

Chapter 2

Track Racing

2. Track Racing

2A. Track Markings

All lines on the track shall be of uniform width between 4 and 6 cm.

2A1. The following shall be placed circumferentially around the track:

(a) The **measurement line** shall be black or white, to contrast with the track, and shall be placed with its inner edge 20 cm from the inner edge of the track. It shall be marked off at every 5 meters and numbered at every 10 meters going counterclockwise from the finish line. The official length of the track is to be measured on the inner edge of this line.

(b) The **sprinters line** shall be red and shall be placed with its outer edge 90 cm from the inner edge of the track.

(c) A **blue band** at least 20 cm wide shall be placed below the inner edge of the track all the way around.

2A2. The following lines shall be placed perpendicular to the inner edge:

(a) The **finish line** shall be black and placed in the middle of a 72 cm wide white strip for contrast.

(b) The **200 meter line** shall be either black or white to contrast with the track and shall be placed 200 meters before the finish line. This line is used for sprint timing only.

(c) Two **pursuit finish lines** shall be red and located exactly in the middle of the two straights, even with each other, and shall extend from the inner edge halfway across the track.

(d) Where the starting lines for 3 km and 4 km pursuit events do not coincide with other markings, they shall be red and shall extend from the lower edge of the track to the sprinters line.

2B. Rider Conduct

These rules apply to scratch, handicap, miss-and-out, Madison, and points races, *except as noted*.

2B1. Leaders must occupy the sprinters lane unless far enough in the lead so as not to interfere with competitors seeking to pass. If the leader is below the sprinters line, the following riders may not pass underneath [relegation or disqualification].

2B2. A competitor **overtaking** another must pass on the outside unless the rider ahead is riding above the sprinters line. A rider who passes another must not in any way impede the progress of the passed rider [relegation or disqualification].

2B3. In the homestretch on the last lap, the leader(s) must ride a straight line parallel to the edge of the track [relegation or disqualification].

2B4. Blue Band. In all races it is permissible to ride below the measurement line, but never below the track surface on the blue band [relegation or disqualification].

2B5. When a rider has a **crash** that does not present a danger to the other riders, the race will not be neutralized. In case of a crash that causes a hazard to the other riders, the race may be neutralized by the starter. While the race is neutralized, all riders must ride slowly around the top of the track, maintaining their relative positions. Resumption of racing will be signaled by the starter when it becomes safe.

2B6. Riders who suffer a **mishap** may be assisted in restarting.

2B7 The **number of riders on a track** shall in no case exceed:

20 (15 teams for Madison) on a 200 m track

24 (18 teams for Madison) on a 250 m track

36 (20 teams for Madison) on a 333.33 m track

40 (20 teams for Madison) on a 400 m track

2B8. Warning – disqualification.

Any misconduct not specifically penalized may be punished with a warning. A rider receives only one warning in all rounds of a competition (e.g. sprints) before disqualification. If a rider is relegated in the competition, that relegation *may*

also carry with it a warning, *depending on the gravity, intent and impact of the fault. A rider receiving a second warning or being relegated for a second time is disqualified.* The warning and disqualification are specific to each competition (e.g. sprints, keirin etc.). *This rule applies to all track competitions.*

2C. Scratch Race

2C1. A **scratch race** is one in which all riders start from the same point at the same time. The race shall be run over a specified number of laps and the riders classified according to the order in which they cross the line on the final lap.

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.

2C3. Lapped riders not in contention are normally removed. When lapped riders are not removed, they will finish on the same lap as the leaders and shall be placed according to the number of laps they are down and then their position at the finish. Riders not finishing will not be placed.

2D. Handicap Race

2D1. A **handicap** race is a race in which the stronger riders are given either a greater distance to travel or a later start so as to equalize competition.

2D2. The **starting positions** or the time allowances must be announced to all participants before the start of the race. The official handicapper shall decide what distance or time allowance is to be granted to each competitor. The competitor must supply accurate information to the handicapper.

2D3. Starts will be made on the track itself unless the banking is too steep for safety, in which case the competitors shall start on the blue band.

2D4. Concurrent Starts. If two or more riders are to start from the same point, they may be placed one after the other

or side by side, whichever is safer. The holders may be allowed to run with their riders for a short distance at the start, provided this is clearly stated before the race.

2D5. The **starter** shall be positioned so as to see all riders and may have an assistant with a flag to assist in observing a possible false start.

2E. Miss-and-Out

2E1. A miss-and-out (sometimes called "devil take the hindmost" or elimination race) is a massed start race in which the last rider over the line on designated laps is eliminated from the race. Riders may be eliminated every lap, every other lap, or on whatever regular schedule is stipulated before the race. In championships, elimination sprints occur on every lap on tracks of at least 333 meters in length, and every two laps on shorter tracks. If sprints are not held every lap, each lap that precedes an elimination sprint shall be indicated by a bell. Gaining a lap shall not prevent a rider from being pulled nor matter in the final placings. A rider shall be considered to have gained a lap upon reaching a position to take shelter behind the rearmost rider of the group.

2E2. Judging. The back edge of the rear tire determines the last rider over the line. The final sprint is judged as a conventional sprint, using the leading edge of the front wheel.

2E3. Race procedure

(a) The Chief Judge shall identify the last rider over the line. In some cases a rider other than the last one across the line may be eliminated (for example passing on the blue band).

(b) The decision on which riders are eliminated must be made and announced before the riders reach the pursuit line on the back straight after the elimination sprint; otherwise no riders are eliminated until the next sprint.

2E4. Eliminated Riders. Eliminated riders shall withdraw with due caution as soon as it is practical. If a rider does not withdraw as instructed, the Chief Referee may call one or

more free laps (postpone the next elimination sprint) until the rider has retired. [A rider who blatantly disregards instructions to leave the field shall be subject to disqualification from the remaining events in the event and possible suspension.]

2E5. Riders suffering **mishaps** shall be eliminated and placed ahead of those riders already eliminated. If more than one rider is involved in the mishap, they shall be placed equally. The next sprint shall be postponed one or two laps, depending on the sprint interval.

2E6. Finish. The miss-and-out may be ridden to the last person (an elimination race) or to a specified number of survivors. In the latter case, there may be a free lap followed by a conventional sprint, judged on the order of finish by the front wheels. The format to be used must be explained to all riders before the start of the race.

2F. Sprint

2F1. Track Sprints involve a series of races, each with a small number of riders. The number and composition of the races is organized by the chief referee to meet the needs of the racing program for the number of riders. The sprint rounds may be preceded by a flying start 200 meter time trial to seed or select riders who will take part in the sprint heats. If two or more riders make the same time during a seeding time trial, the tie will be broken by the drawing of lots by those involved. The official race announcement shall state the format and seeding method to be used.

(a) In championship format sprints, riders compete in qualifying and succeeding rounds in such a way that the fastest riders shall meet in the final race.

(b) In round robin format sprints, which are only practical with a small number of riders, each entrant competes against every other entrant.

(c) Exhibition sprints follow the format of championship sprints, but may vary in the number of competitors allowed in

the qualifying and final rounds and in the distance of the sprints. **Repechage** rounds and the requirement that a rider lose twice before being eliminated may be omitted.

2F2. When rider seeding is based on a **time trial**, only bicycles that meet sprint standards shall be used.

2F3. In round-robin format events, each rider is matched against every other rider; the winning rider of each pairing shall receive one point. The overall placings are determined by the number of points gained in all matches. Each rider shall either ride once against each of the others or, when there are five or fewer entrants, may ride in succession against each of the others, then against each of the others a second time and, as needed, a third time to determine the winner of each pairing. If a rider does not complete the entire series of matches, then any points gained by or at the expense of that rider are canceled. In case of a tie, the tie will be broken in favor of the rider who:

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

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

2F4. Distance. Sprints are run over two laps on a track of 333.33 meters or greater, or over three laps on a smaller track.

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 (the middle of the back straight) on the opposite side of the track. The lead rider shall not stop before reaching the pursuit line. After reaching the pursuit line, 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.

(b) Should the race be run in two heats, each rider shall lead one heat. A further draw shall be made if a third and deciding heat proves necessary.

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

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

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

(c) Should any rider suffer a mishap at any time during the race, a restart shall be signaled by the starter unless it is obvious that at the moment, the rider concerned had no chance to place. In a reride following a mishap, the starting positions of the riders are not changed.

(d) Should a race be stopped because of an apparent mishap that turns out to not be legitimate, the race shall be restarted without the rider at fault.

2F7. Before the sprint has begun riders may utilize the full width of the track, but must leave room on the right for riders to pass and avoid movements that could cause a collision, a fall, or force a rider off the track.

2F8. Once the sprint has begun (the riders are moving at full speed or near full speed):

(a) No rider may attempt to overtake an opponent using the blue band, either while passing or pulling out of a passing maneuver;

(b) The leader must always leave room on the right for other riders to pass. The leader is not obligated to leave room on the left, but may not enter the sprinters lane if it is

occupied, except with a clear lead, and in no case may force an opponent off the track;

(c) If the leader is below the sprinters line, he or she must stay below the sprinters line until the finish and all following riders must pass on the right and outside the sprinters lane. However, the leader may come out of the sprinters lane if he or she is so far ahead that there is no hindrance to opponents;

(d) If the leader is riding above the sprinters line, he or she shall make no abrupt motion to keep other riders from passing and may make no move to the right (whether abrupt or not) that could have caused a fall or that exceeds 90 cm. (same as the width of the sprinters lane). Following riders may pass on either side. The leader may move to the left into the sprinters lane only if the trailing edge of the leader's rear wheel is ahead of the leading edge of the front wheel of the following rider [relegation for foul riding]. There is no penalty at the finish if the lead rider accidentally drops below the measurement line or even onto the blue band.

2F9. Falls. A rider in a two-up sprint who intentionally causes another rider to fall shall be disqualified. A rider who falls while attempting an illegal maneuver shall be relegated. The wronged party shall be declared the winner without necessarily passing the finish line.

2F10. No-shows. If one rider in a two-up heat fails to appear, that rider loses the sprint and the other rider must put in an appearance on the starting line in order to be declared the winner, but need not cover the distance. Any rider not showing for a heat is eliminated except in special circumstances as determined by the Chief Referee.

2F11. Blocking. In a sprint with **three or more contestants**, a rider who is hemmed in at the bottom by other riders may not force his way out of the box, nor may a rider block or interfere with another rider [relegation or disqualification]. No rider may deliberately cause a crash [disqualification]. Whenever such a situation is detected the race should be stopped, if not completed, and in any case

shall be rerun without the rider responsible. In the case of an accidental collision before the sprint has begun, the race will be stopped by the starter and rerun with the original participants in the same starting positions.

2F12. In the case of a **dead heat**, the race will be rerun with only the riders who made the dead heat.

2G. Tandem Sprint

2G1. Tandem sprint events on the track shall be run in accordance with sprint regulations except that:

(a) Tandem sprints shall be run over the integral number of laps nearest to 1500 meters for the particular track;

(b) In no case shall more than four tandems be raced together, or three on tracks smaller than 333 meters; and

(c) When flying start time trials are used to seed riders, the timing distance shall be the complete length of the track, except that USABA tandems will use the Paralympic timing distance of 200 meters.

Table 1 Organization of Sprint Events

The following table is the sprint seeding format used for UCI World Championships. This format is designed for 16 riders and does not use repechage rounds. The riders are seeded by 200 meter time trial, with the fastest rider designated as N1, the second as N2, and so on.

Round	Heat	Compo- sition	Results	
			1st	2nd
1/8th	1	N1 - N16	1A1	
Finals	2	N2 - N15	2A1	Ranked 9th-16th based on 200 m TT qualifying times
	3	N3 - N14	3A1	
	4	N4 - N13	4A1	
	5	N5 - N12	5A1	
	6	N6 - N11	6A1	
	7	N7 - N10	7A1	
	8	N8 - N9	8A1	
	1/4	1	1A1 - 8A1	
Finals	2	2A1 - 7A1	2C1	Advance to ride for 5th-8th
	3	3A1 - 6A1	3C1	
	4	4A1 - 5A1	4C1	
1/2	1	1C1 - 4C1	1D1	1D2
Finals	2	2C1 - 3C1	2D1	2D2
Finals	1	1D1 - 2D1	1st (gold)	2nd (silver)
	2	1D2 - 2D2	3rd (bronze)	4th

The following table is the sprint seeding format used for competitions with 24 competitors when using repechage rounds. The riders are seeded by 200 meter time trial, with the fastest rider designated as N1, the second as N2, and so on.

Round 1

Heat	Composition	Results	
		1st	2nd
1	N1 N24	1A1	1A2
2	N2 N23	2A1	2A2
3	N3 N22	3A1	3A2
4	N4 N21	4A1	4A2
5	N5 N20	5A1	5A2
6	N6 N19	6A1	6A2
7	N7 N18	7A1	7A2
8	N8 N17	8A1	8A2
9	N9 N16	9A1	9A2
10	N10 N15	10A1	10A2
11	N11 N14	11A1	11A2
12	N12 N13	12A1	12A2

Repechage—Round 1

Heat	Composition	Results	
		1st	2nd
1	12A2 1A2	1B	Elim.
2	11A2 2A2	2B	Elim.
3	10A2 3A2	3B	Elim.
4	9A2 4A2	4B	Elim.
5	8A2 5A2	5B	Elim.
6	7A2 6A2	6B	Elim.

Round 2

Heat	Composition	Results	
		1st	2nd
1	1A1 6B	1C1	1C2
2	2A1 5B	2C1	2C2
3	3A1 4B	3C1	3C2
4	4A1 3B	4C1	4C2
5	5A1 2B	5C1	5C2
6	6A1 1B	6C1	6C2
7	7A1 12A1	7C1	7C2
8	8A1 11A1	8C1	8C2
9	9A1 10A1	9C1	9C2

Repechage—Round 2

Heat	Composition			Results		
				1st	2nd	3rd
1	1C2	6C2	9C2	1D	Elim.	Elim.
2	2C2	5C2	7C2	2D	Elim.	Elim.
3	3C2	4C2	8C2	3D	Elim.	Elim.

1/8th Final

Heat	Composition		Results	
			1st	2nd
1	1C1	3D	1E1	1E2
2	2C1	2D	2E1	2E2
3	3C1	1D	3E1	3E2
4	4C1	9C1	4E1	4E2
5	5C1	8C1	5E1	5E2
6	6C1	7C1	6E1	6E2

Repêchage—1/8th Final

Heat	Composition			Results		
				1st	2nd	3rd
1	1E2	4E2	6E2	1F	Elim.	Elim.
2	2E2	3E2	5E2	2F	Elim.	Elim.

1/4 Final

Heat	Composition		Results	
			1st	2nd
1	1E1	2F	1G	4-up ride
2	2E1	1F	2G	for
3	3E1	6E1	3G	5th-8th
4	4E1	5E1	4G	places

1/2 Finals

Heat	Composition		Results	
			1st	3rd
1	1G	4G	Ride for	Ride for
2	2G	3G	1st & 2nd	3rd & 4th

Sprint Table for 18 participants

Round 1, using the following chart

Complete this round, then go to the Round 2 repechage in the standard chart.

Heat	Composition	Results	
		1st	2nd
1	N1 N18	1C1	1C2
2	N2 N17	2C1	2C2
3	N3 N16	3C1	3C2
4	N4 N15	4C1	4C2
5	N5 N14	5C1	5C2
6	N6 N13	6C1	6C2
7	N7 N12	7C1	7C2
8	N8 N11	8C1	8C2
9	N9 N10	9C1	9C2

Sprint Table for 12 participants

Direct to 1/8th Finals, using the following chart

Complete this 1/8th Finals, then go to the 1/8 Finals repechage in the standard chart.

Heat	Composition	Results	
		1st	2nd
1	N1 N12	1E1	1E2
2	N2 N11	2E1	2E2
3	N3 N10	3E1	3E2
4	N4 N9	4E1	4E2
5	N5 N8	5E1	5E2
6	N6 N7	6E1	6E2

2H. Keirin

2H1. A Keirin is a race in which riders sprint after completing a certain number of laps behind a pacer. The race will be 8 laps on a 250 m track, 6 laps on a 333 m track and 5 laps on a 400 m track (approximately 2 km total race distance). No more than nine riders may compete in a Keirin. If the number of entrants warrants, there may be qualification and/or repechage rounds leading to a final race. Normally the pacer rides a derny or motorized pacing bicycle; a tandem may be used when practicable.

2H2. Sprint Rules Apply. Except as provided below, rules regarding track sprint riding shall apply to the Keirin.

(a) The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side on the pursuit line with the sprinters lane being left free. The riders shall be held by assistants. The start shall be given when the pacer approaches the pursuit line in the sprinters lane.

Unless another rider assumes the responsibility, the rider who drew No. 1 shall follow immediately behind the pacer for at least the first lap, failing which the starter shall stop the race and the rider will be eliminated. The rider who drew number 2 shall lead after the restart.

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

(c) The pacer shall ride on the measurement line, starting at 25 kph (15 mph) and shall gradually increase speed to 45 kph (28 mph) for women and 50 kph (31 mph) for men. He shall leave the track when ordered to do so by the starter, in principle 600-700 meters before the finish.

(d) If the leading edge of the front wheel of any rider's bicycle *passes* the back edge of the pacer's rear wheel while the pacer is still on the track, the rider shall be disqualified.

(e) The race will be stopped in the event of illegal behavior by one or more riders while behind the pacer. The race shall be rerun without the rider(s) at fault.

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

2I. Time Trial

2I1. Riders are timed over a **fixed distance**. Starts may be either flying or standing, as specified. If a session is interrupted, all competitors must ride in a subsequent session.

2I2. In **flying start events**, two laps are permitted on tracks 333 m or less in length before timing starts. On tracks greater than 333 m in length, 1 to 1 1/2 laps are recommended.

2I3. Standing Start Events.

(a) The rider shall be held by starting blocks or an official at the start and shall be neither restrained nor pushed. The starter shall insure that each rider starts within the sprinters lane, with the leading edge of the front wheel directly over the starting line and the bicycle not pointed up or down the track.

(b) The competitors shall either be started one at a time or two at a time, with one rider starting on each side of the track, and the starting procedure the same as for individual pursuit.

(c) When **team events** such as the team pursuit or team sprint are run as a single time trial ride, rather than multiple rounds, the rules for the **qualifying round** for that event shall cover mishaps and false starts.

2I4. Restarts. The general principle is that a restart is **charged** to a rider if the rider causes the restart, through a mishap or false start. Some restarts are not charged – examples include timing failure or unsafe conditions.

(a) In the case of a false start, the rider shall restart immediately.

(b) In the case of a mishap (recognized or not) the rider shall take a new start whenever possible (generally within 15 minutes or at the end of the same session).

(c) A rider is permitted at most, one charged restart.

2I5. Should two or more riders make the **same time**, they shall be placed equally.

2I6. The **blue band** shall be made impractical for riding by the placement of sponges 50 cm by 8 cm by 8 cm in the turns at 5 meter intervals 20 cm below the lower edge of the measurement line [No penalty for riding on sponges, disqualification for riding below the sponges].

2J. Individual Pursuit

2J1. Pursuit is a race between competitors who are started at equal intervals around the track, and is run until one rider catches the others or until a certain distance is covered, as specified in advance. A rider catches another by overtaking and drawing even.

2J2. Championship individual pursuit, treated below, is a race between two riders starting on opposite sides of the track and ending either when one rider catches the other or a certain distance is covered. The distances used are 2000 meters for junior women, 3000 meters for elite women and junior men, and 4000 meters for elite men. The rider who catches the other or covers the distance in the shortest time is the winner.

2J3. Timing. Both riders will be timed at half-laps throughout the race.

2J4. Coach. One person only may indicate a rider's position in relation to the other rider. That person may occupy a position before or after the rider's finish line, but shall not make any rash gestures of encouragement.

2J5. Recovery Interval. A rider may not participate in more than two pursuit matches on the same day except in unavoidable circumstances which shall be decided by the chief referee. A minimum interval of two hours must be allowed between rides.

2J6. Qualifying Round.

(a) The qualifying round is a time trial in which no more than two riders may be timed simultaneously on the track. Any rider who is caught must finish the distance to have his or her time recorded [disqualification for drafting or re-passing the other rider].

(b) The officials shall try for close competition by matching riders of approximately equal ability. In the first round the fastest riders shall start last.

2J7. Finals.

(a) The two fastest riders from the qualifying round shall race for first and second, and the third and fourth fastest riders from the qualifying round shall race for third and fourth.

(b) Should a rider fail to take the start of a final, his opponent is declared the winner. A rider failing to start the final for 1st and 2nd places shall be placed 2nd; a rider failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee/Race Jury, the absent rider shall be disqualified and his place shall remain vacant.

2J8. Equipment.

(a) There shall be separate lap cards and a bell for each rider.

(b) A red disc shall be placed in the homestraight and a green disc in the backstraight exactly at the starting points of each rider. There shall be conspicuous markers 30 meters ahead of the starting point of each rider.

(c) A single green flag and a single red flag shall indicate the first kilometer of each rider respectively. A double green flag and a double red flag shall mark the last kilometer of each rider respectively. These discs and flags permit the starter to determine the location of the rider for the purpose of calling restarts.

(d) The blue band shall be made impractical for riding by the placement of sponges 50 cm by 8 cm by 8 cm in the turns at 5 meter intervals, 20 cm below the lower edge of the

measurement line [no penalty for riding on sponges, disqualification for riding below the sponges].

2J9. Starts.

(a) The two riders shall be positioned to start on the inside of the track diametrically opposite each other. If the track has an integral number of half-laps to the kilometer, the start will be at the red lines in the center of the straights.

(b) The start shall be by gunshot or countdown clock. The starter and assistant starter shall be in the center of the track. The rider shall be held by starting blocks or an official at the start and shall be neither restrained nor pushed. If held by officials, the same two officials shall hold all riders except in the case of unavoidable circumstance. The referees located at each starting point shall insure that all riders start in exactly the same manner, with the front part of their front wheel directly over the starting line and the bicycle not pointed up or down the track. The officials shall indicate when the rider is ready for the start with a single raised flag.

(c) A false start shall be called by the starter within the first 30 meters should either rider move forward before the gun is fired or if either rider is pushed.

(d) Each rider is allowed only one reride for false starts or mishaps. Therefore, a rider is entitled to only two starts in any given round.

2J10. Mishaps.

(a) Qualifying round: In the first half-lap, in the event of a mishap, recognized or otherwise, the race is stopped and restarted immediately. After the first half-lap the race shall not be stopped. A rider who suffers a recognized or unrecognized mishap shall be permitted to ride again at the end of the qualifying rounds (either alone or matched against another rider in the same situation). A rider may only be permitted to have two (2) starts in this round.

(b) Final: In the first half-lap, in the event of a mishap, recognized or otherwise, the race is stopped and restarted immediately. If a mishap recognized or unrecognized, occurs after the first half lap but before the last kilometer, the race

will be stopped and restarted with both riders positioned relative to the last half-lap lines they crossed; the race leader will be on the line and the other rider a distance back of the line equivalent to the gap in seconds, given by

$B = (G \times L) / (2 \times T)$ where:

B = Distance back of the half-lap line for the slower rider;

G = Gap in seconds between the time of the faster and slower rider at the last completed half-lap;

L = Length of one lap of the track;

T = Time of the slower rider in completing the last half-lap.

If either rider suffers a **recognized** or **unrecognized** mishap, in the last kilometer, the starter shall stop the race and the times at the preceding half-lap shall be used to decide the winner.

2J11. Finish.

(a) Final: If one rider passes the other, the starter shall signal the end of the race.

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

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

2K. Team Pursuit

2K1. Pursuit teams are made up of two or more riders. The rules for a particular event must appear in the official race announcement and be explained to all participants before the start. The official race announcement must specify how many riders must finish and on which finisher the time is taken.

2K2. Italian pursuit is a race between teams of any number of riders over a specified distance. The teams are spaced at equal intervals around the track at the start. The leading rider of each team shall lead for one or two laps, as specified,

then pull off. The second rider shall then take the lead for the same number of laps and also stop. The same procedure shall be followed until there is only one rider on the track per team during the last one or two laps. The team whose last rider is farthest ahead as compared to the team's starting position, wins.

2K3. Championship team pursuit matches, treated below, shall have three or four riders per team and cover a distance of 3,000 or 4,000 meters.

2K4. Team. In events with four-rider teams, there may be up to six riders entered for each team but a racing team of no more than four riders may compete in a given session. In events with three-rider teams, four riders may be entered with only three competing in a session.

2K5. Timing is taken from the front wheel of the third rider. Both teams will be timed at full laps throughout the race.

2K6. Coach. Only one person may indicate a team's position in relation to the other team. That person may occupy a position before or after the finish line, but shall not make any rash gestures of encouragement.

2K7. Recovery Interval. A team should not participate in more than two pursuit matches on the same day except in unavoidable circumstances as determined by the Chief Referee. A minimum of two hours should be allowed between rides.

2K8. The **organization** of various rounds in team pursuit is the same as for individual pursuit.

2K9. The **equipment** used for team pursuit shall be the same as for individual pursuit.

2K10. Start.

(a) In the qualifying round teams shall be started one at a time except in extraordinary circumstances.

(b) The two teams shall be positioned to start on the inside of the track diametrically opposite each other. If the track has an integral number of half-laps to the kilometer, the start will be at the red lines in the center of the straights. After the qualifying round, the team with the faster time in the

preceding round shall be started so as to finish in the home straight.

(c) Each team may choose to line up for the start in either of two ways:

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

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

(d) The start shall be by gunshot or countdown clock. The starter and assistant starter shall be in the center of the track. The teams shall be held by officials and neither restrained nor pushed. Whenever possible the rider placed in the sprinters lane shall be held by a starting block. The same officials shall hold all riders except in the case of unavoidable circumstances. The officials located at each starting point shall insure that all riders are lined up properly at the start and that the front part of the front wheel of the first rider is directly over the starting line and that no other rider is ahead of the first. All bicycles must be lined up straight and not pointed up or down the track.

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

2K11 Restarts. In each round of competition a team shall only be granted one restart as a result of that team suffering a mishap or false starting.

2K12. Mishaps.

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

(b) Qualifying Round. During the first half-lap, if any team suffers a mishap (recognized or not), the race shall be stopped and restarted immediately.

Four-person team: If a mishap occurs after the first half-lap and only one rider is involved, the team may decide either to

stop or continue to ride one person short. If the team decides to stop, they must make their intention known within one lap after the mishap. If the team continues to ride and finishes one rider short, the resulting time will be used to place them in the next round. If more than one rider on a team has a mishap, the team shall stop and ride again at the end of the qualifying round.

Three person team: If a rider has a mishap the team shall stop and ride again at the end of the qualifying round.

If a mishap leads to a restart, in the subsequent ride no allowance is made for mishaps – a team must continue with at least 3 riders or be disqualified.

(c) Final Rounds. In the event of a mishap in the first half-lap, the race shall be stopped and restarted. If the team suffers a further mishap during its subsequent ride, it shall be eliminated. After the first half-lap no mishap will be taken into consideration. The team shall continue if they still have three riders on the track; otherwise the starter shall stop the race and the other team shall be declared the winner.

2K13. Finish.

(a) In the **qualifying round**, where two teams are on the track at the same time, if one team catches the other, both teams shall continue and record a time for the distance.

(b) In the **final**, if one team catches the other, the starter shall stop the race. A team (with at least three members together) is considered to have caught another team when it is within one meter of the other.

(c) In all rounds, if one team does not catch the other, then a single gunshot shall be fired when the first team finishes the specified distance and another shot when the second team finishes. The team is considered to have finished when the third rider crosses the line.

(d) If both teams have the same time at the finish, the teams shall be placed according to the faster lap times nearest the finish. Three riders must complete the distance or the team cannot be classified.

(e) Should a team fail to take the start of a final, the opponent is declared the winner. A team failing to start the final for 1st and 2nd places shall be placed 2nd; a team failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee/Race Jury, the absent team shall be disqualified and the place shall remain vacant.

2K14. No Pushing. The members of a team shall not be allowed to push one another [disqualification in the qualifying round and relegation to the next lower place in subsequent rounds].

2L. Team Sprint

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.

2L2. Starts

(a) In the finals, the team with the best time shall start in the home straight.

(b) The composition of a team may be modified from one round to another but an incomplete team (less than one rider per lap) may not start.

(c) The race shall be stopped within the first half-lap for any of the following reasons: if any member of a team starts before the pistol shot a false start shall be called (each team is allowed only one (1) false start), a failure of the electronic timing system, or a failure of the starting blocks.

(d) The riders of each team shall start either side by side or staggered at an angle of 45° behind the start line. The lateral distance between riders shall be equal and between 1.5 and 2 meters.

2L3. Successive Pulls

(a) The leading rider shall move toward the outside of the track after one lap and then drop back and leave the track without hindering the other team.

(b) In two lap races the second rider shall complete the last lap alone; in three lap races the rider that was in second position shall lead the following lap and then shall drop out in the same manner.

(c) In three lap races the third rider shall complete the last lap alone.

(d) The lead rider must relinquish the lead no more than 15 meters before or after the end of the lap that rider is to lead. (A rider relinquishes the lead by moving up the track and out of the way of the next rider by at least 1 meter.)

(e) No rider may push or pull another rider.

[Relegation to last place for violation of any of these rules.]

2L4. Restarts. In each round of the competition a team shall be granted only one restart as a result of that team suffering a mishap or false starting. This does not include a restart caused by another team's hindrance.

2L5. Mishaps:

(a) Qualifying rounds:

In the event of a mishap, the team may restart (once only) at the end of the qualifying round, whether or not the accident is recognized. In the event that a second mishap occurs during the second attempt, the team shall be eliminated. Any team which may have been hindered by a mishap to its opponents may, by decision of the officials, be granted a restart at the end of the qualifying rounds.

(b) Finals:

In the event of a mishap (whether or not recognized), the team involved shall be granted a restart. If the team suffers a

further mishap (whether or not recognized) during its subsequent ride, it shall be relegated.

2L6. Finish. The team whose final rider crosses the line first shall be the winner. In case of a tie, the team with the best time on the final lap shall win. All timings are based on the lead rider.

Should a team fail to take the start of a final, the opponent is declared the winner. A team failing to start the final for 1st and 2nd places shall be placed 2nd; a team failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted by the Chief Referee/Race Jury, the absent team shall be disqualified and the place shall remain vacant.

2M. Points Race

2M1. A points race is a rolling start scratch race in which sprints for points are held on certain laps as designated by the Race Director, usually every five laps. In Championship events the sprint interval shall be 10 laps on tracks 250m or shorter; on longer tracks the interval shall be the number of laps closest to 2km. For all championship points races, if the specified distance for the event cannot be divided evenly by the sprint interval, the distance should be modified slightly so that the number of laps between sprints is the same throughout the race. In each sprint, the first four riders shall normally be awarded points in order of finish as follows: 5 points, 3 points, 2 points, 1 point. Any rider who gains a lap on the main field will receive 20 points. Any rider who loses a lap to the main field will lose 20 points.

2M2. The **main group** is the largest group on the track. If two or more groups are the same size, the leading group shall be the main group.

2M3. Gaining Laps.

(a) A rider shall be considered to have lapped the main group upon reaching a position to take shelter behind the main group. (A rider or group of riders shall be considered to

have taken shelter behind the main group when the distance between the last rider in the main group and the first rider of the overtaking group is less than 5 meters or 16 feet.)

(b) Riders who break away continue to score points until they have lapped the main group. Once they have lapped the main group, they must sprint with this group to score additional points, even if they catch the group during a sprint lap.

(c) If the riders are strung out so that no main group exists, the chief referee shall determine when a rider or group of riders has passed enough riders to be credited with having gained a lap.

(d) Riders who lose contact with the field, and are then caught by the leaders, may not lead [disqualification]. Riders attempting to gain a lap may not accept assistance from riders who have lost contact with the back of the field. Riders attempting to gain a lap may work together, but no sacrifice of a rider's position to the advantage of another rider shall be allowed [loss of points or laps that have been illegally gained].

2M4. Losing Laps.

(a) Riders who lose laps may sprint for points only after being absorbed by the main group prior to the beginning of the sprint lap. A rider may be considered to be absorbed when caught by the lead rider in the main group. Riders may win points regardless of how many laps they have lost.

(b) A rider who gains a lap and then loses contact does not lose the lap until absorbed by the main group.

(c) Riders who fall two or more laps behind and are considered to be out of contention may be withdrawn at the discretion of the Chief Referee.

2M5. Free Laps.

(a) In case of mishap, the rider(s) involved must proceed to the official repair pit (if one is established) and those involved shall be given one or more free laps totaling nearest to 1300 meters per mishap. Riders returning to the race must join at the back of the group they were with.

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

(c) To be eligible to score points in a sprint following a rider's mishap, the rider must have rejoined the group they were previously a part of before they start the sprint lap.

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.

2M7. Stoppage. If rain or any other circumstance forces the race to be stopped after two-thirds of the distance has been covered, the results shall be final at the point of stoppage. Otherwise, the race shall be rerun according to the instructions of the Chief Referee.

2N. Madison

2N1. A Madison is a points race between teams of two or three riders who relay each other for a specified distance or time. In no case may more than two members of a team race at the same time.

2N2. Sprints for points shall be held in the same manner as a points race. In Championship Madisons, sprints will occur every 5 Km. The Race Director may specify different points allocations provided that he informs the officials in writing in advance of the race.

2N3. Gaining and losing laps by teams in a Madison race are determined in the same way as for riders in a points race.

2N4. Final placings are determined by number of laps completed and secondarily by points earned in sprints. Ties between teams with the same number of laps and points are broken in the same way as in points races.

2N5. At the **start** of the race, one rider from each team will be on the line and the other rider(s) will be on relief. A rolling start will be used.

2N6. Relieving Partners.

(a) A rider entering the track from the blue band shall do so on the homestrait or backstraight and must not interfere with riders already on the track. A rider leaving the track should stop on the blue band in one of the straights, but never on turns.

(b) In order to make a change from racing rider to relief rider, a rider must draw even with the teammate. The relay may be made by touching, pushing, pulling, or by merely drawing even with the partner. Handslings may be allowed if so specified by the Chief Referee.

(c) A relay without the partners drawing even (a wireless pickup) may result in a team being penalized a lap.

(d) In relieving, the members of a team must not interfere with other competitors. The relieved rider must stay on the inside of the track or continue in a straight line from wherever the exchange was made until all other riders in that group have passed safely. When the track is clear, the relieved rider may move up the track and proceed slowly until time for the next exchange. If there are special regulations on where the riders must stay, they must be explained clearly to the riders before the race.

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.

2N8. Reteaming.

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

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

2N9. Finish. A double gunshot is fired when the first rider completes the specified distance or when the specified time has elapsed. In the latter case, the final sprint occurs on the lap after the double gunshot.

20. Omnium

201. An **omnium** is a set of races in which riders compete for points in each event and final placings are determined by total points in all events. Different numbers of points may be given in different events. The scoring scheme shall be specified in the official race announcement. In National Championship omniums, the points awarded in each event shall be 7-5-3-2-1 for first through fifth places except for events that are International-style omniums (see rule 203).

202. In case of a **tie on total points**, the tie will be broken in favor of the rider who has:

(a) The most first place finishes or, if still tied, the most second place finishes, etc., or if still tied;

(b) The highest placing in the last race, or the race nearest the last race of the omnium in which at least one of the tied riders placed.

203. International-style Omnium: this is a different event from conventional omniums, with different scoring, tie-breaking, and the requirement that riders must compete in all

events. All events are held over two days. The following rules apply:

- (a)** The default events to be held are (in the order listed):
1. Flying time trial: one lap for tracks up to 250m in length, 200m for larger tracks.
 2. Points race: 30km elite men; 20km elite women; 15km junior men; 10km junior women. The sprint interval is the same as for championship points races.
 3. Elimination race
 4. Individual pursuit: 4000m elite men; 3000m elite women and junior men; 2000m junior women. The race is run without finals, with riders seeded from the overall ranking after the elimination race
 5. Scratch race: 15km elite men; 10km elite women and junior men; 7.5km junior women.
 6. 1000m/500m time trial for men and women respectively (riders seeded from the overall ranking after the scratch race).

(b) Whenever possible, there shall be an interval of at least 30 minutes between two events.

(c) The pursuit and 1000m/500m time trial should be done with two riders on the track at once if possible.

(d) If the number of riders exceeds the maximum number of riders permitted on the track in massed-start events, and there is no existing qualification system to establish the number of participating riders, their selection shall be determined as follows: all riders entered shall first participate in qualifying points race heats run over distances of 15km, 10km, 15km and 10km for elite men, elite women, junior men and junior women respectively. The sprint interval is that for championship points races. The heats shall be run in such a way so as to qualify up to the track maximum number of riders, without necessarily qualifying the maximum number of riders permitted. An equal number of riders shall qualify from each heat to participate in the omnium. All riders not

qualifying to participate in the omnium shall be placed jointly in last position. Any riders not finishing any of the qualifying rounds shall not be placed (DNF). The heats only qualify riders for the omnium; they do not contribute to the omnium scoring.

(e) Any rider failing to attempt to start in one of the events shall not be allowed to take part in the subsequent events but shall be considered to have abandoned the competition. He shall therefore figure last in the final classification with the provision "DNF" (did not finish).

(f) Ranking:

(1) A full result shall be produced for each event.

(2) The winner of each event will be awarded 1 point, the second place rider 2 points, and so on.

(3) Any rider abandoning or being withdrawn from the scratch race or points race shall be awarded the ranking of the last available place at that time plus a penalty ranking equal to the last rank points granted to the flying time trial. *In the case of the scratch race, any rider not finishing due to a fall or due to the fact that they may not return to the track in the final kilometer shall be awarded the ranking of the last available place.*

(4) A cumulative points total obtained in each event shall be updated in increasing order after each event. The winner shall be the rider who has obtained the lowest point total.

(5) In the event of a tie, the best rider shall be determined by the lowest cumulative time in the time trial events.