

USAC CYCLOCROSS RULES:

1A16. A rider's **racing age** shall be his or her age on December 31 of the current year. All references to age of riders, race age groups, or age class shall be interpreted as referring to racing age. The following terms refer to specific age groups.

Racing Age Age Group

Under 10 Youth

10-18 Junior

19-22 Under 23

23-29 Elite

30+ Master

However, a rider's cyclocross racing age shall be his or her racing age on the first of January that is included in the same cyclocross season.

5. Cyclocross

5A. Course and obstacles

5A1. 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.

5A2. The course shall be rideable in all conditions, regardless of the weather. Clay or easily flooded areas, such as fields, should be avoided.

5A3. The course shall form a closed circuit of a minimum length of 2.5 km and maximum 3.5 km, of which at least 90% shall be rideable (exceptions to this rule may be requested through the executive director or his designee).

5A4. Over its full length, the course shall be a minimum of 3 meters wide and 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 (exceptions to the minimum width rule may be requested through the executive director or his designee).

5A5. An assembly point for starters (roll-call zone) shall be provided and marked off behind the starting line. For championships and other major events eight lanes with a width of 75 cm and a length of 10 meters shall be marked off

at the start line to facilitate organizing the riders into starting order.

5A6. The starting stretch shall be a minimum of 200 meters in length and at least 6 meters wide to allow the field to string out properly. It shall be as straight as possible and not downhill. The first narrowing or obstacle after the starting stretch may not be abrupt but shall allow all the riders to pass easily.

5A7. The finishing stretch shall be a straight line. It shall have a minimum length of 100 meters and a minimum width of 6 meters for championships, 4 meters for other events (6 meters is recommended). It shall be flat or uphill.

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5A8. The starting and finishing stretches shall be free of obstacles.

5A9. The course shall include a maximum of 6 obstacles (temporary barriers or terrain) designed to oblige (not require) riders to dismount their bike. The length of an obstacle should not be longer than 80 meters. The total length of obstacles may not exceed 10% of the course distance.

5A10. The course may have 1 set of temporary artificial barriers. These temporary artificial barriers shall consist of two wooden planks or uniform material, placed 4 meters apart. They must be 40 cm high and shall stretch the full width of the course.

5A11. Races which are not UCI events, national championships, or used to qualify riders for national teams or international competition may have two additional sets of temporary artificial barriers (3 total). The barriers must meet the specifications in 5A10 and the total number of obstacles may not exceed 6. The addition of additional temporary barriers should be done only in unusual circumstances (e.g. local tradition at a particular event or the lack of suitable terrain)

5A12. The course may cross bridges or footbridges provided that they are a minimum of 3 meters wide and that there is a guard rail on both sides. A non-slip surface (carpet, wire mesh, or special anti-slip paint) shall be used on bridges and footbridges. A separate footbridge shall be provided for spectators.

5A13. No acrobatics on the part of the riders shall be required to overcome obstacles.

5A14. Having consulted the Organizer, the Chief Referee may

decide that artificial obstacles shall be removed if the circuit is unusually slippery.

5A15. For championship events, up to 5 races may be run per day over the same course.

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5B. Equipment pits

5B1. 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.

5B2. Two equipment pits 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. A double pit is required for championships and recommended for other events.

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.

5B4. The equipment pits shall be sign-posted and precisely marked by means of a yellow flag at the beginning and the end of where the course is divided between the race and pit lanes.

5B5. Adjacent to the pit lane shall be an area with a minimum depth of 2 meters reserved for mechanics.

5B6. In championship events, a supply of water for cleaning equipment shall be available in the immediate vicinity of the equipment pits. The water supply and connections for highpressure cleaning equipment shall be made freely available.

5C. Equipment changes

5C1. A rider may use the pit lane only to change a bicycle or wheel.

5C2. Changing of equipment shall be done at the same point with no advance in the rider's position. Changes may only be done from the side of the pit lane opposite to the course; nobody may stand on the side of the lane adjacent to the course.

5C3. A rider passing the pit entrance and continuing beyond the pit exit (yellow flagged area) may not enter that pit, but must continue around the course to the next pit. A rider not

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passing the pit exit, may enter that pit after dismounting and walking backwards on the course to the pit entrance.

5C4. The exchanging of wheels or bicycles between riders shall be forbidden.

5D. Starting

5D1. The riders shall assemble in the roll-call zone a maximum of 10 minutes before the start.

5D2. For championships the call up order shall be listed on the race announcement, information pamphlet, or at registration.

5D3. Any rider causing a false start shall be disqualified.

5E. Duration of races

5E1. The length of the race may be specified by number of laps or by time.

5E2. In events based on time, the number of laps to be ridden shall be determined on the basis of the time of the first rider to complete 2 full laps. From the 3rd lap on, the laps to go will be displayed at the finish line.

5F. Abandons

5F1. Riders dropping out shall immediately remove their body number and leave the course and may not cross the finish line.

5G. Finish

5G1. Any rider lapped before the last lap shall leave the race (unless stated differently prior to the race); if the lapping takes place after the midpoint of the race the rider 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.

5G2. In championship events a rider who is lapped during the final lap of the race shall be stopped at the beginning of the
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finish line area and shall be classified in accordance with their placing without crossing the finish line.

5H. In-race communication

5H1. The use of radios is forbidden.