



Practical

guide for commissaires
in track events



Union Cycliste Internationale

As long as sport exists, there will be a need for judges and referees... or, as is the case in cycling, for commissaires. Indeed, they will always play a crucial role in our sport, in spite of the marked lack of appreciation they receive. We fail to recognise the difficult conditions in which they are often called upon to act, the heavy responsibilities that they must shoulder, and the exaggerated criticism that they must sometimes accept. In short, in a world which focuses increasingly on professionalism, as is the case in the world of sport, our gratitude towards those who volunteer their services in order to guarantee the successful organisation of events all over the world could never be ample reward for their admirable commitment and effort. The recruitment and ongoing training of commissaires in cooperation with the National Federations is therefore an indisputable priority among our objectives as an International Federation. Thanks to recently published documents, for which I must thank those commissaires who helped to write them, we hope to provide training instructors and the commissaires themselves with a tool that will be of great use to them in their respective roles. Without a doubt, cycling will always be indebted to their great efforts and skill.

Hein Verbruggen
UCI President

The UCI commissaires Unit has decided to handle the publication of this manual, which has been written by some of the commissaires and also takes account of the results of the Seminars held over these last years. A large number of races are held all over the world and we think that it would be particularly interesting for all races to be monitored directly and in a standard manner. On the other hand, the commissaires employed in the various countries, especially at national and regional level, need to have texts and information allowing them to operate, as far as possible, in the same way wherever they may happen to be based. With this manual, we hope to be able to contribute to achieving these goals and that the texts presented in this manual will be useful not only to the commissaires, but also to anyone involved in cycle racing in any way. We must thank all those people who have collaborated on the production of the manual and we would like to wish all commissaires in all categories good luck, and we hope that they will always be able to work in the interests of cycling thus guaranteeing fairness and reliability for all competitions.

Marco BOGNETTI
The President of the
commissaires Unit

This guide has been produced to assist NATIONAL FEDERATION commissaire’s teachers in the initial training and further training of national and federal commissaires.

This **guide is not a rulebook**, but rather, as indicated by the title, a practical guide to organising and officiating at track events.

However, it is based on the rules and regulations currently in force, which are subject to amendment by UCI and the national federations.

The guide is a teaching aid for those in charge for training, who can use it as a visual reference, particularly the diagrams of developing race situations.

It is also of use to commissaires wishing to remind themselves how to officiate at events, both from the point of view of methodology and from that of the spirit in which officials must work with everyone involved in the organisation of a track event.

This guide has been produced by the voluntary collaboration between four international commissaires, who gave assistance in the following areas:

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1.1 Definition of a track

1.1.1 General

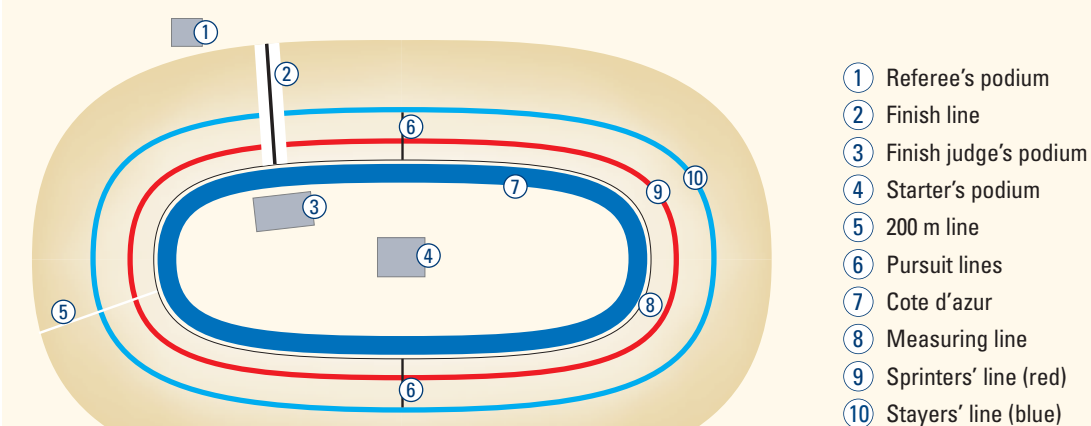
- Velodromes are defined by their **length**, which is usually a submultiple of one km.
Example: 166,66 m (Gan, Belgium), 250 m (Bordeaux, Manchester, Perth), 333.33 m (Lyon)
- However, some tracks are of different lengths, such as 400 m (Palermo etc.), 286 m (Busto Garolfo, Italy), which makes it harder to mark the distances for some events. The width of the track is determined by its length and must be a minimum of 7m to be approved for category 1 and 2 events.

Note: For world championships and olympic games the minimum track length is 250 m, maximum 400 m.

1.1.2 Lines and main marks

- The **cote d'azur**, the light blue strip 0.60 to 1 m wide on the inside of the track, allows riders to launch off. The other lines are measured from the upper edge of this strip. No advertising inscription is permissible in it.
- The black **measuring line** or **pole line**, marked 20 cm from the upper edge of the cote d'azur, determines the length of the track, with markers every 5 m and inscriptions every 10 m (from the finish line, in the direction in which the track is used).
- The red **sprinters' line**, marked 0.90 m from the inner edge of the track, defines the "sprinters' lane" (the line is within the 0.90 m).
- The blue **stayers' line**, marked at a maximum distance of one-third of the track width, minimum distance of 2.50 m, from the inner edge of the track.
- The white **200 m line**.
- The red **median lines**, (start lines for pursuits).
- The **finish line** at the end of the straight in front of the officials' stands (see diagram below).

Diagram track



Note: 1) For velodromes of a distance which is not a sub-multiple of one km, it will be necessary to mark the starts for 500 m, Km, Individual and Team Pursuits (in each category) and the final 500 m and km.

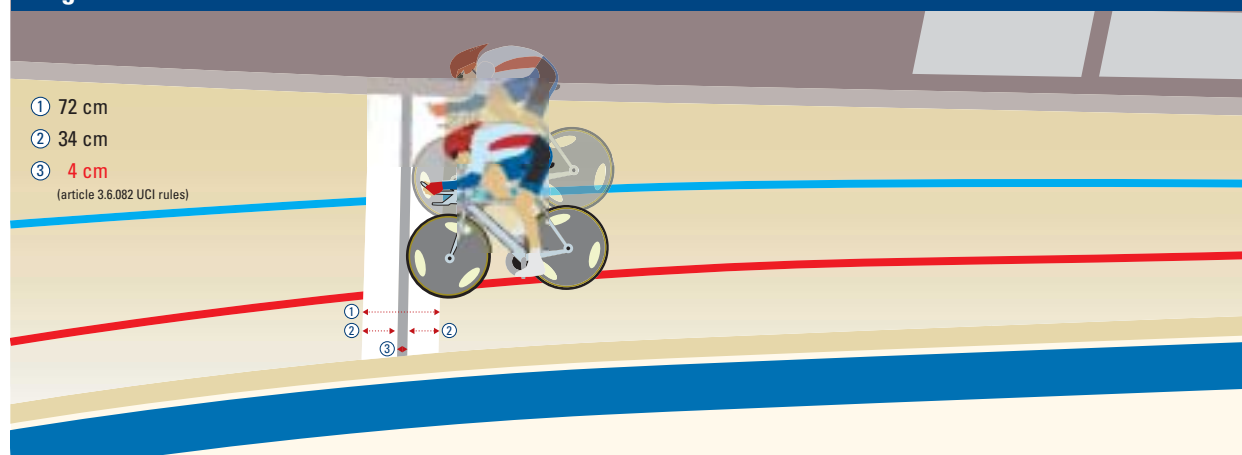
2) These starts will always have to be marked on an area of the track that allows the competitor(s) to start under the fairest and safest conditions, whether held by a commissaire or by a starting block. If the conditions for safety and fairness cannot be met, the start line can be moved. This step will necessitate:

- either altering the distance of the event, which must always be kept as close as possible to the distance specified in the rules (in this case, no record attempts can be made).

- or moving the finish line (500m, km)

The complete design of a track is set out in the UCI rules, as is the procedure for obtaining official approval. The equipment arrangements shown in the diagram below are likely to vary according to the type of track and the equipment available.

Diagram finish line



1.2 Arrangement of equipment on track

1.2.1 The manned office

The organiser must ensure that the following facilities are available:

- An office to serve as the reception and issue teams with official documentation;
- An office for the panel of commissaires;
- A room for the meeting with the team managers (particularly for NF championships);
- An area for the antidoping testing.

1.2.2 The secretariat

A closed-off area – theoretically inside the track beyond the finish line – reserved for the panel of commissaires, the secretarial personnel engaged by the organiser and the speaker. This will contain:

- sufficient tables and chairs (with option of covering the box over for protection from sun or rain if necessary);
- means of copying documents (photocopiers),
- a rack of pigeonholes for issuing official notices to commissaires;
- a telephone and fax;
- an area where the judges can view video footage;
- computers for producing the official notices.

Note: the secretarial personnel will be responsible for copying and displaying official notices and distributing them to the members of the panel – these are very important duties, upon which the smooth running of the event depends.

1.2.3 Competitors' Area

The following should be provided:

- Boxes closed off by barriers, with benches or chairs;
- A closed-off area of track for warming up and warming down;
- A notice board (for official notices);
- A public address system that can be heard by the competitors.

1.2.4 Track equipment

The following should be provided:

- Lap counter (2 for pursuits), bell (2 for pursuits);
- Podium for finish judge;
- A computer operator;
- Starting blocks controlled either by the pistol or electrically, with countdown and lap counter;
- Green and red flags or discs with poles to mark the pursuit line. A noticeboard (competitors' area);
- Waiting areas for competitors (sprint, pursuit) which must be enclosed (with seating available);
- Electronic timekeeping system (on podium in centre of track);
- Photo finish;
- Continuous video filming of track events;
- Radios: transmission equipment (walkie-talkie), radio contact between all commissaires;
- Starter's pistol;
- Tape measures for checking the gear ratios of young riders (NF);
- Strips for all timed events (one every 5 m on **corners**);
- Podium for the referee outside the track. This can be at the rails, beyond the finish line or in the technical office above the grandstands, opposite the finish line, as seen in new velodromes. This position must be equipped with a video system, with a technician on hand to operate it;
- Podium for the awards ceremony.

2 .1 Rules and regulations

2.1.1 UCI Rules

As with road events, the UCI rules and regulations apply in all countries affiliated to UCI, and serve as a basis upon which the continental and national federations can draw up their own technical rules in the various track specialities, namely:

Official events: world championships, olympic games, world cup, and championships and cups of the various continents.

- **Sprint** (Men's, Women's);
- **Individual Pursuit** (Men: Elite 4 km, Juniors 3 km, Women: Juniors 2 km, Elite 3 km);
- **Team Pursuit** (Men's 4 km);
- **Kilometre** (Men) and **500 m** (Women);
- **Points race** (Men: Elite 40 km, Juniors 25 km, Women: Juniors 20 km, Elite 25 km – number of laps closest to distance);
- **Keirin** (Men's, Women's – 2 km – number of laps equal to distance);
- **Team Sprint** (Men's and Women's);
- **Madison** (Men: Elite 50km, Junior 30 km) – number of laps closest to distance;
- **Scratch**.

They also set out the rules for other events:

- Motor paced events;
- Tandem;
- Elimination races;
- Six-day events;
- World records.

2.1.2 National federation rules

These are of course drawn up according to UCI rules as described above for official NF events and national championships, and for the other events mentioned above. They may also set out the rules for other events such as:

- National challenges;
- Show events;
- Omnium track events, consisting of several different individual or team events with an overall placing.

2.1.3 Special Rules or rules specific to an event

An organiser can also organise Track events of the omnium type, lasting one or more days and including for example the NATIONS' OPEN, with special rules.

Note: *As with road events, it may happen during the course of the season that UCI or the NFs issue circulars clarifying or amending rules.*

For official events the NFs may send a technical delegate responsible for seeing that certain Federation directives are applied.

2 .2 The programme

- For official events such as the world championships or world cup, the programme will be drawn up by UCI. For national and regional championships, it is drawn up by the NF or regional committee.
- For other events, the programme will be drawn up by the organiser, and must make mention of all the organisational details described above.

Note: *in all cases the scheduled programme will be subject to alteration by the panel of commissaires, for the sake of observance of the rules or because of weather conditions.*

3.1 Information gathering and preparation for events

As with road events, the management and official supervision of track events requires strict, methodical organisation, before, during and after the event.

Let us assume the role of the chief commissaire, using a national championship as an example.

3.1.1 Before the event

Well before the event the CC will be sent the programme and specific rules for the national championships, drawn up by the NF concerned, like any rules. These will set out organisational details such as:

- location and opening hours of the manned office from which numbers and official passes etc. can be picked up;
- location and time of the meeting with the team managers;
- arrangements for the antidoping testing areas;
- means of access to the car park etc.

We will give the following information for the rules section:

- Details of how athletes should enter and register for the event. The official NF bulletin should be included;
- Which items of clothing are permitted (category and selection);
- The specific rules for each part of the event;
- Details of the prize ceremony, and the prizes and awards that will be given,
- Which penalty scheme will be used (UCI or NF, depending on event),
- Which antidoping rules will apply.

As in any event, it is important for the CC to arrive at the manned office at least one day before the event (for a national championship), as he will have to:

1) establish as cooperative a relationship as possible with the velodrome manager and his organising team, and especially with the technical director, so that the event runs as smoothly as possible.

2) perform a number of duties, assisted by the panel secretary. These might include:

- **Preparation of the first official notices** listing:
 - ▶ Training periods before and during the championship.
 - ▶ The general and specific distribution of tasks among the panel of commissaires.
 - ▶ **Any amendments to or specific details of the rules regarding how the event will be run, equipment, clothing etc.**
- **Inspection** of all the track installations and equipment as defined earlier, accompanied by the member of staff responsible.
- **Preparation of the programme** for the first day: this is of great importance for ensuring the coherence and smooth running of the event.
- **Drawing up of starting order**: go through the programme in chronological order preparing a rough draft for the events of the first day.
- **Preparation of the daily bulletin** confirming the entrants in each event.
- **Preparation of the posts** for checking of credentials, number pick-up etc.

4.1 Meeting with team managers

A sufficiently spacious venue must be arranged for this meeting, which will be attended only by:

- The velodrome manager, organiser and technical director (who must all be licensed by the NF);
- The technical delegate and/or track chief from the NF;
- The board of commissaires;
- The team managers or leaders;
- The safety officers and medical staff.

Format of the meeting:

The organiser and technical delegate from the NF

will open the meeting by welcoming the teams. They will:

- introduce the people responsible for technical matters, safety, medical support etc.;
- inform the team managers of all the arrangements regarding access to the velodrome and use of the various facilities (car park, changing rooms, showers, cabins for equipment etc.);
- answer any questions regarding the teams' arrival and settling in. They will then hand over to the chief commissaire.

The president of the panel of commissaires

- will do a roll call of teams;
- will remind everyone about how to confirm entrants – a very important matter which affects the preparation of official notices giving the starting order for the qualifying rounds in each event;
- will draw attention to rule amendments or specific details of the rules – these will be listed in a handout distributed at the end of the meeting;
- will explain how the awards ceremony will be run;
- will issue a reminder of some of the instructions that must be observed by competitors:
 - ▶ Instructions concerning use of the track, scheduled training and warm-up sessions and instructions for the competition itself;
 - ▶ The safety rules for use of the track and warm-down area;
 - ▶ Only one technical manager per team may be on the edge of the track during competitions;
 - ▶ Correct attire must be worn by all assistants and technical managers seen on the track.
- The chief commissaire will also remind everyone of the importance of wearing numbers, correctly positioned;
- he will ask each team manager to declare the jersey or combination that his teams will be wearing (one commissaire will be appointed to gather this information);
- he will answer questions from the team managers;
- he will then hand over to the inspector responsible for the antidoping tests, who will explain the exact procedure for the tests. **This information will also be contained in a handout that will be distributed at the end of the meeting.**

5.1 Organisation of the official supervision and ancillary posts

5.1.1 General remarks

Successful official supervision and adjudication of events depends on the appointment of competent commissaires and assistants, each having very specific tasks to fulfil and performing these tasks discreetly and efficiently, while also working together as a team.

The table below gives a list of the various posts along with a brief description of their respective tasks, which are described in much greater detail in the section 6 later in the guide.

5.1.2 Panel of commissaires and distribution of general tasks

POST	FUNCTIONS
President of the Commissaires Panel (chosen from among the UCI-appointed commissaires)	<ul style="list-style-type: none">• decides how tasks will be distributed among the members of the panel;• coordinates and ensures consistency among the team of commissaires;• is alone the official spokesman to the team managers;• decides to nominate either the panel of judges or the referee according to the video facilities available.
The secretary (chosen from among the UCI-appointed Commissaires), appointed by the NF.	<ul style="list-style-type: none">• drafts official notices,• lists results;• works out the line-up for the next stages for the panel of commissaires;• keeps the speaker and the competitors’ area informed about results and the stage reached in the programme;• checks official notices containing computer data before distribution.
The starter (chosen from among the UCI-appointed commissaire)	<ul style="list-style-type: none">• starts all the events;• carries out the inspection of numbers, jerseys etc;• explains rules to riders;• decides when to stop the race or call a false start.
The finish judge (chosen from among the UCI-appointed Commissaire)	<ul style="list-style-type: none">• judges all race finishes and assigns finishing positions, if necessary with the aid of the photo finish;• sends the secretary a written note of the results for each finish.
The referee A new, very important post – assumed by one member of the panel of UCI-appointed commissaires to the post (appointed by the PCP).	<ul style="list-style-type: none">• exclusively monitors the behaviour of riders during the race and ensures observance of the rules. Alone responsible for imposing immediate penalties and making instant decisions (may seek assistance from others in this);• it is essential that an enclosed area and the facilities described above are provided for his exclusive use.
The (official) NF timekeepers for the electronic timekeeping, always supported by manual timekeepers.	<ul style="list-style-type: none">• take all times in each event;• control the lap-counter.
The UCI-appointed commissaires C2, C3, C4, etc. (number decided ny NF according to scale of event)	<ul style="list-style-type: none">• ensure that the rules are being observed on the straights and the corners;• must act very quickly if a rider stops unexpectedly to establish the nature of the incident.

The lap counters and bell (chosen from among the assistant commissaires)	<ul style="list-style-type: none">• monitor the number of laps remaining under the supervision of the timekeeper or official commissaires, and ring the bell one lap before each finish or placing.
The assistant commissaires (number decided by NF according to scale of the event)	<ul style="list-style-type: none">• perform the duties allotted to them by the PCP;• when not occupied elsewhere, await instructions from the PCP in a designated area near the secretariat.
ANCILLARY POSTS	
The track manager or in his absence the person in the organisation responsible when the track is in use.	<ul style="list-style-type: none">• checks continually that the track is usable and suitable for the type of event taking place;• ensures that only authorised persons are allowed onto the track;• continually ensures that the track is perfectly safe for the competitors’ use and that medical assistance is on hand.
Computer operator	<ul style="list-style-type: none">• enters data and produces the official notices prepared by the secretary.
Medical assistance <i>Note: the medical team must be on duty from the time the velodrome opens for training and warm-up periods; they must be officially notified of the hours when the track will be in use.</i>	<ul style="list-style-type: none">• a doctor and first aiders in attendance, adequately equipped to take care of injured riders and if necessary send them to hospital in an ambulance with resuscitation equipment.
The speaker , positioned beside the secretary so he can make official announcements.	<ul style="list-style-type: none">• has the very important role of compering the event and informing the public and the riders. However he must always await the PCP’s pronouncement before announcing a result or decision. He must always remain neutral when making announcements.
Equipment managers (heads of the organisation)	<ul style="list-style-type: none">• are responsible for installing equipment: lap counters, bell, flags, pads, etc.
Award ceremony officer appointed by the organiser	<ul style="list-style-type: none">• is responsible for having everything required for the award ceremony ready in good time: jersey, medals, flowers, national anthems, ladies in waiting and official personality to present awards.

Note: The distribution of tasks among the panel of commissaires will be set out in an internal memo.

6 .1 General running of track activities

6.1.1 Use of the track – safety

When the track is being used the organisers and commissaires must ensure that certain security measures are observed. The organiser must ensure that:

- persons authorised to have access to the inside of the track are issued with a badge;
- the direct entrances onto the track are guarded or shut, forcing people to use the underground or overhead walkways;
- the track manager or person from the organisation in charge is present.

6.1.2 Track manager

The role of the track manager or organiser responsible for the track is of vital importance to everyone using the track. He must ensure at all times that:

- the track is in a suitable condition;
- the safety zone inside the track is clear;
- a duty doctor or first aiders are always in attendance during training hours;
- the track equipment (lap counter, time strips, starting block, flags) is suitable for the event taking place;
- a waiting area is provided for riders, with seating for their use.

6.1.3 The President of the panel of commissaires

Generally the president of the commissaires' panel must ensure that all panel officials are at their posts and carrying out their duties efficiently. It is essential for him to anticipate and plan out the chronological sequence of events so that he is always in a position to put right any shortcomings in the way that the panel or others involved are operating.

With regard to safety:

- If a large number of riders wish to train he will draw up a timetable for use of the track, in consultation with the trainers.
- He will ask the panel to take immediate action in the following cases:
 - ▶ failure to wear the compulsory rigid safety helmet or incorrect fastening thereof;
 - ▶ cycling on the track in the wrong direction, even within the safety zone;
 - ▶ dangerous behaviour.

Before each start in an event he must ensure that:

- The assistant commissaires are liaising properly with the competitors' area so that riders for the next round are always ready and waiting.
- The track is in suitable condition – coordination with the track manager.
- The timekeepers are ready (particularly for events with places awarded on times).
- The photo finish operator is ready (depending on type of event).
- The official speaker is regularly putting out calls for the next riders to come to the start.

6.1.4 The secretary

The post of secretary is always given to an experienced commissaire, as this job is of vital importance for the smooth running of the programme. The secretary must prepare all official notices with the line-ups for each round or the starting order for the various events, must record results, and must always check computer data before photocopying and distributing it so that all entrants and everyone else involved is informed in good time about what is happening in the programme.

The secretary works closely with the chief commissaire and the commissaire(s) responsible for deciding the line-up or the starting order for each event.

6.1.5 General remarks about the starter's role

Of all the board commissaires the starter has one of the most delicate tasks. He must validate the start of events, but must also sometimes stop them if certain situations arise: dangerous behaviour, irregularities, mishap or incident; hence he has to act like a football referee blowing his whistle to halt a stage of the game.

The starter must have complete mastery of the specific rules for each track discipline. Obviously like all the members of the panel of commissaires the starter will have to attend all meetings of the team managers, panel of commissaires etc.

Generally speaking the starter must ensure before the start of each event that:

- the warming-up period ends 5 mins before the start of events. This is signalled by the bell.
- the regulation helmet is worn properly with the chin strap done up.
- the riders' number or numbers are correctly positioned.
- if there are two riders from the same nation or team, one of the riders is wearing some distinguishing mark.
- the correct clothing is worn, with only permitted advertising.

Note: if some of these conditions are not met, he may refuse to start the race until the situation has been remedied.

6.1.6 The referee

It is a fundamental requirement that **refereeing is fair and consistent** in events for which a referee is compulsory, i.e.

- **Sprint, Keirin, Points race, Madison**

The president of the commissaires' panel may not assume this role himself. He names, as permitted by the rules, another very experienced commissaire for the post. In this case he will ensure that he is in good communication with the referee so that he has a clear understanding of decisions taken.

Sprint and Keirin: It is generally accepted that the same referee must be used for the Sprint event and the Keirin, provided that he is able to do his job properly from a good position with an effective video system at his disposal.

At the end of a sprint:

- If there has unquestionably been a fault during the sprint, the referee reviews the sequence to satisfy himself entirely before announcing his decision to the chief commissaire, who will convey the decision to the speaker and secretary.
- If it is difficult to judge whether there has been a fault, the referee may consult with the corner commissaires and/or the president of the panel of commissaires before making a final decision.

Note: the advantage of this step is that he avoids taking a decision that may be questioned later.

Coordination of starter and referee: Obviously coordination must be as good as possible when overseeing sprints. The best solution to avoid giving contradictory signals is:

- in Speed events, according to the situation the starter takes the decision whether or not to stop the race until the start of the sprint. Thereafter it is the referee's decision.
- in the Keirin, the same system can apply up to the point when the pacer leaves the track to allow the riders to contest the sprints.

Note: this system is followed if the sprints are being raced normally, but the referee may at any time radio the starter to ask him to stop the race if he deems this necessary.

Points race, Madison: The referee in a Points race or Madison must follow the same procedure as for Sprint and Keirin. The referee cannot provide all the official supervision for these events. His primary task is to oversee the sprints. He may have to replay a contentious sprint while the race is still continuing, so it is essential that another commissaire is appointed to assist him.

The referee may also in some cases decide whether a group of breakaways has really gained a lap, by assessing whether or not they have actually rejoined the largest pack. This decision must be taken instantly so that the finish judge can give positions.

Location of referee's post

After some experimenting the consensus is that the referee should be positioned beyond the finish line on the first corner, as high as possible, ensuring that he has a good view of the whole track. As specified in the rules, his post must be shut off from the public and media and must have sufficient room for at least three people, plus a video system for filming and replays.

Video and radio equipment

Again experimentation has shown that the equipment usually required is:

- an independent video system with an operator filming sequences with a high-powered camcorder or picking up the TV images broadcast on a TV recorder; this must allow the referee to replay images, with the option of slowing or pausing the tape, while the race in progress is still being filmed;
- a walkie-talkie radio system for liaising with the corner commissaires, the president of the panel of commissaires and the starter.

Note: obviously if these equipment conditions cannot be met to assist with the vital task of refereeing, the president of the commissaires' panel will need to decide the best solution to adopt.

6.1.7 Finish judge

This is a very important job. The person appointed must be very accustomed to this type of duty and well practised in taking down numbers.

- The finish judge must be very attentive. Obviously he must work very closely with the photo finish operator and must always view the photos or films of the finish for himself.
- He must not risk announcing a result that may be altered by the photo finish.
- The finish judge may be helped by an assistant. On each finish he will write out the riders' numbers in the correct order and send them directly to the secretary. In events that are started on the median lines (pursuit etc.) he will work with the starter.

6.1.8 The panel commissaires

The commissaires C1, C2, C3, C4 etc. (depending on number) will be positioned on the corners or straights according to the event.

They must remain vigilant at all times, as incidents and mishaps can happen without warning.

The commissaires must be able to inform the president of the commissaires' panel or referee immediately of the nature of the incident and/or whether any rider has been at fault.

Commissaires must appear calm and behave calmly at all times. They are watched constantly by the public and TV cameras. Their behaviour reflects on the image of the governing body.

6.1.9 Electronic and manual timekeeping

Often the electronic timekeeping is done by a specialist company or by timekeepers from the NF. But they must always be backed up by manual timekeepers recording all times, because occasionally the electronic timekeeping can be faulty. It is essential that the manual timekeepers can give their times immediately if the electronic timekeeping should go wrong. They also watch the lap counter in time trials, because the checking off of the laps tells them exactly what point the race is at. Obviously they work closely with the starter.

6.1.10 Assistant and additional commissaires

These are highly valued assistants to the panel, often appointed by their NF. They must have an extremely good knowledge of Track events in order to perform the duties entrusted to them by the chief commissaire to the best of their ability, namely:

- Lap counters and bell: very sensitive posts entrusted to commissaires who are very well accustomed to these roles. They are normally supervised by the manual timekeepers in time trials (Individual Pursuit, Team Pursuit, etc.).
- Their other duties such as liaising with the competitors' area, assisting the finish judge or starter etc., are all important for helping the meeting to run smoothly.

Note: the president of the commissaires' panel must hold meetings with the board of UCI-appointed and assistant commissaires to ensure that all tasks are covered and that everyone understands what they have to do.

The president of the commissaires' panel must show extreme courtesy at all times and must always be on the alert to ensure that the team has the coherence essential for correct supervision and adjudication of the event.

6.1.11 End of event

The end of each event will be signalled by a pistol shot except in the case of the Keirin, Sprint, Team Sprint, Km and 500 m.

6.1.12 Official notices

Official notices will be issued about each event to inform everyone about the format of the event, the starting order, results, penalties etc.

Note: if changes are made to the day's programme, it is essential that all the team managers are informed of these changes (schedule, events) so that they can ensure that their riders are ready.

6.1.13 Numbers

Two worn in confrontational events: Sprint, Keirin, Points race, Madison, Scratch. One only worn in time trials: Individual and Team Pursuit, Km, 500 m and Team Sprint.

The starter, finish judge and commissaire controlling the start must check that they are in the position indicated by the panel of judges.

Note: it is very difficult to get riders to wear their numbers properly, particularly young riders, so it is essential to remind team managers and riders to check the position of numbers carefully.

6.1.14 Adherence to programme

The PCP needs to adhere to the event schedule. If a race is stopped (for a fall, mishap or accident of some kind), he must restart that round immediately once the condition of the track has been examined or move on to the next round.

6.1.15 General rules when officiating

- **False start:** the starter intercedes if a start is not within the rules. The competitor then restarts if permitted by the rules of the event.
- **Stopped race:** once started, a race may be stopped by the starter because of a mishap or accident; it is restarted according to the rules for the event.

Note: in all cases two pistol shots will signal that the race is halted.

Recognized accidents:

- Fall
- Puncture
- Equipment failure: breakage of a vital part of the bike. These are **RECOGNIZED accidents**.

Unrecognized accidents:

- Tightening defect: foot out of pedal, misaligned wheel or handlebars, loose saddle etc. These are **UNRECOGNIZED**.

Note: competitors are permitted one accident in each round of an event and may start a second time. After this they are relegated according to the level of the event.

Radio communication

In all track events riders are strictly banned from being in radio communication with their team managers, on pain of disqualification from the race.

Repairs to competitors' bike

Team managers must always have two spare wheels available beside the track.

7

.1 Individual sprint

7.1.1 Riders qualify over 200 m flying start

- Time strips on track edge (every 5 m, 20 cm from measuring line)
- Electronic timekeeping (to thousandths), backed up by manual
- Starting order decided by drawing lots (apart from the last eight, who will start in reverse order of their ranking for the previous year)
- The distance to be covered is the track length times the number of laps specified in the rules. Example: 250 m 3.5 laps, 333.33 m 2.5 laps (including the 200 m).

The starter must ensure that:

- The rider’s starting area is ready and clear of all obstacles.
- The rider is ready and mounted on the bike which is being held by his trainer or a barrier.
- A commissaire is checking off the riders.
- Young riders understand how the race is run. If necessary he will explain it to them.
 - ▶ The starter releases the rider as soon as the rider before begins his timed phase.
 - ▶ In the event of a fall or any other situation that could put riders at risk, he stops the race.

Note:

- *Explain clearly how the race will be run at the meeting of technical managers; issue a handout if necessary.*
- *If there is a dead heat, decide between the riders by drawing lots.*
- *Same bike for the qualifications as for the tournament.*

7.1.2 Line-up for the different stages of the tournament

Observe world championships rules and UCI grids (see article 3.2.49). Other formats may be used depending on the size of the event and the category of riders.

7.1.3 Distribution and description of tasks

STARTER

- Drawing of lots for starting order.
- Positioning of riders for starts and checking of clothing.
- Start signalled by blowing whistle.
- Extreme vigilance, moving about according to position of riders.
- Heat restarted in the event of a fall or mishap.
- Check lap counter: 3 laps for tracks of less than 333.33 m, 2 laps for tracks of 333.33 m or more.

FINISH JUDGE

- Notes down official positions and sends to secretary. If necessary he views the images or film from the photo finish.

REFEREE

- Alone immediately imposes penalties and makes requisite decisions, informing the PCP by radio.

CORNER AND OPPOSITE STRAIGHT COMMISSAIRES

- Observe and immediately signal any faults to the referee or chief commissaire (by walkie-talkie).

ASSISTANT COMMISSAIRES LIAISING WITH COMPETITORS’ AREA

- Have the very important task of ensuring that competitors are ready at the right time so that events run smoothly.

COMMISSAIRES CHECKING EQUIPMENT

- These commissaires must act discreetly away from the track.

Note: at all times the bearing of commissaires must be CALM, COURTEOUS and FIRM if necessary.

7.1.4 Stages of tournament

Arrival of competitors and positioning for start

- The starter must always urge riders to come onto the track and if necessary approaching them for the **drawing of lots** (*).
- He will allow sufficient time for preparation and concentration, without letting this be drawn out interminably, and will ask each competitor whether he is ready.
() the starter may have an assistant to help him in his duties.*

Note: (1) if a rider is late presenting himself at the line, the starter must never show his irritation through offensive gestures or remarks, but must be encouraging and explain to the rider the necessity of adhering to the schedule for his colleagues’ sake.
(2) he must never tolerate having riders sit down on the track to wait for others. This presents a deplorable image to the public and media.

The start

Once the competitors are ready and in position, the starter will start the race by blowing his whistle and will follow the preparatory phase all the time, pistol in hand, moving towards the finish line, depending on the speed and position of the riders, who may be doing track stands. He must be ready to go to the opposite straight if necessary to monitor any track stands. At whistle blow, the coaches must imperatively release their rider.

Track stands

When he takes up position (*), he must tolerate the possibility that riders will turn or jump their back wheels; the riders must be estimated to have stood still “in spirit”. The starter must start counting down (*) from the moment the riders are actually in position. In all cases, the starter must inform competitors when he starts the countdown and tell them that they must move on at the end of the allotted time. The prescribed time for each track stands is 30 seconds.
() see rules*

7.1.5 Control of sprints

- **The preliminary phase of the sprint** will always demand extreme vigilance on the part of the starter, who may stop the race in the following situations:
 - ▶ fall
 - ▶ puncture
 - ▶ equipment failure
 - ▶ **dangerous riding during the sprint - blocking, obstruction, flagrant violation of rules**

The offending competitor will be warned, and will lead when the race is restarted. In some instances the starter may simply decide to disqualify the offending rider.

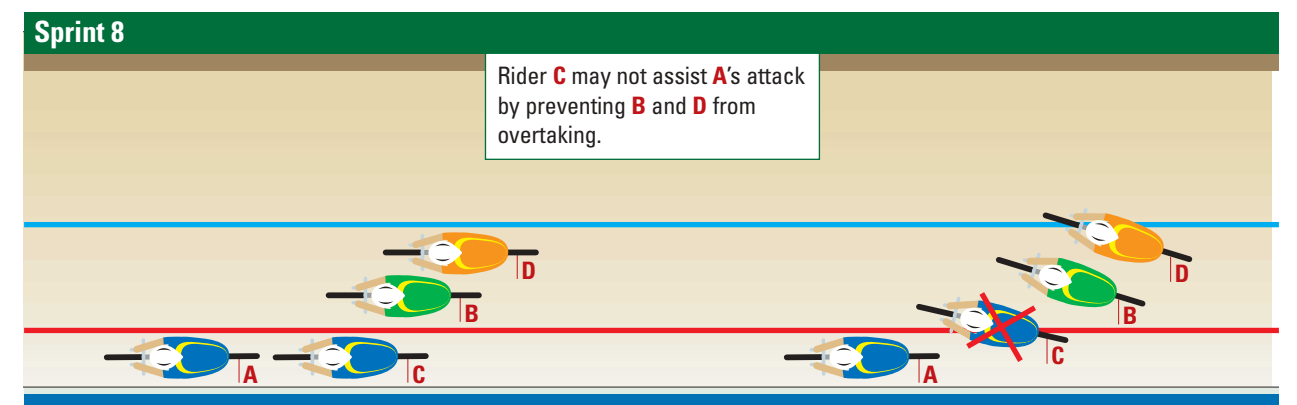
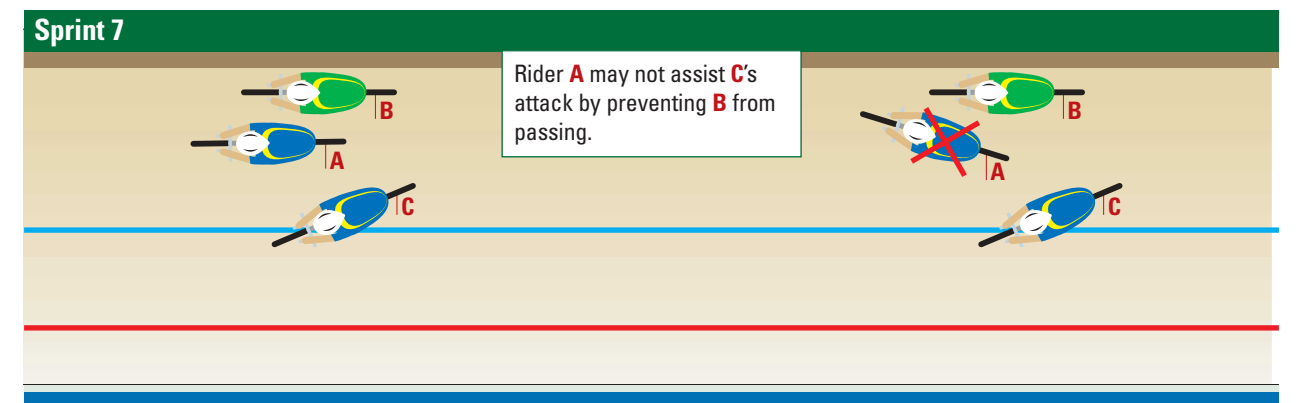
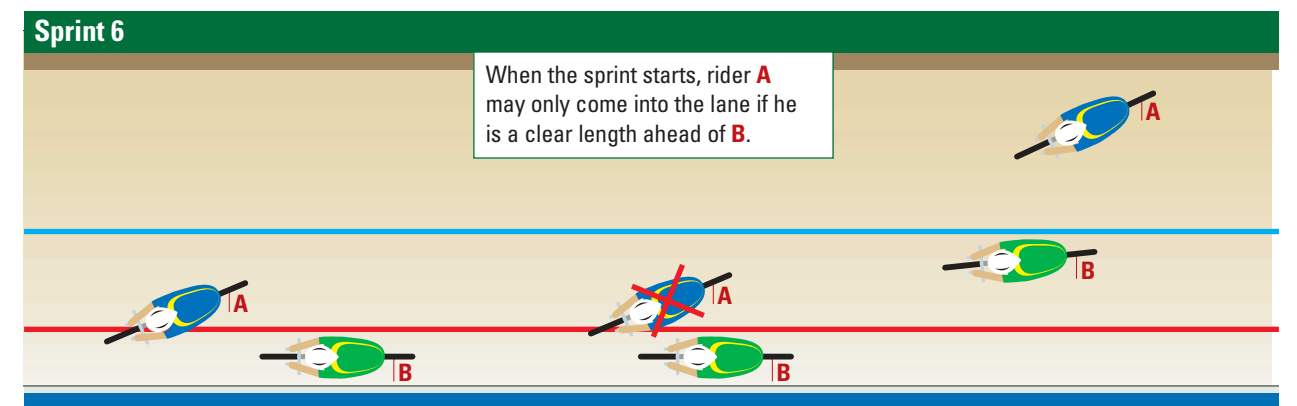
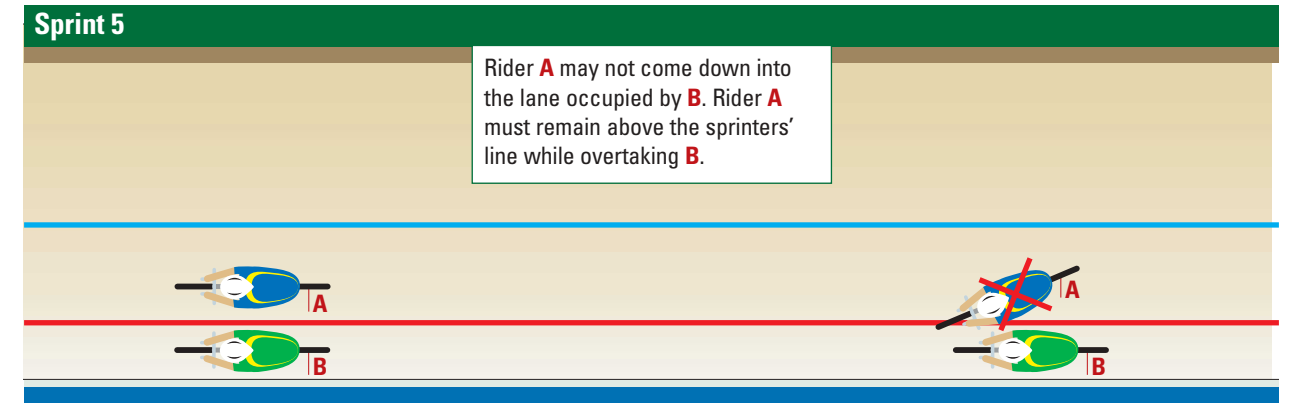
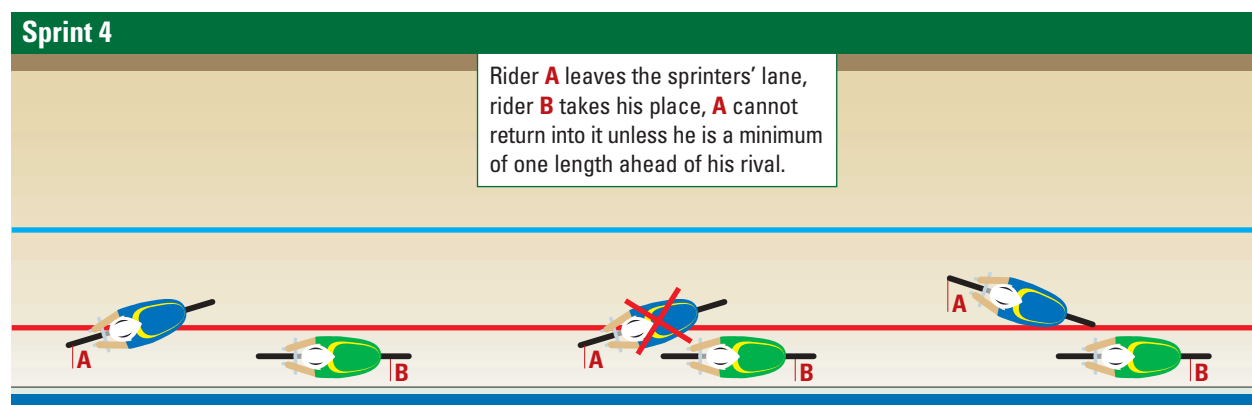
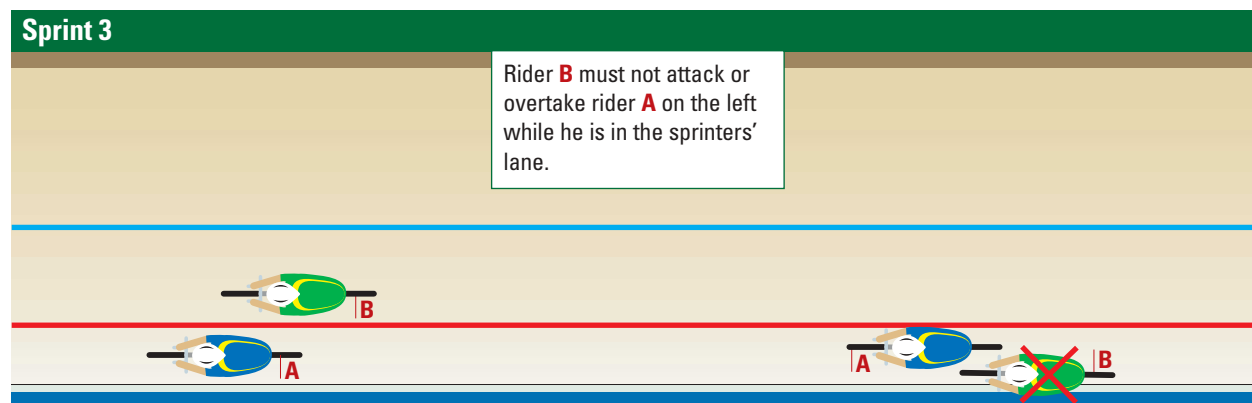
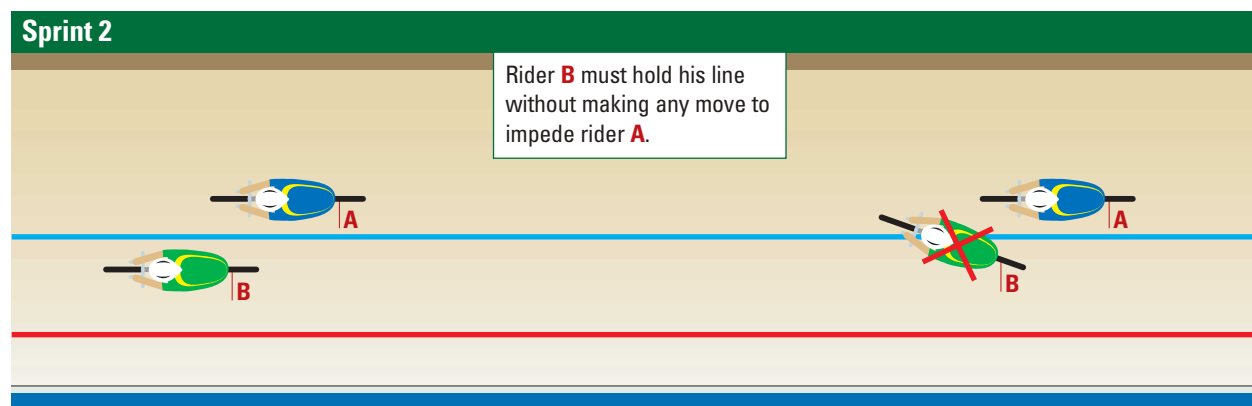
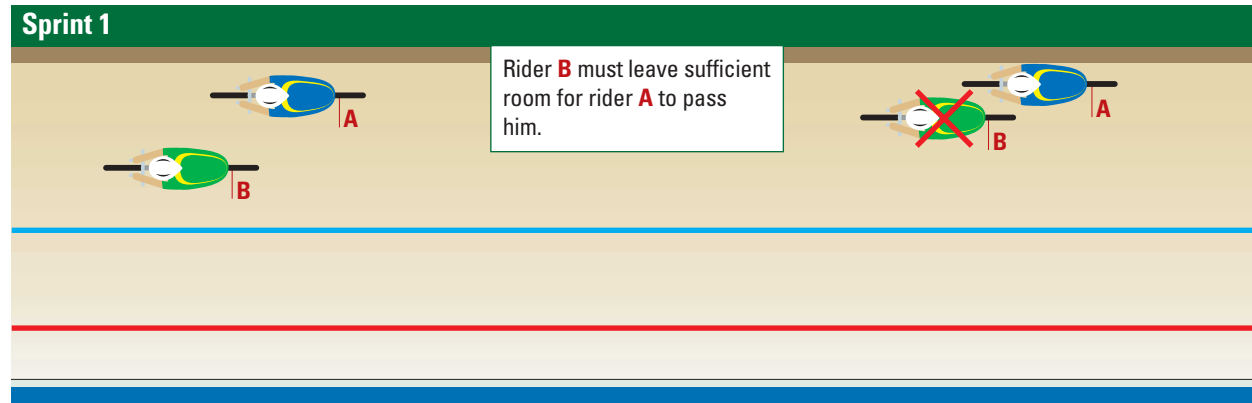
- **A distinction should be made** between riders’ behaviour **before** the start of the sprint and **after** it has started.
- **As soon as the sprint starts**, the starter will not stop the race unless there is a fall that does not allow the sprint to continue. It is the referee who will decide what action to take in the event of any irregularity or blatant foul.

Action by referee and/or panel of judges

- **Analysis of sprints on video**, with or without a verbal protest, to decide:
 - ▶ whether or not a fault affects the result;
 - ▶ what happened in the sprinters’ lane;
 - ▶ what happened in the cote d’azur.
- The outcome will be that either:
 - ▶ placings are upheld;
 - ▶ the rider is relegated;
 - ▶ the heat is re-run (with or without the offending rider(s));
 - ▶ total disqualification.

Note: - How does one decide whether or not a manoeuvre has affected the final result?
- See articles 3.2.039 to 3.2.049 setting out the rules as to how sprints should be raced (some of the diagrams illustrate these rules).

7.1.6 Diagrams



Sprint 9 + 10

Rider **C** is not allowed to "block" **B** to put rider **A** at an advantage.

Rider **D** is not allowed to force his way through, obliging **C** and **B** to alter course.



7.2 Individual Pursuit

7.2.1 Line-up for the different stages of the competition

This is drawn up according to UCI or NF rules, or to the specific rules for the event.

- The line-up for **timed qualifying rounds** must be drawn up meticulously, setting strong against strong, weak against weak, taking account of official times or recent references and not setting the two supposedly best riders against one other.
- First round** (some national championships and the world championships) with the eight best qualifying times.
- Finals** – the line-up can be taken:
 - either directly from the qualifiers, with the four best times (some national or regional championships and world cup events),
 - or from the result of the first round.

7.2.2 Track equipment

- Timing** or **front wheel detection strip** on each pursuit line. Two manual timekeepers will back up the electronic time-keeping.
- Starting block** which holds the bike with a brake blocking the back wheel, released by the starter's pistol or by a special system, with a countdown from 50", 30", 10" bells then beeps for 5", 4", 3", 2", 1" with pistol fired on 0 by the starter or a bleep from the machine.

Note: a) as soon as the bike is fixed in the starting block, the line commissaire raises his flag and the starter begins the countdown.

b) it is essential to check that the starting blocks are working properly before each meeting.

- Pads** every five metres on the corners.
- Red flag or disc** on finish line side and **green flag or disc** on opposite straight to mark:
 - the riders' start – for tracks of lengths that are not an exact submultiple of km a line will be marked on the track. This will be explained at the meeting with the team managers;
 - the last km or 500 m.
- Two lap counters plus two bells**

7.2.3 Distribution and description of tasks

- Two UCI-appointed commissaires for each pursuit line** who supervise the positioning of riders (sometimes holders). One of these tells the rider to get ready and signals to the starter with a flag.
- The starter in the centre of the track on a podium**, back to back and hand in hand with a commissaire (often the finish judge). **The speaker orders the countdown and start in the absence of a machine.**

- The lap counters must pay particular attention to the conduct of the race. Their rotation opposite allows all the commissaires and the starter to keep track of laps themselves. The starter will monitor the race lap by lap, in coordination with the manual timekeepers.
- The straight and corner commissaires** must ensure that nobody remains on the edge of the track apart from the riders' managers (one only per competitor).
- The commissaires in the competitors' area** perform the same duties as for the sprint event, calling riders for their start and checking equipment.

7.2.4 Conduct of the competition

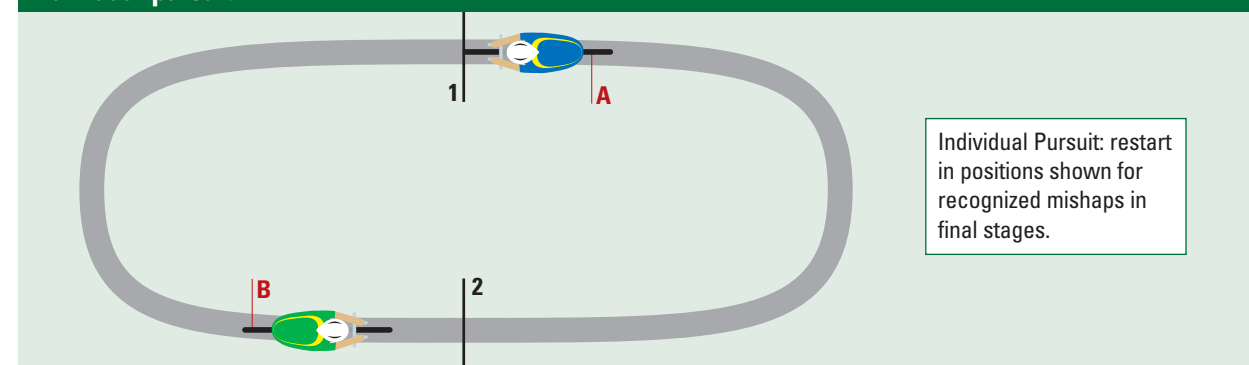
- In the first half-lap**, if there is an **accident**, whatever the level of the round, **the race is stopped and re-run immediately**. After the first half-lap a distinction should be made between the following situations:
 - Qualifying stages and first round against the clock:** no stoppage of the race after the first half-lap for a mishap. Only the rider who has had the accident will make another attempt at the end of the qualifying rounds or first round (only in TT); the other will continue.

Note: a) in the qualifying rounds, any rider lapped continues to complete his time, and may not slipstream the person who has lapped him nor pass him on pain of disqualification.

b) in the first round, any rider lapped stops and is placed according to time and distance covered. The other competitor continues to complete his time.

- Finals:** if an accident occurs, the following rules apply:
 - 1st half-lap** in every case the race is restarted;
 - after the 1st half-lap** and up until the last km or 500 m, the competitors restart at the half-lap line they have last crossed, with competitor **A** in front on the line, and competitor **B** behind his last half-lap line by a distance calculated as follows:

Individual pursuit



Because each entrant is timed in the pursuit, half-lap by half-lap, the last recorded time before the mishap will be available.

If the result the last time through the 2,500 metres was:

Rider **A** in the lead on **3'11"98** and rider **B** behind on **3'13"76**

Rider **B** therefore has a delay of: **3'13"76 – 3'11"98 = 1"78**

and must restart from a distance behind equal to the distance he covered in this time.

As he has covered 2,500m in 3'13"76 and is 1"78 behind, this represents a distance of:

$$\frac{2,500 \times 1"78}{3'13"76} = \frac{2,500 \times 1.78}{193.76} = 22.96 \text{ metres}$$

The riders will therefore restart in the following positions:

- Rider **A**, at point **1**
- Rider **B**, 22.96 m in front of point **2**

Thus the riders are restarting from the positions they had reached after **3'11"98**.

One needs only add this time to that taken by each of the two riders in the second part of the pursuit to obtain the total time for each rider.

OBSERVATION

The distance between them must not be calculated from the average of the fastest rider, as this would not give the actual distance between them as rider **A** goes through **1**, but rather the distance rider **A** is ahead when rider **B** goes through **2** and this would not be timed, so would not give the true position at the time of 3'11"98.

- **Final kilometre (500 m)**
 - ▶ **If one of the competitors suffers a mishap**, the result stands with the rider who was leading being declared the winner. The time awarded to him is calculated on the basis of his average over the last half-lap.

Note: in all cases a race will be restarted only once following a mishap.

7.3 Team Pursuit

7.3.1 Line-up for the different stages of the competition

Drawn up according to UCI or NF rules or the rules specific to the event.

Timed qualifying rounds – 2 options:

- on tracks of less than 400 m, **one team only** on the track to record its time.
- on other tracks, **two** teams on the track.

Note: the line-up should be drawn up in the same spirit as the Individual Pursuit.

Final stages

7.3.2 Track equipment

- Same as for Individual Pursuit, with starting block for first rider.
- Timed in exactly the same way as the Individual Pursuit.

7.3.3 Distribution and description of tasks

- Same arrangement as for Individual Pursuit.
- One UCI-appointed commissaire holds the first man or the starting block in the sprinters' lane. The other riders are held by assistant commissaires, arranged either abreast or 45° diagonal to the first rider, one meter apart measured parallel.
- The other UCI-appointed commissaire must check the position of the riders' numbers at the start.

7.3.4 Conduct of the competition

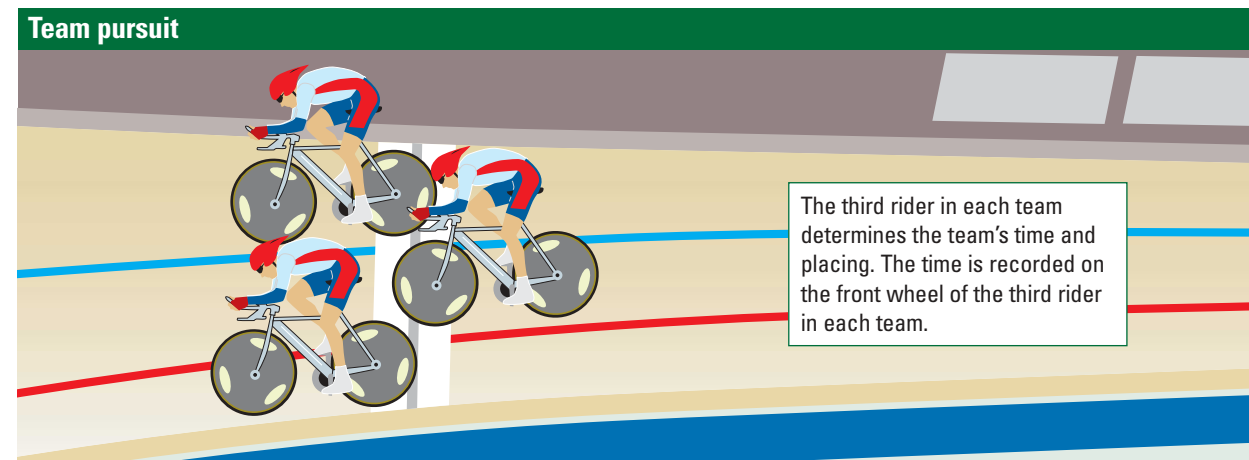
- Riders qualify on time:
In the first half-lap if an accident occurs in the qualifying stages, the race is stopped and re-run immediately. For tracks of a length which is not a submultiple of one km, the distance corresponding to the first half-lap will be marked.
After the first half-lap, if there is an accident, the team has the option of stopping (1 lap to decide) and restarting at the end of the round. The other team continues to complete its time.
- Any team lapped finishes to record a time.

Note: false start: - **starting block not releasing competitor;**

- **irregular start** (any rider starting before the rider who has to lead the first relay);
- **any team causing two false starts is eliminated.**

Reminder of the rules:

- **A team is lapped when an opposing team (at least 3 riders together) comes within one metre of them.**
- **One commissaire (who needs to anticipate this happening) signals to the lapped team with a red flag that it can no longer relay and must remain on the inside of the track while the other team overtakes it.**



- **First round**
No stopping of the race after the first half-lap. If a team is lapped, it stops and the other team goes on to record its time.
- **Finals**
Same arrangement as in the first round, except that as soon as a team is lapped the race is over.
Awards ceremony: only the four riders who competed in the final will take part in the ceremony.

Note: commissaires will bring dropped riders off the track quickly.

7.4 Km and 500 metres

Individual time trials with standing start.

7.4.1 Starting order

Determined by drawing lots. In official championships and competitions the ten riders ranked highest in the previous year start in reverse order, with the champion being last to start.

7.4.2 Track equipment

Same as in Individual Pursuit.

7.4.3 Conduct of the competition

- Can be run as a series of two riders together, except in the world championships.
- **All riders must make their attempt in the course of the same meeting.** If for some reason, such as bad weather, all entrants are not able to do so, the event will have to be abandoned and started again completely.

Note: 1) false start, another start immediately;

2) recognized or unrecognized accident, restarted after approx. 15 minutes;

3) in all cases riders cannot start more than twice;

4) if two riders tie on time, they are placed equal, and both presented with a medal in the awards ceremony.

7

5

Team Sprint

Event run over three laps of the track, with two teams of three riders competing against each other.
Track equipment and distribution of tasks same as for Individual Pursuit.

7.5.1

Conduct of the competition according to event

Qualifying rounds

Time trial, two teams on the track.
The four best times qualify for direct finals.
Or the eight best times qualify for a second round according to UCI or NF rules.

Example:
Direct finals
third fastest time against fourth fastest time (third and fourth places)
fastest time against second fastest time (first and second places)
or second round
fourth fastest/fifth fastest
third fastest/sixth fastest
second fastest/seventh fastest
fastest/eighth fastest
Finals
Same as above taking first the winners of each match, then the times.

7.5.2

Track equipment

As for Team Pursuit, but lines need to be marked on the track 15 m before and after the pursuit lines for monitoring relays.

7.5.3

Distribution of tasks

As for Team Pursuit.

Note: the starter and his assistant (often the finish judge) must be very vigilant for false starts caused by riders starting before their team-mate who is held in the starting block.

7.5.4

Observations

Timed qualifying rounds

- Two teams on the track, same positioning as for Team Pursuit.
- Accident:** the team must make another attempt at the end of the qualifying rounds. Any team affected by an accident in the other team may ask the judges to allow them another attempt.
- A team will not be permitted to start more than twice.

First round and finals

- If an accident occurs, the race is stopped and another attempt allowed. The winning team is the one that crosses the line in first place and in which each of the three riders have completed their lap.

Note: false start: - **starting block not releasing rider;**
- **irregular start (second or third rider starting before first).**

7

6

Keirin

Track equipment and distribution of tasks on same principle as for Individual Sprint.

7.6.1

Line-up for the different stages of the competition

The organisation of the competition and the line-up for the different stages of the tournament can be drawn up on the basis of the tables in the UCI or NF rules.

- First round:** repechage after qualifying rounds
 - the best riders should be put in the first qualifier according to their recognized merit.
- Second round:** qualifying rounds for the final
 - no repechage
 - placings in rounds and repechage taken into account
- Final:** 6 to 8 competitors maximum (according to length of track; see rules)

7.6.2

Track equipment

- Same as for Sprint
- The PACER, on an electric motorcycle or derny

7.6.3

Distribution and description of tasks

- Same as for Sprint

7.6.4

Conduct of the competition

- Number of laps closest to 2000 m according to length of track (see UCI table.)
- The starter:
 - asks riders to draw lots for the starting order;
 - lines up riders abreast in ascending order on the pursuit line, leaving the sprinters’ lane clear so that the pacer can come through;
 - signals the start by firing his pistol when the pacer is approx. 15 m behind the starters, riding at a speed of +/- 30 km/hr (men) and 25 km/hr (women);
 - the pacer** gradually increases the pace to 50 km/hr at the end of the first km (45 km/hr for women). He comes off the track on a straight after a number of laps determined according to the length of the track, around 600-700 m from the finish line.

Note: the referee will indicate exactly where the pacer should leave the track.

- Rider no. 1** in the starting order has priority. He must slipstream the pacer, unless another rider takes his place and becomes no. 1. If no rider then slipstreams the pacer during the 1st lap, the starter stops the race. The rider considered to be no. 1 is disqualified (*), the race restarted and rider no. 2 becomes no. 1.
- If any rider overtakes the back of the pacer’s back wheel before he leaves the track the race is stopped. The offender is disqualified (*) and the race restarted.
- The sprints are judged according to Sprint rules, particularly concerning the "sprinters’ lane”. The **referee** needs to be very vigilant. He is in communication with the **starter** and must stop the race if there is any dangerous behaviour from riders (hitting with helmet, hitting with shoulder etc.) or any manoeuvre outside the rules. The offender is disqualified (*). The race is restarted.
(*) *relegated according to the level of the competition.*

7.6.5

Observations

- It is strictly forbidden to pass on the left when the sprinter’s lane is occupied.
- Video footage is extremely useful and must be viewed as soon as there is the least doubt.

7.7 Points race

7.7.1 Conduct of the competition

The format will depend on the number of competitors. In principle the maximum number of riders for track is 24 for a 250 m track. If the number is higher there will be qualifying rounds.

7.7.2 Distribution and description of tasks

7.7.3 Starter

- Checks off the riders at the start, informs the finish judge and those filling in the placings board if anyone is missing. Half the riders are positioned at the rail, the others are held by their trainers one behind another in the sprinters’ lane.
- The starter signals the massed start after one lap.
- He points out the head of the race to the lap counter.

7.7.4 Finish judge and his assistant

These take down the places on each sprint (if necessary helped by the photo finish) and send a note of the four first places to those maintaining the placings boards.

Note: always record the first five riders in case a sprint result is disputed.

7.7.5 Referee

Same tasks as in Sprint for sprints with placings. He may also disqualify riders from the race in the event of any complicity or unsporting manœuvre.

7.7.6 Secretaries maintaining placings boards

One commissaire constantly updates the position tables, in parallel with the computer system – comparison of the two makes for greater reliability.

7.7.7 Commissaires on corners and back straight

Same tasks as in Sprint, with particularly close monitoring of sprints (for passing on the cote d’azur on the back straight). These commissaires ascertain the nature of any incidents and count down the number of laps completed.

Note: countdown starts the moment the group to which the rider belonged crosses the line.

They must carefully watch the team managers, who must not come onto the safety zone on the inside of the track.

7.7.8 Commissaires counting laps lost and gained

Two commissaires are specially appointed to this task, which can sometimes be delicate. They must work very quickly to list the numbers of the riders in the leading or trailing groups.

Note: these commissaires keep a written record of how the race is developing, checking off riders and identifying breakaways, dropped riders, riders who have gained or lost a lap and riders who have had an accident, withdrawn or been eliminated. This written record of the race is passed to those maintaining the boards, and to the speaker so that he can announce what is happening. One commissaire in radio contact with the secretary may stand on the outside of the track monitoring the race (he may work in collaboration with the referee).

7.7.9 Bell and lap counter commissaires

The timekeeper continually monitors this task from the front of the race. Laps are determined by the riders leading over distance. The bell is rung on each lead group of riders, on the lap that counts for sprint points.

7.7.10 Conduct of the event

The race is won on points.

- **Final placings** are determined by the highest number of points obtained from placings in the sprints and from laps gained.
- **In each sprint** the first four competitors are awarded 5, 3, 2 and 1 points respectively.
- **Each lap gained** earns the rider 20 points. A lap is considered to have been gained when the rider(s) rejoin(s) the tail end of the largest group.
- **Each lap lost** loses 20 points. A lap is considered to have been lost when the rider is caught up by the largest group. **Riders who are one or more laps behind may be eliminated.**
- **Equal points:** the rule applied to decide between riders on equal points is **the final sprint.**
- **Lead riders** catching the pack up after the bell will not gain the points; these will be awarded to the next riders (dropped riders or pack leaders).
- **Dropped riders** lapped by the lead riders must not relay **on pain of disqualification from the race**, and are not eligible for points. **See diagrams below.**
- **Refreshments:** depending on ambient conditions (temperature, humidity etc.), it may **exceptionally** be agreed to provide drinks on the back straight where the team managers stand. The details as to how such refreshment will be administered will be worked out in consultation with the team managers at the preliminary meeting.

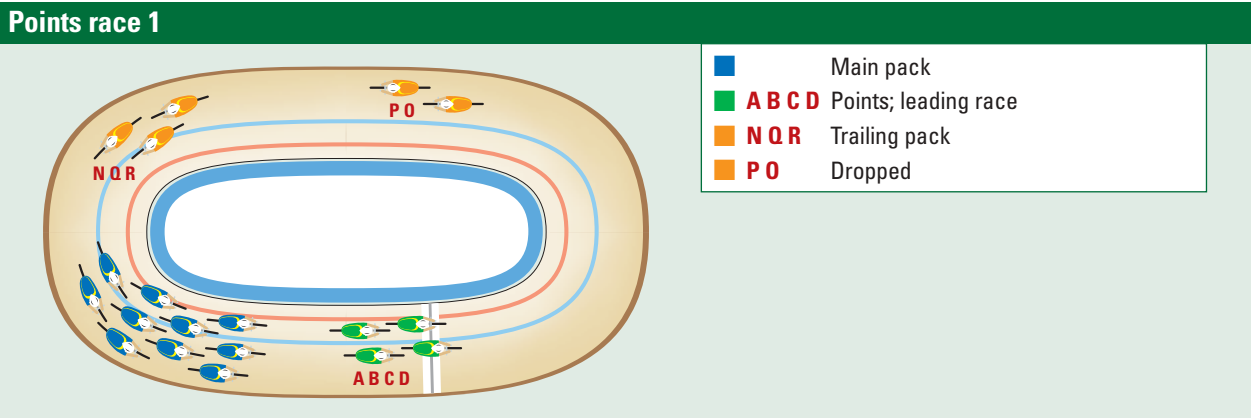
Fall or recognized mishap:

- **Neutralisation:** the rider is entitled to the number of laps closest to a distance of 1300 m. He must compulsorily return to the race in the position (*) that he held at the time of the fall or recognized mishap. In the last five laps the rider(s) concerned do not rejoin the race, but retain the number of points and laps they had scored.
(*) If a mishap befalls a rider who is part of a group of breakaways or dropped riders and his group gains or loses a lap, when this rider comes back into the race after repair he will be deemed to be a lap ahead or behind like the rest of the group to which he belonged. The same applies in the last five laps.

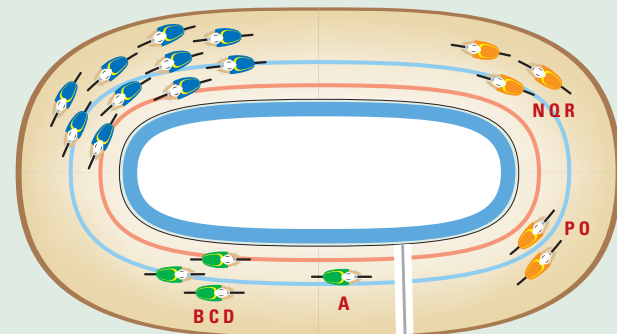
Diagrams illustrating race situations

Diagrams numbers 1 to 10 show the main situations that develop in a Points race. Diagrams numbers 11 to 15 deal with the different situations when lead riders catch up with the main group.

7.7.11 Points race diagrams

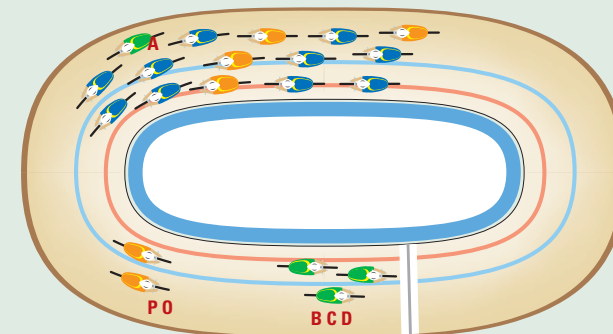


Points race 2



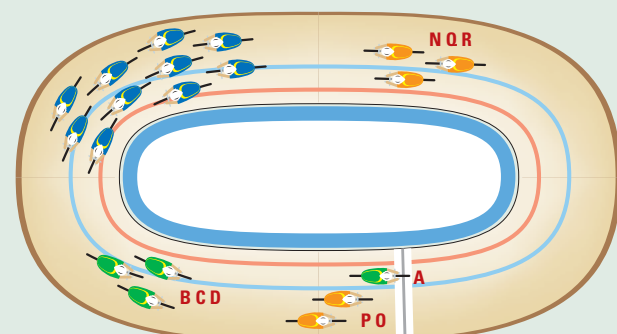
- Main pack
- **A B C D** Points; leading race
- **N Q R** Trailing pack
- **P O** Dropped

Points race 6



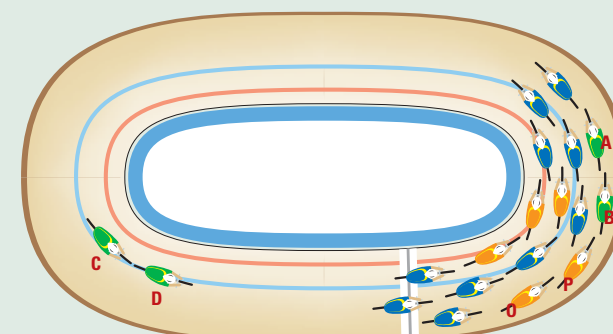
- Main pack
- **A** Rider **A** race leader for lap countdown.
- **B C D** Race leaders winning the points and about to gain a lap so 20 points.
- **P O** Riders trying to regain lost lap so 20 points – points for 4th place.

Points race 3



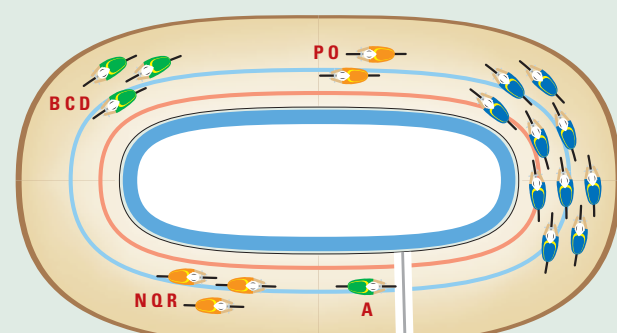
- Main pack
- **A** Leading race; leading event points
- **B C D** Points 2nd, 3rd, 4th
- **N Q R** Trailing pack
- **P O** Dropped riders lapped by **A**, score no points and may not lead.

Points race 7



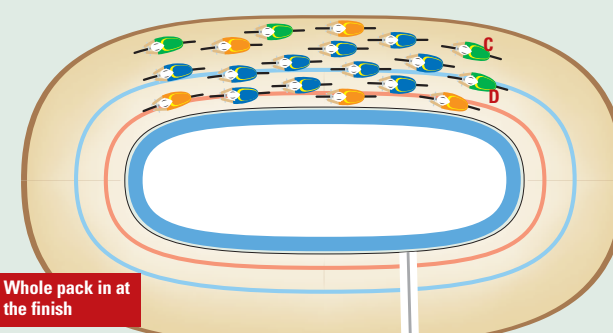
- Main pack
- **C D** The bell rings on **C** and **D** for the last sprint.
- **B P O** Riders **B**, **P** and **O** rejoin pack, win 1 lap so 20 points. **P** and **O** regain the lap they had lost so gain 20 points and are back at 0 points like the pack.

Points race 4



- Main pack
- **A** Points; leading race
- **B C D** Points 2nd, 3rd, 4th
- **N Q R** Riders lapped by **A** will not be placed
- **P O** About to lose a lap

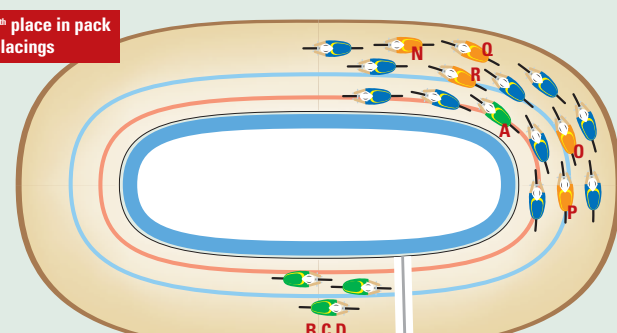
Points race 8



- Main pack
 - **C D** Riders **C** and **D** have rejoined pack, gain 1 lap so 20 points.
- Riders' final placings decided on points**

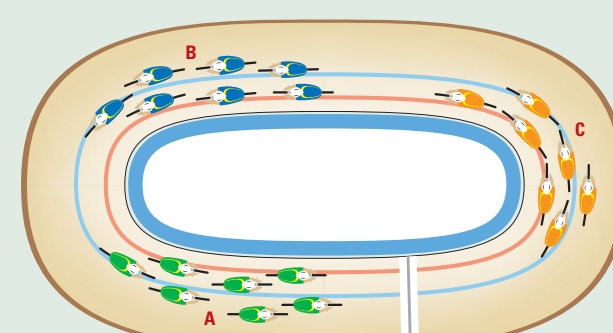
Points race 5

4th place in pack placings



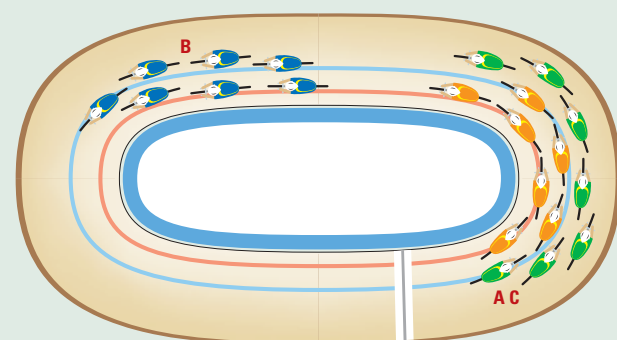
- Main pack
- **A** Rider **A** has caught up main pack. He gains 1 lap so 20 points.
- **B C D** Leading race – score points and are about to take 1 lap (they are considered as being on the same lap as the pack).
- **N Q R** Resume their positions in the pack.
- **P O** Have lost a lap, so lose 20 points.

Points race 9



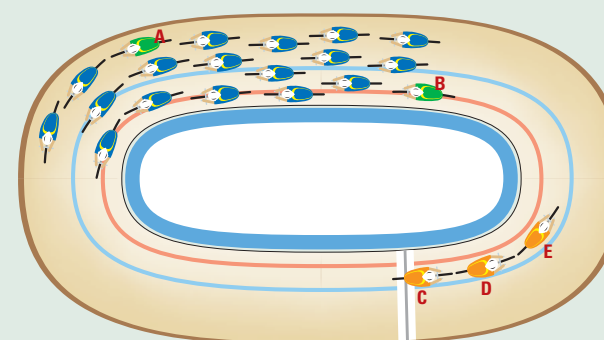
- **A** Lead group **A**
 - **B** Group **B**
 - **C** Group **C**
- Three similar groups. Group **A** gaining on **C**.

Points race 10



- **A** Group **A** catches Group **C**
 - **B** Group **B**
 - **C** Group **C**
- Riders **A** gain 1 lap when they catch Group **C** (main group) so 20 points. Sprints points are awarded to riders **B**.

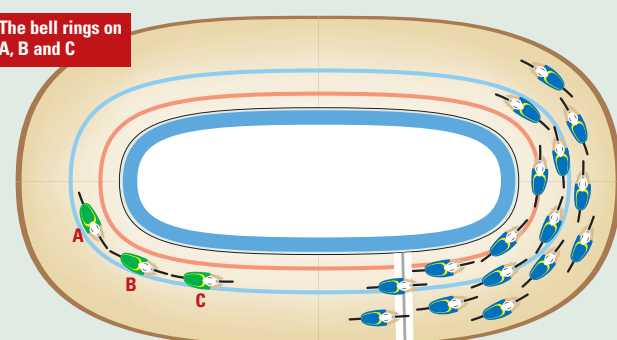
Points race 14



Riders **A** and **B** have rejoined the pack. They gain 1 lap so 20 points. Riders **C**, **D** and **E** become the race leaders for the points.

Points race 11 (1st situation)

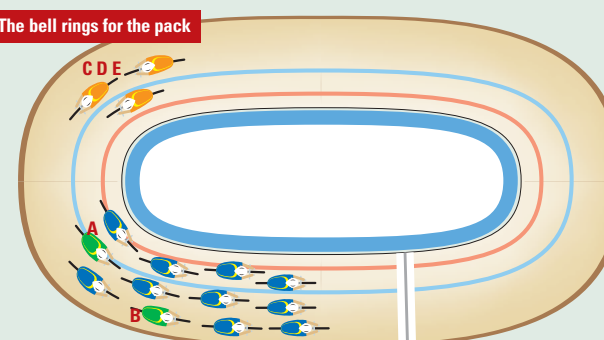
The bell rings on **A**, **B** and **C**



Last lap for lead riders. The bell rings, the pack crosses the line.

Points race 15

The bell rings for the pack

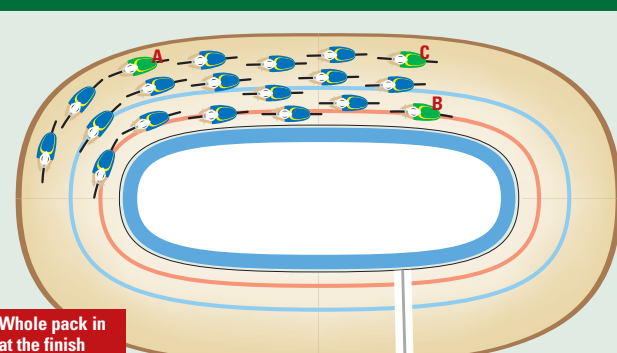


The bell rings for the pack with riders **A** and **B** having taken the lap to be placed in the following lap. The interspersed riders **C**, **D** and **E** who have become the race lead are awarded the first three places immediately they cross the line. Then the pack with **A** and **B** are placed according to where they cross the line.

Note: the last riders having taken the lap do one more lap with the pack to be placed in the final finish in order to establish the final overall placings.

Points race 12

Whole pack in at the finish

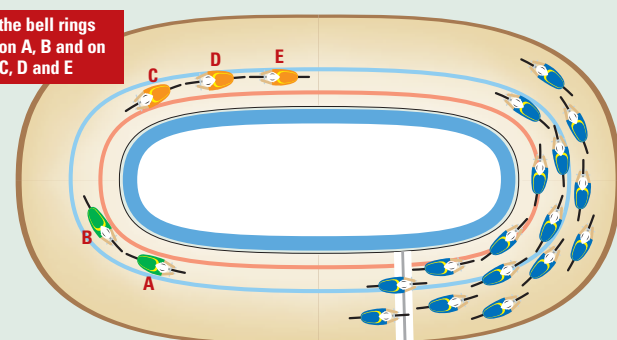


Riders **A**, **B** and **C** have rejoined the pack, they gain 1 lap so 20 points. Points will be awarded to the riders leading the pack immediately they cross the line which will determine the placing for the final finishing sprint.

Note: in this situation the pack completes one lap less.

Points race 13 (2nd situation)

the bell rings on **A**, **B** and on **C**, **D** and **E**



The pack crosses the line. The bell rings on the lead riders and interspersed riders.

7.8 Madison

7.8.1 Conduct of the competition

Format according to UCI or NF rules. The race is run over a set distance, generally between 20 and 50 km. Direct final with a maximum number of 18 teams for tracks of less than 250 m and 20 for those of 333.33 m and over. If the number of teams is higher, qualifying rounds are held.

7.8.2 Distribution and description of tasks

Tasks allocated in the same way as for Points race.

7.8.3 Conduct of the event

The event is won over distance and on points:

- **Final placings** are determined by the number of laps taken, then with the number of **points** deciding between riders on the same number of laps.
- **In each sprint** the first four riders are awarded 5, 3, 2 and 1 points respectively. Sprints take place every 20 laps or according to the chosen format.
- **Lap gained:** A lap is considered to have been gained when the rider(s) catch(es) up the tail end of the largest group.
- **Lap lost:** A lap is considered lost when the rider(s) is (are) caught up by the largest group. **Any team losing three laps may be eliminated.**
- **Draw between teams:** if teams are lying equal on laps and points, the rule applied to decide between them is the number of **first places**, then the number of **second places**, and if necessary **the final sprint**.

- **Lead riders** catching up with the pack after the bell will not gain the points, which will be awarded to the next riders (dropped riders or pack leaders).
- **Dropped riders** lapped by the lead riders must not relay **on pain of disqualification, from the race**, and are not eligible for points. **See diagrams below.**
- **Refreshment:** depending on ambient conditions (temperature, humidity etc.), it may **exceptionally** be agreed to provide drinks on the back straight where the team managers stand. The details as to how such refreshment will be administered will be worked out in consultation with the team managers at the preliminary meeting.

Fall or recognized mishap:

Neutralisation:

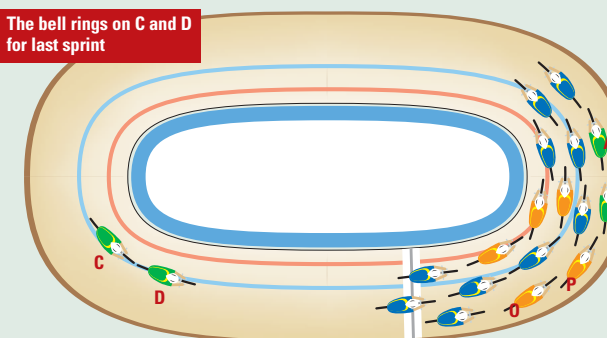
- If one rider falls or suffers a mishap, his team-mate must immediately take his place.
- The number of neutralisation laps permitted remains the same even if both riders in the same team suffer accidents. The team is entitled to the number of laps closest to 2000 m.
- No neutralisation in the last 2000 m. The team cannot continue and will be placed according to their score at the time the accident happened.
- If there is a fall involving more than half the riders (one per team), the race will be stopped and neutralised and then resumed in the positions before the fall.
- On open tracks, in the event of bad weather, the race will be stopped and the judges will take the decision whether or not to resume the race depending on the distance covered according to the table in UCI rules.

Note: 1) in six-day Madisons or show events, the specific rules regarding participation or neutralisation after mishaps or accidents may be different.

Diagrams: A clear distinction must be made between the Madison and the Points race, in which placings are awarded entirely on points (compare Points race diagrams 5 to 10 with Madison diagrams 1 to 5).

Madison 3

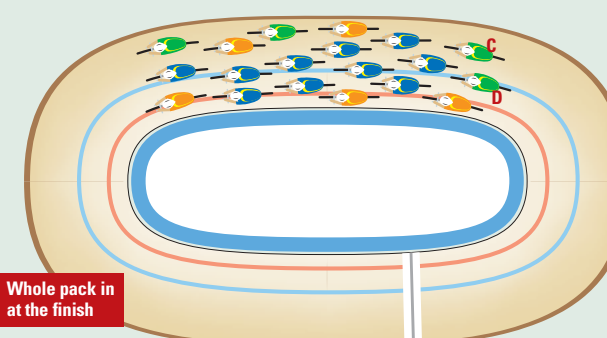
The bell rings on C and D for last sprint



- Main pack
- C D The bell rings on C and D for last sprint.
- B Riders B, P and O rejoin pack. So B is no longer 1 lap behind A. P and O regain the lap they lost and are back on the same lap as the pack.
- P O

Madison 4

Whole pack in at the finish

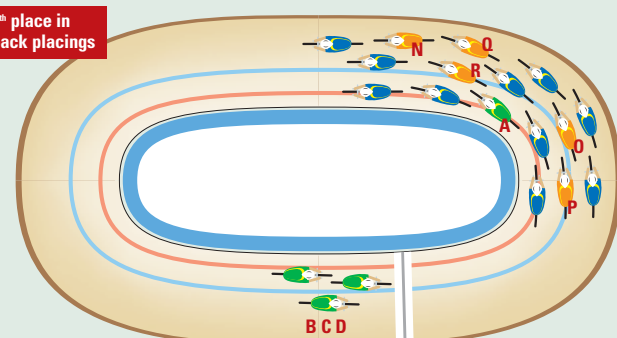


- Main pack
- C D Riders C and D have rejoined the main pack and so are on the same lap as A. Thus we have 4 riders leading on distance, being one lap ahead.

Note: in the final placing, we will have A, B, C and D on the same lap, separated by the number of points. The pack placed at 1 lap and separated on points.

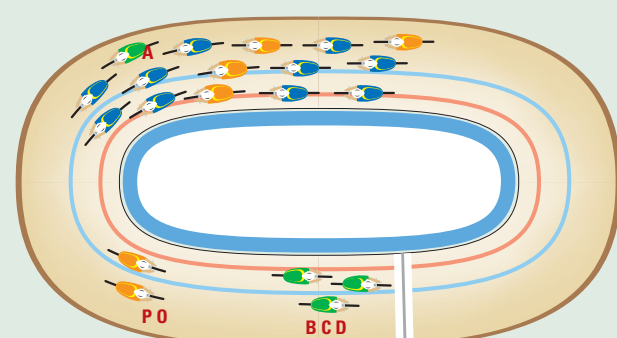
Madison 1

4th place in pack placings



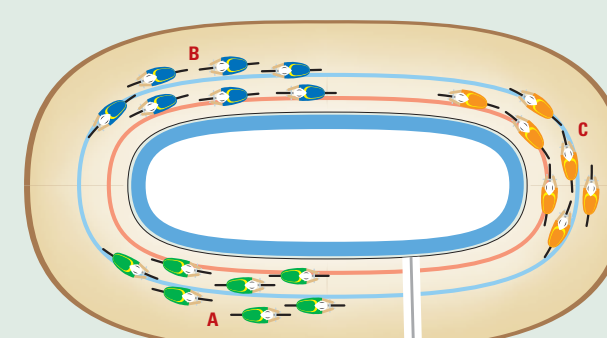
- Main pack
- A Rider A leads the race on distance. Rider A has caught main pack. He gains 1 lap.
- B C D Race lead – win the points and are about to split up (They are considered as being on the same lap as the pack).
- N Q R Resume their places in the pack.
- P O Have lost a lap.

Madison 2



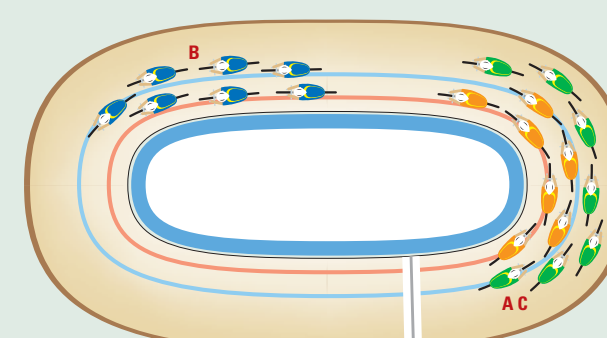
- Main pack
- A Rider A leads the race.
- B C D Race lead. They win the points and are about to split up.
- P O Riders trying to split up – points for 4th place.

Madison 5



- A Lead group A
 - B Group B
 - C Group C
- Three similar groups, group A gaining on group C.

Madison 6



- A Group A catches Group C.
 - B Group B
 - C Group C
- Riders group A gain a lap as soon as they catch group C (main group). Points for the sprints are awarded to group B riders.

7

.9

Scratch event

Principle: individual race over a distance that varies between 7.5 and 15 km according to the category of riders as set out in UCI rules or the rules for the particular event.

7.9.1

Distribution and description of tasks

Tasks allocated in the same way as for Points race.

7.9.2

Conduct of the event

The event is raced over distance.

- **Placings** are given in the final sprint. Riders are placed according to laps gained and finishing order.
- The start is the same as for the Points race, with one neutralised bunched lap. Started on the pistol.
- Any rider overtaken by the main pack must leave the track.

Fall or recognized mishap

- **Neutralisation:** the rider who suffered the accident is entitled to a neutralisation of:
 - ▶ 3 laps on tracks of 400 m and over;
 - ▶ 4 laps on tracks of 333.33 m;
 - ▶ 5 laps on tracks of less than 333.33 m;
 - ▶ in the last km, no neutralisation will be granted. Any rider not finishing the race will not be placed.

- **Massed fall or bad weather**

The race is stopped. The commissaires decide whether to resume the race in the positions before the stoppage or whether to restart the race completely.

7

.10

Show events

7.10.1

Elimination

- Principle: elimination of last competitor after a number of laps according to the length of the track and the number of entrants.
Example: 1 lap of a 333.33 m track, or every two laps of a 250 m track.
- Competitors are eliminated by their back wheel, except for first and second place, the ranking is done on the front wheel.
The rules are the same as Sprint for the elimination sprints. In particular one must watch out for riders coming through on the cote d’azur; this will lead to their disqualification.
If any riders go “one lap ahead”, this lap will not count and they must continue sprinting to avoid elimination
- If there is a fall or accident during the race, the rider(s) suffering the accident is (are) eliminated. In this case no rider is eliminated on the designated lap this time. (If there are less than 8 riders left, the competitor who had the accident is placed).

7.10.2

Omnium

- Riders compete in teams over several events according to NF rules or rules specific to the event.
- In each event, a placing is given for each team by adding up the places obtained by each rider in the team. The lowest score wins. Then an overall placing is given by allocating points to each category of event.
- In the case of teams on equal points, the number of wins takes precedence. If necessary teams are separated by their best placing in a timed event.

7.10.3

Race behind dernys

Contested over distance or on time. In all cases, the lap counter counts down the laps for distance or the minutes for time trials. The last 20 laps are signalled by a bell or a flashing light.

- The motorcycle and equipment for pacers are defined in UCI rules or those of the NF.
- Starts and placings are the same as for motor paced events.
- In the case of a recognized accident a neutralisation of 1.5 km is granted.
- In the event of a fall by a competitor or the pacer, 2 km is granted.
- No neutralisation in the last 4 km.

7.10.4

Danish elimination

Contested over distance. The number of laps is specified in the rules for the event.

Places awarded as follows:

- in the first sprint, the first rider is declared the winner and leaves the track;
- in the second sprint, the first rider over the line takes second place and leaves the track;
- in the third sprint, the first rider takes third place and leaves the track;
- in the fourth sprint, all competitors are awarded places from fourth downwards according to where they cross the finish line.

If there is a fall or accident during the event, the rider(s) who suffered the accident is(are) eliminated.

8.1 Appendixes

8.1.1 N° 1 – UCI sprint table 18 starters

1 st round				
1	N1		1A1	
	N18		1A2	
2	N2		2A1	
	N17		2A2	
3	N3		3A1	
	N16		3A2	
4	N4		4A1	
	N15		4A2	
5	N5		5A1	
	N14		5A2	
6	N6		6A1	
	N13		6A2	
7	N7		7A1	
	N12		7A2	
8	N8		8A1	
	N11		8A2	
9	N9		9A1	
	N10		9A2	
1 st round repechages				
1	1A2		1B	
	6A2		13B	
	9A2		14B	
2	2A2		2B	
	5A2		15B	
	7A2		16B	
3	3A2		3B	
	4A2		17B	
	8A2		18B	
1/8 th finales				
1	1A1		1C1	
	3B		1C2	
2	2A1		2C1	
	2B		2C2	
3	3A1		3C1	
	1B		3C2	
4	4A1		4C1	
	9A1		4C2	
5	5A1		5C1	
	8A1		5C2	
6	6A1		6C1	
	7A1		6C2	

1/8th finals repechages

1	1C2		1D	
	4C2		9D	
	6C2		10D	
2	2C2		2D	
	3C2		11D	
	5C2		12D	

1/4th finals
(best of 3 rides)

1 ^{re} 2 ^e B Q				
1	1C1		1F	
	2D		5F	
2	2C1		2F	
	1D		6F	
3	3C1		3F	
	6C1		7F	
4	4C1		4F	
	5C1		8F	

Semifinals
(best of 3 rides)

1 ^{re} 2 ^e B				
1	1F		1G	
	4F		3G	
2	2F		2G	
	3F		4G	

Placing 13th to 18th places

13B			
14B			
15B			
16B			
17B			
18B			

Placing 9th to 12th places

9D			
10D			
11D			
12D			

Placing 5th to 8th places
(1/4 final losers)

5F			
6F			
7F			
8F			

Finals 3rd and 4th places
(best of 3 rides)

1 ^{re} 2 ^e B				
3G				
4G				

Finals 1st and 2nd places
(best of 3 rides)

1 ^{re} 2 ^e B				
1G				
2G				

8.1.2 N° 2 – UCI sprint table 12 starters

1 st round				
1	N1		1A1	
	N12		1A2	
2	N2		2A1	
	N11		2A2	
3	N3		3A1	
	N10		3A2	
4	N4		4A1	
	N9		4A2	
5	N5		5A1	
	N8		5A2	
6	N6		6A1	
	N7		6A2	
1 st round repechages				
1	1A2		1B	
	4A2		9B	
	6A2		10B	
2	2A2		2B	
	3A2		11B	
	5A2		12B	

1/4th finals
(best of 3 rides)

1 ^{re} 2 ^e B Q				
1	1A1		1C	
	2B		5C	
2	2A1		2C	
	1B		6C	
3	3A1		3C	
	6A1		7C	
4	4A1		4C	
	5A1		8C	

Semifinals
(best of 3 rides)

1 ^{re} 2 ^e B				
1	1C		1D	
	4C		3D	
2	2C		2D	
	3C		4D	

Placing 9th to 12th places

9B			
10B			
11B			
12B			

Placing 5th to 8th places
(1/4 final losers)

5C			
6C			
7C			
8C			

Finals 3rd and 4th places
(best of 3 rides)

1 ^{re} 2 ^e B				
3D				
4D				

Finals 1st and 2nd places
(best of 3 rides)

1 ^{re} 2 ^e B				
1D				
2D				

8.1.4 N° 4 – Positions and placings grid for points race (with 12 sprints)

Points race	Category		Date
Nbr laps: _____		Distance km: _____	
Time: _____		Avge speed: _____	

[illegible][illegible]

8.1.6 N° 6 – Positions and placings grid for Madison

[illegible][illegible][illegible][illegible]

8.1.7 N° 7 – Distribution of tasks among commissaires

FUNCTIONS/EVENTS	Sprint Keirin	P. Ind. + Team Team sprint	Km 500m	Points race Americ.-Scratch
Starter				
Assistant starter				
Finish judge				
Assistant finish judge				
Judge-referee				
Daily programme				
Confirmation of starters				
Composition of qualifying rounds + heats				
Riders’ quarters				
Check of equipment + race numbers				
lap counter + bell (home straight)				
Lap counter + bell (back straight)				
Timing				
Form strips for bends				
Stewards at bends	1			
	2			
	3			
	4			
Steward for back straight				
Starting blocks (home straight)				
Flag steward (home straight)				
Starting blocks (back straight)				
Flag steward (back straight)				
Steward for riders’ quarters				
Head of the race				
Check on laps won				
Check on laps lost				
Lap won/lost check ext.				
Control of race incidents and accidents				
Check on final placings				
Formal ceremony				
Antidoping inspector				
Ass. Antidoping Inspector				
ADDITIONAL POSTS				
Manager				
IT				
Photo-finish operator				
Video				
Dist./displayiPress Releases + race results				

8.1.8 N° 8 – Tables of track penalties

A	AVERTISSEMENT	WARNING	ADVERTENCIA
B	AMENDE	FINE	MULTA
C	DECLASSEMENT	RELEGATION	DESCLASSIFICACION
D	DISQUALIFICATION	DISQUALIFICATION	EXPULSION

1	<p>pour avoir quitté sa ligne pendant le sprint final for not holding his/her line during the final sprint por desviarse de su linea durante el sprint final</p>
2	<p>pour avoir roulé sur la zone bleu lors du sprint for riding on the blue band during the sprint por pasar por la zona azul durante el sprint</p>
3	<p>pour passage volontaire sur la zone bleu au cours de l’épreuve for deliberately riding on the blue band during the race por pasar de forma intencionada por la zona azul en el transcurso de la prueba</p>
4	<p>pour ne pas avoir tenu sa ligne dans les 200 derniers mètres de l’épreuve for flot having held his/her line during the last 200 mtrs of the race por ne maintenir su linea en los ultimos 200 metros de la prueba</p>
5	<p>pour manoeuvre illicite, faite pour empêcher son adversaire de passer for irregular movement to prevent his opponent from passing por maniobra irregular para impedir e! paso de su oponente</p>
6	<p>pour manoeuvre dangereuse dans le dernier virage for dangerous riding in the final bend por maniebra peligrosa en la ultima curva</p>
7	<p>pour manoeuvre dangereuse au cours de l’épreuve for dangereous riding during the race por movimientos peligrosos durante la prueba</p>
8	<p>pour être entré dans le couloir des sprinters alors que son adversaire s’y trouvait déjà for entering the sprinter’s lane when the opponent was already there par entrar en el passillo de sprinters cuando estaba ocupado par su adversario</p>
9	<p>pour s’être rabattu vers l’intérieur alors que son concurrent s’y trouvait déjà for moving clown towards the inside of the track when a rival was already there por movimiento brusco hacia e! interior donde se encontraba su oponente</p>
10	<p>pour s’être rabattu à la corde obligeant ainsi son adversaire à sortir de la piste for moving down towards the inside of the track and forcing other competitor off the track por despiazamiento hacia el interior forzando a su adversario a salir de la pista</p>
11	<p>pour avoir tassé l’adversaire dans le but de le faire ralentir for crowding his/her opponent with the intention of causing him to slow down por presionar cerrando al adversario para obligarle a disminuir su marche</p>
12	<p>pour avoir dévié de sa trajectoire et avoir conduit son adversaire vers l’extérieur de la piste for moving outward with the intention of forcing the opponent going up por presionar cerrando al adversario para obligarle a subir hacia el exterior</p>
13	<p>pour s’être rabattu trop rapidement après avoir dépassé son adversaire for going down too quickly after overtaking his/her opponent por descender demasiado rapido y cerrar a su adversario después de adelantarle</p>
14	<p>pour faute flagrante et volontaire contre... for deliberate and flagrant fault against... por accion flagrante y voluntaria en contra de...</p>

15	pour avoir provoqué la chute de son adversaire for causing the crash of his/her opponent por provocar la caída de su adversario
16	pour avoir gêné son adversaire for having blocked an opponent por acciones de bloqueo sobre su oponente
17	pour retard au départ for being late at the start-line por presentarse con retraso a la línea de salida
18	pour avoir porté un seul dossard for wearing only one number por llevar un solo dorsal
19	pour geste incorrect for incorrect gestures por realizar gestos incorrectos
20	pour comportement incorrect for incorrect behaviour por comportamiento incorrecto
21	pour avoir poussé son adversaire for pushing his/her rival por empujón sobre su oponente
22	pour port de publicité sur le dos du maillot for carrying publicity on the back of the racing jersey por llevar publicidad en la parte posterior del maillot
23	pour comportement incorrect envers un Commissaire for incorrect behaviour or disrespect towards an official por comportamiento incorrecto hacia un comisario
24	pour avoir plié ou modifié son dossard for folding or mutilating the race number por llevar el dorsal doblado o modificado
25	pour publicité non-conforme sur le maillot/cuissard/équipement for improper advertising on national jersey or short por publicidad no autorizada en la vestimenta
26	qualifié pour les _____ et absent au départ sans justification qualified to _____ but did not start without justification clasificado para _____ y ausente sin justificación
27	pour avoir levé la main en guise de protestation for protesting with hands off handlebar por realizar gestos de protesta levantando las manos del manillar
28	pour avoir utilisé deux personnes pour informer son équipe/coureur for using two persons to give information to the team/rider por utilizar dos personas para informar a su equipo
29	pour insuffisance de matériel de rechange au départ for not being ready with extra wheels or other equipment at the start por no estar preparado con material de repuesto



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