Drafting, passes

No rider shall take pace behind another rider closer than 25 meters (80 feet) ahead or 2 meters (7 feet) to the side. No two riders may ride abreast other than when attempting to pass. Such attempts shall not be maintained beyond a distance of 500 meters. If the pass is not made cleanly within 500 meters then (a) if the passing rider has pulled ahead of the caught rider, the caught rider must drop back to a distance 25 meters behind the passing rider, or (b) if the passing rider has not pulled ahead of the caught rider, the passing rider must drop back to a distance of 25 meters.

15.5.7 Support vehicles

Support vehicles, if allowed, must remain at least 20 meters behind their rider unless the rider is stopped.

15.5.8 Feeding

Feeding is normally not allowed in Time Trials.

15.5.9 Team time trials

Team time trials use the same rules as Individual Time Trials. The number of riders on a team, and rules on which rider is timed, must be made clear in the race announcement.

15.5.10 Positioning on road

In a time trial, riders will ride as close to the right side of the road as practical.

15.6 Stage Racing

15.6.1 Definition

A Stage Race is a series of road races (stages) with an overall prize based upon accumulated time or points. The individual stages may be road races, time trials, or criteriums.

15.6.2 Riders finishing stages

A rider must normally finish each stage in order to start the next.

15.6.3 Number of stages per day

There may not be more than two stages per day.

15.6.4 Schedule and technical regulation approval

The Chief Referee and the OBRA Executive Director must approve the schedule for the race and any technical regulations.

15.6.5 Classifications

There may be several classifications for a Stage Race. They may include:

Individual General Classification

Individual Points Classification

King/Queen of the Mountain

Team Classification

Other special classifications desired by the organizer

15.6.6 Required classifications

Individual General Classification is required, all other classifications are optional. There are normally prizes for each stage as well.

15.6.7 Classification prizes

A rider must finish the entire stage race in order to be eligible for final prizes in any classification.

15.6.8 Individual General Classification calculation

Each rider's general classification shall be calculated by summing that rider's time in all individual stages, taking into account any time bonuses and penalties. In case two or more riders are tied in their final general classifications, their order shall be determined by adding the fractions of a second from the individual time trial stages (including the prologue) back into the total time. If this does not resolve the tie, the next method is adding their places obtained in each stage. Should this not suffice to break the tie, their places in the final stage shall decide the order. Other methods for breaking ties may be used if specified in the race

regulations.

15.6.9 Time bonuses:

- Time bonuses are not allowed in time trial stages.
- The maximum bonuses allowed for stage finishes are 30, 20, and 10 seconds for first, second and third respectively.
- The maximums for intermediate sprints are 5, 3, and 1 seconds for first, second and third respectively.

15.6.10 Placings in the Points Classification

Placings in the Points Classification are determined by adding the points earned in sprints by each rider. Points Classification ties are broken by:

- Number of first places in stages.
- Number of second places in stages.
- Number of third places in stages, and so on.

15.6.11 King/Queen of the Mountain

The King/Queen of the Mountain will be determined by adding together the points for each rider in each mountain sprint. King/Queen of the Mountain Ties are broken by:

- Number of First places in climbs
- Number of Second places in climbs
- Number of Third places in climbs and so on

15.6.12 Team General Classification

Team General Classifications are obtained by adding the three best times made by members of a given team during each stage, omitting time bonuses and penalties, except that the Chief Referee may choose to apply some penalties and shall announce

them in the results.

15.6.12(a) If two or more teams make the same time in any given stage, their order in the team daily classification shall be determined by the total number of places obtained by the three best riders of each team in the placings for that stage. If the teams are still tied, they shall be separated by the placing of their best rider on the stage finish.

15.6.12(b) If two or more teams have equal general classifications, their order shall be determined by the number of first places in the daily team classification obtained by each team, then by the number of second places in the daily team classification and so forth until such time as the number of places obtained by one or other of the teams permits their final placings to be determined. If there is still a draw, the teams shall be separated by the placing of their best rider in the general individual classification.

15.6.13(c) Any team depleted to less than three riders shall be excluded from team general classifications.

15.6.13 Start order of prologue or 1st stage TT

The start order for a prologue or first stage time trial will be decided by the Chief Referee. Other time trial stages will start in the inverse order of the Individual General Classification, except that no two-team members will start in back-to-back positions if possible.

15.6.14 Group finishes

Riders who finish together will be given the time of the leading rider of the group.

15.6.15 Mishaps

A rider who has a mishap in the last 3 kilometers of a road stage or after the end of free laps in a criterium stage will be given the same finish time as the riders he was with at the time of the mishap. The rider shall be given his actual place across the finish

line, or last in the stage if he is unable to cross the line. This rule shall not apply in cases of a hill climb finish, except if the mishap occurred before the climb. The race commission shall determine the applicability of the rule to particular stages and circumstances. This determination shall be made before the state of the stage and communicated to the riders.

15.6.16 Prologue TT mishaps

A rider who has a mishap in a prologue time trial will be given the time of the slowest rider on the stage.

15.6.17 Time cuts

Any rider finishing beyond 100% of the winner's time in mass start races or 130% of the winner's time in timed races may be eliminated. The time limit may be extended by the Chief Referee.

15.6.18 Lapped riders in criterium stage

In a criterium stage where lapped riders are permitted to finish, they must be assigned a time adjustment that is the rider's average lap time multiplied by the number of laps the rider is behind at the finish. The formula for this is:

$A = F \times L / (L - D)$ where

A = adjusted finish time of the lapped rider

F = actual finish time of the lapped rider

L = total number of laps in race

D = number of laps this rider was behind the leaders at the finish.

15.6.19 Pulled riders in criterium stage

In a criterium stage where riders who are behind are required to withdraw, they must be assigned estimated finish times assuming that they would have continued to lose laps at the same rate. The formula for this is:

$A = W + W / (L - R)$ where

A = adjusted finish time of the withdrawn rider

W = finish time of the winner of the race

L = total number of laps in race

R = number of laps to go in the race at the time the rider was about to be lapped.

15.7 Road Racing Penalties

These penalties apply to road events including Time Trial, Team Time Trial, Criteriums, Road, Circuit and any related racing types unless noted. These penalties are guidelines and Chief Referees may impose different penalties based on the different facts and circumstances of each situation. This section does not restrict the ability of Chief Referees to recommend suspensions nor does it affect penalties listed elsewhere in the rules unless specifically noted.

15.7.1 Offenses for which disqualification is authorized

Misconduct

Drafting in a Time Trial

Drafting off of another Team in a Team Time Trial

Holding onto a vehicle or another rider

Cutting the course

Rider not allowing an official car to pass

Pushing between riders

Illegal clothing or equipment

Drafting a vehicle for a long distance

Failure to obey centerline
Feeding outside feed zone
Feeding from incorrect side
Feeding when not permitted
Throwing glass on the road
Not holding a line in a sprint
Littering

15.7.2 Immediate disqualification

A Chief Referee may empower referees to immediately disqualify riders during racing.

15.7.3 Alternative punishments

Referees may impose alternative punishments as deemed necessary.

15.8 Stage Race Penalties

These penalties are guidelines and Chief Referees may impose different penalties based on the different facts and circumstances of each situation. This section does not restrict the ability of Chief Referees to recommend suspensions nor does it affect penalties listed elsewhere in the rules unless specifically noted.

15.8.1 Dangerous riding

Penalty: disqualification

15.8.2 Holding onto a vehicle or another rider

Holding on to or being pushed by a motor vehicle or another rider for a long time (plus a \$30 fine to the team manager if a team car).

Penalty: disqualification

15.8.3 Cutting course

Not covering the required course and crossing the finish for a place.

Penalty: disqualification

15.8.4 Grossly un-sportsmanlike conduct

Penalty: 1st offense disqualification and possible suspension.

15.8.5 Rider not allowing an official car to pass

Penalty: 1st offense disqualification and possible suspension.

15.8.6 Illegal clothing or equipment

Reporting to the start line with illegal clothing or equipment.

Penalty: 1st offense not allowed to start

15.8.7 Not holding line in intermediate sprint

Rider not holding their line in an intermediate sprint:

1st offense

Relegation and 30 seconds

2nd offense

Relegation and 1 minute

3rd offense

Disqualification

15.8.8 Not holding line in the final sprint

Rider not holding their line in the final sprint:

1st offense

Relegation and 1 minute

2nd offense

Relegation and 2 minutes

3rd offense

Disqualification

15.8.9 Support vehicle violations

Team support vehicle passing without permission

Team support vehicle not allowing an official car to pass

1st offense \$30

2nd offense \$60

3rd offense Vehicle removed from the race

15.8.10 Sign In

Failure to sign-in when sign-in is required

Signing in for another rider

1st offense

Warning

2nd offense

30 seconds

3rd offense

1 minute

Subsequent offenses

30 seconds for each offense

15.8.11 Failure to wear jersey

Failure to wear a required jersey (i.e. leader's jersey)

1st offense

Warning

2nd offense

30 seconds

3rd offense

1 minute

Subsequent offenses

30 seconds for each offense

15.8.12 Racing with modified numbers

Racing with modified numbers

1st offense

Warning

2nd offense

30 seconds

3rd offense

1 minute

Subsequent offenses

30 seconds for each offense

15.8.13 Awards ceremony

Failure to attend the awards ceremony without approval from Chief Referee or Race Organizer

Penalty: forfeit of one half of the prize money

15.8.14 Drafting a vehicle- short distance

Drafting a vehicle for a short distance (less than 100 meters)

1st offense

10 seconds

2nd offense

30 seconds

3rd offense

1 minute

4rd offense

2 minutes

5th offense

Disqualification

Each offense: \$13 to team if a team vehicle

15.8.15 Drafting a vehicle- long distance

Drafting a vehicle for a long distance (more than 100 meters)

1st offense

Penalty of at least 1 minute

2nd offense

Disqualification

Each offense: \$50 to team manager if a team vehicle

15.8.16 Pushing by team personnel

Repeated pushing by team personnel

1st offense

2 minutes

2nd offense

Stage race penalty: 5 minutes

3rd offense

Stage race penalty: disqualification

Each offense: \$20 to team manager

15.8.17 Pushing by bystanders

1st offense

10 seconds

2nd offense

20 seconds

3rd offense

30 seconds

4th offense

1 minute

5th offense

Disqualification

15.8.18 Pushing between riders

1st offense

30 seconds

2nd offense

1 minute

3rd offense

3 minutes

4th offense

5 minutes

5th offense

Disqualification

During final kilometer before a sprint: above penalties doubled and rider placed last in the group.

15.8.19 Pushing off from a vehicle or another competitor

Pushing off from a vehicle or another competitor

1st offense

30 seconds

2nd offense

2 minutes

3rd offense

3 minutes

4th offense

4 minutes

5th offense

Disqualification

15.8.20 Centerline violation

Failure to obey centerline rule

1st offense

30 seconds

2nd offense

2 minute

3rd offense

3 minutes

4th offense

5 minutes

5th offense

Disqualification

15.8.21 Feeding

Feeding outside the feed zone

Using glass containers

1st offense

30 seconds

2nd offense

2 minutes

3rd offense

3 minutes

4th offense

5 minutes

5th offense

Disqualification

15.8.22 Team vehicle next to rider in TT

Team vehicle driving beside rider briefly in a time trial

Penalty: 20 seconds, \$20 fine to team manager

15.8.23 Throwing glass on the road

Throwing glass on the road

1st offense

2 minutes

2nd offense

3 minutes

15.8.24 Taking pace in a time trial

Taking pace in a time trial

Penalty:

Less than 40 Km/H 1 second per 100 meters

40-49 Km/H 2 seconds per 100 meters

50-59 Km/H 3 seconds per 100 meters

Greater than 60 Km/H 5 seconds per 100 meters

Penalties will be doubled if the infraction lasts more than 1000 meters (1 kilometer). The officials will estimate the speed and duration of the infraction as closely as possible.

16. Cyclocross

16.1. Course and obstacles

16.1.1. The course shall be held over varying terrain including roads, country or forest paths, and open terrain alternating in such a way as to ensure changes in the pace of the race and allow the riders to recuperate after difficult sections.

16.1.2. The course shall be rideable in all conditions, regardless of the weather.

16.1.3. The course shall form a closed circuit, of which at least 90% shall be rideable.

16.1.4. Over its full length, the course shall be well marked and protected. The use of dangerous elements, such as wires (barbed or not), and sharp or uncapped metal poles shall be forbidden. Furthermore, the course shall not be placed near any object that could constitute a danger for riders.

16.1.5. An assembly point for starters (roll-call zone) shall be provided and marked off behind the starting line.

16.1.6. Call-ups are permitted. Organizers may also choose a method of lining riders up as long as it is fair.

16.1.7. The finishing stretch shall be on a flat or uphill section of the course.

16.1.8. The starting and finishing stretches should be wide enough to allow for unencumbered passing.

16.1.9. Obstacles

(a) An obstacle is a part of the course likely to require riders to dismount.

(b) The total length of obstacles should not exceed 10% of the course distance.

(c) The maximum length of an obstacle is 80 meters.

(d) Artificial sand pits are permitted.

(e) Riders must go over all barriers placed on the course and may not circumvent the barrier for any reason. The Chief Referee may disqualify or relegate any rider not complying with this rule.

16.1.10. The course may include sections of temporary artificial barriers. Barriers may be placed on flat or uphill terrain. Downhill barriers are only permitted with the approval of the Chief Referee.

16.1.11. The course may cross bridges or footbridges. A non-slip surface (carpet, wire mesh, or special anti-slip paint) should be used on bridges and footbridges. A separate footbridge should be provided for spectators.

16.1.12. No acrobatics on the part of the riders shall be required to overcome obstacles.

16.1.13. Having consulted the Organizer, the Chief Referee may decide that artificial obstacles shall be removed if the circuit is unusually slippery.

16.1.15. Having consulted the Organizer, the Chief Referee may alter the course as necessary for safety.

16.1.16. Feeding is not permitted unless specifically authorized by the Chief Referee [relegation or disqualification for unauthorized feeding]. If authorized, there is normally no feeding in the first two and final two laps of the race.

16.2. Equipment pits

16.2.1. An equipment pit is the part of the circuit where riders can change wheels or bicycles. Wheels or bicycles may only be changed in an official equipment pit. Riders may also feed in pits when permitted by the Chief Referee.

16.2.2. At least one equipment pit shall be located around the course, in agreement with the Chief Referee, in places where speeds are not high but not on stony, gravel, or downhill stretches. They shall be straight and free of obstacles. If, during each lap, the course passes two points sufficiently close to each other, just one pit – known as a double pit – may be set up at that point.

16.2.3. In the equipment pits, the race course and the pit lane shall be separated and distinctly marked out, by tape at the very least.

16.2.4. The equipment pits shall be sign-posted and precisely marked at the beginning and the end of where the course is divided between the race and pit lanes.

16.2.5. Adjacent to the pit lane may be an area reserved for mechanics.

16.2.6. A supply of water for cleaning equipment may be made available in the immediate vicinity of the equipment pits.

16.3. Equipment changes

16.3.1. A rider may use the pit lane only to change a bicycle or wheel. Riders may feed in the pit when permitted by the Chief Referee.

16.3.2. Changing of equipment shall be done at the same point with no advance in the riders' position.

16.3.3. A rider passing the pit entrance and continuing beyond the pit exit may not enter that pit but must continue around the course to the next pit. A rider not passing the pit exit, may enter that pit after dismounting and walking backwards on the course to the pit entrance as long as it can be done safely and without interference with other riders.

16.4. Starting

16.4.1. Call up order shall be listed on the race announcement,

information pamphlet, or at registration.

16.4.2. Any rider causing a false start may be disqualified.

16.5. Duration of races

16.5.1. The length of the race may be specified by number of laps or by time.

16.5.2. In events based on time, all riders finish on the same lap, regardless of whether they are down any laps to the lead rider. The number of laps for the lead rider is based on lap times.

16.6. Abandons

16.6.1. Riders dropping out shall notify the Chief Judge and immediately leave the course and may not cross the finish line.

16.7. Finish

16.7.1. Unless announced otherwise, riders who have been lapped may be pulled from the race.

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

16.8. In-race communication

16.8.1. The use of radios is forbidden.

17. Track Racing

17.1 Track markings

All lines on the track shall be of uniform width between 4 and 6 cm. 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 20 cm wide shall be placed below the inner edge of the track all the way around.

(d) The sprinters lane is the part of the track between the outer edge of the red sprinters line and the blue band.

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 finish lines for timed events do not coincide with other markings, they shall be red and shall extend from the inner edge halfway across the track.

(e) Where the starting lines for timed 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.

17.2 Riding conduct

These rules apply to scratch, handicap, miss-and-out, Madison, and points races.

17.2.1 Leaders and sprinters lane

Leaders must occupy the sprinters lane unless far enough in the lead so as not to interfere with competitors seeking to pass. If the leader is below the sprinters line, the following riders may not pass underneath [relegation or disqualification].

17.2.2 *Overtaking*

A competitor overtaking another must pass on the outside unless the rider ahead is riding above the sprinters line. A rider who passes another must not in any way impede the progress of the passed rider [relegation or disqualification].

17.2.3 *Homestretch*

In the homestretch on the last lap, the leader(s) must ride a straight line parallel to the edge of the track [relegation or disqualification].

17.2.4 *Blue Band*

In all races it is permissible to ride below the measurement line, but never below the track surface on the blue band [relegation or disqualification].

17.2.5 *Crashes and neutralization*

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 race may be neutralized by the starter. While the race is neutralized, all riders must ride at an easy pace, maintaining their relative positions. Resumption of racing will be signaled by the starter when it becomes safe.

17.2.6 *Mishaps, assistance*

Riders who suffer a mishap may be assisted in restarting.

17.2.7 *Gaining a lap*

A rider shall be considered to have gained a lap upon reaching a position to take shelter behind the rearmost rider of the group.

17.2.8 Starts

Starts will generally be rolling starts. The official will signify the start of the race after riders are determined to be properly bunched so as to give no undue advantage or disadvantage to any rider. This signal shall be audible, generally a whistle.

17.3 Types of competition

17.3.1 Scratch race

A scratch race is one in which all riders start from the same point at the same time. The race shall be run over a specified number of laps and the riders classified according to the order in which they cross the line on the final lap. If permitted by the Chief Referee, free laps up to a distance of 1100 meters may be taken in a case of a mishap. However, free laps may not be taken in the final kilometer of the race. 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.

17.3.2 Handicap raced

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. 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. 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. 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. The starter shall be positioned so as to see all riders and may have an assistant with a flag to assist in observing a possible false start.

17.3.2 Miss-and-out

A miss-and-out (sometimes called “devil take the hindmost”) is a mass start race 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. Gaining a lap shall not prevent a rider from being pulled nor matter in the final placings. The back edge of the rear tire determines who is the last rider over the line. The Chief Judge shall notify the last rider over the line. The rider 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 until the rider has retired. [A rider who blatantly disregards instructions to leave the field shall be subject to disqualification from the remaining events in the meet and possible suspension.]. Riders suffering mishaps shall be eliminated. When fewer than 8 riders remain, riders suffering mishaps shall be placed ahead of riders already eliminated. 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.

17.3.3 Sprint

Track Sprints involve a series of races, each with a small number of 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. Formats may include:

(a) Championship format - riders compete in qualifying and succeeding rounds in such a way that the fastest riders shall meet in the final race.

Round robin format - each entrant competes against every other entrant. The winning rider of each pairing shall receive one point. The overall placings are determined by the number of points gained in all matches. If a rider does not complete the

(b) 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:

(1) Scored the greatest number of points in the matches against the other tied riders; or,

(2) If still tied, has the highest placing in an additional sprint in which all riders who are still tied compete, or

(3) If still tied, wins a final match of the tied riders

(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.

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

Distance-

Sprints are run over two laps on a track of 333.33 meters or greater or over three laps on a smaller track or as designated by the officials.

The starting position of each rider shall be decided by the drawing of lots. The rider drawing the inside position is obligated to lead at the star. Following the start, the leader may not perform a standstill for more than 30 seconds. If he or she does, the official shall require the rider initiating the standstill to continue the race. If the rider fails to continue, the starter shall stop the race, after a warning, 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. A maximum of two standstills shall be permitted for each race. The rider on the inside of the track, unless overtaken, shall lead until reaching the pursuit line on the opposite side of the track or another point on the track as designated by the official before the start of the race. 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.

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 may stop the race if a rider:

(1) Backs up more than 20 cm (8 inches) [1/4 wheel rotation with a 700c tire];

(2) Does a standstill on the blue band;

(3) Touches the track surface or the outside fence or railing;

(4) During a standstill touches an opponent or jumps his bike;
[The rider responsible shall lead the ride]

(b) 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.

(c) 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.

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.

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 leaders must always leave room on the right 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.

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.

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. The losing rider may compete in a subsequent ride.

Blocking-

In a sprint with three or more contestants, a rider who is hemmed in 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 [relegation or disqualification].

No rider may deliberately cause a crash [disqualification].

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

17.3.4 Tandem Sprint

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 1300 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;
- (c) When flying start time trials are used to seed riders, the timing distance shall be either the complete length of the track or 400 meters, whichever is less.

17.3.5 Keirin

A Keirin is a race in which riders sprint after completing a certain number of laps behind a pacer. The race shall be run over the integral number of laps nearest to 1500 meters for the particular track. No more than nine riders may compete in a Keirin. If the number of entrants warrants, there may be qualification and/or repêchage rounds leading to a final race. Normally the pacer rides a derny or motorized pacing bicycle; a tandem may be used when practicable. 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 pacer shall ride on the measurement line, starting at 30 km/h and shall gradually increase speed to 50 km/h. They shall leave the track when ordered to do so by the starter, in principle 750 meters before the finish.

(c) In the case of a mishap in the first half lap, the race shall be stopped (immediate restart).

(d) If the leading edge of the front wheel of any rider's bicycle draws even with the back edge of the pacer's rear wheel while the pacer is still on the track or before the pursuit line while the pacer is pulling of the track, the rider shall be disqualified.

(e) 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.

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

17.3.6 Time Trial

Riders are timed over a fixed distance and compete one at a time. Starts may be either flying or standing, as specified. If a session is interrupted, all competitors must ride in a subsequent session. In flying start events, two laps are permitted on tracks 333 m or less in length before timing starts.

Standing Start Events-

The rider shall be held by an official at the start and shall be neither restrained nor pushed. The starter shall insure 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.

Restarts-

In case of an apparent mishap, the officials shall immediately determine the cause. If the mishap is verified, the rider is entitled to a delayed restart, which will be made after the next five riders have started. If there are not five riders remaining, the restart shall be after 10 minutes [any rider who intentionally causes a mishap shall be disqualified]. In the case of a false start or unverified mishap the rider restarts immediately. A rider is permitted at most, one restart in any given round.

Should two or more riders make the same time, they shall be placed equally.

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 20 cm below the lower edge of the measurement line. [No penalty for riding on sponges, disqualification for riding below the sponges.]

17.3.7 Individual pursuit

Individual Pursuit is a time trialed 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. If the race is judged for time over distance only, any rider who is caught must finish the distance to have his or her time recorded. [disqualification for drafting or re-passing the other rider].

Race format-

At a minimum there will be a single ride and racers will be ranked by time. There may be further rounds at the discretion of the race organizer. The format for the organization of pursuit rounds shall be clearly explained to the riders prior to the race, preferable posted or in writing.

Timing-

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

Coach-

One person only may indicate a rider's position in relation to the other rider. That person may occupy a position before or after the rider's finish line.

Equipment-

- (a) There shall be separate lap cards and a bell for each rider.
- (b) A red disc shall be placed in the home straight and a green disc in the back straight at the starting points of each rider.

Starts-

- (a) The two riders shall be positioned to start on the inside of the track diametrically opposite each other.
- (b) The start shall be by gunshot, start tones or other audible signal. The starter and assistant starter shall be in the center of the track. The riders shall be held by officials and neither restrained nor pushed. The same two officials shall hold all riders if possible. The referees located at each starting point shall insure that all riders start 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 referee puts up a flag when the rider is ready.
- (c) The starter shall call a false start should either rider move forward before the start is signaled or if either rider is pushed.

Mishaps-

- (a) The officials must immediately determine the cause for stoppage and whether or not a legitimate mishap has occurred.
- (b) Qualifying round: If either rider has a mishap, the other rider shall continue the time trial. The rider suffering the mishap shall ride at the end of the qualifying round, either alone or against another rider who has suffered a mishap.

Finish-

- (a) Quarterfinal: A rider who catches the other must complete the distance to record a time so as to be properly placed in the semifinal. The rider who was caught is eliminated.
- (b) Semifinal or Final: If one rider passes the other, the starter

shall signal the end of the race.

(c) In all rounds, if neither rider catches the other, then a single gunshot may be fired when the first rider finishes, and another may be fired when the second rider finishes.

(d) If both riders have the same time at the finish, the riders shall be placed according to the faster lap time nearest the finish.

(e) Qualifying rounds: If a rider is caught both riders complete the distance for time. Any rider who is caught must finish the distance to have his or her time recorded. [disqualification for drafting or re-passing the other rider].

17.3.7 Team pursuit

Pursuit teams are made up of two or more riders. The rules for a particular event must be explained to all participants before the start, preferably posted or in writing. The explanation must specify how many riders must finish and on which finisher the time is taken.

Italian pursuit-

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.

Championship team pursuit-

Teams shall have three or four riders per team and cover a distance of 4,000 meters. 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. Timing is taken from the front wheel of the third rider. Both teams will be timed at full laps throughout the race.

Coach-

Only one person may indicate a team's position in relation to the other team. That person may occupy a position before or after the finish line but shall not make any rash gestures of encouragement.

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.

The organization of various rounds in team pursuit shall be included in the explanation of the event.

The equipment used for team pursuit shall be the same as for individual pursuit except that the red and green flags, which mark the first and last kilometer, are not needed.

Start-

(a) The two teams shall be positioned to start on the inside of the track diametrically opposite each other. 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.

(b) Each team must start in the same fashion. This may be either of two ways:

(1) All four riders on the line with one meter between them or;

(2) Only the first rider on the line and the others at a 45-degree angle back of the first rider with one meter between them.

(c) The start shall be by gunshot. 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. The same officials shall hold all riders if possible. 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.

(d) A false start shall be signaled within the first 30 meters if any rider moves forward before the gun is fired or is pushed, or if any rider other than the one on the inside takes the lead before the 30-meter mark.

(e) Each team is allowed two rerides only for false starts. Therefore, a team is entitled to only three starts.

Mishaps-

(a) The officials must immediately determine the cause of any stoppage and whether or not a legitimate mishap has occurred.

(b) Should an apparent mishap affecting only one rider not prove legitimate, that rider shall be eliminated and only the remaining three riders allowed in the reride.

(c) Qualifying Round. If one rider on a team has a mishap at any time, the team may decide either to stop 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. If more than one rider on a team has a mishap, the team shall stop and ride again at the end of the qualifying round, either alone or against another team that has also had a mishap.

(d) Quarterfinal, Semifinal, or Final Rounds. If any rider has a mishap in the first half lap, the race will be stopped and restarted by the starter. If one rider on either team has a mishap after the first half lap, the other three riders must continue. If more than one rider on either team has a mishap after the first half lap, the starter shall stop the race and the other team shall be declared the winner.

Finish-

(a) In the qualifying round, if one team catches the other, both shall continue and record a time for the distance.

(b) In the quarterfinal, if one team catches the other, it shall continue to record a time so that it can be properly placed in the semifinal. The team that was caught is eliminated.

(c) In the semifinal and final, if one team catches the other, the starter shall stop the race. A team is considered to have caught another team when the third rider draws even with the third rider of the overtaken team.

(d) 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. The team is considered to have finished when the third rider crosses the line.

(e) 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.

No Pushing-

The members of a team shall not be allowed to push one another [disqualification in the qualifying round and relegation to the next lower place in subsequent rounds].

17.3.8 Team sprint

Team Sprint is a race run over laps of a track by teams of riders, each of whom shall lead for one lap. The number of riders per team (and total laps) shall be specified; generally, the number of riders will be three for men and two for women. The event may 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 others ride off for third and fourth. In three lap events there may be four riders entered for each team but a racing team of no more than three of those riders may compete in a given session.

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 riders per lap) may not start.
- (c) If any member of a team starts before the pistol shot a false start shall be called.

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) The next rider shall lead the following lap and then shall drop out in the same manner.
- (c) The last 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. [Relegation to last place for violation of any of these rules.]

Mishaps-

In case of a mishap or false start, the team may try again at the end of the heats and the other team continues. However, if the mishap occurs after 30 meters and before the end of the second lap, the team may choose to continue. In the event of a second mishap or false start no restart is allowed.

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.

17.3.9 *Points race*

A points race is a rolling start scratch race in which sprints for points are held on certain laps as designated by the official. For standard points races this is usually every five laps, or every 2 km. For standard Points races 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. Other variations of arranging sprint laps and awarding points may be used in other types of points races, such as Progressive Points, Point-A-Lap, etc. In all cases the highest points are awarded to the riders finishing ahead, i.e. there may be no disincentive points. The arrangement and timing of the sprints will be explained to the riders verbally at the start and/or in writing prior to the race. The main group is the largest group on the track. If two or more groups are the same size, the leading group shall be the main group.

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.)

(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 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 [loss of points or laps that have been illegally gained].

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.

Free laps-

(a) In case of mishap, the rider involved shall be given one or more free laps totaling nearest to 1100 meters per mishap.

(b) Free laps may not be taken in the final 5 laps of the race. Riders taking a free lap 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.

Finish-

(a) A points race ends when the leader completes the required distance, or the designated time has elapsed. All other riders will finish on the same lap as the leader. Riders who have mishaps and who are prevented from returning to the track in the last kilometer shall retain the points and laps that they had at the time of the mishap relative to the main group. Other riders who fail to complete the race shall not be placed.

(b) Points determine the final placings of riders when riders are tied on points, the order of finish in the final sprint shall be used to break the tie. Tied riders who cannot be placed in the final sprint are placed according to the number of first places in sprints. If still tied, then the number of second places in sprints shall decide.

Stoppage-

If rain or any other circumstance forces the race to be stopped after two-thirds of the distance has been covered, the results shall be final at the point of stoppage. Otherwise, the race shall be rerun according to the instructions of the Chief Referee.

17.3.10 Madison

A Madison is a point race between teams of two or three riders who relay each other for a specified distance or time. In no case may more than two members of a team race at the same time. Sprints for points shall be held in the same manner as a points race. Points awarded in the last sprint after the full distance will be doubled. The arrangement and timing of the sprints will be explained to the riders verbally at the start and/or in writing prior to the race. Gaining and losing laps and final placings of teams in a Madison race are determined in the same way as for riders in a points race. At the start of the race, one rider from each team will be on the line and the other rider(s) will be on relief. A rolling start will be used.

Relieving Partners-

(a) A rider entering the track from the blue band shall do so on the home straight 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 touching, pushing, pulling, or by merely drawing even with the partner. Handslings may be allowed if so, specified by the Chief Referee.

(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.

(e) Exchanges shall be made as low as possible on the track. Following riders will be expected to ride over exchanging riders. [Relegation, points penalty or laps penalty, disqualification.]

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. If both riders suffer mishaps, the team shall be entitled to free laps equal to the number of laps nearest 1000 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. There shall be no free laps taken in the final 2000 meters of the race; a team entitled to free laps at that point or prevented from returning to the track in the final kilometer shall be placed according to the laps and points held at the time of the mishap.

Reteaming-

(a) A rider who loses a partner through retirement or mishap may be teamed with another rider who has lost a partner. Such reteaming shall be done at the discretion of the Chief Referee.

(b) In combining the remnants of two teams, the lower lap count and points score of the two teams shall be used. Should the reconstructed team be tied with another team, they shall be placed behind that team.

Finish-

The race ends when the leading team completes the required distance, or the designated time has elapsed. All other teams will finish on the same lap as the leader. An audible signal, generally a whistle, is given after all riders have completed the final lap.

18. Mountain Bike Racing

18.1 **Types of competition**

18.1.1 *Cross-country*

A mass start competition that is held on a circuit course comprising forest roads, forest or field trails, and unpaved dirt or gravel roads. All XC races are timed events and each rider must complete the pre-determined distance to finish.

18.1.2 *Downhill*

A gravity time trial competition consisting of riders racing one at a time, against the clock, down a trail, jeep road, or fire road, or a combination of all three. Downhill races are generally technically challenging with courses often featuring a combination of high speeds, jumps, drop-offs, and other technical trail features.

18.1.3 *Dual Slalom*

A gated gravity competition where two competitors race head-to-head down two similar but separate courses. Following a qualification round, riders' race against each other in an elimination format (heats) to determine a winner. Dual slalom courses often will feature berme corners, jumps, and other technical trail features.

18.1.4 *Short Track Cross Country (STXC)*

A shortened cross-country style race designed to be spectator-friendly and easily televised. Lapped riders may be pulled, and only number of laps apply in the selected duration of the STXC

event.

18.1.5 *Super D*

A hybrid event combining aspects of the disciplines of Cross Country and Downhill racing. A competition which riders' race on a course that has significantly more downhill than uphill sections. These courses are typically devoid of jumps and not as technical in nature as Downhill races; testing both a rider's endurance and bike handling skills.

18.1.6 *Ultra-Endurance Events*

A term used to describe the following types of events lasting more than 4 hours: Marathon, ultra-marathon, 6/ 12/ 24 (etc.) hour racing.

18.1.6(a) 24-hour racing

A solo or team competition raced over a set period of time with the winner determined by the number of total laps completed. Formats include 6-hour, 12-hour, 18-hour, 24 hours etc.

18.1.6(b) Marathon

Any mountain bike event between 37 and 62 miles (60-100 km).

18.1.6(c) Ultra-marathon

Any mountain bike event over 62 miles (100 km).

18.1.7 *Snow Biking*

Snow biking is an OBRA permitted event that is held on snow. These competitions follow all OBRA rules and regulations. Any variation of the rules must be communicated through race flier, communiqués, or rider meetings.

The following types of snow biking competitions are recognized:

18.1.7(a) Alpine Events Nordic Events

18.1.7(b) Downhill Cross Country

18.1.7(c) Super Giant Slalom Point-to-Point

18.1.8(d) Giant Slalom Criterium or Circuit

18.1.9(e) Dual Slalom

18.1.10(f) Biker Cross

18.1.8 *Hillclimb*

A Hill Climb is a competition of sustained climbing for which the finish line is located at a higher altitude than the start line. A Hill Climb may be a mass start or an individual start event.

18.1.9 *Team Relay*

A team competition held on a circuit, with each team member riding at least one lap of the course. The riders on the course may pass an item (generally a baton or wristband) to the next rider to take the course. The first team to have all of its members complete the course is the winner.

18.2 Mountain Bike Categories

18.2.1 *Elite*

The highest ability category for both men and women in mountain bike racing. All MTB Elite Riders must have a current USAC Pro license to race as “Elite” or be upgraded through OBRA upgrade standards from Cat 1.

18.2.2 *Category 1*

A mountain bike category where racing skills, strength and stamina have reached an exceptional level; racing is very competitive. Riders must have a racing age of at least 15 to race as a Category 1 in an endurance discipline.

18.2.3 *Category 2*

A mountain bike racing category that reflects improved skills and developed strength and stamina. A Category 2 rider must advance to Category 1 as described in the upgrade section.

18.2.4 Category 3

A mountain bike category designed for the entry-level rider. Category 3 races help the rider understand the subtleties of the sport allowing one to experience the thrill of mountain biking. A Category 3 racer must advance to Category 2 as described in the upgrade section.

18.2.5 Single speed

1 Gear= 1 Chainring in front and 1 in rear. (Flip flop hubs are allowed but may not be changed/flipped after the event has started).

18.2.6 Clydesdales

Over 200 lbs. for men.

18.3 Mountain Bike Categories

Notwithstanding Rule 3.3, the following shall apply to Mountain Bike Races.

18.3.1 Chief Referee

Each race must have 1 Chief Referee assigned by the OBRA mountain Bike representative. The CR may not be the race organizer.

18.4 Racing Regulations

18.4.1 Pre-Race Briefing

All riders must attend the pre-race briefing (riders' meeting) normally held at the staging area prior to the start traditionally 10-15 minutes prior to the start.

18.4.2 Racer responsibilities

18.4.2(a) The responsibility of keeping on the prescribed course rests with the rider. A rider may not leave the prescribed course unless ordered to do so by public authorities or a race official.

18.4.2(b) All riders who drop out or do not finish (DNF) must report to the Chief Judge immediately upon returning from the course.

18.4.2(c) All riders that are injured and need medical attention must report the injury to the Chief referee or Organizer.

18.4.2(d) Short-cutting and/or cutting trail switchbacks or course is not permitted and may result in disqualification. A rider is required to stay on the designated trail that is marked and or specified as the race course. It is the rider's responsibility to know the designated race course. Lack of tape or barriers on the course, or misplaced signs will not constitute an excuse for cutting the course.

18.4.2(e) A rider may be suspended for damaging or destroying public or private property. A rider may be held liable for all cost associated with the damage or destruction.

18.4.2(f) Only riders officially entered in the event may practice or compete on the designated race course, and they must wear their number plates and numbers while practicing. No rider previewing the course may interfere with a race in progress.

18.4.2(g) Intentionally removing obstacles deemed by Officials to be part of the character of the race course is prohibited.

18.4.2(h) Any racer found intentionally littering the course will be disqualified.

18.4.2(i) Drafting motorized vehicles or a non-registered rider is grounds for disqualification.

18.4.3 Equipment

18.4.3(a) Racers shall complete the entire event (or individual stage) on the same bicycle upon which the event was begun, with

the exception of ultra-endurance races as explained below.

18.4.3(b) Except as noted in 18.5 all repairs during an event will be performed by the individual racer. No outside support is permitted. Riders whose bicycles are not functional will be allowed to continue to the finish line.

18.4.3(c) Except as noted in section 18.5, all spare parts and tools shall be carried by the individual racer, to be used only by that racer; cannibalizing other bikes is not permitted. A racer can only use spare parts or tools that he/she started with at the beginning of the race.

18.5 Feed and Technical Assistance

18.5.1 Permitted Events

Feed/Technical Assistance Zones are permitted in the following events:

18.5.1(a) Ultra-Endurance Events (Marathon, 6-hour, 12-hour, 24-hour events)

18.5.1(b) Cross Country Events

18.5.2 Definition of Authorized Technical Assistance

Authorized technical assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame and fork. Rider must cross the finishing line with the same handlebar number plate that he had at the start.

18.5.3 Zones and Permitted Actions

Technical assistance and feeding shall normally only be given in the feed/technical assistance zones. Physical contact between the feeders/mechanics may only take place in these zones. However, technical assistance may be given between teammates outside of the technical assistance zones subject to the limitations of 18.5.2 above.

18.5.4 Technical Requirements of Zones

Each feed/technical assistance zone must be located on flat or uphill sections which are slow and wide enough for the purpose. The zones must be long enough and reasonably evenly spaced around the course. Double feed/technical assistance zones are recommended.

18.5.5 Team Staff

Team staff working in the feed/technical assistance zones must wear team clothing identifiably similar to the clothing of the riders. This requirement applies to only Pro/Cat 1 races. However, it is highly suggested that team staff for lower categories follow the same protocol.

18.5.6 Zone Access

No rider may ride backwards on the course to reach a feeding/technical assistance zone. Any rider doing so will be disqualified.

18.6 Course Markings

In the interest of consistency in OBRA Mountain Bike Racing the following are guidelines for course markings.

18.6.1 Technical Requirements of Arrows

Arrows mark the entire length of the official course. The arrows will be of a contrasting color measuring a minimum of 1' x 2' (30 cm by 60 cm). The signs indicate the course to follow, curves, intersections and warn of situations which are challenging for the competitors. Signs are posted along the course at regular intervals to indicate to competitors that they are on course.

18.6.2 Arrow height

Directional arrows should always be placed on the right and at racing eye level, about three feet from the ground and in addition arrows should be placed that allows the best viewing from a racer's perspective at the speed of the course.

18.6.3 Intersections

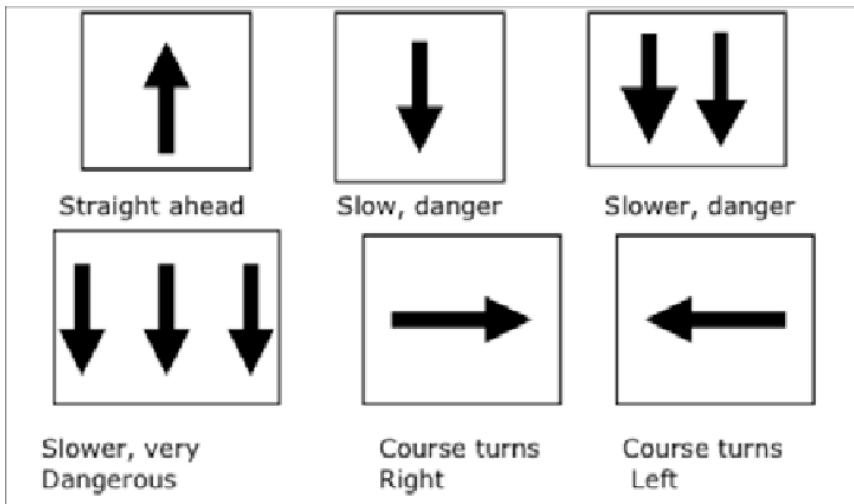
An arrow placed about 30 meters before the intersection should mark each intersection. Another arrow is placed at the intersection. The direction of travel is then confirmed by another arrow located about 30 meters further in the new direction. In addition, utilization of colored ribbon with 2 or more on the side of the anticipated turn are necessary to alert the racer of a course change. Confirmation ribbons will be used after the turn in conjunction with a course arrow indicating the direction of the course. In some situations, only ribbons or Arrows may be used following a turn.

18.6.4 Hazards

In all hazardous situations, two or three arrows placed upside down or warning sign must be located 30 meters before any obstacle on a circuit. A hazard on the circuit may be an obstacle, quality of the surface, or angle of the track, or any other condition not specifically addressed.

18.6.5 Signs

The signs that are to be used on a mountain bike circuit are below.

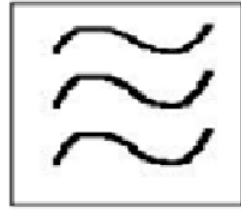




Wrong way



Bridge ahead



Water crossing

18.7 Rules Specific to Ultra Endurance Racing

18.7.1 Application

An ultra-endurance race is held under the General Rules and Regulations of OBRA.

18.7.2 Race Bible

The Organizer, under the supervision of an OBRA Representative and/or the Chief Referee, shall prepare a complete set of race regulations (the race bible) that specify how each ultra-endurance race will be conducted.

18.7.3 Definitions

18.7.3(a) Le Mans start -- a start where racers run to their bicycles. The run should not be more than 200 meters. It is not recommended for the run to go downhill.

18.7.3(b) Log Tent- Tent where racers log in and log out, hand the baton to the registrar, and cancel laps.

18.7.3(c) Transition area- area where riders completing a lap are exiting the course and riders starting a lap are entering the course. The Log Tent is located adjacent the transition area.

18.7.3(d) Team- a racing entity comprising of one or more racers.

18.7.4 Team Captains

Each team will designate a team captain and co-captain. Team captains will represent the team in all official correspondence and communications before, during and after the event. The co-captain may represent the team during the event when the captain is unavailable. Only team captains and co-captains may file protests. The team captain and/or co-captain must attend the pre-race meeting.

18.7.5 Technical Assistance/Feed Zones

Ultra-endurance races will designate an area for technical assistance. This area may be the expo area, the camping grounds, the hotel area or any area that is large enough to accommodate all teams equally. Each team is permitted to have only one area. This pit area must be set up in the designated area. In the team's technical assistance area, a racer may accept support from anyone. Only team members and race workers are allowed in the Log Tent / Transition areas while the race is being conducted.

18.7.6 Assistance on Course

On the course racers may only receive mechanical assistance from another registered racer. A rider providing assistance to another rider must have entered the course under their own power, either on foot or on a bicycle. Short cutting the course is not allowed. Notwithstanding 18.4.3(c) and 18.5, any rider who has entered the course in support of another may bring equipment and tools and may even swap bikes with the rider in need of support. The cannibalizing of bikes is permitted in ultra-endurance racing.

18.7.7 Hand-ups/Feeds

Water and food (hand ups) may be supplied to a racer, by anyone, anywhere on the course. Both the racer and persons providing a hand up must stay well clear of the course during the hand up, so as not to impede another racer.

18.7.8 Riding on Course

Only officially registered racers, credentialed media and event staff may ride on the designated race course during the event.

18.7.9 Log-in

All solo competitors and the first racer for each team must log-in at the Log Tent at least 5 minutes prior to the start of the race. Batons will be handed out upon log-in if utilized or timing chips or another approved method approved by the Chief Referee. Starting racers must have their bikes pre-positioned in the Start/Finish area. The event will use a Le Mans style start.

18.7.10 Batons

Racers must log-in and log-out on each lap at the Log Tent. The team baton or scoring device must be passed from the racer logging out to the Registrar, who records the log-out time. The log-out time of the first racer automatically becomes the log-in time of the next racer logging-in regardless of whether or not there is a racer ready to log-in.

18.7.11 Plates

Racers must display their official bike handlebar number plate whenever on course. In the case of a bike swap, racers must swap the bike number to the new bike prior to continuing the race.

18.7.12 Consecutive Laps

To ride a consecutive lap, the racer must log-out from the first lap by passing the baton to the Registrar. After the Registrar has recorded the log-out time for the first lap, and the log-in time for the consecutive lap the racer will receive the baton back from the Registrar. If this procedure is not followed, only one lap will be counted. Solo racers must comply with this procedure to record each and every lap.

18.7.13 Loss of Baton

Loss of the baton will result in a 5-minute time penalty which will be applied to the team's finish time on its last lap and will accrue to the racer finishing that final lap. The Registrar will issue a new baton.

18.7.14 Lighting

Racers entering the course two hours before sunset and up to one-half hour before sunrise must have both primary and secondary light sources installed and in good working order. The primary light source must have a minimum rated power of 10 watts or more and be able to sustain this charge for 2 hrs. The secondary or backup light source may be in the form of a penlight, flashlight or other lighting system, preferably a helmet light or bar mounted light source.

18.7.15 Lap Cancellation

Once on course, a racer is expected to complete the lap. However, the team has the option of canceling a racer's lap and restarting the lap from the Log Tent with a substitute, should the first racer be unable to complete the lap for any reason, including injury. Any team member can cancel a racer's lap by notifying the team's Registrar at the Log Tent and initializing the log sheet next to the canceled lap. If a team cancels a racer's lap and is restarting with a new racer, a new baton will be issued without penalty. However, the team's original baton must be returned to the registrar. The new racer inherits the log-in time of the canceled racer's lap. Once a cancellation has been made, it cannot be rescinded. The canceled lap does not count as a completed lap.

18.7.16 Placing

Each team's final placing will be determined by the number of laps the team has completed and the sequential order of finish within the team's last lap. The last racer for each team must be logged in before the end of the last hour in order for the lap to be counted. Teams electing to stop racing before the end of the last hour must inform the registrar of that decision. Once the registrar has been informed of a team's decision to retire from the race, no

more laps will be recorded.

18.7.17 Calling the Race

In the case of catastrophic failure due to weather or another extenuating circumstance that prevents the ongoing scoring of the event or creates a racing environment that is deemed too dangerous for the participants, the race may be called as of a certain time. Final results will be calculated based on each team's placement at the call time as determined by that team's last completed lap. This rule is intended to be exercised as a last resort, only in the direst of situations, when no other means is available to continue scoring the event or when the potential for serious harm or loss of life becomes imminent.

18.7.18 Ghost Rider

In the event that a racer stops to assist in the care of a seriously injured fellow racer which requires an EMS response, Ghost Rider procedures will be implemented. The EMS personnel will radio to the Log Tent the name and number of the assisting racer. Race staff will then inform the team of the assisting racer to prepare the next rider on their team. That rider will be allowed to start his lap based on the assisting racer's "ghost rider" lap time which will be based on the fastest of either the assisting rider's average lap time or the team's average lap time.

18.7.19 Quiet Hours

Quiet hours will be imposed from midnight until 8 a.m. During this time, noise must be kept to a minimum.

18.7.20 One Lap Requirement

Every team member must complete one lap except in the case of a report of occurrence (confirmation of an injury).

18.8 Rules Specific to Team Relay (TR)

18.8.1 Definition

The Team Relay is a race among teams of a number of riders determined by the Organizer and/or the Chief Referee. It is held on a circuit, with each team member riding at least one lap of the course. The riders on the course may pass an item (generally a baton or wristband) to the next rider to take the course. The first team to have all of its members complete the course is the winner.

18.8.2 Applicable Rules

General Cross-Country regulations apply to this event.

18.8.3 Technical guide

The Organizer may be required to prepare, under the supervision of an OBRARepresentative or the Chief Referee, a complete set of race regulations (the technical guide) that specify how each Team Relay event will be conducted.

18.9 Rules Specific to Downhill

18.9.1 Definition

A downhill competition consists of riders racing one at a time, against the clock. The rider with the fastest time wins or advances to the next round. Racers will start at regular, predetermined start times and compete against others in their class and category. Please note that there are other variations of downhill competitions.

18.9.2 Practice Runs

There shall be practice on courses for competitors.

18.9.3 Start List

A start list shall be published no less than one hour before start of race. Order of start may be determined in various ways:

(a) Fastest time from seeding run.

(b) Bib number sequence.

(c) Random start determined by the Race Director and/or Chief Referee.

18.9.4 Starting Intervals

Regular start intervals of 1 minute or 30 seconds are recommended.

18.9.5 Rider Rules/Responsibilities

18.9.5(a) A rider causing a false start shall receive a penalty, as determined by the Chief Referee. The rider's bicycle must be stationary at the moment of the start.

18.9.5(b) A passing rider has the obligation to pass safely.

18.9.5(c) If a rider leaves the course, the rider must re-enter the course at the same spot where the rider exited the course. If a rider is unable to re-enter at the point of exit, and gains no advantage, the Chief Referee will determine if the rider is assessed a penalty.

18.9.5(d) In the event that a rider experiences an unavoidable delay, the rider must report immediately to the Chief Referee or designated official to request a re-run. The Chief Referee will make the determination if a re-run is granted.

18.9.5(e) A rider missing a start time may or may not be given a new start time at the discretion of the Chief Referee or an official designee. At the pre-race meeting, the Chief Referee will give the re-start procedure if any is applicable.

18.9.5(f) If a course hold is issued, any rider that was stopped or who missed the scheduled start time must report immediately to the Chief Referee or official designee. The Chief Referee will then determine a re-run order and new start times if applicable. Riders must request the new start time within 15 minutes of the announcement of the course hold.

18.9.6 Course Markings

The course must be marked with directional arrows or course tape to notify rider of course direction or hazards. The course must be appropriately marked before the first training session.

18.10 Rules Specific to Dual Slalom

These are dual slalom guidelines; there are other options for conducting a dual slalom. Consult the race entry form and attend the mandatory riders meeting for more information.

18.10.1 Qualification

18.10.1 (a) Everyone will have at least one run for qualifying.

18.10.1 (b) The fastest qualifier will be seeded against the slowest, the next fastest with the next slowest, etc.

18.10.2 Format

18.10.2 (a) Racers will race head-to-head on each course. The rider with the faster combined time will advance to the next heat.

18.10.2 (b) Alternating left and right, racers must ride around (not over) each gate, with both tire tracks passing on the outside of the gate. Gate judges located along the course, whose decision is final, determine this. A missed gate will be cause for a 1.5-second penalty in the final rounds; disqualification in the qualifying rounds.

18.10.2 (c) After the qualification runs, in the final heats, a rider may lose by no more than 1.5 seconds. This maximum differential applies to slow runs or penalties resulting from jump-starts, missed gates or other infractions. A rider who does not finish the run will be eliminated.

18.10.2 (d) Ties in split times can be broken in the following ways: If overall times are recorded, the tie is broken by comparing the overall times on the course that both riders completed. If only split times are recorded the winner of the last run is the overall winner.

18.10.3 Starts

A rider causing a false start shall receive a penalty, as determined by the Chief Referee. The riders' bicycle must be stationary at the moment of the start.

18.10.4 Penalties

Dual Slalom Penalties and Disqualifications: Different events will handle these penalties differently. They will be assessed at the discretion of the Chief Referee.

18.10.4(a) False start: +1.5 seconds in Final rounds; DQ in Qualification rounds

18.10.4(b) Changing from one course to another: +1.5 seconds in Final rounds; DQ in Qualification round

18.10.4(c) Interfering with the other racer: +1.5 or DQ in Final rounds; DQ in Qualification round

18.10.4(d) Not passing both wheels around a gate: +1.5 seconds in Final rounds; DQ in Qualification round

18.10.4(e) Missing a gate and going beyond the next gate: +1.5 seconds in Final rounds; DQ in Qualification round

18.10.4(f) Not finishing in possession of the bike: +1.5 seconds in Final rounds; DQ in Qualification round

Missing start time by more than two minutes after the final call: Disqualification

18.11 Rules Specific to Super D

The rules for Super D are largely the same as the rules for the Downhill, with the following addition:

(a) If there is an uphill start, a mass start or Le Mans start is acceptable.

(b) A Le Mans start is a start where standing, forward facing riders run to their bicycles. The start signal may be given any time after

the 5 second warning.

(c) Staging for Super D shall consider a variety of variables to ensure the safety of the riders in the event and the variety of abilities between categories.

Riders should be staged at least 1 minute between riders for courses with a total elevation loss of over 200 ft per mile, 2 minutes per rider for under 200 ft per mile, and a gap of 4 minutes is recommended between categories.

19. Anti-Doping Policy

19.1 **General**

In the spirit of ethics, fair play and honesty OBRA does not allow doping in any OBRA sponsored or affiliated event. By participating in an OBRA sponsored or affiliated event, the athlete agrees not to commit an anti-doping violation and will willfully submit to testing of his or her bodily specimens when required to do so by any OBRA official.

19.2 **Violations**

The following constitute anti-doping rule violations:

19.2.1 *Presence of prohibited substance, metabolites or markers*

The presence of a Prohibited Substance or its Metabolites or Markers in an Athlete's bodily Specimen. It is each Athlete's personal duty to ensure that no Prohibited Substance enters his or her body. Athletes are responsible for any Prohibited Substance or its Metabolites or Markers found to be present in their bodily Specimens. Accordingly, it is not necessary that intent, fault, negligence or knowing Use on the Athlete's part be demonstrated in order to establish an anti-doping violation.

19.2.2 *Use or attempt*

Use or Attempted Use of a Prohibited Substance or a Prohibited Method

19.2.3 *Refusal to provide sample*

Refusing, or failing without compelling justification, to submit to Sample collection after notification as authorized in these Anti-Doping Rules or otherwise evading Sample collection.

19.2.4 *Tampering or attempted tampering*

Tampering or attempting to tamper, with any part of Doping Control.

19.2.5 *Possession*

Possession of Prohibited Substances and Methods

19.2.6. *Trafficking*

Trafficking in any Prohibited Substance or Prohibited Method.

19.2.7 *Administration or attempted administration*

Administration or Attempted administration of a Prohibited Substance or Prohibited Method to any Athlete, or assisting, encouraging, aiding, abetting, covering up or any other type of complicity involving an anti-doping rule violation or any Attempted violation.

OBRA members participating in, or at the site of, an OBRA sponsored or affiliated event found in possession or observed using questionable substances must be prepared and willing to provide proof of the contents of the substance.

19.2.8 *Prohibited substances and methods*

The current “Prohibited Substance and Prohibited Method” list is available from the World Anti-Doping Agency (WADA). This list is subject to change at any time, and it is the athlete’s responsibility to be familiar with the current list.

19.2.9 Exceptions

Use of any prescription medication that is not on the current USADA/WADA prohibited substance list will be considered a violation of OBRA's anti-doping policy and subject to penalty.

Exception will only be considered if the athlete has been granted a Therapeutic Use Exemption (TUE) by USDA.

19.2.10 Penalties

If an athlete is found or suspected to be in violation of the above rules, he or she may be sanctioned by OBRA.

1st offense: 1 Month ineligibility

2nd offense: 1 year ineligibility

3rd offense: Lifetime ineligibility

20. Transgender Policy

The Oregon Bicycle Racing Association has a policy of diversity and inclusion, as set forth in the OBRA Code of Conduct and Bylaws.

20.1 **Non-Elite Competition**

At non-elite competition levels, a member may self-select his or her gender. Members who transition to a gender different from their gender on file with OBRA should contact OBRA to be placed in a class and category appropriate for that person's racing resume and experience. Members will be subject to the mandatory upgrade policy, and OBRA may recategorize a member based on results achieved after a gender identity change. This policy may be used to either downgrade a member who is not able to compete in a higher category, or to upgrade a member who shows exceptional results in a given category outside of normal upgrade regulations.

In the event that a question should arise about member's eligibility

to participate in a manner consistent with his or her gender, any member may file a grievance with OBRA. In such a situation, criteria that may be used to determine a member's eligibility in a chosen gender include evidence of one or more of the following:

- Does the member's gender in their "everyday life" match his or her racing gender
 - Has the member obtained civil documents with his or her racing gender identified (i.e. state I.D., driver's license, birth certificate)
 - Attestation of gender identity from a medical professional
 - Attestation of gender identity from a certified counselor, public official, school administrator, or other academic advisor
- Compliance with IOC guidelines (below).

20.2 Elite Competition

At elite competition levels members may have the opportunity to represent the United States and participate in international competition. They may therefore be subject to the policies and regulations of the International Cycling Union (UCI) and International Olympic Committee (IOC). OBRA therefore follows the IOC guidelines on transgender athletes at these elite competition levels. For purposes of this policy, international competition means competition sanctioned by the UCI or competition taking place outside the United States in which OBRA's competition rules do not apply.

The IOC revised its guidelines on transgender athlete participation in 2015, to focus on hormone levels and medical monitoring.

The main points of the guidelines are:

- Those who transition from female to male are eligible to compete in the male category without restriction. It is the responsibility of athletes to be aware of current WADA USADA policies and file for appropriate therapeutic use exemptions.
- Those who transition from male to female are eligible to compete in the female category under the following conditions:

- o The athlete has declared that her gender identity is female. The declaration cannot be changed, for sporting purposes, for a minimum of four years.
- o The athlete must demonstrate that her total testosterone level in serum has been below 10 nmol/L for at least 12 months prior to her first competition (with the requirement for any longer period to be based on a confidential case-by-case evaluation, considering whether or not 12 months is a sufficient length of time to minimize any advantage in women’s competition).
- o The athlete’s total testosterone level in serum must remain below 10 nmol/L throughout the period of desired eligibility to compete in the female category.
- o Compliance with these conditions may be monitored by random or for-cause testing. In the event of non-compliance, the athlete’s eligibility for female competition will be suspended for 12 months.

For purposes of this policy, OBRA considers elite competition levels to include members competing at or above the following category thresholds in that member’s self-selected gender:

| Discipline | Non-Elite | Elite |
|---------------|-----------------|-------------|
| Road | 5-3 | 1-2 and Pro |
| Track | 5-3 | 1-2 and Pro |
| Cyclocross | 5-3 | 1-2 and Pro |
| Mountain Bike | 5-3 | Elite/Pro |
| Gravel | Age Graded/open | Elite/Pro |

All members of UCI registered teams are considered to be in the Elite category.

20.3 Procedure

Any member who desires to avail themselves of this Elite Competition Transgender Policy shall submit to OBRA’s Executive Director a signed copy of the [OBRA Medical Clearance Form](#) which states that (1) the member’s gender identity is female and (2) an attestation from a medical professional that the member’s total testosterone level

in serum has been below 10 nmol/L for at least 12 months prior to the member's first competition. OBRA will not accept actual test results or other medical records from a member and any such documents received by OBRA will be destroyed immediately. *If OBRA's serum level requirements change, a new Medical Clearance Form will be required.*

20.4 Compliance

Compliance with OBRA's Elite Competition Transgender Policy may be monitored. Therefore, a member who chooses to avail him or herself of this policy consents to testing for compliance. Any such member who cannot meet the criteria set forth in this policy will have his or her case analyzed on an individual basis and may be re- categorized by class, category or gender.

20.5 Privacy

The legitimate privacy interests and the medical privacy of transgender athletes should be preserved. Any discussions involving the gender identity of an athlete and any required written supporting documentation will be kept confidential, unless the athlete makes a specific request otherwise. All information about an individual athlete's gender identity and medical information, including physician's information provided pursuant to this policy, shall be maintained confidentially. OBRA will not retain any written documentation or test results that may be provided in accordance with this policy beyond the period needed to make any required determinations.

1) *Transgender guidelines*

A. Since the 2003 Stockholm Consensus on Sex Reassignment in Sports, there has been a growing recognition of the importance of autonomy of gender identity in society, as reflected in the laws of many jurisdictions worldwide.

B. There are also, however, jurisdictions where autonomy of gender identity is not recognized in law at all.

C. It is necessary to ensure insofar as possible that trans

athletes are not excluded from the opportunity to participate in sporting competition.

D. The overriding sporting objective is and remains the guarantee of fair competition. Restrictions on participation are appropriate to the extent that they are necessary and proportionate to the achievement of that objective.

E. To require surgical anatomical changes as a pre-condition to participation is not necessary to preserve fair competition and may be inconsistent with developing legislation and notions of human rights.

F. Nothing in these guidelines is intended to undermine in any way the requirements to comply with the World Anti-Doping Code and WADA International Standards.

G. These guidelines are a living document and will be subject to review in light of any scientific or medical developments. In this spirit, the IOC Consensus Meeting agreed the following guidelines to be taken into account by sports organizations when determining eligibility to compete in male and female competition:

1. Those who transition from female to male are eligible to compete in the male category without restriction.

2. Those who transition from male to female are eligible to compete in the female category under the following conditions.

2.1. The athlete has declared that her gender identity is female. The declaration cannot be changed, for sporting purposes, for a minimum of four years.

2.2. The athlete must demonstrate that her total testosterone level in serum has been below 10 nmol/L for at least 12 months prior to her first competition (with the requirement for any longer period to be based on a confidential case-by-case evaluation, considering whether or not 12 months is a sufficient length of time to minimize any advantage in women's competition).

2.3. The athlete's total testosterone level in serum must remain below 10 nmol/L throughout the period of desired eligibility to

compete in the female category.

2.4. Compliance with these conditions may be monitored by testing. In the event of non-compliance, the athlete's eligibility for female competition will be suspended for 12 months.

2) *Hyperandrogenism in female athletes*

In response to the interim award dated 24 July 2015 in Chand v AFI and IAAF CAS 2014/A/3759, the IOC Consensus Meeting recommended:

- Rules should be in place for the protection of women in sport and the promotion of the principles of fair competition.
- The IAAF, with support from other International Federations, National Olympic Committees and other sports organizations, is encouraged to revert to CAS with arguments and evidence to support the reinstatement of its hyperandrogenism rules.
- To avoid discrimination, if not eligible for female competition the athlete should be eligible to compete in male competition.

21. Special Social Disease Transfer Mitigation Rules

21.1 All persons present at an event must follow all state mandated guidelines for social distancing and disease transfer mitigation.

21.2 All persons present at an event must wear a face covering intended to stop disease transfer that covers the nose and mouth when within 6 feet of another person at all times, with the exception of actively racing participants. When actively racing, participants must follow mask rules set by the promoter; additionally, masks must be worn by participants any time a participant is interacting with or near a person not actively racing (including, but not limited to, at the start line, aid stations, feed zones, and after crossing the finishing line as quickly as is safe to do so).

21.3 Event staff must prominently display signage at events detailing social distancing and disease transfer mitigation best practices and details of OBRA Racing Rule 21. OBRA will provide a template for this signage.

Failure to comply with Rule 21 may result in disqualification, removal from venue and suspension for up to one year.

22. Gran Fondo/Gravel

22.1 Participation

22.1.1 Gran Fondo/Gravel events are timed events open to all riders. Riders holding an OBRA annual license shall receive preferential staging at the starts.

22.1.2 All riders must have an OBRA annual license or a Gran Fondo/Gravel Single Event license.

22.2 **Entry and Rider Obligations**

22.2.1 Riders shall register for the event per the guidelines of the sponsoring organization which may include preregistration or day of event registration.

22.2.2 The organizer shall provide each entrant with at least one body number. The organizer may also provide timing chips or other types of scoring devices. The organizer may require a deposit for timing chips.

22.2.3 The participant must agree to respect the regulations of OBRA and the particular regulations of the event.

22.2.4 The participant agrees to accept the directions of the event organizers and all public authorities and emergency service personnel.

22.2.5 The participant agrees to accept the directions of the event organizers and all public authorities and emergency service

personnel.

22.2.6 Each participant agrees that he is participating at his own risk and accepts the risks inherent in the sport. These risks include, but are not limited to sickness, injuries from falls, accidents, and risks related to road traffic and weather conditions.

22.2.6 It is each rider's responsibility to ensure that he is physically capable and healthy enough to participate in the event being entered.

22.2.7 Each participant must sign an OBRA waiver acknowledging that he accepts the risks mentioned above.

22.3 **Conduct of Participants**

22.3.1 Participants must respect the relevant traffic laws at all times. These laws may include:

22.3.1(a) Staying on the right side of the road unless currently inside of a rolling enclosure.

22.3.1(b) Stopping for all stop signs and traffic lights unless waived through by a marshal or police officer.

22.3.2. Participants must demonstrate good sportsmanship at all times.

22.3.3. Participants must behave in a way that respects the environment. Littering or any similar behavior will not be tolerated.

22.3.4 Gran Fondo/Gravel races must adhere to racing rule 7.8.

22.4 **Event Fees and Surcharges**

22.4.1. The permit fee for a Gran Fondo/Gravel shall be the same as "Event Fees" under section VI. Fees.

23. Extreme Weather Policy

23.1 Purpose and Objective

Recognizes the dangers of extreme weather and the need to ensure that there are appropriate policies and procedures in place to mitigate risks to riders, Officials and spectators at all our activities should an extreme weather event occur.

23.2 Thunderstorms and Lightning Safety

23.2.1 When should activity stop?

In general lightning extends outward from the base of a thunderstorm cloud about 6 to 10 miles. So it's important to account for the time it takes for everyone to get to safety. As a minimum lightning safety experts strongly recommend that by the time the weather monitor observes 30 seconds between seeing the lightning flash and hearing its associated thunder or by the time the leading edge of the storm is within six miles of the venue, all individuals should have left.

23.2.2 Where should people go for safe shelter?

There is no place outside that is safe when a thunderstorm is in the area. Stop the activity immediately and get to a safe place, such as buildings or hard-topped vehicles.

23.2.3 When should activities be resumed?

Because electrical charges can linger in clouds after a thunderstorm has passed, wait at least 30 minutes after the last thunder before resuming activities.

23.2.4 Who should monitor the weather and make decisions?

The Chief Referee and one member of the promoting staff should monitor weather conditions. Be diligently aware of potential thunderstorms that may form during scheduled events and monitor warning signs of developing thunderstorms in the area, such as high winds or darkening skies.

23.2.5. Develop a lightning safety plan

It should include prearranged instructions and announcements for participants and spectators, designation of warning and all-clear signals.

23.3. Air Quality

Any situation in which the air quality is compromised presents a risk to riders, Officials and spectators, especially if they have a pre-existing medical condition.

Airborne contaminants can come in many forms, but most commons are dust or smoke.

The Air Quality Index (AQI) is an index for reporting daily and hourly air quality.

The AQI is a quick and easy tool to inform you about:

- Air pollution levels at your nearest monitoring site or region.
- Specific information for people more at risk from exposure to short-term air pollution.
- Simple steps to take to protect yourself.

The AQI does not provide guidance on the effects of long-term exposure to air pollution.

23.3.1 What the air quality index means?

When reviewing the AQI at your nearest monitoring site or in your region, you will see the display of color depending on the air quality measured.

The AQI is based on the amount of fine particulate matter levels in the air. Tiny particles in the air reduce visibility and cause the air to appear hazy, but based on exposure to these particles, it can cause short-term health effects.

23.3.2 Major Causes of Poor Air Quality

Forest fires and dust storms are the two main environmental conditions for which you may need to be consider the air quality to determine if a ricer or race should be revised, postponed or cancelled.

23.3.3 Exposure and health effects

Fine smoke particles are known to affect the human breathing system. The smaller or finer the particles, the deeper they go into

the lungs.

These particles can cause a variety of health problems, such as itchy or burning eyes, throat irritation, runny nose and illnesses such as bronchitis. The smoke particles can also aggravate existing lung conditions, such as chronic bronchitis, emphysema and asthma. The most common symptoms experienced during a dust storm are irritation to the eyes and upper airways. People who may be more vulnerable than other are:

- Infants, children and adolescents
- The elderly
- People with respiratory conditions, such as asthma, bronchitis and emphysema
- People with heart disease
- People with diabetes

For those people, exposure to a dust storm may:

- Trigger allergic reactions and asthma attacks
- Cause serious breathing-related problems
- Contribute to cardiovascular or heart disease
- Contribute to reduced life span

Prolonged exposure to airborne dust can lead to chronic breathing and lung problems, and possibly heart disease.

23.3.4 Actions based on the air quality category Work with Executive Director.

| Levels of Concern | Values of Index | Description of Air Quality |
|--------------------------|------------------------|---|
| Good | 0 to 50 | Air quality is satisfactory, and air pollution poses little or no risk. |
| Moderate | 51 to 100 | Air quality is acceptable. However, there may be a risk for some people, particularly those who are unusually sensitive to air pollution. |

| | | |
|--------------------------------|----------------|---|
| Unhealthy for Sensitive Groups | 101 to 150 | Members of sensitive groups may experience health effects. The general public is less likely to be affected. |
| Unhealthy | 151 to 200 | Some members of the general public may experience health effects: members of sensitive groups may experience more serious health effects. |
| Very Unhealthy | 201 to 300 | Health alert: The risk of health effects is increased for everyone. |
| Hazardous | 301 and higher | Health warning of emergency conditions: everyone is more likely to be affected. |

- When the AQI exceeds 150, races will be cancelled or postponed.
- When the AQI is 100-150, the race officials in consultation with the promoters will consider shortening the length/duration of a race.

23.4 Heat

Heat stress is serious health risk. High intensity exercise in a hot environment, with the associated fluid loss and elevation of body temperature, can lead to dehydration, heat exhaustion and heat stroke (which can be fatal). Children are at greater risk than adults are because their thermoregulation mechanisms are not fully developed. Older members can also be at high risk because of reduced cardiac function.

Organizers (events and training) of any cycling activity have a Duty of Care to monitor environmental conditions and to act to minimize the risk of heat stress to participants.

23.4.1 Measurement of Heat Stress

Ambient air temperature is an indicator of how comfortable it would feel when riding however the air temperature is only one factor in

the assessment of thermal stress.

Other factors, principally humidity, can vary widely day to day and should be considered for a more realistic assessment of comfort. It is useful to condense the extra effects into a single number and use it in a similar way of measurement of air temperature.

23.4.2. Determining the Thermal Comfort Level for the location of the specific event. To ensure all cycling activities are consistent, the “Thermal Comfort Level” and ambient air temperature must be taken.

The reading shall come from the weather station closest to the location of the event.

When temperatures exceed 90 degrees Fahrenheit, race officials in consultation with the promoters will consider the length/duration of a race.

Changes for 2011

1.5 Added "Special event rules will be clearly communicated to riders prior to the start of the event, preferably in written form."

3.5.1 Changed window for suspension recommendations by CR from 24 hours to "as soon as practicable."

6.2 Add Cat 5 Women in 2012

6.5.1 Eliminated cyclocross age.

6.5.2 Clarified age cut offs.

6.6.2 Added section allowing masters women to race with masters men.

8.3.3 Added section on habitual failure to properly pin numbers.

13.1.5 Added section about documentation requirement for suspending clubs/riders for failing to meet financial obligations.

13.2.1 Changed to allow Executive Director to suspend for 90 days instead of previous 30. Added section clarifying that a suspension does not require recommendation by a Chief Referee. Also outlined suspension process.

13.2.2 Added section that clarifies authority for modification of sanctions or recommended sanctions.

13.2.5 Added section clarifying Executive Director's authority to suspend club or rider until a debt is paid even if it is longer than 90 days.

13.3 Added section clarifying authority of Board of Directors in regard to suspensions.

13.4 Added criteria that can be taken into account when determining the length of a suspension.

13.5 Added notice requirements for suspensions.

14 Completely overhauled section regarding appeals.

15.6.8 Changed calculation of individual general classification and outlined procedures for ties.

15.6.12 Changed calculation of team general classification and outlined procedures for breaking ties.

15.7 Split out road racing penalties from stage race penalties.

15.7.2 Added section outlining authority of chief referee to confer authority on referees to immediately disqualify individuals during a race.

15.7.3 Added section allowing alternative punishments.

16 Replaced the entire cyclocross section.

18 Replaced the entire mountain bike section.

Changes for 2012

16.9 Moved cyclocross equipment rules to section 7 for uniformity.

17.3.5 Removed pushing prohibition for Keirin start.

17.3.7 Removed “rash” encouragement from Coach section. Eliminated Recovery interval. Removed marker requirements. Removed distance requirement for false starts. Removed section C from mishaps.

Changes for 2013

For 2012 rule books-

Replace pages 10-11, 16, 56-59, 68-69 and 81.

2.12 Added requirement to add penalty and rule to results.

16.3.4 Deleted section on exchanging wheels and bicycles between riders. Location of exchange already covered in a separate section.

16.4.1 Deleted section about roll call maximum.

16.5.2 Cleaned up CCX language on how laps remaining is determined and how racers are finished.

16.7.2 Cleaned up CCX scoring language.

17.1 Added definition of sprinters lane.

17.2.5 Changed neutralization language to remove where on the track people must ride and changed language on how to ride.

17.3.7 Added requirement that a rider who is caught must finish distance to have time recorded.

17.3.7(e) Added same requirement as rule change above.

6.3, 18.2.1 Changed Pro to Elite in MTB.

No Changes for 2014

Changes for 2015

- 1.5 Added language about special rule publication.
- 2.14 Added a default for omnium scoring.
- 3.3 Conformed officials assignment to actual practice.
- 7.3.4 Clarified when fully enclosed wheels or spoke covers are allowed.
- 7.5 Changed rule to disallow radio use by all competitors.
- 7.8.2 Added requirement that competitors must keep both feet on the pedals in fixed gear races unless there is an emergency.
- 7.10.6 Defined single speed bicycle in cyclocross rules.
- 8.1 Modified OBRA race number policy.
- 11.1 Clarified when rules are applicable. Added section that laws and ordinances must be observed during events.
- 11.3 Added public urination defecation section. (re-numbered following sections)
- 13.1.5 Changed financial obligation proof requirement from signed contract to supporting documentation.
- 15.1.2 Clarified definition of centerline.
- 15.4.3 Changed sprint participation rules for lapped riders.
- 15.4.6(F) Changed “will be returned” to “must be returned” in mishap rule.

Changes for 2016

3.6 Added section on removing or disqualifying riders if riders are unfit to ride or their equipment is unfit.

6.4 Cross categories changed to numerical system.

6.5 Changed to allow juniors with a racing age of 9 to race cross subject to certain conditions.

Changes for 2017

15.5.5 Clarified TT passing rules

17.3.5 Changed Keirin distance

17.3.5 Changed some Keirin starting procedures and disqualification language

17.3.9 Changed leading rider pull language

17.3.10 Changed doubling language for Points Race

17.3.11 Changed doubling language for Madison

Changes for 2018

20 Added Transgender Policy

Changes for 2019

6.1.1. Addresses automatic upgrades during a race series

6.5.1 Aligns OBRA with USAC/UCI on racing age in cyclocross.

Changes for 2020

- 21 Add Special Social Distancing and Disease Transfer Mitigation Rules.
- 22 Added Grand Fondo/Gravel move from Administrative Rules and delete XI.D.2 (redundant).
- 11.2.1 Added the wording (This may include, but it not limited to, disqualification, fines, and removal from the race venue.

No Changes for 2021

Changes for 2022

- 15.5.4. Late Riders changed from
A rider arriving late at the start will only be allowed to start if it does not interfere with a scheduled start.
- 15.5.5 Added Late Riders
A rider arriving late at the start will be allowed to start if it does not interfere with a scheduled start. The time of any rider who reports late to the start shall be calculated from the rider's scheduled start time.

Changes for 2023

- 3.5.3. Added If a timing company is being used then they can be the Chief Judge for that race. They must have 2 ways of having the race date by having chip data and camera data or hand written scoring. They will be responsible for that races data and posting it online.
- 6.1.1 Added Racers who podium in a series will automatically be upgraded to the next highest category.
- 7.3.2 maximum width of bicycle increased from 75cm to 82cm.

19.2.9 Exceptions changed from

Exceptions will be made for therapeutic drugs as prescribed by a licensed physician for medical diseases. The athlete must, upon request by an OBRA official, produce a physician's note or prescription for any substance on the prohibited list.

