

2006 USCF rule changes with comment

The following is a partial list of the rule changes passed by the USCF Board of Trustees at their fall 2005 meeting as well as one change made more recently. These are then followed by [comments](#) from the Technical Director. Note these are in numerical order, but not necessarily in order of importance. Words in italics indicate the changes compared to 2005.

1A29. An Elite rider is one who satisfies any of the following conditions:

- a) has a racing age of 23 to 29,
- b) *has a racing age of 19-22 and is a member of a UCI Pro Team,*
- c) has a racing age of 30 years or older and is a member of any UCI Team,
- d) has a racing age of 30 years or older and has competed in any elite UCI World Cups, World Championships, Pan American Games, Pan American Championship, or Olympic Games within the current calendar year.

Riders who are classified as an Elite rider per part d) above are classified as such only in the discipline in which they competed.

[This is important as it sets the stage for the bigger issue of whether certain riders are eligible for championships and masters races. The definition of "Elite" is critical to understanding that.](#)

1A30. An **Under 23 rider** is one with a racing age of 19 through 22. A rider in this age range who is a member of a UCI pro team is classified as an Elite. A rider in this age range who is a member of other UCI Teams is not classified as an Elite.

[The UCI changed their rules regarding which U23 riders could and could not ride in the U23 world championships. We followed suit, such that only U23 riders on UCI protour teams are excluded from U23 races.](#)

1D2(h) (h) The organizer is responsible for paying the race officials *and the Federation insurance fee* on the day of the race immediately after race results are final, upon receipt of an invoice from the chief referee. A check for the insurance surcharge shall be made out to "USA Cycling."

[And the pendulum swings back the other way. Last year we tried having the organizers send everything in so that the membership staff would only be receiving paperwork from one source, but it did not work out too well, so we are back to the CR having to collect insurance surcharges and send them in.](#)

1F5. Maximum Prize.

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

[A few years ago, there was a rule that said you could not give prizes to cat 5 riders. Nobody remembers how and why that went away, but the problem with giving money to cat 5 riders is it encourages the development of the much feared Cat 5 Pro category and](#)

keeps people from wanting to upgrade. We now can give no significant prizes to cat 5 men again, so hopefully they will want to move up and out, which was the original intention for even having the category.

1G6. Maximum Field. Entries shall be accepted in order of receipt by the organizer up to the field limit and subsequent entries shall be returned. The maximum field limit in any youth race or a race exclusively for category 5 men or Category 4 women shall be 50 riders. *The maximum field for a field that includes category 5 men with other categories shall be 75.* For other events, if no field limit is given in the official race announcement, a field limit of 100 shall be used.

This was probably the biggest and most controversial change of the year. The category 5 was designed to give new riders a chance to get their feet wet in an environment that was not too intimidating. Many organizers just lump the 4's and 5's together and let them ride in packs of 100. With the maximum field limit of 50 for a cat 5 race, some organizers were encouraged to not offer a separate cat 5 race. This change was designed to discourage organizers from mixing cat 4 and 5 riders.

1H4. *Riders with foreign elite licenses and riders classified as elite under rule 1A29 may not enter master's races in a discipline for which they have elite status.*

This simplifies the concept of who can ride master's races. Those riders classified as elite due to their age, their UCI team status, or their participation in major international events are not allowed to also ride masters races.

1I12 Minimum Age for Referees

An official who is a minor may not perform the function of a referee.

Contrary to popular myth, there is no age restriction on being an official. However to act as a referee, an official must be of the age of majority in the area where the race takes place.

1J6. Junior Gears. For Junior Men & Women, the authorized maximum chaingear ratio allowed in any road event (except cyclo-cross) is 7.93 meters (rollout 26'). [45x12 or 52x14 chain ring teeth]. Blocked gears will be allowed, except in National Championships. For track events the following limits shall be used: (10-12 years old - 6.00 meters or 19'8" [48 x 17], 13-14 years old - 6.36 meters or 20'10.5" [48 x 16], 15-16 yrs - 6.78 meters or 22'3" [48 x 15], 17+ yrs. - unrestricted.) All tests for compliance (road and track) shall be done using the "roll-out method."

This change makes it easier for riders to find correct combinations as they advance in age through the junior ranks. This affects track only. For the road, the gear limit is the same as the international standard.

1O10. A licensee may be penalized for causing a crash or spill through **inadequate tightening or adjustment** of a bicycle component, including gluing of tires [*any or all of the following*: disqualification, \$75 fine, 10 days suspension].

This just added a fine as a possible penalty for causing a crash due to rolling a tire or any other misadjustment of equipment. It also makes it clear that the CR has the option of applying some or all of the possible penalties.

2C2. If stated in the Official Race Announcement, free laps up to a distance of 1300 meters may be taken in a case of a mishap. *Riders taking free laps may not return to the track in the final kilometer. Riders who suffer a mishap and do not return to the track will not be placed.*

This clarifies the free lap situation for scratch races. Once the final kilometer begins, nobody goes back in if they were taking free laps. What this means in practice is that if a rider were normally entitled to 4 free laps for a mishap, and he had a mishap close to the end of the race, there may be a situation where the rider would only get 1,2, or 3 free laps instead of the 4 because he had to get back in before the 1 Km to go point, otherwise he is out.

2F5. The **starting position** of each rider shall be decided by the drawing of lots. *(a) The rider on the inside of the track, unless overtaken, shall lead until reaching the pursuit line on the opposite side of the track. A maximum of two standstills shall be permitted for each race. The maximum period for a standstill shall be 30 seconds, following which the leading rider shall be directed by the starter to continue. If that rider fails to do so, the starter shall stop the race and declare the other rider the winner of the heat. In a three or four-up race, the race shall be immediately rerun as a two or three-up race, without the relegated rider.*

This brings our track sprint rules into complete UCI compliance.

2H2(b) *If there is a mishap in the first half lap, the race shall be stopped (immediate restart).*

Adds a mishap rule for the first half lap of a keirin.

2L1. Team Sprint is a race run by two teams of riders, each of whom shall lead for one lap. *The number of riders per team (and total laps) may be specified as either three or two; generally it will be three for men and two for women.* The event shall be organized into qualifying heats leading to a final. The qualifying heats select the four best teams on the basis of their times. In the finals, the teams with the two best times ride off for first and second and the other *two teams* ride off for third and fourth. *In three lap events* there may be four riders entered for each team, but no more than three of those riders may compete in a given round.

Defines team sprints for two riders. The UCI recently began running team sprints for women, but with two riders over two laps.

2M5(b) *Riders taking free laps may not return to the track in the final kilometer.*

Clarifies the free lap situation in points races.

2M6. Finish.

(a) A points race ends when the leader completes the required distance. All other riders will finish on the same lap as the leader. Riders who have mishaps *and are prevented from returning to the race by 2M5(b)* will retain their points for the final classification. Other riders who fail to complete the race shall not be placed.

(b) When riders are tied on points, the order of finish in the final sprint shall be used *to break the tie. Tied riders who cannot be placed in the final sprint are placed according to the number of first places in sprints; if still tied then the number of second places shall be used.*

Clarifies how riders are handled if they have mishaps in a points race and cannot return to the track because they are in the last kilometer. Essentially they retain their points for the final classification and are considered as finishers. Also, the tie breaking procedure was changed to more closely match UCI rules.

2N7. Mishaps. Should one of the riders suffer a mishap, his teammate shall immediately take the team position and continue to race without relief until his teammate returns. If both riders suffer mishaps, the team shall be entitled to free laps equal to the number of laps nearest 1000 meters. On returning to the race, a member of the team shall resume the position the team occupied before the mishap. *Teams taking free laps may not return to the track in the final kilometer; a team entitled to free laps at that point shall be placed according to the laps and points held at the time of the mishap.*

Modifies free lap rule for madisons and clarifies how teams are scored if mishaps occur after free lap period has ended.

4A1. A stage race is a sequence of road races, *run on consecutive days* in which there are normally individual and team competitions. *In stage races by time, the sum of the riders' times for each stage determines the final results, and individuals must successfully complete each stage in order to be eligible for the next one. In stage races by points, the sum of the riders' points for each stage determines the final results. The race announcement must state whether a rider must finish all stages to be eligible for the final results.* Stage races shall be conducted in accordance with General Racing and Road Racing rules as modified by specific exceptions given below. The organizers, under the supervision of the Chief Referee, shall prepare a complete set of race regulations (race bible) that specify how each stage will be conducted.

Expands definition of Stage Races to distinguish between races by time versus races by points. This one is currently a topic of discussion as this change led to some other ambiguities that are being addressed.

4A2. *The race regulations shall specify the **maximum number of riders** per team and may specify a minimum number of riders in order for the team to start. Only one team may be entered in a stage race by any given club.*

Specifies that a race can have a maximum or minimum number of riders per team. This was in response to disparities in team size causing unfair situations.

4E2(c) Signs marking the distance to go shall be placed at 10, 5, 3, and 1 Km from the finish line or timer's post, and the 3 -Km sign shall be marked with a red flare or red flag.

Adds a sign for 3 Km, which is now the most important point as that is where riders who suffer mishaps will get the time of the group they were with. The switch to putting the red flag at this point seemed to make sense and was in anticipation of the UCI going the same way, but they did not. In international races, the red flag is still at 1 Km, even though this point now has no meaning.

4E3(b) A rider who suffers a mishap in the last *three* kilometers of a road race stage or after free laps have ended in a criterium stage shall be given the same finish time *as the riders he was with at the time of the mishap*, provided that the mishap was observed by a race official. *The rider shall be given his actual place across the finish line, or last in the stage if he is unable to cross the line.*

This rule shall not apply in cases of a hill climb finish, except if the mishap occurred before the climb. The race commission shall determine the applicability of the rule to particular stages and circumstances.

Puts the final km rule in line with UCI, thus it is now a final 3 km rule for mishaps. Note that the rider gets the time he would have had, not the placing. Thus, if a breakaway of 4 has 1 minutes on the field, and a rider in the break crashes and does not get up until the pack goes by, he gets the time of the first three, but he does not get 4th place.

4F7. Protest. Any protest must be submitted in writing, accompanied by a deposit as specified in the Schedule of Fees, and be filed with the race commission within the following deadlines:

(a) Concerning placings: no later than the *close of sign-in* for the next stage;

Modifies language regarding the timing of protests during stage races. This takes care of a logistical problem with the previous rule where a rider could lodge a protest essentially while on the start line for the next stage, making it impossible for the officials to check it or get the word out if it changed the results.

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.*

Clarifies definitions of cyclocross barriers and relaxes restrictions on cyclocross barriers for races with no international implications.

6A6. *Massed start races with fewer than 10 participants may be combined with another category at the discretion of USA Cycling and the Chief Referee with riders being scored separately at the end of the event.*

This Creates a default rule for National Championships whereby massed start races with less than 10 competitors can be combined with another class at the discretion of USA Cycling, with the awards given out separately for the combined classes. With the continual expansion and changing demographics of our members, it is often difficult to predict how many riders will show up. Giving awards is relatively easy compared to organizing separate starts for small groups of riders. This rule will mainly be an issue at Master's Nationals.

6B1(a) State championships are open only to USCF, *UCI Men's Continental*, or *UCI Women's Team* members who are USA citizens or permanent residents and reside in the state as shown on their licenses. *Members of Men's UCI Pro Teams and Professional Continental Teams* may not enter these races.

This rule specifies that UCI Pro Team and UCI Professional Continental Team riders are not eligible for USCF State Championships. The nomenclature of the UCI teams changes often. Right now, UCI continental teams, which used to be called division III teams, have the same eligibility for most USCF races as any other cat 1 rider, including state championships. However, the higher level teams do not.

6E1. Under 23 Championships are open only to riders with the racing age of 19 to 22 who are USA citizens as shown on their licenses, subject to category restrictions shown with the events below. Under 23 riders who are members of *UCI Pro Teams* are Elite riders and not eligible for Under 23 Championships.

Removes U23 riders on UCI Professional Continental Teams from the list of riders ineligible for U23 National Championships. This was a change at the UCI level for U23 worlds, so we followed suit.

(c) National Track Team Events

4 km team pursuit

*Men's team sprint (3 laps for 3 rider teams)**

*Women's team sprint (2 laps for 2 rider teams)**

40 km Madison (*cat 1-2*)

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

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

Adds category requirements for Madison and Tandem Sprint at Elite Track Nationals. Specifies distances for men's and women's team sprint.

6G1. Masters Championships are open only to riders with racing ages in the specified ranges who are USA citizens or permanent residents as shown on their licenses. Riders with a racing age of 30 and greater, who hold Elite status as defined in rule 1A29, may not enter Masters Championships. The "+" notation means that riders are qualified if their racing age is the one given or older. Medals will be awarded to the finishers of all categories (up to five places) in their respective finishing order.

Clarifies rules for masters eligibility for National Championships. This is the final piece of the eligibility clean up. Thus, riders who are 30 or older but who hold elite status due

to everything mentioned in 1A29 may not ride masters championships. Of course, they can't ride any masters races for that matter, but this just reinforces the concept. This rule is discipline specific except for when elite status is tied to being on a UCI team.

6G6(d) Madison. *For teams of 2 riders each: men 30+ and men 45+ and only riders in categories 1-3 may enter.*

This was a change in the way ages are used to qualify for the madison at masters nationals. In the past, it was a sum of ages process. Now there are two age brackets. The book was published as 35+ and 45+. However, it was noticed that the change from combined age of 70+ to a flat requirement of 35+ eliminated the 30-34 riders completely. The USCF BOT recently enacted emergency legislation to fix that so that we will be running a 30+ masters madison this year.

6G6(f) (f) Team Sprint *of 3 laps for three men whose sum of ages is 100-134 and 135+ and of two laps for two women 70+. Each rider may enter at most one Team Sprint event.*

Specifies format for team sprint at Masters Track Championships.

Bylaw 7.5.1 All riders shall be assigned to one of the following categories for road racing and for track racing: 5, 4, 3, 2 and 1 for men and 4, 3, 2, and 1 for women, with smaller numbers representing increasing rider proficiency and ability. *For cyclocross, all riders shall be assigned to one of the following categories: 4,3,2 or 1.*

Creates a cyclocross category that will be on racing licenses. This is the culmination of a couple years of suggestions and work on cyclocross in this country. Cyclocross results were never used to upgrade road categories, and road categories have little to do with CX ability. This change recognizes the tremendous growth in CX the last few years and the unique skill set it requires.