



USCF BOARD OF TRUSTEES
Draft legislation - November meeting

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Notes: This is a draft of legislation for the USCF Board of Trustees meeting, being circulated for comment and feedback. There will almost certainly be revisions to this document before the final version. There are two items without full text.



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Policies

UP09.01 Policy I. Helmets – Staff

Section 1. Helmets Mandatory.

Part 1. At all times when participating in or preparing for an event held under a USA Cycling permit, including club rides, motorcycle drivers and all motorcycle passengers shall wear a securely fastened helmet that meets the US DOT motorcycle helmet standard.

Part 2. At all times when participating in or preparing for an event held under a USA Cycling permit, including club rides, all licensees who are mounted on a bicycle shall wear a securely fastened helmet that meets either the US DOT helmet standards **or the U.S. Consumer Product Safety Commission (CPSC) standard for bicycle helmets.**

Helmets with the European CEN certification may be worn by riders only while participating in a race inscribed on the UCI calendar.

Riders shall show documentary proof of this, such as a manufacturer's label, upon request by event officials.

Racing rules

2009 legislative items – rule changes (ordered by rule number)

==

Earlier passed legislation:

UR09.01 Issuance of Event Permits – Tom Simonson/staff passed 6/2/09

Insert a new section 1H1 and renumber sections 1..3 to 2..4. This item is treated as emergency legislation. List the date of adoption in updated online rule postings until 2010 rules are posted.

1H1. Issuance of Event Permits

USA Cycling issues permits to organize USA Cycling-sanctioned events. The issuance of an event permit is solely within the discretion of USA Cycling in accordance with its rights and responsibilities as the National Governing Body of cycling.

Renumber current sections 1-3 to 2-4.



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==General

UR09.02 1 Youth race corrections - Tom Simonson

In the conversion to a general chapter one, several times we used "road" when we meant road/track/cx. This resulted in some conflicting statements about youth races.

1A38. A **youth race** is a road, **track, or cyclocross** event held only on a closed course that is open only to riders with racing ages below 10. (See rule 1K1 for exceptions).

1C12. Youth Licenses

For road, ~~and~~ track, **and cyclocross** events, riders younger than 10 may enter only Youth Races and no annual license is necessary or allowed, although the rider's parent will have to sign the liability waiver.

1K. Mixing of Classes and Categories

1K1. Eligibility. No rider may race in a category other than that which is stated on his or her license.

<snip>

Under 23 and **Junior** riders may compete in any races for their age or older, subject to category restrictions but not Masters races. Juniors with a racing age of 14 or younger may compete in youth road, **track, and cyclocross** events if there is no race for their specific age group.

==

UR09.03 1A7 Riders elite by experience - Tracy Lea/Simonson

This proposal increases the events that may classify a rider as elite and removes the discipline-specific application of the rule.

1A7. An **Elite rider** is one who satisfies any of the following conditions:

- a) has a racing age of 23 to 29,
- b) has a racing age of 19-22 and is a member of a UCI Protour team,
- c) has a racing age of 30 years or older and has been a member of any UCI Team at any time in the current year,
- d) has a racing age of 30 years or older and has competed in any elite UCI World Cups, World Championships, Pan American Games, Pan American Championship, or Olympic Games within the current calendar year, ~~Riders who are classified as an Elite rider per part d) above are classified as such only in the discipline in which they competed.~~

e) Has a ranking in the top 200 in the NRC rankings for men and top 50 for women,

f) Is a USAC registered Pro Mountain Bike Racer,

g) Has a current UCI cyclo-cross ranking in the top 200 for men or 100 for women.



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==

UR09.04 1A14 – redefine “mixed” – Tom Simonson

This removes the reference to “mixed team”, which has a completely different meaning in cycling.

1A14. A ~~mixed team~~ is one in which at least half of the riders are women.
Mixed tandem and team time trial events require both male and female competitors.

==

UR09.05 1B1(b) UCI rules at U18,U23 and Elite Nationals - Tom Simonson

*Currently our Nationals *may* be run under UCI rules, depending on whether they are qualifying events. This requires UCI rules at Nationals, keeps the other qualifying races as they are.*

1B. Rule Applications, Exceptions, Additions and Violations

1B1. Scope

(a) For Olympic and other international events, and the activities of UCI Teams, the applicable regulations of the organization that authorizes the event or team shall take precedence over USA Cycling regulations.

(b) **National Championships for 17-18, U23 and elite riders will be run under UCI rules, except as specifically noted elsewhere in these rules.** Other races for 17-18, U23 or elite riders (~~including national championships~~) that are used to qualify riders for national teams or international competition have the option of using UCI rules, either completely or in part, provided that notification is given to the riders 60 days prior to the event.

==

UR09.06 1E reword club section - Tom Simonson

In progress – either out in a day or two or discuss at meeting and handle on conference call.

Principal wording changes include: clubs may “register” (not affiliate) with USAC; focus is on “active clubs” – those that promote a race. Only active clubs can have club teams, be sponsored, wear other jerseys etc. Want possibly separate teams (and on license) for road/track, mtb and cyclo-cross – although only in one club. Note that I am still struggling with wording on this.

==



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UR09.07 1F14 Assistant Chief Referee – Tom Simonson/Bill Wykoff

This creates a new officiating position.

Add new section and renumber:

1F14 Assistant Chief Referee

An Assistant Chief Referee may be appointed when there are two (or more) distinct competitions held under the same permit. The scope of responsibility should be specified in the appointment, but the Assistant Chief Referee generally runs one or more of the competitions and assists with event management and paperwork.

==

UR09.08 1J6 Maximum field for cat 5/other races – Jim Patton

This removes the maximum field limit of 75 for races that combine cat.5 and other categories.

1J6. Maximum Field. Entries shall be accepted in order of receipt by the organizer up to the field limit and subsequent entries shall be returned. The maximum field limit in any youth race or a road event exclusively for category 5 men or Category 4 women shall be 50 riders. ~~The maximum field for a road event that includes category 5 men with other categories shall be 75.~~ For other road events, if no field limit is given in the official race announcement, a field limit of 100 shall be used.

==

UR09.09 team entry issues – Tom Simonson

In progress – either out in a day or two or discuss at meeting and handle on conference call.

Guidelines for multiple club teams, team-limited races, teams with common sponsors. Note that this is a hard one, and I am still working on wording.

==

UR09.10 1K1 Mixing of classes – Tom Simonson/Tracy Lea

This just makes it explicit that Elite riders only ride Elite races.

1K. Mixing of Classes and Categories

1K1. Eligibility. No rider may race in a category other than that which is stated on his or her license.

Elite riders may only compete in elite events.



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Masters may compete in any races for their age or younger, *subject to category restrictions* but not races exclusively for **Under 23s** or **Juniors**.

Under 23 and **Junior** riders may compete in any races for their age or older, *subject to category restrictions* but not Masters races. Juniors with a racing age of 14 or younger may compete in youth *road events* if there is no race for their specific age group.

Youth riders may enter only youth races.

==

UR09.11 1L3 – Prize lists in stage races – Tom Simonson

This clarifies how to apply our current rules on prize lists to stage races.

1L3. Prize List Breakdown for Road, Track, and Cyclocross

(a). Prize list up to \$2,000. The number of places that receive prizes in each event must be at least one for every \$100 in total prize value for the event, up to \$2,000.

(b). For each race with over **\$2,000 in prizes** there must be prizes to at least 20 places and the values for second and following places must be at least the following fractions of the first place prize: 1/2, 1/3, 1/4, 1/5, 1/6, etc. for the first twenty places. Larger fractions are recommended. (As a consequence, the first prize may not exceed 27% of the total prize list for such races.)

(c) In youth races and races exclusively for category 5 men, no prizes (including primes) of commercial value may be awarded -- only such things as trophies, medals, ribbons and certificates of participation.

(d) In club races, individual prizes may not exceed a \$50 value.

(e) In stage races, the prizes for each individual stage and for final individual general classification (g.c.) are treated separately, so that the required number of places and prize breakdown for stage 1 is based on the dollar value of prizes for stage 1 and similarly for each stage; likewise the number of g.c. places and breakdown is governed by the total amount of the g.c. prize list. These rules will not be applied to team classifications or special classification (mountains etc.).

==

UR09.12 1M1(e) No UCI bike rules at Masters Nationals – Jim Patton/Gordon Paulson

This rewords the existing rule, and removes Masters.

~~**(e)** Bicycles must meet current UCI technical regulations at events that select 17-18, U23 and elite riders for international competition or national teams. All bicycles used~~



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~~in National Championships (for age 17 and older riders) and NRC races must comply with the current UCI regulations.~~

1M1(e) Bicycles must meet current UCI technical regulations in the following:

- 1) National Championships for Junior 17-18, U23 and elite riders;**
- 2) NRC races;**
- 3) Events used to select junior, U23 and elite riders for national teams or international competition;**
- 4) To set a national record (see rule 10A4).**

==

UR09.13 1M1(e) Limits UCI bike rules at Masters Nationals – Wayne Stetina/Tracy Lea

This rewords the existing rule, and includes Masters but exempts them from the 3:1 rule.

~~(e) Bicycles must meet current UCI technical regulations at events that select 17-18, U23 and elite riders for international competition or national teams. All bicycles used in National Championships (for age 17 and older riders) and NRC races must comply with the current UCI regulations.~~

1M1(e) Bicycles must meet current UCI technical regulations in the following:

- 1) National Championships for Junior 17-18, U23 and elite riders;**
- 2) NRC races;**
- 3) Events used to select junior, U23 and elite riders for national teams or international competition;**
- 4) Masters National Championships, except that bicycles will not be required to meet the 3.1 ratio rule (UCI 1.3.024), as it applies to seat post and handlebars.**
- 5) To set a national record (see rule 10A4).**

==

UR09.14 1M1(h) Time trials with mass-start bikes - Tom Simonson

This explicitly permits TT events to require mass-start bikes e.g. no aero bars etc.

Add new section:

1M1.(h) *Time trial events may restrict the competitors to mass-start bicycles in one or more classes, provided that the restriction is stated in the race announcement and technical guide. This includes time trials in stage races.*

==



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UR09.15 1M6 New junior road gear for U16 riders - Tom Simonson/staff

This adds a lower gear for all U17 riders on the road.

1M6. Junior Gears. The maximum chaingear ratio for Junior riders is based on age and discipline. Blocked gears will be allowed, except in National Championships. All tests for compliance shall be done using the "roll-out method." There is no restriction for cyclo-cross or MTB races. For road and track the limits are:

Road

17-18: 7.93 meters (26')(52x14)
15-16: **6.94 meters (22'9")(52x16)**
13-14: "
10-12: "

Track

17-18: Unrestricted
15-16: 6.78 meters (22'3")(48x15)
13-14: 6.36 meters (20'10.5")(48x16)
10-12: 6.00 meters (19'8")(48x17)

The gear limit for a rider is determined by the age of the rider and the discipline, and applies in all events in that discipline – even when other entrants may not have the same (or any) limit.

Note that the gear combinations listed are merely suggestions – the distance rolled out is the governing standard.

==

UR09.16 1M6 Junior gears – change for championship events - Tom Simonson

This permits all riders in the 16-18 Madison and Keirin to use the same gearing.

1M6. Junior Gears. The maximum chaingear ratio for Junior riders is based on age and discipline. Blocked gears will be allowed, except in National Championships. All tests for compliance shall be done using the "roll-out method." There is no restriction for cyclo-cross or MTB races. For road and track the limits are:

Road

17-18: 7.93 meters (26')(52x14)
15-16: "
13-14: "
10-12: "

Track

17-18: Unrestricted
16-18: Unrestricted (16-18 Keirin and Madison Championships only)
15-16: 6.78 meters (22'3")(48x15)
13-14: 6.36 meters (20'10.5")(48x16)
10-12: 6.00 meters (19'8")(48x17)



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The gear limit for a rider is determined by the age of the rider and the discipline, and applies in all events in that discipline **except as noted above** – even when other entrants may not have the same (or any) limit.

Note that the gear combinations listed are merely suggestions – the distance rolled out is the governing standard.

==

UR09.17 1M6 Junior gears – championship events - Tom Simonson/staff

This permits all riders in the 16-18 Madison and Keirin to use the same gearing, and also permits all riders in the team sprint and team pursuit (no age range specified in championship regs) to use unrestricted gears.

1M6. Junior Gears. The maximum chaingear ratio for Junior riders is based on age and discipline. Blocked gears will be allowed, except in National Championships. All tests for compliance shall be done using the "roll-out method." There is no restriction for cyclo-cross or MTB races. For road and track the limits are:

Road

17-18: 7.93 meters (26')(52x14)

15-16: "

13-14: "

10-12: "

Track

17-18: Unrestricted

Team Sprint and Team Pursuit Championships: unrestricted

16-18: Unrestricted (16-18 Keirin and Madison Championships only)

15-16: 6.78 meters (22'3")(48x15)

13-14: 6.36 meters (20'10.5")(48x16)

10-12: 6.00 meters (19'8")(48x17)

The gear limit for a rider is determined by the age of the rider and the discipline, and applies in all events in that discipline **except as noted above** – even when other entrants may not have the same (or any) limit.

Note that the gear combinations listed are merely suggestions – the distance rolled out is the governing standard.

==

UR09.18 1K3 U23 Radios – Tom Simonson

This extends the ban on radios to U23 races.

1K3. Non-handheld **radios** with only one earpiece providing communication with coaches, managers or other riders may be worn or carried by the rider or bicycle



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only in elite road events that include category 1,2, or professional riders, and not in masters, **U23** or junior races. No earpieces may be worn except as authorized above; audio playback devices are expressly forbidden.

==

UR09.19 1K3 U23 Radios/video – Jim Patton

This extends the ban on radios to video devices.

1K3. Non-handheld **radios** with only one earpiece providing communication with coaches, managers or other riders may be worn or carried by the rider or bicycle only in elite road events that include category 1,2, or professional riders, and not in masters or junior races. No earpieces may be worn except as authorized above; audio playback devices **and video recording devices** are expressly forbidden.

==

UR09.20 1N7 Race numbers – pins, hair obscuring - Jim Patton/Tom Simonson

This proposal refines the number rules to require pins at the corners (not just spray adhesive) and addresses the issue of hair obscuring the number.

(b) Riders shall place their numbers as prescribed by the officials and in such a way that they are visible when the rider is in a racing position. When shoulder numbers are provided for cyclocross, they are worn on the upper arm to be visible from the front. Hip numbers shall be attached securely at least at the four corners **with pins** and no accessory **or hair** may obstruct **a clear view of the number (riders with misplaced, obscured or unreadable numbers will not be placed)**. If shoulder or frame numbers are provided, they too shall be placed as prescribed. Numbers may not be folded, trimmed, crumpled, or otherwise defaced. [Replacement of the numbers at riders' expense if noted before the start, otherwise warning or relegation.]

Track

==

UR09.21 2B7 Track field limits – Tom Simonson/Andy Taus

This proposal restricts the scope of track field limits to championships.

2B7 The **number of riders on a track in championships** shall in no case exceed:
20 (15 teams for Madison) on a 200 m track
24 (18 teams for Madison) on a 250 m track
36 (20 teams for Madison) on a 333.33 m track
40 (20 teams for Madison) on a 400 m track

==



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UR09.22 2F6(a)1 Track sprint stoppage - Tom Simonson

This follows the current UCI rules about stoppages.

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

- ~~(a) During the slow part of the race, the starter may stop the race if a rider:~~
- ~~(1) Backs up more than 20 cm (8 inches) [1/4 wheel rotation with a 700c];~~
 - ~~(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 re-ride]~~

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

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

Renumber below

==

UR09.23 2B8 Track conduct (warnings) - Tom Simonson

This adopts the UCI rules about warnings. The fact that 2 warnings = DQ puts real teeth in a warning.

Add new section:

2B8 Warning – disqualification.

Any misconduct not specifically penalized may be punished with a warning. A rider receives only one warning in all rounds of a competition (e.g. sprints) before disqualification. If a rider is relegated in the competition, that relegation also carries with it a warning. The warning and disqualification are specific to each competition (e.g. sprints, keirin etc.).

==



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Road

UR09.24 3B3 Road closures - Tom Simonson/Dot Abbott

This replaces our rule with a much more detailed UCI rule. Note that this may be broadened in the future to handle field neutralizations using this logic.

3B3. Road Closure. It is forbidden to cross a closed railroad crossing or any other road closure [disqualification]. Should the lead rider(s) be stopped by a temporary road closure, the Chief Referee shall neutralize the race and allow the riders to restart at the same time intervals as their arrival at the closure. Should the lead rider(s) get through before the closure or should circumstances not permit neutralization, the closure shall be considered an unforeseeable incident and no compensation shall be allowed. ***The following rules apply to railroad crossing and other closures:***

a) If one or more riders who have broken away from the field are held up at a railroad crossing but the gates open before the field catches up, then no action shall be taken and the closed crossing shall be considered a mere race incident.

b) If one or more riders with more than 30 seconds' lead on the field are held up at a railroad crossing and the rest of the field catches up while the gates are still closed, then in this case the race shall be neutralized and restarted with the same gaps, once the official vehicles preceding the race have passed. If the lead is less than 30 seconds, the closed crossing shall be considered a mere race incident.

c) If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed crossing shall be considered a race incident.

d) Any other situation (prolonged closure etc.) shall be resolved by the officials.

==

UR09.25 3E7,3F12 TT and TTT support vehicles rules – Jim Patton

This item changes the wording so that TT and TTT support vehicle regulations have a similar look. It also changes the distance of a gap in TT events for a vehicle to be between riders.

3E7. Support Vehicles.

(a) Support vehicles must be authorized and under the control of the Chief Referee to be on the course (unauthorized vehicles may result in penalties, including disqualification of the rider). ***Each rider may be followed by a motor vehicle having no more than four people aboard; a driver and possibly a referee in the front seat and possibly a coach and a mechanic in back. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap.*** A bullhorn may be used to communicate with the rider. Support vehicles



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shall at all times remain at least 10 meters behind the rider, except when the rider has a foot on the ground.

(b) A support vehicle may not take a position between two riders unless there is a distance of at least ~~50~~ 75 meters between them. Should this distance diminish, the vehicle supporting the leading rider shall immediately drop back behind the follower.

(c) No attendant may under any circumstance lean or hold any piece of replacement equipment out of a vehicle.

(d) No rider may be handed supplies during a time trial [disqualification].

3F12. Support Vehicles

(a) *Support vehicles must be authorized and under the control of the Chief Referee to be on the course (unauthorized vehicles may result in penalties, including disqualification of the Team).* Each Team may be followed by a motor vehicle having no more than four people aboard; a driver and possibly a referee in the front seat and possibly a coach and a mechanic in back. The vehicle may carry spare wheels, repair materials, and bicycles ready for use in case of a mishap. A bullhorn may be used to communicate with the rider. Support vehicles shall at all times remain at least 10 meters behind the rider, except when the rider has a foot on the ground.

(b) Support vehicles shall not be allowed to drive in front of or beside its team but must remain at least 10 meters behind the third rider and must not pass the fourth rider until there is a 75 meter gap between the third and fourth riders, or until the referee decides that it is safe.

(c) No attendant may under any circumstance lean or hold any piece of replacement equipment out of a vehicle.

(d) No rider may be handed supplies during a time trial [disqualification].

==

UR09.26 3D4 Dropped riders in criteriums - Jim Patton

Replace current rule with new wording.

~~**3D4. Riders on different laps** may work with each other except that no rider may drop back to assist a rider who has broken away from the field [disqualification for accepting such assistance].~~

3D4. Lapped riders may rejoin and work with the field, but may not work with break away or chasing riders [disqualification for accepting such assistance from a lapped rider].

==

UR09.27 3D5 Free laps - Jim Patton

This proposal modifies the current free lap rule.

3D5 (d) There will be no free laps granted in the last 8km of a race **(to receive a free lap, the rider must clear the pit area and race the final 7km of the**



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event). A rider who is ineligible for a free lap, **or in the pit with 7km of the race remaining**, must make up any lost ground.

==

UR09.28 3D5(d) Free laps – Tom Simonson

This proposal changes the "granted in the last 8 km" to only caring how late in the race a rider re-enters.

3D5. Free Lap Rule. Riders shall normally cover the distance of the race regardless of mishaps and must make up any distance lost on their own ability unless a free lap is granted for mishaps. A free lap may be granted for each mishap subject to the following rules unless the official race announcement states that no free laps will be allowed. On courses shorter than 1 km (.6 mile), two free laps shall be allowed for a given mishap.

~~(d) There will be no free laps granted in the last 8 km of a race. A rider who is ineligible for a free lap must make up any lost ground.~~ **A rider granted a free lap must re-enter the race before the final 7km of the race; after that point in the race a rider in the pit is losing ground on the field.**

==

Stage Racing

UR09.29 4C Stage races on points – Tom Simonson

This defines the basic structure of stage races on points, and tries to reduce confusion between the points classification in timed stage races and stage races on points.

4C. Placings

4C1. Competitions in stage races by time. The following placings are normally determined for stage races by time:

- (a)** Individual general classification
- (b)** Individual points classification
- (c)** Individual climbing classification
- (d)** Team general classification.

There also may be other special placings, such as most aggressive rider or best young rider or a combination of the two. Other forms of placing may be substituted for the various placing criteria cited above. Prizes are normally offered for both stage placings and for overall placings at the end of the stage race.

Insert new section:

4C7. Competitions in stage races on points.

(a) The primary competition is individual general classification. It is calculated by summing points won in stage finishes and in intermediate sprints and subtracting



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any point penalties. Prizes are generally offered for individual stage finishes and final individual general classification.

(b) Different stages may have different schedules of points. There may also be points awarded for mid-race sprints. The race technical guide should specify the schedule of points to be used, and the method of breaking ties. If no schedule is specified, the default is points to the top 15 places: 25, 20, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point. The default method of breaking ties is the finish order in the most recent stage.

(c) Point penalties may be imposed. Specific penalties may be specified in the race technical guide, or the race jury may adapt the penalties for stage races on time by converting them to points.

(d) There may be other competitions, such as sprints, climbing or team classification. The format of the competition should be specified in the technical guide.

==

UR09.30 4C2(a) Time gaps in stage finishes - Tom Simonson/Al Macdonald

This proposal adopts the current UCI 1.2.107 on time gaps.

4C2. Timing procedures. Each stage shall be timed in the same manner as a single-day event, with stage results in seconds for mass start events and seconds and fractions for time trials.

- (a) In mass-start events, all riders of a group reaching the finish together shall be credited with the same time unless the group is drawn out, in which case a new time shall be recorded at each break in the group. The Chief Timer shall determine when such a break has occurred. ***The general rule for assigning a new time is that when there is a difference of one second or more between the back of the rear wheel of the last rider in a group and the front of the front wheel of the first rider of the following group a new time is assigned to the following group.***

==

UR09.31 4C3.(b) Stage race time bonuses - Tom Simonson

This proposal adopts the UCI standards for time bonuses

4C3. Individual General Classification.

(a) 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.



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~~(b) Any time bonuses may not exceed:~~

- ~~— 30 seconds for 1st place~~
- ~~— 20 seconds for 2nd place~~
- ~~— 10 seconds for 3rd place~~

Time bonuses may only be awarded for mass start stages. If bonuses are awarded they shall be (for first, second and third place):

finish: stage: 10" - 6" - 4"
half-stage: 6" - 4" - 2"
intermediate sprints: 3" - 2" - 1"

These bonuses are doubled for stage races with a duration of more than 14 days.

No bonuses for intermediate sprints may be awarded during stages or half-stages unless a bonus is also awarded at the finish.

~~No time bonuses may be given in time trial stages (individual or team).~~

==

UR09.32 4C6 Stage Race team tie breaking - Tom Simonson/Al Macdonald

*This rewording should make it clear that ties are broken by looking at **team** placings first – many judges were incorrectly looking at individual placings.*

4C6. 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.

(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.***

(b) If two or more teams have equal general classifications, their order shall be determined by the number of ~~stage wins~~ ***first places in the daily team classification*** obtained by each team, then by the number of second places ~~taken by each team~~ ***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.***

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Cyclo-cross

UR09.33 5A16 Feeding in cyclo-cross events - Jim Patton

This proposal explicitly gives the Chief Ref control over feeding.

Add new section:

5A16. *Feeding is not permitted unless specifically authorized by the Chief Referee [relegation or disqualification for unauthorized feeding].*

==

UR09.34 5B1 Cyclocross pit lane - Jim Patton/Bilodeau

This proposal clarifies the pit area so that equipment is staged in the pit area and not in the riding pit lane.

5B3. In the equipment pits, the race course and the pit lane shall be separated and distinctly marked out, by tape at the very least. The pit lane shall be a minimum of 3 meters wide at all points. **Adjacent to the pit lane shall be an area with a minimum depth of 2 meters reserved for mechanics and stationing of bicycles and equipment.**

==

UR09.35 5G1 Lapping in cyclo-cross - Tom Simonson

This proposal adopts the new UCI standard of placing pulled lapped riders whether or not they get half-way through the race. It adopts UCI language about retiring at the finish line so that officials can keep track of them.

5G. Finish

5G1. Any rider lapped before the last lap shall leave the race **the next time they cross the finish line** (unless stated differently prior to the race); ~~if the lapping takes place after the midpoint of the race the rider~~ **and** shall be given a place. Lapped riders who are permitted to remain in the race will all finish on the same lap as the leader and will be placed according to the number of laps they are down and then their position at the finish.



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Championships

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UR09.36 8E2,8F3 U23 and Elite National RR distances - Tom Simonson/staff

This proposal changes U23 and women elite RR distances to UCI distances. Note that this creates two potential problems (1) if a long loop is used, it may not be possible to fit the distance range; also the distance may be long for U23 women, but our practice is to run U23 and Elite women together.

(Under 23 Championships)

8E2. National Road Race Championships

Men	Cat 1-2	160-225 160-180 km
Women	Cat 1-3	90-130 120-140 km

(Elite Championships)

8F3. National Road Race Championships

Men	Cat. 1	160-225 km
Women	Cat. 1-2	90-130 120-140 km

==

UR09.37 8E5 Tom Simonson/staff - delete U23 track nationals altogether

This proposal deletes U23 track National Championships altogether.

Delete 8E5 and renumber

8E1. Under 23 Championships

~~8E5. National Track Championships~~

Men	Women
Sprints (Cat 1-2)	Sprints (Cat 1-3)
Kilo	500m TT
Pursuit 4k	Pursuit 3k
Points Race 20-40km* (Cat 1-2)	Points Race 15-25km* (Cat 1-3)

**distances and number of sprints may be adjusted for the size of the field*

==

UR09.38 8F7 Elite Track Nationals events - Tom Simonson/staff

This proposal removes standing start one-lap TT, changes men Madison distance, and adds a women's Madison (distance TBD). The changes may be considered separately.



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8F7. National Track Championships. The elite National Track Championships, including the awarding of medals, are open to USA Cycling track riders, subject to the category restrictions shown with the events below.

(a) Men

- sprint (Cat 1-2)
- keirin (Cat 1-2)
- 1 km time trial
- 4 km pursuit
- 30 km points race (Cat 1-2)
- 15 Km Scratch race (Cat 1-2)

(b) Women

- sprint (Cat 1-3)
- keirin (Cat 1-3)
- 500 m time trial
- 3 km pursuit
- 25 km points race (Cat 1-3)
- 10 Km Scratch race (Cat 1-3)

~~Standing one lap time trial (UCI sprint bike required)~~

International-style omnium (see rule 203) for men and women*

* A minimum of 8 eligible riders must compete for a National Champion to be determined.

(c) National Track Team Events

- Men's 4 km team pursuit (*4 riders*)
- Men's team sprint (3 laps for 3 rider teams)*
- Women's 3 km team pursuit (*3 riders*)
- Women's team sprint (2 laps for 2 rider teams)*

Men's 50 40 km Madison (cat 1-2)

Women's Madison (cat 1-3)**

Tandem Sprint (if velodrome is suitable) (cat 1-2 for the pilot)

* A minimum of three eligible teams must compete in order for a National Champion to be determined.

**** add conditions (6 teams? Begin in 2011?)**

==

UR09.39 8G10(e) Men 50+ track TTT distance - Tom Simonson

This proposal restores the previous distance of 4km for 50+ track TTT.

8G10 Masters Championships

(e) Team Time Trial for the following age groups with team size and distance as follows:

- men 30+, ~~and men 40+~~ **and men 50+:** 4 riders/4km;
- ~~men 50+ and men 60+:~~ 4 riders/3km;
- women 30+: 3 riders/3km.

==



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UR09.40 8H Paracycling - Anton Quist/Tracy Lea/Dean Wagner

This replaces our general reference to US Paralympics with a USAC-run event for athletes with disabilities.

Add new definition and renumber:

1A19 Paracycling *is bicycle racing for cyclists with disabilities.*

Modify section 8H as follows:

8H. Paralympic National Championships

~~8H1. US Paralympics, a division of the USOC, governs Paralympic sport in the United States. Paralympic National Championships and other Paralympic specific events, whether conducted by the U.S. Paralympics or USA Cycling, will be conducted in accordance with International Paralympic Committee (IPC) adaptations to published UCI rules. These regulations can be found at www.paralympic.org and www.uci.ch~~

8H. Paracycling National Championships

8H1. Paracycling National Championships for cyclists with disabilities may be held in conjunction with other national championships. The special rider categories referred to below are those assigned by the Medical Commission at the Championships. For example, LC1, LC2 and LC 3 and LC 4 are 4 categories of locomotor disabled riders, with LC1 being the least disabled. CP categories are riders classified as having cerebral palsy. CP 1 is the division for the most disabled. ID is the division for athletes with Intellectual Disabilities, following the definition of the International Paralympic Committee affiliate, INAS-FID. Hand cyclists compete on equipment defined in rule 1M5

Handcycling Divisions:

HC Division A: is for athletes with a more severe disability (classes HC 1 & 2) with complete loss of trunk and lower limb function, together with other severe and complex disabilities.

HC Division B: is for athletes with complete loss of lower limb function and limited trunk stability (classes HC 3, 4 & 5).

HC Division C: is for athletes with complete lower limb function loss, but minimal other functional disabilities, or partial lower limb function loss combined with other disabilities to make conventional Cycling not viable (classes HC 6, 7 & 8)

8H2 : Road Races may be run with multiple classes on the course at the same time and combined when appropriate such as LC1 – 4, ID and CP 1-4.

LC 1 men and women

LC2 men and women

LC3 men and women

LC 4 men and women

CP3/CP4 men and women



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HCA – Men and Women
HCB – Men and Women
HCC – Men and Women
Tandem with blind stoker for men, women and mixed

8H3. Time Trial Championships:

Individual Time Trial Championships with separate events for men and women in the following events:

LC 1
LC2
LC3
LC 4
CP3/CP4
CP1/CP 2
ID
HCA – Men and Women
HCB – Men and Women
HCC – Men and Women

Tandem with blind stoker for men, women and mixed

8H4. Criterium Championships at a distance of 10-30 km shall be held as a single event for LC1, LC2, LC3 but separate awards And HCA ,HCB , HCC as a single event but separate awards.

8H5 Track Championships

(a) separate omniums for LC1 , LC2, LC 3, LC 4, CP 3, CP 4 , ID for men and women based on the following time trial events:

men and women : flying 200
men and women: 1 km
women: 3 km
men: 4 km

(b) separate championships for tandems with blind stokers for the following events:

men, women, and mixed: 1 km time trial
women and mixed: 3 km time trial
men: 4 km time trial
Any tandem teams : sprint ,if Velodrome is suitable and approved for tandem sprinting