Cycling Australia Technical Regulations

(Road & Track)

PO Box 6310, Alexandria NSW 2015

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SECTION 1
GENERAL REGULATIONS – ROAD and TRACK

3.1 COMPETITORS, THEIR UNIFORMS AND APPAREL

3.1.01 The competitors, their uniforms and other clothing shall be neat and clean, at least at the beginning of an event or race. Helmets, shoes or clothes that are worn, discoloured or in a state of disrepair shall NOT be permitted.

3.1.02 Jerseys shall cover the shoulders at all times whilst riding.

3.1.03 One-piece uniforms conforming to those colours and design, registered as Club or State colours, shall be permitted.

3.1.04 ***It is forbidden to wear non-essential items of clothing or items designed to influence the performances of a rider such as reducing air resistance or modifying the body of the rider (compression, stretching, support). Items of clothing or equipment may be considered essential where weather conditions make them appropriate for the safety or the health of the rider. In this case, the nature and texture of the clothing or equipment must be clearly and solely justified by the need to protect the rider from bad weather conditions. "Booties" are not allowed to be worn on indoor velodromes.***
(1/11/2012)

3.2 HELMETS

3.2.01 A securely fitted approved helmet must be worn at all times whilst riding.

3.2.02 1. In all road events with the exception of international UCI events, an Australian Standards approved (AS/NZ 2063) helmet shall be worn.

2. In all track events competitors shall wear an approved AS2063, ANSI, Snell or EN approved helmet.

3.2.03 A helmet must carry the relevant approval sticker confirming approval and certification before a cyclist is permitted to start in any cycling event.

3.2.04 For UCI road calendar events, competitors shall wear an approved AS/NZ 2063, ANSI, Snell or EN bicycle helmet. Any exception is subject to the approval by local authorities.

3.2.05 To obtain such approval (ref 3.2.04 above), the promoter must apply to conduct the event under an exemption permitting the wearing of non-Australian Standard helmets. Such an application must be made under the special events legislation of the respective State in which the event is being conducted. Approval in writing must be provided to the Chief Commissaire for the event and the Cycling Australia office prior to the commencement of the event.

3.2.06 For the individual pursuit and track time trials approved helmets shall bear either AS/NZ 2063, ANSI, Snell or EN bicycle helmet approval

3.2.07 Any modification to an approved helmet is strictly prohibited, including; swapping or tampering with stickers; structural or aerodynamic modification including the covering of vents.

Failure to comply with this regulation will result in the rider being withdrawn from the event in addition to any other penalty that may be applied by the Commissaires panel.

3.3 NUMBERS

3.3.01 The wearing of numbers shall be compulsory in competition. The numbers cannot be altered, cut or folded and shall be affixed securely on four corners and no accessory may cover it.

3.3.02 Numbers shall be the same for all disciplines, consisting of black figures on a white background. The same shall apply to the frame plates.

The dimensions of the numbers shall be a minimum of 16cm wide by 18cm high with figures 10cm high (if advertising is authorised this is to be included in a rectangle of 6cm on the lower part of the race number).

3.3.03 Competitors shall wear distinctive numbers sewn or fixed to their jerseys. Either one or two number tags which shall not be folded, shall be worn as follows:

Sprint (inc flying 200m)	2
Derby	2
Individual Pursuit	1
Teams Pursuit	1
Time Trial	1
1 Lap Standing Start Time Trial	1
Points Race	2
Scratch Race	2
Keirin	2
Madison	2*
Team Sprint	1
Elimination	2
Road Teams Time Trial (inc Pairs TT)	1
Individual Road Time Trial	1#
Individual Road Race	2#
Criterium	2

* Note: the two riders of each team shall carry the same rider number but of different colours

Plus one frame number for cycle if required for the particular event

3.3.04 The Australian Championships organiser may include on the number panel worn by the competitors, a single inscription indicating the name of the state in which the championships are being held. The only advertising that may appear on the number is that which has been authorised by the CA Board of Management.

3.3.05 ***Deleted 01/06/2012***

3.3.06 Race numbers must be placed as instructed at the managers meeting.

3.3.07 Shoulder numbers may be used in all events where hip numbers are compulsory.

3.4 RACING COLOURS

3.4.01 Australian Racing Colours

1. The Federation racing colours shall be approved by the CA Board of Management and in accordance with UCI rules.
2. The colours shall only be worn in the international events for which the rider has been selected and special events for which approval has been granted by the Board of Management.
3. The Federation will supply competition clothing to all riders in national teams.

3.4.02 State Colours

1. Each Association must register the design and colours that will be worn by the representative at a championship or test race series with the Federation office.
2. Associations may place on their registered state team clothing the name and/or logo of their Association's sponsor.
3. Associations may permit the placement of names and logos of registered club and/or individual sponsorships on the state registered colours.

4. Any changes in Association colours and/or designs must be lodged with the names and logos of state team sponsors with the Federation office at the time of team entry notification for each championship series.

5. Club and individual sponsor's names must be listed alongside the entry of each competitor at the time of entry closure.

6. All state team clothing, which is being worn at the Australian Championship series, must be presented at the permanence when all competitors are registered.

7. Associations that allow the participation of club riders must provide documentation to the permanence which verifies the approval by the competitor's club or State Association of the registered club sponsorship on each club riders' shirts.

3.4.03 **Club Colours**

Club colours and uniform design, as registered with its Association, shall be worn in all national events where the competitor is not a state representative.

3.5 BICYCLES

(Refer also Annexure 6 – UCI Regulations, Ch III: Equipment)

3.5.01 All bicycles ridden in competition shall comply with the UCI Bicycle Regulations as outlined in Annexure 6 of these regulations unless special circumstances are granted from time to time by the CA Board of Management.

3.5.02 For all road events the bicycles used must have two efficient and independent hand brakes and handlebar ends must be plugged. Free (single ratchet) or variable gears may be used. Fixed sprockets shall be forbidden.

3.5.03 CA shall not be liable for any consequences deriving from the choice of the equipment used by the licence holders, nor for any defects it may have or its non compliance.

3.5.04 A 'standard' wheel is defined as a wheel manufactured entirely of metal and having 16 or more spokes.

1. It shall be the sole responsibility of all competitors to ensure the wheels used in any mass start road competition comply with Annexure 6 of the Cycling Australia Technical regulations – UCI Bike regulation 1.3.018. Should a competitor use a wheel which is in breach of this regulation and that wheel is found to have caused injury to any person or damage to property, the competitor using these wheels may be liable for all costs arising from the incident.

2. Cycling Australia may at its discretion conduct random scrutineering of competitor's wheels from time to time.

3. Deleted 01/06/2012

3.5.05 Tubular tyres must be securely affixed to the wheel rims to be used in any event, this includes replacement wheels. Riders who do not observe this rule and cause a fall may be suspended, fined, relegated or a combination of all three.

3.6 EQUIPMENT RESTRICTIONS

3.6.01 Gearing - roll out distances

For all junior categories, male and female, the following maximum roll out distances shall apply for:

	Road Events	Track Events
1.	Junior U19 7.930 metres *	
2.	**Junior U17 7.0 metres**	**Junior U17 7.0 metres updated 1/10/12**
3.	Junior U15 6.0 metres	Junior U15 6.0 metres
4.	Junior U13 5.5 metres	Junior U13 5.5 metres
5.	Junior U11 5.5 metres	Junior U11 5.5 metres

*****When competing in junior only events

3.6.02 If, for whatever reason, a junior rider has been granted approval to compete in a higher age division event, the maximum roll out distance applicable to the rider's age division must be maintained, except U19.

3.6.03 To restrict the roll out distance mentioned above, blocking off may be permitted by the adjustment of the derailleur or other means. ***There shall be no blocking off of gears allowed at U15, U17 or U19 Road National Championships.*** **1/10/2012**

3.6.04 For all junior categories up to and including JM17 – JW17 the following equipment restrictions will also apply for road and track competitions.

1. Handlebars shall be of a standard or "Classic" style. However bolt on handlebar extensions shall be allowed for JM15, JW15, JM17 and JW17 in the individual pursuit, team pursuit and road and track time trials only. No modification to the extension shall be allowed. Gear and brake mechanisms must not be placed on the extensions.

2. For all events wheels must have at least 16 spokes. The rim shall exclude the use of composite fibres.

3. Only high pressure detachable tyres and tubes shall be used. A detachable type tube means the tube is detachable from the tyre casing. Such high pressure tyres shall be beaded.

3.7 ADVERTISING ON UNIFORMS

(All uniforms including warm up clothing)

3.7.01 The only advertising that may appear on the uniform of a competitor is that which has been approved by his club when representing his club or by his State Association when representing his state.

3.7.02 No limit shall apply to the number of times sponsors' names appear on the uniform of a competitor.

3.7.03 Advertising, which may appear on the uniform of a competitor, shall be controlled by the competitor's State Association.

3.7.04 The State Association may charge a Sponsorship Registration Fee to permit the advertising to appear on the competitor's club uniform.

3.7.05 The State Association may choose to transfer control of matters relating to sponsorships to their constituent clubs if they so desire.

Note: Rules relating to advertising on competitor's uniforms, in international events in and outside of Australia are different. The above rule is regarded as a domestic rule and does not apply overseas.

3.8 GENERAL ROAD RACING RULES

3.8.01 These general racing rules apply to all road championships, tests and all other road events.

3.8.02 Competitors and officials must observe the local traffic laws and regulations.

3.8.03 Deleted 01/06/2012. Reg 3.2.01 applies

3.8.04 Glassware of any kind must not be used to carry food or drink or be used to pass on to a rider at control areas.
(01/06/2012)

3.8.05 A rider who holds on to or receives pace from a moving vehicle or receives any other outside assistance may be disqualified.

3.8.06 In circuit races, lapped rider(s) may be withdrawn when they are too far behind to effect the result. When such riders are permitted to continue, they must not assist or interfere with any other competitor and shall not give pace to the riders who have lapped them.

3.8.07 In out and back races, a rider not going to the turning point must withdraw.

3.8.08 A rider who rides or acts in a manner considered dangerous to other competitors or the public will be penalised. (Refer By-Law 2.13)

3.8.09 A rider who pushes or pulls another rider, or interferes with the progress of another rider, may be penalised.

3.8.10 During a road sprint, it shall be forbidden to interfere with the progress of another rider. Riders must ride a parallel course to the shoulder/edge of the road surface. Failure to do so may incur a penalty.

3.8.11 It shall be an offence to leave the sealed portion of the carriageway to gain an advantage. A rider who leaves the road surface must cease to sprint.

3.8.12 The Chief Commissaire may at his discretion withdraw a rider from further competition, if in the opinion of the Chief Commissaire that rider or their equipment is not in a fit state to continue in the competition.

3.8.13 Deleted 01/06/2012 refer Reg 3.5.05

3.8.14 The use of iPods, MP3 players etc, reading devices or sunglasses fitted with portable music players and any other type of entertainment devices including mobile phones and wireless transmitters (Bluetooth etc) shall be strictly forbidden during competition and warm up periods on the road prior to the event.

3.8.15 During races the use of radio links or other means of communication with the riders is not permitted.

3.8.16 **Maximum Distances**

1 For all categories the distances listed below shall be the maximum distances that apply to all competitive events. There is no obligation for a race organiser/promoter to organise events over the exact or approximate distances as listed, however the distance of any event shall not be longer than that listed for each category.

2 Riders wishing to race longer distances than those listed must apply in writing to CA for approval to compete in events that are outside the approved CA distances. CA may seek an assessment of the athlete from a senior State/Territory coach before approval is given.

3 When events are listed for under 19 riders to compete with the elite category and the distances advertised are longer than those listed for the under 19 category then an application to compete in the longer distance event must be made to the state affiliate body (in the case of a state authorised event) or to CA (in the case of a CA authorised event.)

4 Junior under 17, under 15, and under 13 category riders may ride in events in older age categories provided the distances ridden are not greater than those listed for the competitor's age category and the gear restrictions as per their age division applies (refer rule 3.6.02).

5 When masters categories are combined then the maximum distance for the younger category shall apply.

Category	Massed Start	Stage Races
MEN		
Elite & Under 23	250km	180km
Junior Under 19	150km	120km
Junior Under 17	70km	50km
Junior Under 15	40km	30km
Junior Under 13	20km	
WOMEN		
Elite & Under 23	150km	120km
Junior Under 19	100km	80km
Junior Under 17	50km	35km
Junior Under 15	30km	20km
Junior Under 13	20km	

MASTERS

Category	Massed Start	Stage Races
MEN		
Category 1 (30 - 34)	150km	120km
Category 2 (35 - 39)	120km	100km
Category 3 (40 - 44)	100km	80km
Category 4 (45 - 49)	100km	80km
Category 5 (50 - 54)	100km	80km
Category 6 (55 - 59)	80km	60km
Category 7 (60 - 64)	80km	60km
Category 8 (65 - 69)	60km	
Category 9 (70 plus)	60km	
WOMEN		
Category 1 (30 - 34)	100km	80km
Category 2 (35 - 39)	100km	80km
Category 3 (40 - 44)	100km	80km
Category 4 (45 - 49)	80km	60km
Category 5 (50 - 54)	80km	60km
Category 6 (55 - 59)	60km	60km
Category 7 (60 - 64)	60km	
Category 8 (65 plus)	60km	

3.9 TRACK RACING RULES

3.9.01 Deleted 01/06/2012 refer Reg 3.2.01

3.9.02 **Axles and Handlebars**

1. Wing nuts, excessive long axles or any attachment likely to endanger the safety of riders shall not be fitted to any competition machine.
2. Handlebar ends must be plugged.

3.9.03 Riders may carry no object on them or their bicycle that could drop onto the track. They may not bear or use on the track any music or radio communication system. Devices such as speedometers or Power meters should be securely fitted and out of sight of the rider or made unreadable by the covering of the display.

3.9.04 A rider overtaking another rider must pass on the outside, unless the overtaken rider is manifestly riding wide. The overtaking rider must be a clear machine length in front before taking ground.

3.9.05 A rider who rides or acts in a manner considered to be dangerous to other competitors or the public, will be penalised.

3.9.06 A rider who pushes or pulls another rider may be penalised.

3.9.07 A recognised mishap shall include a puncture, a fall, breaking of a frame and/or any of its accessories, but it shall not include insufficient tightening of a wheel, a chain, handlebars, saddle, toe straps, or any other accessory. The Chief Commissaire will decide what constitutes a recognised mishap.

3.9.08 Competitors may take a spare pair of wheels and necessary tools with them to the starting line, in case of mechanical mishap. For championship events the above is compulsory.

3.9.09 At the start of a race, the front wheel shall be placed on the starting line as directed by the starting official. The rider's attendant must not overlap the starting line.

3.9.10 Generally the start of an event shall be effected by a single pistol shot or whistle blast. A false start or stoppage of an event shall be signalled by a double pistol shot or whistle blast. A rider who causes a false start may be penalised.

3.9.11 When a competitor's machine is damaged or has suffered a mechanical mishap, the rider may run with or carry the machine but must not interfere with other competitors.

3.9.12 On the commencement of the sprint or the final 200m, all riders should maintain a straight course with the measuring line. The Judge Referee will decide whether any infringement of this rule has affected the true and proper result.

3.9.13 A rider is considered to be off the racing surface of the track when he moves under the inner edge (onto the blue band). A rider who moves onto the blue band of the track in order to gain an advantage may be penalised.

3.9.14 ***In all track events where standard or "classic" style handlebars are used, riders must compete with their hands "on the drops". The only exception shall be in the Elite Madison.***
(01/04/2013)

3.9.15 Prior to competition and during all warm up periods an accredited commissaire must be in attendance. His duties will be to control and supervise all safety requirements.

3.9.16 All competition and warm up periods must have in attendance a qualified and equipped first aid officer.

3.9.17 Any offence not specifically penalised and any unsporting behaviour shall be punished by a warning indicated by a yellow flag, or by disqualification from the race indicated by a red flag according to the gravity of the fault, notwithstanding the fine provided for in the scale of penalties.

A rider receives only one warning before disqualification. On each occasion the Commissaire will indicate at the same time the race number of the rider concerned. The warning and disqualification are relative to the one specific competition event only.

3.9.18 ***In the case of collusion between riders, the commissaires may disqualify the riders concerned.***
(**01/04/2013)**

3.9.19 The Chief Commissaire may at his discretion withdraw a rider from further competition, if in the opinion of the Chief Commissaire that rider or their equipment is not in a fit state to continue in the competition.

3.9.20 The wearing of dark tinted eye glasses by competitors shall not be permitted on velodromes during competition and training under the following conditions:

- indoor velodromes, at all times
- outdoor velodromes, after sunset or when velodromes lights are on

This regulation does not effect the wearing of eye glasses for protective reasons. i.e. with clear or coloured light enhancing lenses.

3.10 DUTIES OF OFFICIALS

3.10.01 **Chief Commissaire**

1. Has full control of all championship and other events, officials, competitors and accredited team personnel from one hour prior to the commencement of the event or Manager's Meeting until one hour after the completion of the last victory ceremony.
2. Consults with the Principal Commissaires and makes decisions according to Federation rules, in a logical manner and in the spirit of sportsmanship, after considering whether any incident has affected the result of a race.
3. May warn, reprimand, relegate, fine to a maximum in accord with By Law 2.13, disqualify and suspend - or a combination of any of the above.
4. Receives all protests and adjudicates thereon.

   Note: When a junior male or female competitor is asked to report to a Commissaire then he shall be accompanied by a licensed adult member of the Federation.
5. Inspects the venue together with a representative of the organising State or Promoter and make such recommendations considered necessary for the proper and safe conduct of the championship series. These recommendations are to be made to the Technical Commission.
6. Submits a written report to the Chief Executive Officer within fourteen (14) days of the conclusion of the series.

3.10.02 **Principal Commissaires**

1. Assist the Chief Commissaire as required.
2. Report any irregularities.
3. Liaise with all other Commissaires where necessary.

3.10.03 **Medical Control Commissaire**

Refer – UCI Anti Doping Regulations

3.10.04 **Chief Judge**

1. Decides the placed riders in all events except time trials, individual and team pursuits when electronic timing equipment is used.
2. Judges shall decide the placed riders when hand held watches are used in accordance with pursuit rules.
3. Liaises with the lap scorer and keeps a record of laps covered.

4. Advises the official placing's to the Recorder after the all clear has been signalled by the Chief Commissaire.

5. The decision of the judges shall not be subject to appeal, but may be altered by the judges within ten minutes of the official announcement being made, should they find an error has been made.

3.10.05 **Starter**

1. Decides all questions concerning the start of an event.

2. Affects the start by either single pistol shot or whistle.

3. Signals the stoppage of an event with a double pistol shot or whistle where the relevant rules provide.

3.10.06 **Clerk of the Course**

1. Calls the names of riders before an event and ensures that riders have their correct number properly affixed.

2. Advises the responsible Commissaire that the riders are ready.

3. Coordinates the events and reports any necessary changes to the Chief Commissaire.

4. Shall conduct the draw for starting positions in the sprint and keirin events.

5. Shall report all scratching/replacements to the secretary of the panel of commissaires.

6. Shall inspect the competitors' uniforms and ensure that the regulations pertaining to competitors clothing are adhered to.

7. Ensure that all medal winners at a championship series are correctly attired and ready for each presentation as required, according to the program of events.

3.10.07 **Chief Timekeeper**

1. Shall appoint an assistant to work with the operator of the electronic timing device. The assistant shall be responsible to the Chief Timekeeper for the collating of the necessary tapes and documents.

2. Shall oversee the performance of the Assistant Timekeepers who shall:

   a) Take the times of all events and inform the Recorder accordingly.

   b) Record times to hundredths of a second, except that where available, the electronic timing operator will record the times in thousandths of a second, the latter being used in the case of dead heat.

   c) Must use watches that have a split hand or display panel.

   d) Ensure electronic timing device shall have precedence. When, in the event of hand held watches (three required) being used, when two (or three) record the same time, that time will be recognised.

   e) Ensure that when each watch is different, the middle time will be recognised.

   f) Ensure the official watches approved for the series must be synchronised prior to the start of the series.

   g) Ensure that in the event of an electronic malfunction, hand held times shall be used during the period of malfunction only.

3.10.08 **Recording Technician**

1. Under instructions from the Secretary of the Panel, maintains a record of all events.

2. At Track Championships following the qualifying round, prepares the draw for all heats and finals in accordance with the rules of the event and submit to the Secretary of the Panel for his approval.

3. Liaises with the Chief Judge, Clerk of the Course and Chief Timekeeper.

4. At the completion of each session of racing, shall supply the organiser with a list of results.

3.10.09 **Secretary of the Panel of Commissaires** shall:

1. Be responsible at each championship series for the collection of all documents.

2. Receive all final entries for events.

3. Be responsible for the preparation and production of the communiqués. Such communiqués to include:

- Start lists
- Result sheets
- Decision of the Panel of Commissaires
- Decisions of the Jury of Appeal
- Submit all Communiqués to the Chief Commissaire for final approval

4. At the conclusion of each championships series he shall:

- Provide a full set of communiqués to the Chief Executive Officer of the CA. Each communiqué must be signed by the Chief Commissaire on behalf of the Panel.
- Provide the Chief Executive Officer with a full list of results of each event.
- Provide a full report on the points as allocated to the placegetters for the Norm Gailey Presidential Trophy.

3.10.10 Judge-Referee

1 The Technical Commission will appoint a commissaire from the selected panel of commissaries for Australian Elite/U19 Track Championships as the Judge–Referee. Such commissaire shall be experienced in track racing and in particular must have a sound knowledge of the Sprint, Keirin, Points Race and Madison.

2 The Judge-Referee shall take up a place on the outside of the track in a calm and isolated area with a good general view across the whole track. They must be provided with a means of communicating directly with the Chief Commissaire and Panel. At the Australian Elite/U19 Track Championships the Judge-Referee shall also have access to a video system permitting slow-motion replay in order to review incidents in the race. A technician shall be specifically appointed to assist and operate the video system under instructions.

3 The Judge-Referee shall monitor the conduct of the riders in the races and their conformity with the race regulations. On this issue the Judge-Referee shall liaise with the commissaires infield and give advice on the evidence of the video system. If required to do so, and in order to avoid any delays with the running of the program, shall immediately advise on penalties to be imposed and take any other decision required under the regulations.

SECTION 2
AUSTRALIAN CHAMPIONSHIPS – ORGANISATION

3.20 STATUS OF AUSTRALIAN CHAMPIONSHIPS

All Australian Championships shall be organised as either:

a) **Domestic Championships** (Refer to regulation 3.20.04)

(A race in which only CA gold license holders can compete)

1. Cycling Australia Junior (U15, U17) Track National Championships
2. Cycling Australia Junior (U15, U17) Road National Championships
3. Cycling Australia Elite and U23 Road National Championships

b) **Open Championships**

(A race which allows cyclists from any country to compete, provided they have a current UCI International licence)

1. Cycling Australia U19 Road National Championships
2. Cycling Australia Para-cycling Road National Championships
3. Cycling Australia Madison Championship
4. Cycling Australia Track National Championship (Elite, U19, Para-cycling)
5. Cycling Australia Masters Road and Track National Championships

3.20.01 The Board of CA may from time to time as circumstances dictate declare a domestic championship as an open event. Such Open Championships shall allow for the participation of foreign riders who shall present a current racing licence issued by their National Federation before they may participate in the event.

3.20.02 The placegetters, regardless of their nationality shall receive the relevant medals and prize money on offer for their placing.

3.20.03 The first placed Australian citizen shall be acknowledged as the Champion for that event and will be presented with the National Champions jersey, where applicable.

3.20.04 When an Australian Championship is not declared “OPEN” it shall be recognised as a “Domestic Championship” and as such only competitors licensed by CA shall be eligible to compete. Entry to Domestic Championship’s is open to:

1. Australian citizens (Australian passport holders) who hold a current (Gold) CA racing licence or a licence of another UCI affiliated nation with an ‘AUS’ international designation
2. Australian residents – this does not include visitors to Australia on work permits, student visas or visitor visas – providing they:
   a) have not ridden for another country in that national team in the preceding two years
   b) have not contested the national championships of another country in the preceding two years

3.21 PERMANENCE

3.21.01 The Permanence is the registration office for each national championship series. The whereabouts of the Permanence shall be the responsibility of the Organising Committee and shall be outfitted with a minimum of three tables and twelve chairs. The Organising Committee shall also provide a meeting room/s for the Technical Commission, commissaires and managers, suitably outfitted with the necessary furniture.

3.21.02 The Permanence will be open on the eve of each championship series to receive the documentation from each Association/Federation competing. The appointed Chief Commissaire for the series shall take charge of the Permanence and shall supervise the receiving of documentation and issue of accreditation when required. He shall be assisted by the appointed assistant commissaires and other commissaires as necessary.

3.21.03 Documentation which must be presented to the permanence includes:

1. A current racing licence for each competitor and a licence for each official attached to a state team
2. A list of those riders from each state who are contesting the Australian Championships for the first time. This list must include the date of birth of those riders listed and a statement certified by the President of the State Association

3.22 MANAGERS' MEETING

3.22.01 Before the commencement of a Championship series, a managers' meeting shall be held at which the Technical Commission, Chief Commissaire and his Principal Commissaires, Chairman of the Appeal Jury, organising committee representatives and team managers, should attend.

3.22.02 The Chief Commissaire shall chair the meeting.

3.22.03 The meeting shall review the championship program, confirm the availability of race officials, advise the protest and appeal fee and discuss any matters relating to the conduct of the championship series.

3.22.04 The meeting shall conduct all draws as required.

3.23 ELIGIBILITY OF AUSTRALIAN CHAMPIONSHIP COMPETITORS

3.23.01 All competitors, when representing a State or Territory in an Australian championships series must be affiliated with the state or territory they represent for a period of at least two months before a series commences.

3.23.02 International competitors wishing to compete in Australian Championships must have:

1. An international licence issued by their Federation.
2. A letter of approval from their Federation granting permission for them to compete in the Australian Championship/s.
3. Permission from the CA Board of Management to compete.
4. It must be clearly understood that non-Australians cannot be considered for national team selection (see By-Law 2.29.04 Team Members Eligibility). The holding of a CA licence alone does not allow for national team selection of a competitor who is not an Australian national.

3.23.03 Non Australians, who are residing in Australia and who are members of a Cycling Australia Club and who do not hold a current licence issued by another UCI affiliated Federation, may compete in the Australian Championships as a club representative - or a state representative, when selected by the State Federation of the state of their residency.

Notwithstanding rule 3.23.03 above, Australian residents who hold a CA licence are not eligible to be a state representative if they have represented another country in any UCI registered event in the two years immediately prior to the championship series.

3.24 NOMINATIONS

3.24.01 For those championships where state teams are required to nominate, the proper names of all competitors for a championship series, their events and order of selection for those events must be submitted on the approved form and be received by the CA office no later than 14 days prior to the commencement of the series.

3.24.02 Copies of all correspondence between the states and the organiser, concerning a championship series shall be forwarded to the Chief Executive Officer and Technical Commission Secretary.

3.24.03 Only those representatives, including reserves, who are nominated as competitors, shall be allowed to compete.

3.24.04 Final nominations for each discipline shall close at 12 noon (or at such time as agreed to at the Managers' Meeting) the day prior to the first session of that discipline.

3.24.05 A State may replace a rider selected for an event by another rider, providing such alteration is notified to the Chief Commissaire no later than thirty minutes prior to the event being conducted.

3.24.06 Deleted 01/06/2012

3.25 INVITED RIDERS

3.25.01 The CA Board of Management at its discretion may invite competitors from Australia or overseas to compete in Australian championship series.

3.25.02 Australian Institute of Sport scholarship holders shall be invited to compete at Australian Championships, provided

1. They have not been nominated by their State Association.
2. They only compete in time trial, individual pursuit and sprint events.
3. That the number of invitations for any respective discipline does not exceed the entry limit as placed on State Associations.

3.26 PROTESTS

3.26.01 Team Management may first approach the commissaires concerning any incident in an event.

3.26.02 A protest arising out of the conduct of a race must be made in writing to the Chief Commissaire within fifteen minutes after the completion of the event, together with the fee as advised at the Managers Meeting. Should the protest be successful, the fee will be returned.

3.27 APPEALS - COMPETITION

3.27.01 An appeal against a decision of the Chief Commissaire may be made to the Chairman of the Appeal Jury. The appeal shall be heard as soon as possible to allow the program to continue without much delay.

3.27.02 The appeal must be in writing and accompanied by the fee as set by the Board of Management and advised at the Manager's Meeting. Such appeal must be made within fifteen minutes of the Chief Commissaire handing down the decision.

3.27.03 If the appeal is upheld, the fee will be returned.

3.27.04 There shall be no appeal against the decision of the Judge Referee.

3.28 APPEAL JURY

3.28.01 The Jury shall consist of three members of the Technical Commission or appointed proxies.

3.28.02 The Jury must attend each session of racing.

3.28.03 The Jury shall hear all appeals against the decision of the Commissaires panel occurring during an Australian championship series or test races.

3.28.04 The Appeal Jury shall have the power in respect to the Appeal before it to:

1. Uphold the Appeal, or
2. Dismiss the Appeal, or

3. Confirm the decision appealed against and confirm the penalty imposed (refer to Annexure 9 for penalty guidelines), or

4. Confirm the decision appealed against but alter the penalty imposed by substituting additional fines, penalties or periods of disqualification or suspensions or by increasing or reducing any penalty, fine or period of disqualification or suspension, or

5. Take into account the previous conduct of the appellant

3.28.05 In any situation regarding any rider receiving a fine for an offence at a sanctioned road, track or mountain bike event, the fine will be payable immediately the Appeal Jury dismisses the appeal. The rider will not take part in any sanctioned event until that fine has been paid. The same conditions will apply to a disqualification.

3.29 PRESENTATION CEREMONIES

3.29.01 All presentation ceremonies shall take place as soon as practical after the completion of a championship event.

3.29.02 Any competitor who fails to report at the established time for the presentation ceremony, or who delays the ceremony, shall be penalised.

3.29.03 The Clerk of the Course shall be responsible to ensure that the placegetters in the championship are ready for the presentation ceremony and are properly attired wherever possible in their race gear. There shall be no headwear or sunglasses worn. The Clerk of the Course shall liaise with the Chief Judge and Chief Commissaire with regards to the result of each final.

3.29.04 A Protocol Officer, who shall be appointed by the organising committee, shall be responsible for the smooth running of the presentation ceremony.

The duties of the Protocol Officer shall include but not be limited to:

1. Coordinate the attendance of the official presenters at the correct time and place.

2. Liaising with the Clerk of the Course with regards to the placegetters.

3. Liaising with the person in charge of the flag raising (if flag raising is carried out), to ensure the correct flags are raised.

4. Ensuring that the march on of the medallists and the presenters is coordinated.

3.29.05 All “Medal Presenters” at a championship series shall be approved by the CA President, or in his absence, the appointed representative of the Federation.

3.29.06 The Presenters shall always, if practicable, be accompanied at a presentation ceremony by an officer of the Federation.

3.29.07 The Chief Commissaire, his deputy or nominee shall lead the entourage for the presentation ceremony, which shall include the following persons who shall proceed to the victory podium in the order as listed;

1. The three placegetters, with the winner of the event in the middle position

2. The Medal Presenter, who shall be accompanied by an officer of the Federation

3. The Medal Attendants who shall carry the medals

3.29.08 Deleted 01/06/2012. Refer reg 3.29.03

3.29.09 Deleted 01/06/2012. Refer reg 3.29.03

3.30 MEDALS AND TROPHIES

3.30.01 When only one competitor competes in a timed event the following criteria shall apply for such competitor to receive a medal, taking into account the Australian Record or Best Time for the applicable age category and event.

The Gold Medal will be awarded when the competitor has ridden a time within 105% of the best time.

The Silver Medal will be awarded when the competitor has ridden a time within 107% of the best time.

The Bronze Medal will be awarded when the competitor has ridden a time within 110% of the best time.

3.30.02 When only two competitors compete in an event the above criteria will apply to receive a medal however two medals of the same colour shall not be awarded. If both competitors qualify for the same colour medal the fastest competitor shall receive the highest award and the slower competitor shall receive the lower award.

3.30.03 When three or more competitors compete in an individual or teams championships the medallions shall be awarded as follows:

1st receives the Gold Medal
2nd receives the Silver Medal
3rd receives the Bronze Medal

3.30.04 In all scratch races, points races, madisons and massed start road championships, if less than ten competitors arrive at the start line the championship shall be abandoned except where provided for in the specific rules for the championships (teams sprint and teams pursuits and madisons). This does not refer to Masters Championships (see rule 3.65.03)

3.30.05 In team events, where teams win medals all riders participating in the final shall receive the appropriate medal.

3.30.06 The medals will be supplied by the Federation and shall be engraved with the title of the event.

3.30.07 Track Perpetual Trophies / Awards

1 Ride of the Series Award – Awarded to the most outstanding ride by a competitor at the Track Championships.

2 The Champion of Champions Award – Awarded to the most successful:

a) Elite and U19 rider at the Senior Track Championships

b) Para-cyclist at the Senior Track Championships

c) U17 or U15 rider at the Junior Track Championships

The winner is calculated by the following formula:

a) Points earned divided by the number of individual events available to categories

b) Points - Gold 5, Silver 2, Bronze 1

c) If there are riders on equal points there will be a count back of gold medal wins

d) If after the count back riders are still equal then the National Selectors decide which rider had the “best” ride of the series

3 Southcott Cup – Awarded to the winning team in the 4000 metres Teams Pursuit Championship.

4 W.J. "Bill" Young Trophy – Awarded to the winning team in the 4000 metres Junior U19 Team Pursuit Championship.

5 J.J. "Tiny" Nichols Trophy – Awarded to the winning team in the 3000 metres Junior U17 Teams Pursuit Championship.

6 Robina Joy Trophy – Awarded to the winning state for the Men’s category events during the National Track Championship. Points awarded for the Norm Gailey Presidential Trophy shall decide.

7 Ray Godkin Shield – Awarded to the winning State for overall junior category events during the Australian Junior Track Championship. Points awarded the same as for the Norm Gailey Presidential Trophy shall decide.

8 The Ron Webb Trophy – Awarded to the winning team in the Australian Open Madison Championship.

3.30.08 **Road Perpetual Trophies**

In certain Individual Time Trial Championships a Teams Event is incorporated. The placing's in the teams section will be decided by the total of the times recorded for the first three competitors (the team) from each state. Three riders from a state that has recorded the lowest total time shall be awarded the perpetual trophy as designated for each division.

1 Mick Parry Cup – Awarded to the winning team in the Men's Individual Time Trial.

2 W.J. Young, MBE Trophy – Awarded to the winning team in the Junior U19 Men's Individual Time Trial.

3 Tasmanian Timber Promotion Board Shield – Awarded to the winning team in the Junior U17 Men's Individual Time Trial.

4 Kathy Watt Trophy – To the winning team in the Women's Individual Time Trial.

5 Deane Rogers Men Trophy – to the winner of the Under 19 Men's Individual Road Time Trial Championship.

3.30.09 **General**

1 Norm Gailey Presidential Trophy - to the winning State based on a points system for the first four placing's in all road and track championship event for elite, juniors, masters and Para-cycling. Points to be 5, 3, 2 and 1. In the event of a dead heat, the number of first placing's will determine the winner. The points shall be calculated on a calendar year basis.

a) When one of the four place-getters in an event is not representing an Australian State, the points for that place are not allocated

b) In the final of team events if one of the teams is disqualified points are awarded for first, second and third and then the final point for fourth place is awarded to the next fastest qualifying team.

c) Events for Para-cyclists are included in the calculations but only where riders qualified for a medal.

d) Mixed state teams, such as a composite multi-disability team sprint, are not awarded any points; the interpretation of clause (a) above is applied.

2 Australian Champion Jersey:

a) An Australian Champion Jersey shall be awarded to the winner, or the highest placed Australian for elite men, elite women of the:

i. Australian Open Road Race

ii. Australian Open Individual Road Time Trial

iii. Australian Open Criterium

iv. Australian Senior Track Championship events, including Teams events

v. Australian MTB Championship events

b) An Australian Champion Jersey shall be awarded to the winner, or the highest placed Australian for under 23 men, of the:

i. Australian Open Road Race

ii. Australian Open Individual Road Time Trial

iii. Australian Open Criterium

iv. Cross Country MTB

c) An Australian Champion Jersey shall be awarded to the winner, or the highest placed Australian for each masters category or division. To be eligible, a rider must compete in at least two events

i. Australian Masters Track Championships

ii. Australian Masters Road Championships

The winners will be determined by a 5, 3, 2 1 point system for each event conducted within each category/division. In the event of a tie, a rider setting a world record or an Australian record shall take precedent in that order; if still a tie a count back will be taken on the rider's time in the Individual Time Trial (track and road).

For points to be allocated the minimum field size is 6 starters for men's categories 1 to 5, women's categories 1 to 4 and 4 starters for all other categories.

d) i. Winners may wear their Australian Champion Jersey in all events in the discipline specialty and category in which they won their title and no other event up until the day before the championship event of the following year.

ii. In masters road and track they may wear the jersey in all recognised track and road Championship (men in categories, women in divisions)

iii When a rider no longer holds the title of Australian Champion the rider may wear piping in national colours on the collar and cuffs of their jersey. They may wear the jersey only in the events of the discipline and specialty in which they won the title and no other event.

3 Champion of Champions Jersey - A jersey shall be awarded to the Champion of Champions at the Australian Track Championships and the Australian Junior Track Championships. The jersey may be worn in any event on track up until the day before the championship event of the following year.

4 National Series Jerseys

a) National Road Series Winners Jersey Elite Women, Elite Men, and JM19 & JW19 - Riders must wear this jersey in all road events but if the same person has won the National Road Championship jersey or a higher classed jersey that shall takes precedent.

b) National Road Series Leader Jersey - This jersey is only to be worn when leading the event.

c) National Track Series Winners Jersey - Sprint, Endurance, Handicap - Riders must wear this jersey in the event they have won it in but if the same person has won the National Championship Jersey or a higher classed jersey that shall take precedent

5 Precedent – the order of priority for wearing Championship and Series jerseys is as follows, in descending order:

i. World Champion Jersey

ii. World Cup Jersey

iii. Champion of Champion Jersey

iv. National Championship Jersey

v. National Series Jersey

vi. National Series leader jersey

6 The Sir Hubert Opperman Trophy: Awarded to the most outstanding rider from all disciplines each season who is considered to be The Australian Cyclist of the Year. The winner to be determined by a panel of judges appointed by the Board of Management, who consider nominations submitted from each respective national selection committee.

7 National Club Premiership Trophy - to the winning Club based on a points system for the first four placing's in all road and track championship event for elite, juniors, masters and Para-cycling. Points to be 5, 3, 2 and 1. In the event of a dead heat, the number of first placing's will determine the winner. The points shall be calculated on a calendar year basis.

3.30.10 All perpetual trophies are the property of the Federation and shall be held by the Federation.

3.30.11 The Federation shall maintain an "all risks" insurance policy on all trophies.

3.31 AUSTRALIAN ROAD CHAMPIONSHIPS ORGANISATION – General

3.31.01 The CA Road Commission in consultation with the Technical Commission shall approve the program for an Australian Road Championship.

3.31.02 **Entry Fee**

An entry fee for these Road Championships may be charged and shall be determined by the Board of Management. CA shall collect all entries and entry fees.

3.31.03 **Prize money**

Prize money for each event shall be paid by the promoter/organising entity at the conclusion of or as part of the presentation ceremony for that event. The value of the prize money must be approved by CA.

3.31.04 **Course**

The events should be held on a circuit of not less than ten and not more than 25km. The road surface should be in good condition and should not be less than five metres wide, except for the finishing straight, which shall be a minimum of seven metres wide for the last 200 metres before the finish line at least. The course shall include flats and hill climbs.

3.31.05 **Equipment**

The equipment listed below shall be provided/arranged by the event organiser.

- Relevant flags
- Lap numbers
- Bell
- Public address facility
- Photo finish equipment and timing equipment
- Radio Communication for the Chief Commissaire, Principal Commissaires and assistant commissaires as required as well as the first aid personnel.
- Six manual stop watches, with a split hand or display capability, which shall record in hundredths of a second.
- Sufficient barricades to ensure a safe venue.
- Bike measuring equipment/ frame
- Set of scales with support post
- Vernier calipers

3.31.06 **Officials enclosure**

An area must be set aside at the finish post for officials. This area must be secured for officials only and adequate furniture (table and chairs) must be provided, the number of which will be determined by the number of persons attending this areas.

3.31.07 **Vehicles**

The following vehicles shall be provided/arranged by the event organiser for the conduct of the championship, each with an experienced/competent driver:

- National President
- National Selectors
- 3 x Commissaires including the Chief Commissaire
- Sporting journalists
- First aid attendants
- A motor cycle for the Moto Commissaire if one is appointed

3.31.08 **Feeding control and supply areas**

These areas should be adequately marked with blue flags and controlled by at least two Assistant Commissaires.

3.31.09 **Technical Information**

The event organiser/promoter shall provide all details of the courses, appointments and other relevant items (which shall include but not be limited to times of registration, registration venue, start times of each event, the course profiles and turning points etc) to each State and the CA Chief Executive Officer at least one month prior to the commencement of the Championship series.

3.31.10 **Safety**

The safety of the competitors, officials and the public is paramount and all precautions must be taken by the organising State/Promoter to provide this requirement.

3.31.11 The road championships distances to be conducted shall be as per Annexure 1.

3.31.12 Equipment Inspection

An area shall be set aside within 100 metres of the start line to provide for the measuring and inspection of each riders bicycle, helmet and clothing. Such area must be enclosed and at least four square metres, with at least one table and two chairs provided.

3.31.13 **"Hot Seat"** (Elite men and women and under 23 Championships)

For the Individual Time Trial events a covered and enclosed area shall be set aside close to the finish line and/or podium, which shall be utilised as a collection point for potential placegetters. This area shall be equipped with three marked chairs for each placegetter as indicated by the finish race times.

The organiser shall provide marshals, who shall liaise with the timekeepers and escort the potential placegetters to the "Hot Seat" area in preparation for the awards ceremony.

This area shall be secure from the public. Media interviews may be carried out from outside the enclosure.

3.31.14 First Aid

Qualified and equipped first aid personnel shall be available to follow in the race convoy as well as have a static first aid station near the start and finish areas. Race ambulances shall be available.

3.32 AUSTRALIAN TRACK CHAMPIONSHIPS ORGANISATION - General

3.32.01 The CA Track Commission in consultation with the Technical Commission shall approve the program for an Australian Track Championship.

3.32.02 The events should be held on a track of not less than 250m or more than 400m for one lap. The surface can be either of concrete, bitumen or wood and must be in first class condition.

3.32.03 The markings shall be:

1. A black line, 4cm wide known as the 'measuring line' to be marked at a constant distance of 20cm from the inside edge of the track. This line shall be marked every five metres and numbered every ten metres.
2. A red line, 4cm wide, known as the 'sprinters line' to be marked at a constant distance 90cm from the inside edge of the track, including the width of the line.
3. A blue line, 4cm wide, known as the 'stayer's or safety line' to be marked approximately one third of the track width from the inside edge of the track.
4. A blue band at least 60cm wide to be marked on the inside edge of the track.
5. A white line, 4cm wide will be marked across the track, exactly 200m from the "finish" line.
6. The finish line is defined as a 4cm black line with a 34cm white band on either side and extends to a vertical plane on the safety fence for a minimum height of 80cm.
7. Commencing point for pursuit and time trials must be clearly marked. The finishing line for pursuit events shall be a 4cm wide red line marked across half the width of the track in the centre of each straight, exactly opposite to each other.
8. Other colours may be used where track surfaces do not assist distinctive markings. Non-skid paints must be used.

3.32.04 The equipment listed below shall be provided/arranged by the event organiser/promoter:

a. Flags
b. Lap numbers (two sets)
c. Bells (two)
d. Pursuit indicator lights
e. Foam strips
f. Whiteboard and marker
g. Whistle and gun
h. Electronic timing device and photo finish equipment
i. Six manual stop watches, with a split hand or display capability, which shall record in hundredths of a second
j. Head phones for the Chief Commissaire, Principal Commissaires and other appointed commissaires as required
k. Video camera and playback equipment for the sprint judge
l. Set of scales capable of weighing the bicycle
m. Starting gates shall be used, if available, at all National Track Championships.
n. Bike measuring equipment/ frame
o. Vernier calipers

3.32.05 For all track events (time trials, individual or team pursuits), the “blue band” must be made impracticable to ride on in the bends, by placing foam rubber strips (50cm long, 8cm square) every 5m, 20cm below the measuring line.

3.32.06 **Judging the Finish**

1. For all scratch races, sprints, keirin and points races the finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line.
2. For all timed events the placings will be determined as per the regulations as set out in the rules governing the relevant championship.
3 When dead heats are declared in championships, the winner shall be determined as set out in the rules governing the relevant championship.

3.32.07 **Timing**

1. An electronic timing device shall be used, such device being supported by manual timekeepers for each event. The electronic timing device will be tested by the operator in the presence of the Chief Commissaire and at least three timekeepers prior to the commencement of the championship series. Times must be recorded in hundredths of a second and in the event of a dead heat and when an electronic timing device is fitted with calibration of thousandths of a second, this unit shall be used to break the dead heat.
2. All hand held watches must have a split hand or display panel.
3. The electronic timing device shall have precedence over hand held watches.
4. When, in the event of hand held watches (three required) being used, when two (or three) record the same time, that time will be recognised.
5. When each watch is different, the middle time will be recognised.
6. The official watches approved for the series must be synchronised prior to the start of the series.
7. In the event of an electronic malfunction, hand held times shall be used during the period of malfunction only. If hand held watches are used during a period of malfunction and the time/s recorded apply to a placegetter, then hand held watch times shall determine the placings.

3.32.08 Warming up

1. Competitors will be permitted an agreed time to warm up on the track prior to the start of and during a session of competition. Warm up sessions will be supervised by a Commissaire with first aid also in attendance to ensure safety for the competitor.
2. Motor cycles will not be permitted on the track during warm up sessions and approved helmets for mass start races must be worn at all times.
3. Road bikes shall not be ridden on the track or safety zone during any warm up sessions.
4. The use of start gates is not permitted during warm up sessions.
5. Standing starts are only permitted in the finishing straight and must be under commissaire supervision.

SECTION 3
AUSTRALIAN ROAD CHAMPIONSHIPS – Specific
Elite men, elite women, under 23 men, under 19 men and under 19 women

3.40 MASSED START- Individual Road Races

3.40.01 **Distances**

The distances for the massed start championships for each division are as set out in Annexure 1 of these regulations.

3.40.02 **Course**

Refer to rule 3.31.04 for the ideal circuit dimensions.

3.40.03 **Entries**

Entry Fee: An entry fee shall be determined by the Board of Management. Riders shall enter and compete as individuals in these championships. All entries shall close with the CA office no later than 14 days before the commencement of the Championship Series.

3.40.04 **Start of the Event**

The starting procedure for each event shall be determined by the Technical Commission.

3.40.05 In the event of a mass fall in the first 10km the Chief Commissaire may stop and neutralize the race for up to 15 minutes to allow for repairs and medical attention.

3.40.06 **Conduct of the Event**

Neutral service vehicles shall be provided by the Event Organiser. However each state shall be invited by the Technical Commission to provide a spare parts vehicle with wheels and/or bikes to service its own state riders in the first instant. The neutral/spares vehicles, supplied by the Organiser will service breakaways as directed by the Chief Commissaire. The state vehicles shall rotate as directed by the Chief Commissaire.

3.40.07 Servicing of breakdowns and the changing of bicycles or wheels shall only be carried out by the personnel of the authorised vehicles, and at the pits officially fitted out for this purpose. All service must be undertaken on the left hand side of the road and no service is permitted from a moving vehicle.

3.40.08 Feeding with food and drink, is permitted at the fixed station designated for this purpose along the route. This station, as well as the time from which feeding is permitted, shall be specifically determined at each Championship Series, details of which shall be announced at the Manager's Meeting.

3.40.09 A rider, who accepts food or drink from a person outside the specified period or the feeding control area, may be disqualified.

3.40.10 The Chief Commissaire may withdraw riders from the event who have dropped too far behind to affect the result of the race.

3.40.11 In all events, free sprockets or variable gears may be used. Fixed sprockets shall be forbidden. ***There shall be no blocking off of gears allowed at U19 Road National Championships***
1/10/2012

3.40.12 **Judging the Finish**

The finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line.

The placing's are determined by the order of crossing the finish line at the completion of the last lap. In the case of a dead heat for any position rule 3.45.11.2 will apply.

3.41 INDIVIDUAL ROAD TIME TRIAL

3.41.01 Course

The individual road time trial shall be held where practicable but not necessarily on the same circuit as the individual massed start championships.

3.41.02 Distances

1. The distances for each division shall be regulated by the distance of each lap of the massed start championship circuit however they shall be as near as possible to the distances as listed in Annexure 1 of these regulations. The distances as stated in Annexure 1 shall be ridden when other than the massed start championship circuit is used.
2. The Technical Commission shall decide the number of laps or distance for each division when a circuit is used for the individual road time trial.

3.41.03 Entries

All entries shall close with the CA office no later than 14 days before the commencement of the Championship Series.

3.41.04 Seeding of Competitors

On receipt of entries the Technical Commission shall be responsible for the seeding of competitors using available information to establish the starting order.

3.41.05 Waves

1. When a circuit is used for the individual road time trial championships and where more than one circuit is covered by a division, the field shall compete in “waves” to avoid the possibility of competitors catching other competitors and drafting.
2. A time gap shall be applied at the end of each “wave” to allow the last departed rider to ride one or two laps.
3. The number of “waves” shall be decided by the Technical Commission who shall take into account the distance of each circuit and the numbers of competitors in each division.
4. The highest seeded competitors shall depart in the last wave.

3.41.06 Start

1. All riders must present themselves and their equipment to the bike check area at least 15 minutes prior to their allotted start time.
2. At the start, one minute time gaps shall apply for all riders.
3. In the case of a competitor starting before the signal, a ten second penalty shall be applied to the competitor’s time.
4. The rider is to be held at the start by an appointed start attendant.
5. A late starter may not commence from a flying start and cannot start within 10 seconds of another competitor. The late starter’s time commences from his original start signal.

3.41.07 Mishaps

For a mishap in the first 100m, a restart may be granted, with the rider starting after the last competitor, late starters excluded. No restart shall be permitted after the first 100m and only two starts shall be permitted.

3.41.08 Racing Procedure

1. If one rider is caught by another, he may neither lead nor follow in the slipstream of the rider who caught up.
2. A rider when catching another shall leave a lateral gap of at least 2m between themself and the caught rider. After 1km, the caught rider shall ride at least 25m behind the other.

3. If necessary the attending Commissaire shall force the caught rider to leave the 2m lateral gap and the distance of 25m, and the penalties as provided for in rule 3.41.10 may be applied.

4. Riders may not provide assistance to one another.

3.41.09 **Support Vehicles**

1. Each competitor shall be permitted a race support vehicle. However each vehicle must have no more than three occupants (driver, coach, mechanic), all of whom must be current CA licence holders. All occupants, especially the driver, shall come under the control of the Chief Commissaire or his assistant and must take directions from them. Provision must be made in the front seat of each vehicle for a commissaire if one is allocated to the vehicle

2. The race support vehicle shall follow at least 10m behind the rider and shall not overtake or draw level with the rider. In the case of a breakdown, service may be rendered only when both the rider and the vehicle are stationary on the left hand margin of the road. The support vehicle shall not hinder other competitors or support vehicles.

3. The support vehicle of the rider about to be caught shall, as soon as the distance between the two riders is less than 200m, drop behind the vehicle of the chasing/faster rider.

4. The catching rider's support vehicle may only take up position behind their rider when the gap between the riders is at least 50m apart. Should the gap subsequently be reduced by the caught rider, the catching/faster rider's vehicle shall retire behind the second rider.

5. The support vehicles may carry equipment necessary for changing wheels or cycles.

6. No equipment for the riders may be prepared or held outside the support vehicles. Persons riding in the vehicles shall not reach or lean out.

7. Megaphones or loud hailers may be used.

3.41.10 **Time Penalties**

Time penalties may be added to the time of a rider for breaching the rules relating to the start and passing manoeuvres during the race. A Time Penalties Chart is outlined in Annexure 11.

3.41.11 **Final Result**

1. The final result shall be determined by the recorded times of the competitor timed to 100^{th} of a second and the addition of any time penalties as determined by the Chief Commissaire.

2. If a dead heat occurs for any placing the placegetters will be awarded equal placing, with the next (following) position not stated.

3.42 CRITERIUM

3.42.01 **Definition / Course**

A criterium is a circuit race held on a circuit of not less than 800m and not more than 3km with a minimum width of 6 metres, except for the finishing straight, which shall be a minimum of 8 metres wide for the last 200 metres at least before the finish line (unless approved by the CA Technical Commission).The course must be closed to all traffic except for the officials' vehicles.

3.42.02 **Entries**

Entries close with CA office at the latest 14 days prior to the commencement of the Australian series.

3.42.03 **Field Limits**

The number of starters in a Criterium championship may be limited, at the discretion of the Technical Commission, and heats may be required. The composition of each shall be determined by the Commissaires in charge.

3.42.04 **The Start**

The starting order shall be determined by drawing lots and as agreed to at the Managers' Meeting.

3.42.05 **During the Event**

Mishaps – Free Laps

When a recognised mishap occurs, the riders involved shall be allowed a free lap on which to resume their position in the race as at the moment of the mishap. No free laps shall be permitted in the last five kilometres of the event. Riders who have been allowed free laps shall not be penalised in the final classification. A rider who is ineligible for a free lap is responsible to make up any lost ground. The penalty for fraudulent use of the free lap rule may include disqualification or suspension.

3.42.06 A rider who is granted a free lap must return to the race in the position held at the time a mishap occurred. A rider who was in a group shall return at the rear of the same group on the next lap.

3.42.07 **Repair pits**

Repair pits shall be placed evenly around the circuit and each one is to be manned by a state, with neutral spares. A commissaire shall be placed in each pit area to determine if the mishap was a legitimate one and if the rider is entitled to a free lap. The commissaire must keep a record of all riders who are granted free laps and submit a written report to the Chief Commissaire at the end of the race.

3.42.08 **Lapped Riders**

A rider who has been lapped by the field or who falls so far behind as to be considered out of contention may be removed from the race by the Commissaire in charge.

3.42.09 **Judging the Finish**

The finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line.

The placing's are determined by the order of crossing the finish line at the completion of the last lap. In the case of a dead heat for any position rule 3.45.11.2 will apply.

3.43 AUSTRALIAN JUNIOR ROAD CHAMPIONSHIPS - Specific

3.43.01 **Age Categories**

Categories shall be:

- Under 17 Men
- Under 17 Women
- Under 15 Men
- Under 15 Women

3.43.02 **Events**

1. Individual Road Time Trial
2. Individual Road Race
3. Criterium

3.43.03 **Entry Procedure**

1. Riders shall compete as individuals in these Championships. Entries shall close no later than 14 days prior to the commencement of the Championship Series.
2. Entries are required in the format outlined on the official entry form or online entry system.
3. An entry fee shall be charged for each event and must accompany each entry form or be made at the time of online entry. The entry fee is non refundable except in extenuating circumstances and only upon written application to CA, who shall consider the matter in consultation with the promoter.

3.43.04 **Eligibility to compete**

1. Competitors shall compete in these Championships as:
   (a) An individual representing of an affiliated club or
   (b) As a state team representative.
2. All competitors must be a current member (full racing licence) of a cycling club affiliated to the recognised State Association and CA. Their licence must be presented at the time of registration prior to the commencement of the Championship Series.
3. A competitor must have been a member of their club for a minimum of two months prior to the day of competition, unless that member has not previously been a member of a cycling club affiliated to CA.
4. **State Teams Representatives**
   i) Each State shall select a representative team of no more than four members to compete in each event. State representative riders for each event shall be registered with the Commissaires Panel at Permanence.
   ii) The organiser shall provide three neutral support vehicles. Wheels will be supplied by the states and be neutral.

3.43.05 **Bicycle Specifications**

Refer to regulations 3.5, 3.6 and Annexure 6 of the CA Technical Regulation. ***There shall be no blocking off of gears allowed at U15 & U17 Road National Championships.***
1/10/2012

3.43.06 **Distances**

Distances for each division in each event are contained in the CA Technical Regulations, Annexure 1.

3.43.07 **Prizes**

1. Medals will be awarded for 1st, 2nd, 3rd, placing in each event.

2. Accumulated results will contribute towards the Norm Gailey Trophy (champion state) and the Club Premiership Trophy.

3 Perpetual trophy awarded as per 3.30.06 (Tasmanian Timber Shield).

3.43.08 **Competition Clothing**

1. All competitors other than State representatives are required to compete in the registered colours of their club. If club colours are not available a plain coloured top free of advertising must be worn.

2. All sponsorship of club riders must be registered and approved in accordance with any applicable club and/or State Association rules.

3. Advertising on club colours shall only be permitted when advice has been received by CA in writing by the Club/State Association. The Club secretary and/or State administrator must sign advice that sponsorship has been approved and registered.

4. State team representatives shall compete in the official team uniforms as registered with Cycling Australia. Advertising may appear on these uniforms provided it is approved by the state association/federation. Individual sponsor advertising may appear on the knicks of the State representative provided the sponsorship is approved as per 3.43.08.2 above.

3.44 MASSED START - Individual Road Races

3.44.01 **Course**

Refer to rule 3.31.02 for the ideal circuit dimensions.

3.44.02 **Start of the Event**

The starting procedure for each event shall be determined by the Technical Commission.

3.44.03 **During the Event**

In the event of a mass fall in the first 10km of the event the Chief Commissaire in Charge may stop and neutralize the race for up to 15 minutes to allow for repairs and medical attention.

3.44.04 **Spares / Neutral Service Vehicles**

1. Each State will be permitted to have one spares vehicle in each race to service its State and Club riders.

2. The promoter shall also provide at least one neutral spare vehicle for each race.

3. The neutral/spares vehicles, supplied by the Organiser will service all riders as directed by the Chief Commissaire. The state vehicles shall rotate as directed by the Chief Commissaire.

3.44.05 Servicing of breakdowns and the changing of bicycles or wheels shall only be carried out by the authorised vehicles. All service must be taken on the left hand side of the road and no service is permitted from a moving vehicle.

3.44.06 Rider who accept unauthorised assistance/support from a person outside the race convoy may be disqualified.

3.44.07 The Chief Commissaire may withdraw riders from the event who have dropped too far behind to affect the result of the race.

3.44.09 **Judging the Finish**

The finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line.

The placing's are determined by the order of crossing the finish line at the completion of the last lap. In the case of a dead heat for any position rule 3.45.11.2 will apply.

3.45 INDIVIDUAL ROAD TIME TRIAL

3.45.01 **Course:**

The individual road time trial shall be held where practicable but not necessarily on the same circuit as the individual massed start championships.

3.45.02 Distances

1 The distances for each division shall be regulated by the distance of each lap of the massed start championship circuit however they shall be as near as possible to the distances as listed in Annexure 1 of these regulations. The distances as stated in Annexure 1 shall be ridden when other than the massed start championship circuit is used.

2 The Technical Commission shall decide the number of laps or distance for each division when a circuit is used for the individual road time trial.

3.45.03 **Entries**

All entries shall close with CA on later than 14 days before the commencement of the Championship Series.

3.45.04 **Seeding of Competitors:**

On receipt of entries the Technical Commission shall be responsible for the seeding of competitors using available information to establish the starting order.

3.45.05 **Waves**

1. When a circuit is used for the individual road time trial championships and where more than one circuit is covered by a division, the field shall compete in “waves” to avoid the possibility of competitors catching other competitors and drafting.
2. A time gap shall be applied at the end of each “wave” to allow the last departed rider to ride one or two laps.
3. The number of “waves” shall be decided by the Technical Commission who shall take into account the distance of each circuit and the numbers of competitors in each division.
4. The highest seeded competitors shall depart in the last wave.

3.45.06 **Start**

1. All riders must present themselves and their equipment to the bike check area at least 15 minutes prior to their allotted start time.
2. At the start, one minute time gaps shall apply for all riders.
3. In the case of a competitor starting before the signal, a ten second penalty shall be applied to the competitor’s time.
4. The rider is to be held at the start by an appointed start attendant.
5. A late starter may not commence from a flying start and cannot start within 10 seconds of another competitor. The late starter’s time commences from his original start signal.

3.45.07 **Mishaps**

For a mishap in the first 100m, a restart may be granted, with the rider starting after the last competitor, late starters excluded. No restart shall be permitted after the first 100m and only two starts shall be permitted.

3.45.08 **Racing Procedure**

1. If one rider is caught by another, he may neither lead nor follow in the slipstream of the rider who caught up.
2. A rider when catching another shall leave a lateral gap of at least 2m between themself and the caught rider. After 1km, the caught rider shall ride at least 25m behind the other.

3. If necessary the attending Commissaire shall force the caught rider to leave the 2m lateral gap and the distance of 25m, and the penalties as provided for in rule 3.41.10 may be applied.

4. Riders may not provide assistance to one another.

3.45.09 **Support Vehicles**

1. Each competitor shall be permitted a race support vehicle. However each vehicle must have no more than three occupants (driver, coach, mechanic), all of whom must be current Cycling Australia licence holders. All occupants, especially the driver, shall come under the control of the Chief Commissaire or his assistant and must take directions from them. Provision must be made in the front seat of each vehicle for a commissaire if one is allocated to the vehicle

2. The race support vehicle shall follow at least 10m behind the rider and shall not overtake or draw level with the rider. In the case of a breakdown, service may be rendered only when both the rider and the vehicle are stationary on the left hand margin of the road. The support vehicle shall not hinder other competitors or support vehicles.

3. The support vehicle of the rider about to be caught shall, as soon as the distance between the two riders is less than 200m, drop behind the vehicle of the chasing/faster rider.

4. The catching rider's support vehicle may only take up position behind their rider when the gap between the riders is at least 50m apart. Should the gap subsequently be reduced by the caught rider, the catching/faster rider's vehicle shall retire behind the second rider.

5. The support vehicles may carry equipment necessary for changing wheels or cycles.

6. No equipment for the riders may be prepared or held outside the support vehicles. Persons riding in the vehicles shall not reach or lean out.

7. Megaphones or loud hailers may be used.

3.45.10 **Time Penalties**

Time penalties may be added to the time of a rider for breaching the rules relating to the start and passing manoeuvres during the race. A Time Penalties Chart is outlined in Annexure 11.

3.45.11 **Final Result**

1. The final result shall be determined by the recorded times of the competitor timed to 100^{th} of a second and the addition of time penalties as determined by the Commissaire in charge.

2. If a dead heat occurs for any placing the placegetters will be awarded equal placing, with the next following position not stated.

3.46 CRITERIUM

3.46.01 **Definition / Course**

A criterium is a circuit race held on a circuit of not less than 800m and not more than 3km and must have a minimum width of 6 metres, except for the finishing straight, which shall be a minimum of 8 metres wide for the last 200 metres at least before the finish line (unless approved by the CA Technical Commission). The course must be closed to all traffic except for the officials' vehicles.

3.46.02 **Entries**

Entries close with CA office at the latest 14 days prior to the commencement of the Championship series.

3.46.03 **Field Limits**

The number of starters in a criterium championship may be limited, depending on the report of Technical Commission. Heats may be required. The composition of each shall be determined by the Commissaires in charge.

3.46.04 **The Start**

The starting order shall be determined by drawing lots and as agreed to at the Managers' Meeting.

3.46.05 **During the Event**

Mishaps – Free Laps

When a recognised mishap occurs, the riders involved shall be allowed a free lap on which to resume their position in the race as at the moment of the mishap. No free laps shall be permitted in the last five kilometres of the event. Riders who have been allowed free laps shall not be penalised in the final classification. A rider who is ineligible for a free lap is responsible to make up any lost ground. The penalty for fraudulent use of the free lap rule may include disqualification or suspension.

3.46.06 A rider who is granted a free lap must return to the race in the position held at the time a mishap occurred. A rider who was in a group shall return at the rear of the same group the next time around.

3.46.07 **Repair pits**

Repair pits shall be placed evenly around the circuit and each one is to be manned by a state, with neutral spares. A commissaire shall be placed in each pit area to determine if the mishap was a legitimate one and if the rider is entitled to a free lap. The commissaire must keep a record of all riders who are granted free laps and submit a written report to the Chief Commissaire at the end of the race.

3.46.08 **Lapped Riders**

A rider who has been lapped by the field or who falls so far behind as to be considered out of contention for a place may be removed from the race by the Commissaire in charge.

3.46.09 **Judging the Finish**

1. The finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line.
2. The final placings are determined during the final sprint taking in to account any laps gained. Should two riders dead heat for first they shall be joint winners and the next position will be third. Should two riders' dead heat for second, they will be joint second place getters and the next position will be fourth. Should two riders dead heat for third position they will be joint third place getters and the next position will be fifth.
3. In the event of riders lapping the field, a sprint for the minor placings shall take place before two laps to go and the lapped riders must then vacate the circuit to allow the leading riders to contest the finish for the major placings unimpeded.

SECTION 4
AUSTRALIAN CHAMPIONSHIP EVENTS - TRACK

3.50 SPRINT

3.50.01 Schedule: The number of entries for each category shall be as set out in Annexure 1.

3.50.02 Definition: The sprint is a race between 2 to 4 riders over 2 or 3 laps in which all riders complete a flying 200m time trial to determine who qualifies and the rankings for the first round. From the quarter finals two up matches take place over two heats (and a third deciding heat). The number of starters are in accordance with Sprint Draw Schedule as listed in the Annexure.

3.50.03 Qualifying Round - Flying 200 metres

1. A 200 metre time trial shall be taken as a flying start from the 200m line and shall be used to select the participants and rankings for the sprint competition.
2. The starting order for the qualifying round shall be determined according to the principle that competitors placed first to fourth in the championships the year before shall start last in reverse order of placings. The starting order of other competitors shall be determined by the drawing of lots.
3. A starting area shall be provided so that the next competitor waiting to ride may start his run-up as soon as the previous rider has crossed the 200m line.

   The riders shall build up speed over a distance depending on the track size:

250m track	3.5 laps
285.714m track	3 laps
333.33m track	2.5 laps
400m plus track	2 laps

4. In the event of a mishap, the rider shall take a new start. Only one new start will be permitted.
5. Competitors in a restart situation shall restart after the next two competitors. Exception may be made due to an injury or illness for which a medical report may be required (and any restart shall be seeded last).
6. In the case of a dead heat for seeding purposes a draw of lots shall be conducted.
7. The fastest qualifiers progress to round one, whilst all other competitors are eliminated.
8. The bicycle shall be as per UCI Bicycle Regulations Annexure No 6, 1.3.022

3.50.04 **Round One**

1. The fastest competitors from the flying 200m shall qualify for the next round. The number of qualifiers shall be determined by the number of starters and in accordance with the Sprint Draw Schedule as listed in the Annexure.
2. The object of this round is that winner's progress to the quarterfinals.

3.50.05 The quarter finals, semi finals and the finals shall be conducted on the principle of the "best two out of three" (however in the event of a dead heat further and deciding heats shall be run).

3.50.06 The four losers from the quarter finals shall run off a four man heat to determine the 5th, 6th, 7th and 8th place. The event shall be held on the same session as the quarter finals.

3.50.07 The composition of each round shall be in accordance with the Sprint Draw Schedule as listed in the Annexure.

3.50.08 The position of the competitors on the track at the start shall be determined by drawing lots supervised by the Clerk of the Course.

3.50.09 **Starting Procedure**

1. In heat one the starting positions shall be determined by drawing lots. The rider drawing Number 1 shall start on the inside of the track under the stayer's line. In two heat races, the other rider shall take the position on the inside of the track under the stayer's line in the second heat. For the deciding heat a fresh draw shall take place.
2. 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 of a standstill time shall be 30 seconds following which the leading rider shall be directed by the starter to continue. If he 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 without the disqualified rider.
3. The start shall be given by a whistle.

3.50.10 **Race stoppages**

A race may be stopped only:

1. In the case of a fall. If the fall is intentionally caused by a competitor, that competitor shall be relegated or disqualified from the tournament according to the gravity of the fault committed and the other competitor declared the winner. In three or four up heats the race shall be immediately restarted with the remaining two or three riders. However if the fall is not caused by a competitor committing a fault, commissaires shall decide whether the race is to be restarted or whether the positions at the time of the fall be considered final.
2. In the case of a puncture, mechanical mishap or the breakage of an essential part of the bicycle. In all of these cases the commissaire shall decide whether the race is to be restarted or whether the positions at the time of the incident should be considered final.
3. If one of the riders takes a bend too slowly, thus causing a fall.
4. If the starter notices a competitor committing a flagrant offence before the bell indicating the start of the final lap, even though a fall may not have occurred.
5. If a rider loses his balance, falls or touches an opponent or the barrier.

Note: There shall be no question of having the race stopped by raising the arm, or in any other way, because of any incident such as obstruction, toppling, tugging etc. In such cases, the competitor concerned may immediately after the race, submit a written protest to the commissaires.

3.50.11 Restarting

1. If a race requires restarting after a stoppage has occurred, as outlined in 3.50.10 above, and if an offence has been committed, the commissaires considered that the offence calls for no more than a warning to the offending competitor, the event shall be immediately re-ridden.
2. In a two up heat the non offending rider (the rider not causing the restart) shall choose his/her start position in the re-run. In the case of a three up sprint the non offending riders shall choose their start positions and if necessary draw for the positions if they both request the same position.

3.50.12 Conditions of Behaviour during Competition

See Annexure 2.

3.51 TIME TRIALS

3.51.01 Schedule: The distance and number of entries for each category shall be as set out in Annexure 1.

3.51.02 1 Elite & U19 - riders will start alone on the track.

2 U17 & U15 - Two riders may be on the track at the same time with no false starts indicated unless for safety reasons. If a rider false starts he will ride at the end of the session. The rider who did not false start shall continue. The format shall be:

i Indoor: 2 juniors of the same category on the track at the same time.

ii) Outdoor: junior 17 men/women start front straight, junior 15 men/women start back straight.

3.51.03 The draw will be conducted by the Technical Commission which will take into account the three place getters from the previous Championship and the times as submitted by the Association when lodging entries.

3.51.04 For men, women, JM19 and JW19, starting gates are to be used when available. At other times riders will be held and not pushed, by the same Commissaire at the start.

3.51.05 Both wheels shall be placed on the measuring line for the start - if practicable.

3.51.06 On the signal from the Principal Commissaire, that all is in readiness, the Starter shall commence a countdown. At the completion of the countdown a starting signal will indicate the start. In the case of a false start, the starting procedure shall immediately recommence. Only two starts shall be permitted.

3.51.07 A rider suffering a mishap during the event shall withdraw. Any rider withdrawing shall report with his machine to the Chief Commissaire, who shall permit a re-start after approximately 15 minutes.

3.51.08 The starting signal shall activate the timing devices.

3.51.09 Should any reason, such as rain, prevent an event being completed on the day set down for decision, the championship shall be completely re-run at a later date.

3.52 SCRATCH RACE

3.52.01 Schedule: The distance and number of entries for each category shall be as set out in Annexure 1.

3.52.02 When more than the maximum number of entries is received for an event heats shall be conducted - in which case the distance for each heat shall be reduced, as listed in Annexure 1.

3.52.03 Depending on the number of entries and in order to avoid the running of heats, the Technical Commission may allow an extension to the maximum numbers of starters in a Final, however in the JM17, JM15, JW17 and JW15 the total number of starters shall not exceed 16.

3.52.04 Before the start, half the riders shall be lined up on the outer railing and the other half lined up in single file in the sprinters lane.

3.52.05 The events shall be un-paced and a minimum 1 neutral lap start must be allowed before the starting signal is given.

3.52.06 **Lapped Riders**

A rider losing a lap on the main bunch shall withdraw immediately.

3.52.07 In the case of collusion between riders, the commissaires may disqualify the riders concerned.

3.52.08 The last lap shall be indicated by ringing a bell.

3.52.09 When a recognised mishap occurs, the riders involved shall be allowed a maximum of 1300m in which to resume their position in the race as at the moment of the mishap. If a mishap occurs in the last 1000m, free laps shall not be allowed. Riders who have been allowed free laps shall not be penalised in the final classification.

3.52.10 Should there be a mass fall, the commissaires shall decide whether a fresh start shall be given for the complete distance or for part of the distance remaining to be ridden from the position at the moment of the fall.

3.52.11 The final placing's are determined during the final sprint taking in to account any laps gained. Should two riders dead heat for first they shall be joint winners and the next position will be third. Should two riders' dead heat for second, they will be joint second place getters and the next position will be fourth. Should two riders dead heat for third position they will be joint third place getters and the next position will be fifth.

3.53 INDIVIDUAL PURSUIT

3.53.01 Schedule: The distance and number of entries for each category shall be as set out in Annexure 1.

3.53.02 The seeding shall be arranged by the Technical Commission, who shall endeavour to match two riders of approximately equal ability, whilst not pairing the two best, with the best performed rider starting last in the Qualifying Round.

3.53.03 **Track Equipment**

A lap board and a bell shall be manned at each finishing line. When the track measurement does not allow for an even number of laps for the respective distances, the first 1000m must be marked by a red flag for one rider and a green flag for their opponent. Two red flags and two green flags will similarly mark the commencement of the last 1000m for the respective riders. The track to be prepared as described in these rules (Technical Reg 3.31). Automatic timing apparatus must be tested prior to the start of the event.

3.53.04 Two riders shall compete at the same time, starting from opposite sides of the track. The highest seeded rider in the qualifying rounds or the rider with the fastest time from the previous round shall start on the start line which will allow him to finish in the main straight.

3.53.05 The start shall be effected by a pistol shot or whistle blast. The race shall be stopped by a double pistol shot. The finish shall be by a pistol shot as each rider crosses his respective finish line. Starting gates shall be used when available. At other times, competitors will be held and not pushed by the same Commissaire

3.53.06 Timing will commence when the starting signal is given. Three timekeepers shall clock each rider, recording times for each half lap.

3.53.07 Both wheels shall be placed on the measuring line for the start.

3.53.08 The Starter will be sole judge if a mishap has occurred in the first half lap, and stop the race with double pistol shot. The race shall be restarted

1. A rider causing two false starts in the qualifying round shall be eliminated.
2. A rider causing two false starts in the finals loses the final.

3.53.09 A Principal Commissaire shall assist at each 'starting point' and will clearly indicate when a rider is ready. After the start, they will liaise with their respective lap scorer and be on hand to check recorded times if required to do so.

3.53.10 One person is permitted to assist a competitor. He may take up a position inside the 'duck boards' but must refrain from making rash gestures of encouragement.

3.53.11 **Qualifying**

1. The qualifying round to select the best 4 riders on the basis of their times.
2. In case of a mishap in the first half lap the race shall be stopped and restarted immediately.

3. After the first half lap the race shall not be stopped. A rider who is the victim of a mishap shall be permitted to ride again at the end of the qualifying rounds (either alone or matched with another rider in the same situation).

4. If a rider is caught he must finish the distance to have a time recorded.

5. A caught rider may not take pace from his opponent, nor pass him on pain of disqualification.

6. During the qualifying rounds account shall be taken solely of times (a rider caught must complete the distance).

7. In the qualifying round a rider may be only permitted to have two starts.

8. The riders beaten in the qualifying round shall be classified based on their times. If a rider is caught he shall be classified last. If several riders are caught, they shall be placed on a basis of distance covered before they were caught.

3.53.12 **Draw for Finals**

1. The 4 fastest riders shall be matched as follows.

   The riders with the two best times shall ride off in the Final for first and second place while the other two will ride off for third and fourth places

3rd	v	4th	Bronze Medal
1st	v	2nd	Gold and Silver Medals

   Should a rider qualify for the final and then cannot compete, his opponent will be declared the winner

3.53.13 **Finals**

1 In the event of a mishap in the first half lap, the race shall be stopped and restarted immediately. If a mishap occurs before the final kilometre (half kilometre for JW19, JM17, JW17, JM15, JW15) the race is interrupted and the riders shall restart from their calculated positions within a maximum period of 5 minutes.

   1. The leading rider on the line of the last half lap which he completed.

   2. The other rider shall start at a distance before the opposite line, calculated by the Commissaires Panel on the basis of the time that he was behind at his last completed half lap.

   3. The riders shall ride the distance remaining as at the last half lap before the mishap.

   4. The final times shall be obtained by adding the partial time.

   5. Inside the final kilometre (half kilometre for JW19, JM17, JW17, JM15, JW15) if the leading rider suffers a mishap, the result will stand and he shall be declared the winner. The average speed of the last half lap shall be used to calculate the final times to be awarded

   6. In each round including the final, only one new start may be permitted as the result of a mishap.

   7. In the races between the four best riders (finals) if one rider catches the other the race is deemed to have finished.

   8. A rider is considered caught at the point when the chain set on his opponents bicycle draws level with his own bicycle.

   9. Should a dead heat occur in the qualifying round, first round and/or finals, the rider covering the last lap in the faster time shall be declared the winner.

3.54 TEAM PURSUIT

3.54.01 Schedule: The distance and number of entries for each category shall be as set out in Annexure 1.

3.54.02 The Technical Commission will conduct the draw.

3.54.03 Two teams shall compete at the same time, starting from opposite sides of the track. On tracks of less than 333.3m, teams will ride alone in the qualifying round.

3.54.04 The team coach is permitted to assist each team. He may take up a position inside the 'duck boards' but must refrain from making rash gestures of encouragement.

3.54.05 Timing will commence when the starting signal is given. Three timekeepers shall clock the front wheel of the third rider of each team, recording times for each half lap. In all cases, the time recorded for the third rider of a team to finish will be the time awarded to the team.

3.54.06 The highest seeded team in the qualifying round or the team with the fastest time from a previous round shall commence on a start line which will allow them to finish in the main straight.

3.54.07 A team may decide to start line abreast, or on a diagonal at 45 degrees behind the starting point. One metre shall be left between team members with the first team member placing both wheels on the measuring line. This rider must lead for the first relay. When available, starting gates shall be used by the rider starting on the measuring line.

3.54.08 Pushing or pulling between members of a team is absolutely forbidden. Violation of this rule shall cause disqualification of a team.

3.54.09 A team member who is dropped by the team and causes interference to the opposing team shall be withdrawn and the team, which he represents, may be disqualified.

3.54.10 The start shall be effected by pistol shot or whistle blast. The race shall be stopped by a double pistol shot. The finish shall be by a pistol shot as each team crosses their respective finish line. Starting gates shall be used when available. At other times, competitors will be held and not pushed by the same Commissaire.

3.54.11 The Starter shall be the sole judge if a false start has occurred in the first half lap, and stop the race with double pistol shot. For example, if one of the riders anticipates the start, or if the rider on the inside fails to take the lead.

3.54.12 A team which causes two false starts in the qualifying round shall be eliminated. A team causing two false starts in the final shall be relegated.

3.54.13 Should a dead heat occur in the qualifying round and/or finals, the team covering the last lap in the faster time shall be declared the winner.

3.54.14 The Principal Commissaires shall assist at each starting point and will clearly indicate when a team is ready. After the start, they will liaise with their respective lap scorer and be on hand to check recorded times if required to do so.

3.54.15 When a team is about to be passed by its opponent, the Chief Commissaire will instruct the Principal Commissaires to raise a red flag at each starting point. The red flag will indicate to the riders of the team, which is about to be passed, that they must not swing up the track. The leading rider and indeed all team members must maintain a straight course around the measuring line until the following team has completed the pass. A team failing to comply with a red flag direction shall be liable to disciplinary action.

3.54.16 The Chief Commissaire must follow the events carefully and remain near the Starter in case of a mishap.

3.54.17 **Qualifying Round**

The purpose of this round is to find the four fastest teams to contest the final.

1. Seeding shall be decided by the finishing order of the Associations' teams in the previous championship.
2. Should one team overlap its opponent, both teams must continue to finish the distance so that their times can be recorded.
3. In the event of a recognised mishap, a team may elect to stop (Refer rule 3.54.18.2).
4. The teams beaten in the qualifying round shall be classified based on their times. If a team is caught they shall be classified last. If several teams are caught, they shall be placed on a basis of distance covered before they were caught.

3.54.18 **Mishaps**

During the qualifying round:

1. During the first half lap, if any team suffers a mishap the race shall be restarted immediately.
2. If a mishap occurs after the first half lap and only one rider is involved, the team may either continue with 3 riders or stop. If the team chooses to stop it must do so within one lap of the place the accident occurred or they face disqualification. Where practicable the other team shall continue to record a time.
3. The team of a rider which has stopped following a recognised mishap shall restart at the end of the qualifying round, where applicable with another team in the same situation.
4. If a team suffers a mishap during its subsequent ride, it shall continue with 3 riders or be disqualified.
5. Only one new start may be permitted as a result of a mishap.

3.54.19 **Final mishaps**

1. In the event of a mishap in the first half lap the race shall be stopped and restarted immediately. If the team suffers a further mishap during its subsequent ride it shall be eliminated.
2. After the first half lap no mishaps will be taken into consideration. The team shall continue if they still have three riders on the track, otherwise this team must stop and will be considered beaten.

3.54.20 **Final draw**

The 4 fastest teams shall be matched as follows:

3rd	v	4th	Bronze Medal
1st	v	2nd	Gold and Silver Medals

Once a valid start has been given, a race shall not be stopped for any reason, except for a mishap in the first half lap.

All heats and finals will be decided when the third rider of each team crosses the finish line. A team is caught when the opposing team (at least 3 riders) arrive at the rear of the other team within a distance of one metre and will be declared finished by the starter.

- Should a team qualify for the final and then cannot compete; its opponents shall be declared the winners.
- The composition of a team may be modified before each start and the replacement may be taken from any rider nominated for the Championship Series.
- A cyclist who has already contested the teams pursuit for one team is not permitted to compete for another team.
- Only two changes permitted from the qualifying round to the final round.
- All members of the team who have ridden will receive medals should the team gain a place in the finals and all team members are permitted to receive their medals on the dais.

3.54.21 Men's & Women's Team Pursuit Australian Championships competition

1. Teams can comprise the following:
   - Riders 19 years and over (Elite Category)
   - Riders 17 and 18 years of age (U19 Category)
   - A combination of riders from both categories (Elite Category)
2. The fastest two teams from the qualifying round shall contest the final for gold and silver medals in the elite competition. The third and fourth fastest qualifiers shall compete for the bronze medal.
3. Should two U19 teams qualify in the top two in the elite competition, they will compete in the final for both the elite and the U19 competitions
4. However, should only one U19 team qualify for the race for the gold and silver medals in the elite competition they will automatically be awarded the gold medal in the U19 competition. The next two fastest U19 teams will race for the silver and bronze medals in the U19 competition.
5. Should there be no U19 team qualify for the race off for the gold and silver in the elite competition, then the two highest ranked U19 teams will race for the gold and silver medals in the U19 competition. The next best placed two teams in the U19 competition will race for the bronze medal. And the 4th and 5th fastest elite or combined teams will race for the bronze in the elite competition.
6. Should no U19 teams qualify for the final in the elite competition then the fastest two teams comprising U19 riders only in the qualifying round will race for the gold and silver medal. The third and fourth fastest qualifiers shall compete for the bronze medal in the U19 competition.

3.55 POINTS RACE

3.55.01 The Points Race is a speciality in which the final placing's are determined according to accumulated points won by riders during the sprints and by taking laps.

Schedule: The distances and number of entries for each category shall be as set out in Annexure 1.

3.55.02 Before the start, half the riders shall be lined up on the outer railing and the other half lined up in single file in the sprinters lane.

3.55.03 The events shall be un-paced and a minimum of 100m rolling start must be allowed before the starting signal is given.

3.55.04 On 250m tracks, or smaller, intermediate sprints shall be conducted every 10 laps. On tracks larger than 250m sprints for points shall be held every 2000m approximately. In each sprint, the first four riders shall be awarded as follows:

First - 5 points
Second - 3 points
Third - 2 points
Fourth - 1 point

Any rider who gains a lap on the main field will be awarded 20 points.

Any rider who loses a lap on the main field will be deducted 20 points.

3.55.05 When two or more riders are on equal points the positions in the final sprint shall determine the final placing's.

3.55.06 A rider shall be considered to have lapped the field when he reaches the tail of the main (largest) group. He shall continue to score points until the Commissaire in charge has declared a lap taken. He shall be awarded 20 points. Should this rider subsequently lose a lap they shall also lose the 20 points previously awarded.

Commissaires shall have the right to declare the lap gained if it is evident that the chasing rider/s are purposely hanging back off the main bunch

3.55.07 Should riders drop back from the main group, they must not assist any riders who are trying to lap the field, but may place themselves behind the overtaking riders. Riders in this situation who give such assistance and the riders who knowingly accept such assistance will be withdrawn from the race by the Chief Commissaire. A rider falling behind the field may not participate in sprints or score points until he has regained the main bunch or deemed to have lost a lap.

3.55.08 In the case of mishap recognised valid by the commissaires, the rider concerned is permitted a neutralisation of 1300m or a number of laps nearest to 1300m, without loss of position. He will re-join the race within the neutralised period in the position in the field that he occupied at the time of the accident. If a fall, accident or mishap occurs in the last 1000m of the event the riders concerned shall not return to the track.

3.55.09
1. If a fall, accident or mishap occurs in the last 2000m of the event, and a rider is unable to re-join the field in the neutralised period before the last 1000 metres, all points accumulated by the rider/s before the mishap or fall shall count towards a placing in the event.

2. If a fall, accident or mishap occurs in the last 1000m of the event the riders concerned shall not return to the track, however all points accumulated by the rider/s before the last 1000ml shall count towards a placing in the event.

3.55.10 Riders who do not finish the race (unless due to a crash or valid recognised accident in the last 1300m) will be excluded from the result.

3.55.11 Should about half the riders be involved in a fall, the race shall be stopped and the Chief Commissaire shall determine the duration of the neutralisation.

3.55.12 Riders who are more than two laps in arrears shall be eliminated and shall leave the track.

3.55.13 The sprints shall take place in accordance with the sprint regulations. A rider who infringes the regulations shall be penalised by:-

1. A warning
2. Loss of points
3. Relegation to a lower placing
4. Relegation in the overall standing
5. Disqualification

3.55.14 Should the race be stopped by the commissaires by reason of bad weather, then the following shall apply:

<u>Re-run entirely</u>

20 or 25km	Stop before 10km
30 or 40km	Stop before 15km

<u>Re-start the race with distance covered and points won to the point</u>

20km	Stop between 10 - 15km
25km	Stop between 10 - 20km
40km	Stop between 15 - 30km

Results stand

20km	Stop after 15km
25km	Stop after 20km
40km	Stop after 30km

3.55.15 The commissaires may take action against one or more riders in the case of offences having been committed:

1. By giving a warning by displaying a yellow flag and indicating the number of the rider concerned
2. By immediate disqualification by displaying a red flag and indicating the number of the rider concerned.

3.56 TEAM SPRINT

3.56.01 Schedule: Entries for each category shall be as set out in Annexure 1 of these rules.

3.56.02 The event shall be contested by teams of three riders each, over three complete laps of a track.

3.56.03 The draw for the qualifying round will be conducted by the Technical Commission which will take into account the results from the previous championships and the times as submitted by the Associations when lodging entries. The Technical Commission shall endeavour to match two teams of approximate ability, whilst not paring the two best, with the best seeded teams starting last.

3.56.04 Two teams shall start on opposite sides of the track. The riders shall line up on the starting line in the middle of the straight. 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 metres. The rider, placed on the inside of the track, shall be held by a starting block and shall be the leading rider.

3.56.05 Starting gates are to be used when available. At other times riders will be held and not pushed, by the same Commissaire at the start.

3.56.06 Both wheels shall be placed on the measuring line for the start - if practicable.

3.56.07 On the signal from the Principal Commissaire that all is in readiness; the Starter shall commence the starting procedure. Should the rider start before the starting signal, a false start will be declared by the starter and the starting procedure immediately recommenced. Each team may only be permitted two starts.

3.56.08 Once the start has been given and declared valid, the race shall not be stopped other than during the first 30m.

3.56.09 The rider placed on the inside of the track shall perform the first relay over one lap and then shall move to the outside of the track and come to a stationary position as soon as practicable. The same shall apply to the second rider. Only one rider shall remain on the track for the last lap.

3.56.10 At the completion of a lap, the rear of the leading rider's back wheel must cross the pursuit line ahead of the leading edge of the front wheel of the following rider. Thereafter, the leading rider must draw aside immediately and ride above the sprinter's line within 15 meters after the pursuit line. Pushing between members of the same team is strictly forbidden. If any of the requirements above is not met, the team shall be relegated to the last place in the stage of the competition. (1/11/2012)

3.56.11 **Qualifying Round**

In the event of a mishap, the team must restart at the end of the qualifying rounds. Any team which may have been hindered by a mishap to its opponents may, by decisions of the Commissaires Panel, be granted a restart at the end of the qualifying rounds. In the qualifying round a team may only be permitted two starts.

3.56.12 The fastest four teams to qualify shall contest the finals. The teams which recorded the fastest two times shall compete in the final for first and second place and the other two teams shall contest third and fourth place.

3.56.13 **Final**

In the event of a mishap the race shall be stopped and restarted. If the team suffers a further mishap during its subsequent ride, it shall be relegated. In the final only one new start per team shall be permitted as a result of a mishap.

3.56.14 In the case of a time being equal in the qualifying round the team recording the fastest time over the final lap shall be declared the fastest team. When a dead heat occurs in a final, the team recording the fastest time over the final lap shall be declared the winner.

3.56.15 The composition of a team may be modified before the start of a final. Such modifications must be registered with the Secretary of the Commissaires no later than 30 minutes before the final is to commence.

3.57 KEIRIN

3.57.01 Schedule: Entries for each category shall be as set out in Annexure 1 of these rules

3.57.02 Draw for 24 based on a 250m track

Round One - 4 heats of 6. Heat winners to final with second, third and fourth to two repechage heats and the others eliminated.

Round Two (Repechage) - 2 heats of six. Winners of repechages to final.

Final - 6 riders

3.57.03 The Technical Commission may vary the draw in accordance with the size of the track and the number of entries received.

3.57.04 The heats and finals shall be run over a distance close to 2000m, i.e.

8 laps on 250m track
7 laps on 285.714m track
6 laps on 333.3m track
5 laps on 400m or more

3.57.05 The start shall be given when the pacer approaches the pursuit line in the sprinters lane, the riders being placed abreast. The rider who drew the No 1 position shall follow immediately behind the pacer for at least the first lap, unless another rider voluntarily takes that position failing which the race shall be stopped and that rider eliminated. In the restart the rider who drew No 2 shall follow immediately behind the pacer.

3.57.06 During the first laps, the speed shall be set by the motorcycle rider at 30kph. The pacer shall always follow the measuring line and shall gradually increase to 50kph He shall take care not to accelerate abruptly before leaving the track (junior women and women 25kph and 45kph).

3.57.07 The pacer shall leave the track via the blue band when ordered to do so by the Commissaire, approximately

2.5 laps from the finish on tracks	250 - 285.714 metres
2 laps from the finish on tracks	333.3 metres
1.5 laps from the finish on tracks	400 metres or more

3.57.08 Assistants shall hold the riders, without pushing them as the start is given.

3.57.09 The starter shall signal the start by a pistol shot.

3.57.10 In the case of a mishap in the first 30m the race shall be restarted immediately.

3.57.11 Should any rider pass the rear of the back wheel of the pacer, whilst the pacer is still on the track, the race shall be immediately stopped and will be restarted without the offending rider(s).

3.57.12 It shall be strictly forbidden to pass or challenge opponents on the left when the rider being challenged is in the Sprinter's lane.

3.57.13 The race will be stopped if one or more riders are at fault or behave in an unsporting manner while being placed behind the derny. The race will be rerun without the rider(s) at fault. Such rider(s) shall be eliminated from the event and will take no further participation in subsequent rounds.

3.57.14 Sprint regulations shall apply, especially the provisions concerning the sprinters lane.

3.58 MADISON

3.58.01 The Australian Open Madison Championships shall be contested by Elite Men and Junior Under19 Men Teams.

1. The event will be will be conducted over a distance of 50km by state teams which consist of:
   - A team of Elite Men
   - A Team of Under 19 Men
   - A Combined Team of Elite and Under 19 Men

2. The Championship Jersey will be awarded to the best placed teams comprising Australian riders
(01/04/2013)

3.58.02 Entry conditions as approved by the Board of Management following consultation with the promoter.

3.58.03 A Madison is a point's race between teams of two riders who relay each other for a specified distance or time. In no case may more than one member of a team race at the same time.

3.58.04 Intermediate sprints shall run every 5km or the number of laps closest to 5km. Each intermediate sprint shall earn the first four teams the following points 5-3-2-1. The sprint shall be run according to Sprint Rules and the penalties to be imposed in cases of infringement shall be: caution; relegation; and disqualification.

3.58.05 The result will be decided upon the distance covered. In the case of equality of distance (number of laps covered), the points won will decide the result. In the case of equality of distance and points, the places in the final sprint shall decide the result

3.58.06 At the start of the race, one rider from each team will be on the line and the other rider will be on relief. A rolling start will be used.

3.58.07 **Gaining Laps**

1. A lap shall be considered gained if a team breaks away from the main group and catches the main group again. 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.
2. If the various teams are strung out separately on the track, a team shall have gained a lap when it shall have passed a sufficient number of teams in the judgment of the Chief Commissaire.
3. Any lap gained unfairly through one or more competitors sacrificing themselves for others shall not be allowed. Violation of this rule will result in the teams concerned losing any points or laps that have been illegally gained.
4. Teams that gain a lap must sprint with the main group in order to earn additional points.

5. ***If at the moment of a sprint considered for classification, one or more rider(s) catch up with the biggest bunch, this (these) rider(s) shall gain a lap. The points shall be given immediately to the riders of the break behind or to those ahead of the bunch (01/04/2013)***

3.58.08 **Losing Laps**

1. Teams that lose laps may sprint with the main group after being absorbed by the main group. They may sprint for points each time they are caught, regardless of the number of laps they have lost.
2. If a team being lapped is caught by the main group in a bell lap, that team will receive no points in that sprint. In order for a team being lapped to score points, they must be caught by the main group prior to crossing the line on the bell lap of the sprint.
3. Teams that are three laps down may be removed if the Commissaire thinks their presence is a danger to the smooth running of the event.

3.58.09 **Relieving Partners**

1. A rider entering the track from the blue band will do so on the home straight or back straight 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.
2. In order to make a change from racing rider to relief rider, a rider must draw even with the team mate. The relay may be made by touching, pushing, pulling or by merely drawing even with the partner. Hand slings may be allowed if so specified by the Chief Commissaire.
3. A relay without the partners drawing even (a wireless pick up) may result in a team being penalised a lap.
4. 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 to the riders before the race.
5. It may be specified that there will be no exchanges in the last lap or in the last 200m of a sprint. Any such rules must be explained clearly to the riders before the race.

3.58.10 **Mishaps**

1. Should one of the riders suffer a fall or mechanical incident, his team mate shall immediately take the team position in the race. There shall be no neutralisation of the race.
2. Should both team mates fall simultaneously, the team shall be entitled to a neutralisation equal to the number of the laps closest to 2000m. On returning to the track, one of the team mates shall resume the position that the team occupied in the bunch before the incident.
3. There shall be no neutralisation in the last 1000m of the race. The team shall be placed accordingly to the laps won or lost and the points up to the moment of the accident.

3.58.11 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.

3.58.12 If the race is called off because of inclement weather, the commissaires shall decide as follows

1. Race stopped before 20km - re-run entirely on the same day

2. Race stopped between 20km and 40km - resume race with points and laps accordingly so far

3. Race stopped after 40km - let the result stand

3.59 200 METRE TIME TRIAL (non medal event)

3.59.01 A 200 metre time trial shall be taken as a flying start from the 200m line and shall be used to select the participants and rankings for the sprint competition.

3.59.02 Schedule: The number of entries for each category shall be as set out in Annexure 1.

3.59.03 The starting order for the qualifying round shall be determined according to the principle that competitors placed first to fourth in the championships the year before shall start last in reverse order of placing's. The starting order of other competitors shall be determined by the drawing of lots.

3.59.04 A starting area shall be provided so that the next competitor waiting to ride may start his run-up as soon as the previous rider has crossed the 200m line.

The riders shall build up speed over a distance depending on the track size:

250m track	3.5 laps
285.714m track	3 laps
333.33m track	2.5 laps
400m plus track	2 laps

3.59.05 Place getters in the 200 metre time trial Championship shall be those who have recorded the fastest three times in the 200m time trial qualifying round of the sprint championship. Such place getters shall receive the appropriate medals.

3.59.06 In the event of a mishap, the rider shall take a new start. Only one new start will be permitted.

3.59.07 Competitors in a restart situation shall restart after the next two competitors. Exception may be made due to an injury or illness for which a medical report may be required (and any replacement shall be seeded last).

3.59.08 In the case of a dead heat for seeding purposes a draw of lots shall be conducted.

3.59.09 The fastest qualifiers progress to round one, whilst all other competitors are eliminated.

3.59.10 The bicycle shall be as per CA Bicycle Regulations Annexure No 6, 1.3.022

3.60 OMNIUM

3.60.01 1. Definition: The Omnium consists of six events which shall be held over two days in the following order:

Event	***Elite male***	***Junior male***	***Elite women***	***Junior women***
Flying Lap	*1 lap*	*1 lap*	*1 lap*	*1 lap*
Points Race (c)	*30km*	*15km*	*20km*	*10km*
Elimination (d)				
Individual Pursuit (b)	*4000m*	*3000m*	*3000m*	*2000m*
Scratch Race	*15km*	*10km*	*10km*	*7.5km*
Time Trial (a)	*1000m*	*1000m*	*500m*	*500m*

(a) Each time with two riders on the track.

(b) Without finals – two riders compete at the same time, starting from opposite sides of the track seeded from the overall rankings following the previous event.

(c) Intermediate sprints to be contested every 10 laps on 250m track.

(d) After each sprint the last rider, according to the position of his rear wheel on the finishing line, shall be eliminated. If one or more riders are lapped or abandon the race between sprints, they shall be the riders eliminated in the next sprint. In certain cases, the commissaires may decide to eliminate a rider other than the last rider in the sprint (for example, if a rider passes on the blue band). The President of the commissaires panel shall be responsible for making the final decision on who will be eliminated based on information from the judge-referee and other commissaires. In all cases, the decision on which riders shall be eliminated must be made and announced prior to the riders crossing the pursuit line on the back straight after the elimination sprint. If no decision can be made by this time, then no riders shall be eliminated until the next sprint. An eliminated rider shall leave the track immediately, failing which he shall be relegated to the last place in the event.

2. In competitions for which the number of riders entered exceeds the track limit 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 the distance and with the number of sprints, as per the regulations for Points Race heats. 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).

3.60.02 All events run as per the Technical Regulations in each event.

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

3.60.04 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).

3.60.05 A full result shall be produced for each event.

3.60.06 A cumulative total of ranks obtained in each event shall be updated in increasing order after each event. The winner shall be the rider who has obtained the lowest total of rankings.

3.60.07 In the event of a tie, the best rider shall be determined by the lowest cumulated time of the time trial events.

SECTION 5
AUSTRALIAN MASTERS CHAMPIONSHIPS

3.65 AUSTRALIAN MASTERS ROAD & TRACK CHAMPIONSHIPS

3.65.01 The following rules apply only to the Masters Track and Road Australian Championships and set out how they vary from other championship rules. They relate to the administration of the events as the organisation of these championships are governed by time constraints and unknown number of entrants.

3.65.02 The technical regulations for the respective championship events are contained elsewhere in these rules.

3.65.03

1. When a small number of competitors have entered for a championship event rule number 3.30 shall apply for the awarding of medallions.
2. For all scratch races there shall be a minimum of 6 starters. If less than 6 starters arrive at the start line then the competitors concerned shall compete in a younger age category event.
3. For all points races there shall be a minimum of 10 starters. If less than 10 starters arrive at the start line then that event shall revert to a scratch race and the above rule shall also apply.
4. If it is necessary to combine categories due to the lack of sufficient numbers as described for the events above, separate medallions will still be allocated to each category in accordance with rule 3.30 With the proviso that the riders complete the distance/race and are not withdrawn as per the regulations that apply for each event (eg -points race) and then the medals will then be awarded as follows:

   a) For timed events as per regulation 3.30.01

   b) For all other events:

   - The Gold Medallion will be awarded when the competitor has ridden a time that is no more than +5% the bunch time for the combined event or best time for next lower category at the same event.
   - The Silver Medallion will be awarded when the competitor has ridden a time that is no more than +7.5% the bunch time for the combined event or best time for next lower category at the same event.
   - The Bronze Medallion will be awarded when the competitor has ridden a time that is no more than +10% the bunch time for the combined event or best time for next lower category at the same event.

3.65.04 The Australian Masters Championships will be open to all competitors who hold a current CA licence. Refer also to By-Law 2.18.07 noted below:

(i) A masters racing license – enables the rider to enter masters events and graded racing at club or club-combine level but would restrict them from contesting elite championships and opens.

(ii) An elite racing licence – would permit a masters rider to enter any racing event including elite open and championship events; as well as contesting their respective masters category championship in the same year.

3.65.05 Medals for Masters Championships shall be as per Tech Reg: 3.30.01

3.65.06 **Schedule of events – Track Championships**

Category	Sprint	Time Trial	Individual Pursuit	Points Race	Scratch	Team Sprint[1]
MEN						
Category 1 (30 - 34)	3 laps	1000m	3000m	30km	10km	3 laps
Category 2 (35 - 39)	3 laps	1000m	3000m	30km	10km	3 laps
Category 3 (40 - 44)	3 laps	750m	3000m	20km	10km	3 laps
Category 4 (45 - 49)	3 laps	750m	3000m	20km	10km	3 laps
Category 5 (50 - 54)	3 laps	500m	2000m	15km	5km	3 laps
Category 6 (55 - 59)	3 laps	500m	2000m	15km	5km	3 laps
Category 7 (60 - 64)	3 laps	500m	2000m	10km	5km	3 laps
Category 8 (65 - 69)	3 laps	500m	2000m	10km	5km	3 laps
Category 9 (70 plus)	3 laps	500m	2000m	10km	5km	3 laps
WOMEN						
Category 1 (30 - 34)	3 laps	500m	2000m	15km	5km	2 laps
Category 2 (35 - 39)	3 laps	500m	2000m	15km	5km	2 laps
Category 3 (40 - 44)	3 laps	500m	2000m	10km	5km	2 laps
Category 4 (45 - 49)	3 laps	500m	2000m	10km	5km	2 laps
Category 5 (50 - 54)	3 laps	500m	2000m	10km	5km	2laps
Category 6 (55 - 59)	3 laps	500m	2000m	10km	5km	2 laps
Category 7 (60 - 64)	3 laps	500m	2000m	10km	5km	2 laps
Category 8 (65 plus)	3 laps	500m	2000m	10km	5km	2 laps

Note 1: ***Team Sprint***
Men's or combined (3 riders): combined age of each team shall be no less than 135 years and complete 3 laps
Women's (2 riders): combined age of each team shall be no less than 85 years and complete 2 laps
(01/06/2012)

3.65.07 **Sprint**

1. Qualifying round - Flying 200 metres

   The Sprint shall be a race in which all riders complete a flying 200m time trial (as per Technical Regulation 3.60) to determine who qualifies and the rankings for the first round. From the quarter finals two up matches take place over two heats (and a third deciding heat).

2. Masters sprint events to be run as close as possible Annexure 3 but if insufficient starters a modified draw may be made

3.65.08 **Individual Pursuit**

1 The Commissaires Panel shall take into account information available from previous performances to conduct a draw for the qualifying round.

2 The fastest two riders from the qualifying round shall ride off for the gold and silver medals. When there are five or more entrants the third and fourth fastest qualifiers will ride off for the bronze medal. When there are less than five entrants the bronze medal will be awarded to the third fastest qualifier.

3 The finals shall not be run within two hours of the last heat in the qualifying round.

3.65.09 **Team Sprint**

1 The team shall comprise riders only from the same State/Association. There shall be no combining of riders from different States/Associations, unless the Technical Commission permits a composite team. A composite team should only be allowed if there are insufficient competitors from a State/Association to make up such a team having regard to the fact that a team may be made up of different divisions and gender.

2. The fastest two teams from qualifying round shall ride off for the gold and silver medals. When there are ***four*** or more entrants the third and fourth fastest qualifiers will ride off for the bronze medal. When there are ***only three*** team entrants the bronze medal will be awarded to the third fastest qualifier.
(01/06/2012)

3. The finals shall not be run within two hours of the last heat in the qualifying round.

3.65.10 **Points Race**

1 A points race shall be conducted in all categories as per the Masters track event schedule in rule 3.65.06, provided at least 10 riders start. If there are fewer than 10 starters the event will revert to a scratch race.

2 Sprints shall take place ever 10 laps.

3 For races of a distance of 20km and more 20 points awarded for a lap gained.

4 For races of less than 20km ten points for a lap gained.

5 The women's points race will be run as a scratch race if, despite joining categories together, there are still less than 10 starters.

3.65.11 **Schedule of events – Road Championships**

Category	Individual Time Trial	Road Race	Criterium
MEN			
Category 1 (30 - 34)	20km	100km to 120km	40mins plus 3 laps
Category 2 (35 - 39)	20km	90km to 110km	40mins plus 3 laps
Category 3 (40 - 44)	20km	70km to 90km	40mins plus 3 laps
Category 4 (45 - 49)	20km	70km to 90km	40mins plus 3 laps
Category 5 (50 - 54)	20km	70km to 90km	30mins plus 3 laps
Category 6 (55 - 59)	20km	50km to 70km	30mins plus 3 laps
Category 7 (60 - 64)	20km	50km to 70km	30mins plus 3 laps
Category 8 (65 - 69)	20km	40km to 60km	30mins plus 3 laps
Category 9 (70 plus)	20km	40km to 60km	30mins plus 3 laps
WOMEN			
Category 1 (30 - 34)	20km	50km to 70km	30mins plus 3 laps
Category 2 (35 - 39)	20km	50km to 70km	30mins plus 3 laps
Category 3 (40 - 44)	20km	50km to 70km	30mins plus 3 laps
Category 4 (45 - 49)	20km	50km to 70km	30mins plus 3 laps
Category 5 (50 - 54)	20km	40km to 60km	30mins plus 3 laps
Category 6 (55 - 59)	20km	40km to 60km	30mins plus 3 laps
Category 7 (60 - 64)	20km	40km to 60km	30mins plus 3 laps
Category 8 (65 plus)	20km	40km to 60km	30mins plus 3 laps

1 There shall be a minimum field size of 10 starters.

2 If the field size is less than 10, categories shall be combined as per rule 3.65.03.

3 In the event that categories are combined, separate medals will still be allocated to each category in accordance with rule 3.30.01.

SECTION 7
AUSTRALIAN RECORDS

3.70 AUSTRALIAN RECORDS

3.70.01 List of Events

The recognised distances and categories for all Australian records shall be as listed below.

1. Men

- 200 metres flying start
- 500 metres flying start
- 1000 metres standing start
- 4000 metres standing start
- 4000 metres 4 man pursuit team time trial (standing start)
- 1 hour standing start

2. Women

- 200 metres flying start
- 500 metres flying start
- 500 metres standing start
- 3000 metres standing start
- 3000 metres 3 woman pursuit team time trial (standing start)
- 1 hour standing start

3. Junior U19 Men

- 200 metres flying start
- 500 metres flying start
- 1000 metres standing start
- 3000 metres standing start
- 4000 metres 4 man pursuit team time trial (standing start)

4. Junior U19 Women

- 200 metres flying start
- 500 metres standing start
- 500 metres flying start
- 2000 metres standing start

5. Junior U17 Men

- 200 metres flying start
- 500 metres standing start
- 500 metres flying start
- 2000 metres standing start
- 3000 metres 4 man pursuit team time trial (standing start)

6. Junior U17 Women, Junior U15 Men, Junior U15 Women

- 200 metres flying start
- 500 metres standing start
- 500 metres flying start
- 2000 metres standing start

7. Masters Men

- 200 metres flying start – Category 1, 2, 3, 4 & 5
- 1000 metres standing start – Category 1, 2
- 750 metres standing start – Category 3 & 4
- 500 metres standing start – Category 5, 6, 7, 8 & 9
- 3000 metres standing start – Category 2, 3 & 4
- 2000 metres standing start – Category 5, 6, 7, 8 & 9
- 1 hour standing start

8. Masters Women

- 200 metres flying start – Category 1, 2, 3 & 4
- 500 metres standing start – all categories
- 2000 metres standing start – all categories
- 1 hour standing start

9. Para-cycling

- 200 metres flying start
- 500 metres standing start
- 1000 metres standing start
- 3000 metres standing start
- 4000 metres standing start
- 1 hour standing start – all Para-cycling categories

3.70.02 The following records shall be maintained by the Federation:

1 Australian Records – fastest time set by an Australian cyclist anywhere in the world

2 All Comers Records – fastest time set in Australia by a cyclist of any nationality affiliated with the UCI (excluding U17 & U15)

3 Championship Records – fastest time set in competition at an Australian Championship

3.71 REQUIREMENTS FOR ATTEMPTING/BREAKING RECORDS

3.71.01 Cyclists must hold a CA or UCI recognised licence.

3.71.02 For all record attempts, the following officials must perform their allotted tasks:

1. The Chief Commissaire – ensure the record is set in accordance with these regulations and verifies this on the record application form (Annexure 8) which he then submits to CA with the original time-keeping sheets.

2. Electronic Timing Device Operator – manage the electronic timing for records which shall be timed lap by lap to the nearest thousandth of a second and sign the time-keeping sheets to accompany the record application form

3. Three Timekeepers – maintain backup manual handheld timing lap by lap to the nearest thousandth of a second and sign the time-keeping sheets to accompany the record application form

3.71.03 During National and State Championships, records can be recorded for the 500m, 1km, individual pursuit and team pursuit when two riders or teams start at opposite sides of the track.

3.71.04 For all other distances and for record attempts outside of the official championship events, the team or rider must be alone on the track.

3.71.05 Application for specific Australian record attempts during an Australian Championship must be made to the CA office prior to the commencement of the Championships or at the latest to the Chief Commissaire at the Championship permanence meeting. Australian hour record attempts shall not take place during the Australian Championship competition.

3.71.06 **Timekeeping**

1 Record attempts shall be electronically timed lap by lap to the nearest thousandth of a second.

2 Electronic timekeeping of hour record attempts must be accompanied by a system of manual time-keeping. That time-keeping shall be conducted by two timekeepers approved by CA.

3 Recorded times shall be entered on the timekeeping sheets that then have to be signed by the time-keeper that fills them in.

3.71.07 **Equipment**

1 Records must be set on an approved track.

2 The track must be prepared as required for Championship events in accord with Section 4 of the CA Technical Regulations.

3 Only bicycles that comply with the CA technical regulations may be used.

4 A starting block shall be used in elite and U19 events with a standing start.

3.72 FEES

The Board of Management sets the record application fee. The application fee is for record attempts outside of Australian and State Championships and is payable to CA with the lodgement of the record application at least twenty eight (28) days prior to the attempt.

3.73 DRUG TESTING

3.73.01 No record can be confirmed if the rider was not available to submit to a drug test conducted in accordance with CA regulations at the end of the race. If drug testing was not conducted at the respective Championships, the rider must be tested within 24 hours. The record can be confirmed only on receipt of a certificate issued by the laboratory indicating that the test proved negative.

3.72.02 Where UCI drug testing is conducted pursuant to UCI Regulations the following medical officials are required:

1 Medical Officer – collect drug testing samples

2 Medical Commissaire – ensure the drug test is conducted according to UCI regulations, where applicable

3.73.03 Drug testing is not mandatory for:

1 JM17, JW17, JM15, JW15

2 Masters categories

3 Championship records

3.73.04 As per the UCI regulations masters times are recorded as “best times” only.

3.74 RECORD ATTEMPTS OUTSIDE OF CHAMPIONSHIPS

3.74.01 The CA policy to create or break an Australian Record outside of Australian or State Championships will be as follows:

1. Application must be received in writing by the CA Chief Executive Officer at least twenty eight (28) days prior to the attempt.
2. The applicant will be liable for all costs incurred such as fees for CA sanction, drug testing, venue hire and any costs associated with the appointed commissaire.
3. A level 3 Commissaire must be appointed or endorsed by the Technical Commission.

3.75 CLAIMING A RECORD OUTSIDE OF AUSTRALIAN CHAMPIONSHIPS

3.75.01 A member desiring to claim an Australian record not set at the Australian Championships (including State titles) shall submit the claim on the recognised record application form (Annexure 8) to the CA office through his State Secretary who shall ensure that the following is lodged with the application within 1 month following the attempt:

1. Certification that the time is correct, either electronic timing device read out tape or declaration from the official timekeepers.
2. Report of the Chief Commissaire that all provisions have been met.

3. A Surveyor's Certificate or similar document ascertaining the correctness of the distance.

3.75.02 Records established during World Cup rounds, World Championships and Olympic, Paralympic and Commonwealth Games may be confirmed by a certified copy of the official result communiqué, signed by the Chief Commissaire. If the rider is not drug tested at these events, the record will still be recognised provided drug testing was conducted during that event.

3.75.03 Records recognised by the UCI will be recognised by CA.

3.76 RECORD APPROVAL

The Board of Management shall approve all record claims and such approved records shall be listed in a Records Register maintained by the CA Office.

3.77 RECORD CERTIFICATE

For Australian Records, the Chief Executive Officer shall issue a certificate through the State office of the registered person.

3.78 WORLD RECORDS

A member claiming or wishing to attempt a World Record must comply with UCI regulations (Part 3, Chapter 5) and pay a CA sanction fee.

SECTION 8
NON CHAMPIONSHIP EVENTS - ROAD

3.80 ROAD TEAMS TIME TRIAL

3.80.01 Each team is to consist of four (4) riders.

3.80.02 The starting order will be last year's finishing order in reverse with the time intervals being four minutes for Men, Women, Junior U19 men and women and two minutes for Junior U17.

3.80.03 At the start a team will line up abreast and shall be held up by officials who shall release them on the starting signal. Riders must not be pushed

3.80.04 Each competing team is to provide its own service vehicle in which no more than four registered persons shall travel, with an Assistant Commissaire or selector being one of the permitted personnel. In no case may the vehicle draw level with the team but shall follow at least 10m behind the team or third man thereof should he have lagged behind. When a team is catching another, the team vehicle of the caught team must drop back behind the team vehicle of the catching team when the catching team is within 100m of the other team.

3.80.05 Food, drink and minor repairs may be exchanged by members of the same team or members may wait for a team member who has had an accident or dropped behind. Team members cannot push or tow each other.

3.80.06 Riders shall carry their own food requirements. Outside feeding from persons on the course or from the team support is forbidden.

3.80.07 A team overtaking another team shall pass on the right hand side, leaving at least two metres between the teams. In no case may it 'sit in' behind the team that has been caught, but remain at least 25m behind until it is safe and able to pass.

3.80.08 A rider who has been dropped by his team cannot re-join it by waiting for its arrival on the next leg, or assist in any way another team.

3.80.09 Three watches will be used to record the time of each team. Timing will commence when the starting signal is given and be stopped when the third rider of the team reaches the finish line. Where possible times for each leg of the race should be recorded.

3.86 HANDICAP

3.86.01 A track handicap event is one in which the strongest riders are given the greatest distance to travel in accordance with past performances with the aim of equalising the competition between all riders.

3.86.02 Track handicaps may be held over 1000m or 2000m; however the distance may be varied having regard to size of track and local custom.

3.86.03 Handicappers should not set any handicap mark greater than 15% of the advertised distance of the race.

3.86.04 Riders must start from the mark as determined by the Handicapper. There is no appeal against this rule. However, the limit mark in any event shall not be greater than one lap of the track.

3.86.05 Riders shall start on the measuring line of the track. Where two or more riders are scheduled to start from the same mark, they shall line up across the track in the straights and in Indian file in the bends. In the latter instance, the rider with the lowest number shall start at the rear of the group.

3.86.06 Riders may receive a push start.

3.86.07 Riders who gain an advantage at the start or who cause a false start will be penalised by the Chief Commissaire on the basis of 10m for a 1000m handicap and 20m for a 2000m handicap. A second false start will mean disqualification for the rider concerned.

3.86.08 In the opinion of the commissaires***, a rider fails to complete the race distance without a reasonable excuse, or who sacrifices there own chances to assist others may be penalised.***

3.86.09 In a handicap heat, once the start has been given, riders who have a mishap will not be permitted a restart in a subsequent heat.

(01/04/2013)

3.87 MADISON PURSUIT

3.87.01 This is a team event over a fixed distance with the distance varying because of the track size.

3.87.02 Two teams of four to six riders to start on opposite sides of the track. Each rider to lead for one or two laps, then withdraw as quickly and safely as possibly, with the next rider to lead and so on.

3.88 ELIMINATION PURSUIT

3.88.01 Six to sixteen riders are placed equidistant around the track with the two strongest diametrically opposite each other and all the others placed in accordance to ability by the Handicapper.

3.88.02 The distance may vary from 2km to 5km.

3.88.03 When the front wheel of a rider has drawn level with the front wheel of another rider, the overtaken rider is eliminated and the overtaken rider must leave the track immediately.

3.88.04 No rider may draft within two lengths of another rider.

3.88.05 Should more than two riders remain at the conclusion of the event, each shall be timed by independent timekeepers.

3.89 FLYING TIME TRIAL

3.89.01 The distance may vary from 200m to 1000m.

3.89.02 No pacing is allowed.

3.89.03 Three watches are to be used with the normal timekeeping principles being observed.

3.90 UNKNOWN DISTANCE SCRATCH RACE

3.90.01 This event is a scratch race with the distance not advertised prior to the start.

3.90.02 The race may have intermediate sprints either on a points score system or a sprint prize being separate and distinct from any other price allocation.

3.90.03 For intermediate sprints a white flag shall be shown at two to go, a whistle with one to go.

3.90.04 For the final sprint a yellow flag to be shown at two laps to go and the bell to be rung as normal.

3.91 REPECHAGE HANDICAP

3.91.01 In all heats the competitors will start from the scratch mark and normally the first and second placegetters qualify for the final. The number of entries to determine the formula.

3.91.02 Riders placed 3rd, 4th, 5th and perhaps 6th to be placed in two heats. The riders to start from their previously allotted handicap mark in these two repechage heats. No more than those riders required for the final to qualify from each of these heats.

3.91.03 In the final the competitors start from their allotted handicap mark.

3.93 PROGRESSIVE POINTS RACE

3.93.01 Distance for the progressive point's race shall be as determined, normally 10 to 20 laps.

3.93.02 Sprint each lap for varied set of points usually on an ascending scale, eg 1 point for first lap, 2 points for second lap until 10 points for the tenth lap, thereby a total of 55 points could be accumulated.

3.93.03 A rider must finish to be placed.

3.93.04 Special prizes can be awarded every even lap.

3.94 ELIMINATION RACE

3.94.01 Elimination races take place individually, with the elimination of the last rider to cross the finishing line that is called out at that point. The elimination is determined by the rear of the back wheel of the last bicycle crossing the finishing line.

3.94.02 Riders will take a rolling start, whilst the real start will be given after one lap by a whistle or pistol shot. The first elimination will take place the second time round after the real start.

3.94.03 On a track measuring 333.33m the elimination of riders will take place every lap. For tracks of less than 333.33m, the elimination shall take place every second lap.

1. When riders are eliminated every lap and three riders are left on the track, the next eliminated rider shall take third place, the bell will sound and the remaining two riders will contest the final sprint.
2. When riders are eliminated every second lap and there are three riders left on the track, the next eliminated rider will take 3rd place and there remaining two riders will receive the call of "two laps to go".

3.94.04 The winner will be judged on the front part of the front wheel, which crosses the finishing line first.

3.94.05 In the event of a fall or mechanical mishap, those competitors will be eliminated at the next crossing/crossings of the finishing line, equivalent to the number of competitors who are affected by the fall or mechanical mishap.

3.94.06 If a competitor withdraws for any reason during the event, he will be eliminated at the next crossing of the finish line.

3.94.07 If a competitor deliberately rides on the blue band to avoid elimination, he shall be eliminated on the next crossing of the finish line.

3.94.08 In no case is a fresh start envisaged for any cyclists eliminated as a result of an accident.

3.95 DERNY PACING

3.95.01 Pacers and competitors must have a current competitors licence.

3.95.02 Competitors will draw for their starting positions.

3.95.03 Competitors will draw for their pacer.

3.95.04 Competitors with their handlers will line up in the main straight in their starting order in a straight line one metre apart, on the measuring line.

3.95.05 The pacers will circle the track in the positions they have drawn and at the starter's discretion will fire the starting pistol when the pacers pass their competitors and the race will begin with the competitors receiving a one step push. (The pacers will be allowed 5 minutes minimum on the track after the draw is completed to warm up their machines and to organise their positions)

3.95.06 The pacers must stay above the sprinters line at all times.

3.95.07 The leading pacer must stay below the blue (motor pace) line.

3.95.08 All passing will take place with a one metre clearance.

3.95.09 All passing will take place on the outside.

3.95.10 When two or more pacers are riding side by side and come to slower pacer the Commissaire will warn the slower pacer with a yellow flag and the slower pacer must move down to the red line (sprinters lane) to allow the overtaking pacers to pass without hindrance to the manoeuvre.

3.95.11 Should a pacer or competitor suffer a mechanical mishap (spare derny to be available) the pacer and competitor must regain the field in the position they retired from at the time of the mishap. They must do so within 5 laps or 1250m approx. Pacers and competitors must complete the last 2000m.

3.95.12 All pacers and competitors who do not comply to rules 3.95.06, 3.95.07, 3.95.08 shall receive a red flag as a warning and on the second offence a black flag and disqualified from the event.

3.95.13 All pacers and competitors who do not comply to rule 3.95.09, shall receive a black flag and disqualified from the event.

3.95.14 All pacers and competitors who "jump the gun" will be black flagged and immediately disqualified from the competition.

3.95.15 All competitors must finish the race with the pacer they were allocated

3.95.16 All pacers and competitors must leave the track immediately following their event.

3.95.17 Competitors 5 laps down will be withdrawn from the event.

3.95.18 All pacers and competitors who in the opinion of the Chief Commissaire are competing illegally or in a manner considered to be dangerous will be black flagged and disqualified from the event.

3.95.19 If a pacer or competitor removes one or both hands from the handle bars during the running of the event they may be disqualified

3.95.20 Derny events should be a minimum of at least 10km.

3.96 ONE (1) LAP STANDING START TIME TRIAL

3.96.01 Two riders shall be on the track at the same, starting from opposite sides of the track. Starting gates are to be used when available. At other times riders will be held and not pushed by the same Commissaire at the start.

3.96.02 Both wheels shall be placed on the measuring line for the start - if practicable.

3.96.03 On the signal from the Principal Commissaire, that all is in readiness; the Starter shall commence a countdown. At the completion of the countdown a starting signal will indicate the start. In the case of a false start, the starting procedure shall immediately recommence. Only two starts shall be permitted.

3.96.04 A rider suffering a mishap during the event shall withdraw. Any rider withdrawing shall report with his machine to the Chief Commissaire who shall permit a re-start after approximately 15 minutes or at the end of the event with another rider in a similar position. Exceptions may be made due to an injury or illness for which a medical report may be required (and any replacement shall be seeded last).

3.96.05 The starting signal shall activate the timing devices.

3.96.06 Should any reason, such as rain, prevent an event being completed on the day set down for decision, the championship shall be completely re-run at a later date.

3.97 DERBY

3.97.01 Schedule: The distance and number of entries for each category shall be as set out in Annexure 1

3.97.02 Draw for 16 to 20 riders

Round One - 4 heats with winners to the final and second placegetters to the repechage.

Round Two (repechage) - 1 heat with winner to the final

Final - 5 riders

3.97.03 The Technical Commission may vary the draw in accordance with the size of the track and the number of entries received.

3.97.04 The normal sprint rules shall apply.

SECTION 9
STAGE RACE REGULATIONS

3.98 GENERAL REGULATIONS

3.98.01 All official race personnel directly connected with the conduct of the Tour other than accredited journalists, sponsors and honorary guests shall be financial members of CA/UCI.

3.98.02 Stage races may be run over one day or several days, consisting of varying distances and terrain. The winner being determined by accumulated riding time or points classification. (Winners time less time bonuses for sprints and Mountain Champion, plus any intermediate time bonuses plus any penalties incurred.

3.98.03 Any infringement of the race rules and regulations by any competitor, team official or helper will make them liable to such penalties as set down in the CA/UCI scale of penalties.

3.98.04 The commissaires panel will comprise of three (3) commissaires, including the Chief Commissaire who shall allocate the specific duties to the members of the commissaires' panel, which may include, but not be limited to, principal commissaires and the medical inspector.

3.98.05 Team managers may seek clarification of the commissaires decisions. However, all protests received by the commissaires panel must be in writing and accompanied by the appropriate fee. Should the protest be successful the fee will be returned. Decisions by the commissaires panel on protests shall not be subject to appeal. Appeals against, or concerning, classifications shall be lodged no later than 30 minutes after the classification communiqué has been made public.

3.98.06 To be acceptable, protests shall be submitted to the commissaires panel within the following time limits;

- An illicit manoeuvre or some other irregularity during the race - not later than 30 minutes after the finishing time limit (usually 20% of first rider).
- Placing's no later than the start of the next stage.
- Final general classification – 30 minutes after the official communiqué is issued.

3.98.07 An appeal jury comprising of three (3) qualified commissaires or eminent tour personnel as appointed by the Chief Commissaire, shall hear all appeals in accordance with CA/UCI rules and regulations.

All appeals shall be in writing and accompanied with the appropriate fee and lodged with the Chief Commissaire within 15 minutes of the decision being advised to the team manager. Should the appeal be successful the fee will be refunded.

3.98.08 All stages will be run without regard for the weather. The panel of commissaires, after consultation with the tour management, have the discretion to modify a stage should unforeseen circumstances arise. The race may be neutralised by the Chief Commissaire.

3.98.09 All stages will start promptly at the advertised times, with countdown times being announced at the assembly area 30 minutes before the start of each stage. The leaders in all classifications are required for presentation near the start line. Riders are required to sign on up to 15 minutes before start time. Failure to sign on may result in a penalty. There may be a processional start to several stages, which will be neutralised.

3.98.10 Each team shall have a support vehicle to follow in the race convoy. This vehicle may carry spare bikes, spare wheels and any other spare parts needed to service riders during the race. Unauthorised vehicles following the race shall render the rider whose vehicle is following liable to a penalty.

3.98.11 There will be neutral spares vehicles, each under the control of a commissaire to cover breakaways, punctures, falls and dropped-off riders. Each team should make available at least one (1) pair of wheels, food and drink appropriately marked, for each neutral spares and the sag wagon.

3.98.12 Service for all riders will be available from the team vehicles, the neutral spares or the sag wagon. Ideally all vehicles shall be fitted with a minimum of a CB radio, flashing amber lights and caution cyclist signage.

3.98.13 All service to riders must take place on the left hand side of the road to ensure a smooth passage of other convoy vehicles. Failure to do so will incur penalties.

3.98.14 All traffic regulations must be strictly observed by both riders and drivers of official vehicles. Any infringements will incur penalties.

The commissaires panel reserves the right to penalise any rider's time and /or fine and/or disqualify for any traffic regulation infringement.

Whilst assistance may be given by the police escort to ensure the smooth passage of the race, competitors and drivers must remember that the tour is being conducted on open roads, and in the interest of rider safety, they must obey any instructions given by race officials and/or police.

3.98.15 It is compulsory that competitors wear approved hard shell helmets at all times in every stage in accordance with Australian road traffic regulations. This also includes warming up and training whilst on public roads.

3.98.16 Riders are reminded that it is unlawful and an offence against public decency to urinate in public places. Failure to respect these laws may result in monetary and/or time penalties.

3.98.17 The race management will supply all numbers and body numbers to be worn by competitors. Frame numbers are desirable and should be supplied by the promoter

Race numbers shall be worn in all stages, without being cut, folded or reduced. Failure to do so may incur a penalty. Any rider withdrawing from the race shall immediately remove his race number. Numbers will be worn in a position as instructed by the Chief Commissaire and his panel.

3.98.18 Riders who finish either first, second or third in any stage, plus the tour leader, sprint leader and the mountain champions leader will be required on the presentation stage immediately after the stage finish. All riders must make themselves available to the media as required. Failure to do so may incur monetary and/or time penalties.

3.98.19 Riders must officially complete the previous stage within the 20% time limit or at the discretion of the Chief Commissaire with exception of the prologue, (as per rule 3.98.24.2) in order to start the next stage.

3.98.20 In the case of a duly noted fall, puncture or mechanical mishap in the last three kilometre, (indicated by official signage) the rider or riders involved shall be credited with the same time of those riders they were with at the moment of the accident. The rider's placing's shall be determined by the order in which they actually cross the finish line.

3.98.21 If, as a result of a fall in the last three kilometre, a rider is unable to cross the finish line, he shall be placed last in the stage and credited with the time of those riders they were with at the time of the accident.

3.98.22 At the finish, all riders of a given bunch shall be credited with the same time. At each actual break the timekeepers shall register a new time. Timekeepers shall continue to officiate until the sag wagon crosses the finish line. (The definition of a bunch shall be groups that are a minimum of one second apart)

3.98.23 Riders shall wear only authorised advertising. Unauthorised advertising is absolutely forbidden. Riders wearing unauthorised advertising shall be penalised in accordance to the CA/UCI scale of charges.

3.98.24 **PROLOGUE**

1. Run as an individual time trial over a preferred distance of 1km to 8km.

2. Any rider who suffers an accident during the prologue and is unable to complete the distance shall be credited with the time of the slowest rider in order to contest the following stage.

3. Times shall be recorded to the hundredths of a second. This shall be used to determine the winner if two or more riders are equal on time at the finish of the tour.

4. The tour management will determine the starting order of the prologue.

5. The time of any competitor reporting late at the start shall be calculated from his scheduled starting time and he shall make a standing start from the designated place.

3.98.25 **CLASSIFICATIONS**

The race will be subject to various classifications (but not limited to):

- Individual General Classification
- Team Classification
- Mountain Champion Points Classification
- Sprint Ace Points Classification
- Under 23 Rider Classification
- Criterium Points Classification

3.98.26 **GENERAL CLASSIFICATION**

1. The overall winner of the race will be the rider who has the lowest accumulative time after subtracting bonuses and adding penalties for all stages, including the prologue and criteriums.

2. The finish of all stages will be recorded on video camera along with the results of the Chief Judge and their assistants. All stage placing's will be listed in the results communiqué with their place and time, which has been verified by the video camera. It is essential that all riders pin their numbers on properly so that they can be identified on the photo finish film.

3. Riders may be penalised for incorrect number placement.

4. Time for all riders will be calculated to the nearest second, with times rounded down to the nearest second. Riders finishing in a group will all be credited with the same time as the leader of the group. The Chief Judge in consultation with the commissaries panel will define different groups, with time gaps determined in one second gaps.

5. The rider leading this classification must wear the tour leader's jersey.

6. In the case of a dead heat in general classification fractions of a second registered by the timekeeper during all individual time trials shall be added back into the total accumulated time to decide the result. If the result is still a dead heat the tie breaking sequence will be: ***the placing's of each stage shall be added, the rider with the lowest accumulated number being placed ahead of the other. As a final separator the placing's on the final stage shall be the decider.***
(01/06/2012)

3.98.27 **TEAM CLASSIFICIATION**

Refer to UCI Regulation 2.6.016
(01/06/2012)

3.98.28 **SPRINT CLASSIFICATION**

1. The sprint classification will be awarded to the rider with the highest aggregate number of points, accumulated from intermediate sprints and stage finishes. Should more than one rider finish with equal points the classification will be awarded to the rider with the most number of sprint wins, then if still equal, their respective placing in the final stage.

2. The rider leading this classification must wear the allocated sprint ace jersey.

3. Points will be awarded for stage finishes and intermediate sprints as follows:

   1st 3 points
   2nd 2 points
   3rd 1 point

4. All intermediate sprints are to be listed in the race program.

3.98.29 **MOUNTAIN CHAMPION**

1. The mountain champion will be awarded to the rider with the highest aggregate number of points, accumulated from mountain champion sprints. Should more than one rider finish with equal points the classification will be awarded to the rider with the most category 1 wins, then if still equal, the placing in the final category 1 mountain champion shall decide.

2. The rider leading this classification must wear the allocated mountain champion jersey.

3. Points shall be awarded for mountain champion climbs as follows:

Category 1	10pts	6pts	4pts	2pts	1pt
Category 2	7pts	5pts	3pts	1pt	
Category 3	5pts	3pts	2pts		
Category 4	3pts	2pts	1pt		

4. All mountain champion climbs will be categorised according to their severity, and are to be listed in the race program.

3.98.30 **CRITERIUM CLASSIFICATION**

1. A criterium classification will be conducted with all criteriums held during the tour.

2. The rider with the most accumulated points after the completion of all the criterium and kermesses shall be the criterium champion. Points shall be awarded as follows:

   1st – 10pts; 2nd – 9pts; 3rd – 8pts; 4th – 7pts; 5th – 6pts; 6th – 5pts; 7th – 4pts; 8th – 3pts; 9th – 2pts; 10th – 1pt

3. The rider leading this classification must wear the criterium jersey.

4. Should more than one rider finish on equal points the classification will be awarded to the rider with the most wins, if still equal then most seconds, if the riders are still equal then the result in the final sprint of the last Criterium/ kermesse shall decide.

3.98.31 **MULTIPLE JERSEYS**

In the event of one rider holding more than one jersey, eg tour leader and sprint, the rider shall wear the jersey of the highest ranking. Therefore the second placed rider in the sprint classification for the next stage will wear the sprint jersey.

3.98.32 **TIME BONUSES**

Calculating the times for individual classification. The following time bonuses will be deducted from the general classification following each stage, excluding time trials and the prologue.

Stage Finishes:
1st – 10 sec, 2nd – 6 sec, 3rd – 4 sec
Half Stage Finish:
1st – 6 sec, 2nd – 4 sec, 3rd – 2 sec
Intermediate Sprints:
1st – 3 sec, 2nd - 2 sec, 3rd – 1 sec

Mountain Champion (all categories):
1st – 3 sec, 2nd – 2 sec, 3rd – 1 sec

All bonuses and points may be varied to suit certain events by the promoter but all cyclists must be notified prior to the start of any event.

3.98.33 **PRIZES**

1. Competitors shall not be eligible to take prizes unless they complete the course, or in the opinion of the Race Director it is considered that the withdrawal was through no fault of the competitor (i.e. serious accident).
2. If the standard of riding on any stage is not up to the expectations of the tour management and the Chief Commissaire, they reserve the right to reduce the stage prizes by up to 50%.

3.98.34 **CONTROL FLAGS**

The control flags which will be used throughout the race are:

Red Flag: to mark any danger points or neutralization, conduct the barrage when required. Riders and team/neutral vehicles must slow or stop as directed by the commissaries/officials.

Yellow Flag: to denote 100m to the intermediate and mountain champion sprints.

White Flag: to denote intermediate and Mountain Champion sprints.

Black and White chequered flag: to denote stage finishes.

Blue flag: to denote medical control numbers at or near the finish line.

Green flag: to conduct the barrage in conjunction with the red flag.

3.98.35 **TIME TRIAL REGULATIONS**

1. The starting order shall be in the inverse order of general classification. The start shall be at 1-minute intervals. However, that interval may be increased between the higher placed riders eg the first 10 riders on general classification. Furthermore, should the inverse order of general placing cause two riders of the same team/club to be placed consecutively, their starting order will be revised and may be split.
2. Each rider shall report to the signature checkpoint 15 minutes before their scheduled starting time. Failure to sign on may result in a penalty.
3. The time of any rider reporting late to the start shall be calculated from their scheduled starting time. In the case of a rider starting before the final countdown signal a 10 second penalty shall be applied to the rider's time.
4. If one rider is caught by another, they may neither lead nor follow in the slipstream of the rider caught. A rider upon catching up with another rider shall leave a lateral gap of at least two metres between himself and the other rider.
5. After one kilometre, the rider caught shall ride at least 25m away from the other. If necessary the commissaire or assistant commissaire shall force riders to leave the two metre lateral gap and the distance of 25m respectively notwithstanding the penalties as provided for. Riders may not assist one another.
6. Each rider may be permitted to have a support vehicle. However each vehicle must have no more than three occupants on board (driver, coach, mechanic), all of whom must be registered with CA/UCI. All occupants, especially the driver shall come under the control of the Chief Commissaire and must obey directions from the commissaire. Provision must be made in the front seat of each vehicle for the attendance of a commissaire if one is allocated to the vehicle.

7. The support vehicle may follow at least 10m behind the rider, never overtake him or draw level with him. In the case of a breakdown, service may be rendered only with the rider and the vehicle stationary on the left side of the road. The following vehicle shall not hinder any other riders or their support vehicle.

8. The support vehicle of the rider about to be caught shall, as soon as the distance between the two riders drops below 100m, drop back behind the vehicle of the other rider.

9. The vehicle of the other rider who catches up with another may not take up position between riders until they are at least 50m apart. Should the gap subsequently be reduced, the vehicle shall drop back behind the second rider.

10. The support vehicles may carry equipment necessary to effect changing of wheels or cycles. No equipment for the riders may be prepared or held outside the support vehicles; persons riding in the vehicles shall not reach or lean out.

11. Megaphones or loud hailers may be used.

3.98.36 **CRITERIUM STAGES**

1. The criterium stages will be included in the team's classification.

2. All competitors must complete the criterium stages (i.e. refer clause 3.98.36.5).

3. In the event of a puncture or recognised mishap the riders will be allowed one lap to re-join the field, up to five kilometres to go. After five kilometres to go, no free laps will be given.

4. A rider who is granted a free lap must return to the race in the position held at the time the mishap occurred. A rider who was in a group shall return to the same position the next time around.

5. In the event of a fall, a rider will be allowed such time as determined by the Chief Commissaire to re-join the field. If a fall occurs with five kilometres or less of the race to go, the rider will be withdrawn and credited with bunch time, unless he decides to chase at his own risk.

6. Lapped riders will be debited with time equivalent of average lap time for each lap lost.

7. In the event of two riders, or a group of riders, lap the field, the field will sprint for the minor placing's at three laps to go and the lapped riders must vacate the circuit to allow the leading riders to contest the finish unimpeded. If a lone rider laps the field, he will automatically win the race at the bell (one lap to go). Lapped riders can not affect the result of the race.

3.98.37 **TEAM MANAGERS**

1. A team manager, duly licensed by CA/UCI shall head each team. The team manager shall ensure that the regulations be applied by the staff and riders of his team, himself setting the example in this respect, and he shall respond promptly when requested by the Chief Commissaire or tour management.

2. Team managers cars shall be driven on the left side of the road and in the order in the convoy determined according to the position of the highest placed rider in his team in the general classification time placing's.

3. During the race, the team vehicles shall take up position in the convoy behind the Chief Commissaire's car or of the commissaire delegated by him. Team managers shall under all circumstances comply with the Chief Commissaire's instructions

4. The Chief Commissaire shall ensure that the manoeuvres of the team managers be facilitated.

5. Any team manager or driver wishing to overtake the Chief Commissaire or other commissaires vehicles must seek permission through the tour radio communication system. They shall state their intention and proceed only when granted official permission. They shall then complete their business as expeditiously as possible and return without delay to his place in the convoy. Only one vehicle at a time shall be allowed to merge with the bunch regardless of the size of the bunch.

6. No equipment may be held ready outside a vehicle. Persons riding in vehicles may not reach or lean out and assist any competitor for any reason whatsoever. No vehicle may overtake the riders in the last 10km unless instructed by the commissaires.

7. Whatever the position of a rider in the race, mechanical or medical assistance shall be permitted only at the rear of the bunch and to receive such assistance he shall remain stationary. The greasing of chains, adjusting seat heights or gear derailers from a moving vehicle shall be forbidden.

8. If a group of riders breaks away from the bunch, their support vehicles may not slip in between the break-away riders and the following group without the authorisation of the Chief Commissaire, if and for as long as the Chief Commissaire considers the gap sufficient, (usually 30 sec for neutral spares and one minute for team cars)

9. If motorcycle breakdown assistance is permitted, the motorcycle may only carry spare wheels as received from the team manager.

3.98.38 MEDICAL SERVICE

1. Medical care during the race shall, from the time the riders enter the sign on area at the start of the race until they leave the presentations at the finish of the stage, be provided exclusively by the official doctor or medical personnel appointed by the tour management.

2. It shall be clearly understood that where medical treatment to be administered is of any consequence or required during hill or mountain climbs the race doctor and rider shall remain stationary during treatment.

3. The race doctor who is responsible for the first aid vehicle and its occupants shall not tolerate any assistance being rendered to the riders undergoing treatment which may help him to remain in or return to the bunch (towing, motor pacing etc).

3.98.39 THE RIGHTS AND OBLIGATIONS OF THE RIDERS

1. Riders may receive breakdown services from their own team technical staff vehicle, from neutral service vehicles or from the sag wagon.

2. All riders may render each other such minor services as lending or exchanging food, drink, spanners or accessories. The pushing or pulling of one rider by another shall in all cases be forbidden.

3. Riders may whilst riding, jettison their waterproof capes, over-garments, etc by handing them into their team vehicle. When the finish is on a circuit, riders may help one another where permitted only if they have covered the same distance in the stage.

3.98.40 TEAM BEHAVIOUR

1. Collusion between riders of different teams shall be forbidden.

2. Anyone perpetrating an act of violence, proffering insults or threats, demonstrating or otherwise behaving in any way designed to delay the finish of the race shall be penalised according to CA/UCI Scale of Penalties.

3. Riders and team members shall abide by the discipline and rules as per the CA Technical Regulations and Code of Conduct.

3.98.41 **FEEDING**

1. Riders may receive food only in areas set aside for that purpose. Feeding areas shall be advised and be of sufficient length to allow feeding operations to proceed smoothly. Feeding shall be affected on foot by the staff accompanying the team only.
2. The commissaires panel may authorise the provision of additional drinks during the race. Riders shall drop back to level with their team manager's vehicle or neutral spares and they shall supply them with refreshments from their vehicle, which shall retain its position behind the Chief Commissaire or other commissaire vehicles and in no case in or behind the bunch. If a group of 15 riders or less has broken away from the bunch, refreshments may be supplied to the rear of that group.
3. There shall be no refreshments on hill climbs and descents, or during the first 50km and the final 20km of a stage. The Chief Commissaire may reduce these distance mentioned above, depending on atmospheric conditions and the category, type and length of the stage. Such a decision must be communicated to all team managers and riders before the start of the stage.

3.98.42 **PROCEDURE AT LEVEL CROSSINGS ETC**

1. It is strictly forbidden to cross level crossings with the barrier down. Apart from risking the penalty of such an offence as provided by law, offending riders shall be disqualified from the race by the commissaires.
2. Where one or more riders who have broken away from the bunch are held up at a level crossing, but where the gates open before the bunch catches up no action shall be taken. The closed level crossing shall be considered as a mere passing incident.
3. Where one or more riders with a 30 second advance on the field are held up at a level crossing and the rest of the field catches up while the gates are still closed, the race shall be neutralized and restarted with the same gaps, once the officials vehicles preceding the race have passed. If the advance is less than 30 seconds the closed level crossing gates shall be considered a mere passing incident.
4. If one or more leading riders make it over the level crossing before the gates shut and the remainder of the riders is held up, no action will be taken and the closed level crossing shall be considered a passing incident.
5. Any other situation (prolonged closure of the barrier, obstacles on route etc) shall be resolved by the commissaires.

3.98.43 **PENALTIES**

1. Towing - maximum $400 and disqualification.
2. Motor Pacing
   - 1st offence - maximum $100 to rider and driver plus a 1 minute time penalty to the rider.
   - 2nd offence - maximum $200 to rider and driver plus a 5 minute penalty to rider.
   - 3rd offence - maximum $400 to rider and driver plus automatic disqualification to rider.
3. Carrying a bicycle on the outside of a vehicle - maximum penalty shall be $200 to the team involved and removal of the team vehicle from the race convoy for the next stage. The offending team will be covered by neutral service for that stage.

4. Any penalties or fines applied to teams for any misconduct of support personnel will be determine by the commissaires panel as per CA/UCI scale of penalty rules and regulations.

SECTION 10
PARA-CYCLING

3.99.02 **BASIC RULES**

For CA Para-cycling cycling competitions, the current Cycling Regulations of CA/UCI shall apply, with additions laid down in these rules. Where CA, IPC and UCI Regulations differ or conflict, the rules of IPC shall take precedence.

3.99.03 **ELIGIBLE FOR CA PARA-CYCLING COMPETITIONS**

1. Eligible for CA Para-cycling cycling competitions are athletes with a minimal disability as defined for each class under these rules.
2. All athletes, including tandem pilots, must hold a valid CA racing licence. This licence must be presented at all CA Para-cycling competitions.
3. Tandem Pilots
   - i. No cyclist registered with a UCI trade team may take part as a tandem pilot.
   - ii. A tandem pilot who is an ex-UCI trade team member must not have been registered as a trade team cyclist for a period of three calendar years.

     Note - Such a tandem pilot is allowed to earn his living from cycle racing, e.g.: coach, manager, mechanic, physiotherapist etc., but not as a cyclist.
   - iii. Men and women cyclists over 18 years of age, may race as tandem pilots, provided they have not been selected by their national federation for any UCI listed events in the previous three calendar years. A tandem pilot may only compete with one visually impaired athlete each day of a CA Para-cycling competition.
   - iv. Each blind or visually impaired (B) athlete is allowed a maximum of one pilot for any CA Para-cycling road only competition. For a CA Para-cycling track only competition, each blind or B athlete is allowed one pilot for sprint events and one pilot for endurance events, being a maximum of two. In practice one pilot shall be for track sprint and 1,000 metres time trial and one pilot shall be for the track pursuit. Where a CA Para-cycling competition has both road and track events, each blind or B athlete is allowed one pilot for sprint events and one pilot for endurance events, being a maximum of two. In practice one pilot shall be for track sprint and 1,000 metres time trial and one pilot shall be for the road race and road time trial. For the track pursuit, flexibility shall be allowed as to which of the two pilots is used. The use of just one pilot for all events, both track and road, shall be permitted.
   - v. A pilot (front rider) should have at least one full year of racing a single bike (CA licence holder) in track, road and criterium races prior to being allowed to race as a pilot for a blind or vision impaired stoker.

3.99.04 CLASSIFICATION

The classification process and definition of categories are as per the UCI Regulations Part 16 Chapters IV & V.
(01/06/2012)

3.99.05 **OTHER CLASSIFICATION CRITERIA**

In all questionable classifications it is essential that the classifier, in conjunction with the Technical Adviser, consider the cycle to be used by the athlete and the way it is ridden. In some classifications it may be necessary to include a proviso on the athlete's Classification Card that a particular adaptation is permitted, or essential for reasons of safety.

3.99.06 **CA PARA-CYCLING CHAMPIONSHIP EVENTS**

For all CA Para-cycling Championships the program of events must be scheduled so that athletes from any class are not expected to compete in more than one event on any one day.

3.99.07 **ROAD RACES**

1. For all CA Para-cycling Championships, the maximum number of individual athletes from a State is three for each class in each road race. Races must begin with a neutralised rolling start of at least 200 metres to enable all athletes to be safely and fairly underway. For all road races every effort must be made by the organizers to arrange with the authorities to have at least a rolling road closure. It is preferred that the road have a full road closure for the maximum safety of the riders.

2. Road Race Distances: *(min = "minimum", max = "maximum)*

Class / Division	Minimum Distance	Maximum Distance
B men	90km	120km
B women	70km	100km
C5 men	70km	100km
C4 men	60km	90km
C3 men	50km	70km
C2 men	40km	60km
C1 men	40km	60km
C5 women	50km	75km
C4 women	45km	65km
C3 women	40km	60km
C2 women	30km	50km
C1 women	30km	50km
T2 men	25km	40km
T1 men	15km	30km
T2 women	15km	30km
T1 women	15km	30km
H4 men	50km	80km
H3 men	40km	70km
H2 men	40km	70km
H1 men	25km	40km
H4 women	40km	70km
H3 women	30km	55km
H2 women	30km	55km
H1 women	25km	40km

3 Road Race Circuits:

Road race circuits at all CA Para-cycling championships, for tandem and solo bicycles shall be a minimum length of 5km, with 8km recommended. Circuits which are shorter than 5km, but with unique, desirable features, (for example purpose built motor racing circuits), may be permitted at the discretion of the Technical Advisor.

Climbs on any circuit to be not more than 6% average gradient and not more than 15% maximum. Total length of climbing must not be more than 25% of the total circuit length.

Tricycles, hand cycle riders may use a shorter and less technically difficult circuit, at the discretion of the Technical Advisor.

4 Starting Order:

Each race must start with minimum of two minutes between each class, group, or division to avoid the unwanted mixing of classes.

5 Pacing/Drafting:

Any athlete from one class, group, or division following, taking pace or drafting from an athlete from another class, will be disqualified.

3.99.08 **INDIVIDUAL TIME TRIALS**

1. For all CA Para-cycling Championships the maximum number of individual athletes from a State is three for each class in each time trial. For all road time trial races every effort must be made by the organisers to arrange with the local authorities to have at least a rolling road closure. It is preferred that each rider have a support vehicle for safety reasons. Time Trial courses can use the same circuits as those used for road races in the same program.

2. Road ITT Distances: *(min = "minimum", max = "maximum)*

Class / Division	**Minimum Distance**	**Maximum Distance**
B men	20km	35km
B women	15km	30km
C5 men	15km	30km
C4 men	15km	30km
C3 men	10km	25km
C2 men	10km	25km
C1 men	10km	25km
C5 women	15km	25km
C4 women	15km	25km
C3 women	10km	20km
C2 women	10km	20km
C1 women	10km	20km
T2 men	10km	20km
T1 men	5km	15km
T2 women	10km	15km
T1 women	5km	15km
H4 men	15km	30km
H3 men	10km	25km
H2 men	10km	25km
H1 men	5km	15km
H4 women	15km	25km
H3 women	10km	20km
H2 women	10km	20km
H1 women	5km	15km

3.99.09 **TRACK RACES**

1. For all CA Para-cycling Championships the maximum number of individual athletes from a State in each class for each track event is three.

2. Standing Start Kilometre and 500 Metre Time Trials:

   Races shall be for the following Classes and distances only:

Tandem Men, Women – B	1,000 metres
Bicycle Men – C5; C4; C3; C2; C1	1,000 metres
Bicycle Women - C5; C4; C3; C2; C1	500 metres

3. Individual Pursuit:

   Races shall be for the following Classes and distances:

Tandem Men – B	4,000 metres
Bicycle Men – C5; C4;	4,000 metres
Bicycle Men - C3; C2; C1	3,000 metres
Tandem Women – B	3,000 metres
Bicycle Women – C5; C4; C3; C2; C1	3,000 metres

4. Tandem Sprint:

   Races shall be for:

   Tandem Men; Women; Mixed – B

5. Team Sprint (TS):

   Races shall be for:

   Men Classes - C5; C4; C3; C2; C1
   Women Classes - C5; C4; C3; C2; C1

   i. For all CA Para-cycling TS competitions, the maximum shall be one sprint team of 3 athletes per State, plus substitutes, using a mix of classes. A team of three must add up to a maximum of 11 points with women being one point below their category. (eg. Men C5 = 5 points, Women C5 = 4 points)

   ii. During the team sprint, no athlete may deliberately go above the stayer (blue) line with the exception of the lead cyclist when relinquishing the lead.

   Note: If there are insufficient C category athletes from any one State to make up one sprint team, then C category athletes from different States can be used to make up one sprint team when required.

3.99.10 **WORLD RECORDS**

New world records will be ratified according to UCI Regulations. A copy of the documentation required by the UCI.

3.99.11 **RACING DRESS**

1. The current CA and UCI standard of racing dress is required for CA Para-cycling competitions.

2. The wearing of a hard-shell protective helmet, to an internationally recognised standard for cycle racing, is compulsory for all athletes during training and racing at CA Para-cycling competition venues.

3. For all disability categories in CA Para-cycling road races, athletes are required to provide their own helmet in the correct class colour, as follows:

Red Helmet:	Classes – C5 Men & Women; T2 Men & Women; H3 Men & Women; Tandem Men
White Helmet:	Classes – C4 Men & Women; H2 Men & Women; Tandem Women

Blue Helmet:	Classes - C3 Men & Women; H1 Men
Black Helmet:	Classes – C2 Men & Women; H4 Men & Women; T1 Men & Women
Yellow Helmet:	Classes – C1 Men & Women; H1 Women

Athletes using the wrong colour helmet in road races will not be allowed to start and/or will be withdrawn from the race and disqualified.

3.99.12 **MEDALS**

At CA Para-cycling Championships, medals will be presented according to the following qualifying criteria:

In an event with two or more competitors in any one category medals will be presented as per the placing.

In an event with only one competitor in a particular category, then the athlete must meet the qualifying time set down at the time of the event to achieve a medal as per the table below.

Class/Event	Gold Medal	Silver Medal	Bronze Medal
All (*see exception below)	105% AR	107% AR	110% AR

AR = Current Australian Record

*If there is no current Australian Record for a particular class/event, then the athlete must meet the qualifying time set down at the time of the event to achieve a medal as per the table below.

Class/Event	Gold Medal	Silver Medal	Bronze Medal
As applicable	107% WR	109% WR	112% WR

WR = Current World Record

3.99.13 **PENALTIES**

In CA Para-cycling cycling competitions, any participant who commits an infraction of CA, IPC or UCI Regulations will be subject to the disciplinary procedures of CA, IPC and/or UCI as appropriate. Where CA, IPC and UCI penalties differ or conflict, the rules and/or penalties of IPC take precedence. If an infraction is committed of a UCI rule only, the participant will be subject to the disciplinary procedures and sanctions of the UCI.

3.99.14 **ANTIDOPING**

Drug testing and health checks may be carried out at any CA Para-cycling competition using CA, IPC and/or UCI Regulations. The refusal of an athlete to submit to these checks will be treated as if the athlete tested positive, or failed a health check. Where CA, IPC and UCI penalties differ or conflict, the rules and/or penalties of IPC take precedence.

3.99.15 **GUIDELINES FOR MIXED COMPETITION WITH ABLE BODIED AND ATHLETES WITH DISABILITY**

Key to the following chart

Y Yes allowed to ride with able bodied

N Not allowed to ride with able bodied

SR Sanction is required for persons to ride with able bodied (this must be done with the appropriate people i.e. Chief Commissaire, promoter, State body and any of the contacts listed below)

C A Club competition as determined by the State concerned

Category	Description	Time Trial	Sprint	Individual Pursuit	Points	Scratch	Team Sprint	Keirin	Team Pursuit	IRTT*	Criterium	Road/R
B	Tandem	N	N	N	N	N	N	N	N	Y	C	C
C5	Standard bicycle	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y
C4	Standard bicycle	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y
C3	Standard bicycle	Y	N	Y	SR	SR	Y	SR	SR	Y	Y	Y
C2 & C1	Standard bicycle	Y	N	Y	SR	SR	Y	SR	SR	Y	Y	Y
T1 & T2	Tricycle	N	N	N	N	N	N	N	N	Y	N	N
H1 to H4	Hand Cycle	N	N	N	N	N	N	N	N	Y	N	N

* Para-cyclists should be started after ABA's in an IRTT and have a following car if open roads are used.

3.99.16 If a Club affiliated to CA requires or wishes to hold a Club event (as determined by the State) which contains visually impaired and able bodied riders in the same event they must allocate and register a suitable circuit or course which would be appropriate for mixed racing with single and tandem cycles.

If there is a road or criterium race which is held on a different circuit to those allocated, then the Club involved with that particular race should seek written permission from the State Technical Commission, providing a description of the circuit to be used, for tandems to race that circuit

ANNEXURE 1
Australian Championships – List of events

AUSTRALIAN TRACK CHAMPIONSHIPS

	Events	Distance	No of Starters Per Association
Men	Sprint	3 laps	4
	Time Trial	1000m	4
	Pursuit Individual	4000m	4
	Points Race	40km	3 (see chart 2)
	Scratch	15km	3 (see chart 2)
	Team Sprint	3 laps	1 team
	Keirin	2000m	3
	Madison	50km	2 teams
	Omnium		
Southcott Cup	Team Pursuit	4000m	1 team (elite men) 1 team (JM19) 1 team (elite men & JM19)
Junior U19 Men	Sprint	3 laps	4
	Time Trial	1000m	4
	Pursuit Individual	3000m	4
	Points Race	25km	3 (see chart 2)
	Scratch	10km	3 (see chart 2)
	Team Sprint	3 laps	1 team
	Keirin	2000m	3
	Omnium		
	Madison	30km	2 Teams
Women	Sprint	3 laps	4
	Time Trial	500m	4
	Pursuit Individual	3000m	4
	Points Race	25km	4 (see chart 2)
	Scratch	10km	3 (see chart 2)
	Keirin	2000m	3
	Team Sprint	2 laps (see chart 1, item 1)	2 Teams
	Teams Pursuit	***4000m*** (see chart 1, item 6)	***1 Team (elite women)*** ***1 Team (JW19)*** ***1 Team (elite women & JW19)***
	Omnium		
Junior U19 Women	Sprint	3 laps	4
	Time Trial	500m	4
	Pursuit Individual	2000m	4
	Scratch	7.5km	3 (see chart 2)
	Points Race	20km	4 (see chart 2)
	Keirin	2000m	3
	Omnium		
Junior U17 Men	Sprint	3 laps	4
	Time Trial	500m	4
	Pursuit Individual	2000m	4
	Scratch	7.5km	***3***
	Teams Pursuit	3000m (see chart 1, item 2)	1 Team
	Team Sprint	3 Laps (see chart 1, item 4)	2 Teams
Junior U17 Women	Sprint	3 laps	4
	Time Trial	500m	4
	Pursuit Individual	2000m	4
	Scratch	5km	***3***
	Team Sprint	2 Laps (see chart 1, item 5)	2 Teams
	Team Pursuit	***3000m*** (see chart 1, item 2)	1 team per state
Junior U15 Men	Time Trial	500m	4
	Sprint	3 laps	4
	Pursuit	2000m	4
	Scratch	5km	***3***
Junior U15 Women	Time Trial	500m	4
	Sprint	3 laps	4
	Pursuit	2000m	4
	Scratch	5km	***3***

CHART 1

1	Women's Team Sprint will be 2 per Team contested by a combination of Women, Junior under 19 Women or Masters Women. Max 2 Teams per State
2	The Junior U17 Men's or Junior U17 Women's Team Pursuit may be contested with a combination of junior U17 and U15 ***competitors over 3000m – 4 starters***
3	JM17, JM15, JW17, JW15 Scratch Race States will nominate 2 riders to contest.
4	The Junior U17 Men's Team Sprint will be 3 per team and may be contested by a combination of Junior under 17 Men and Junior under 15 Men. Max 2 teams per State
5	The Junior U17 Women's Team Sprint will be 2 per team and may be contested by a combination of Junior under 17 Women and Junior under 15 Women. Max 2 teams per State
6	Women's Teams Pursuit will be ***4 per team*** contested by a combination of Women, Junior under 19 Women or Masters women. Max 1 Team per State
7	***If U15 competitors contest team pursuit or team sprint events at the Australian Junior Track Championships' they may have gearing which meets the U17 rollout rules.***

(01/04/2013)

CHART 2

Points Races (Starters, Distance, Laps, and Sprints)

Track Length	Maximum Starters	Men		Women		JM19		JW19		Masters			
		Final	Heat	Final	Heat	Final	Heat	Final	Heat	Final	Final	Final	Final
Race Distance		40k	25k	25k	15k	25k	15k	20k	10k	30k	20k	15k	10k
250m	24												
Laps		160	100	100	60	100	60	80	40	120	80	60	40
Sprints		16	10	10	6	10	6	8	4	12	8	6	4
Race Distance		40k	24k	24k	16k	24k	16k	20k	10k	30k	20k	16k	10k
285.714m	24												
Laps		140	84	84	56	84	56	70	35	105	70	56	35
Sprints		20	12	12	8	12	8	10	5	15	10	8	5
333.33m & above	30												
Laps		120	72	72	48	72	48	60	30	90	60	48	30
Sprints		20	12	12	8	12	8	10	5	15	10	8	5

Scratch Races (Starters, Distance and Laps)

Track Length	Maximum Starters	Men		Women		JM19		JW19	
		Final	Heat	Final	Heat	Final	Heat	Final	Heat
Race Distance		15k	10k	10k	8k	10k	8k	7.5k	5k
250m	24								
Laps		60	40	40	32	40	32	30	20
285.714m	24								
Laps		53	35	35	28	35	28	26	18
333.33m & above	30								
Laps		45	30	30	24	30	24	22	15

Scratch Races (Starters, Distance and Laps)

Track Length	JM17		JW17		JM15		JW15	
	Final	Heat	Final	Heat	Final	Heat	Final	Heat
Maximum Starters	14	16	14	16	14	16	14	16
Race Distance	7.5k	7.5k	5k	5k	5k	5k	5k	5k
250m								
Laps	30	30	20	20	20	20	20	20
285.714m								
Laps	26	26	18	18	18	18	18	18
333.33m & above								
Laps	22	22	15	15	15	15	15	15
For Junior's under 15 and 17 See Rule 3.52.02 and 3.52.03								

CHART 3

Track Distances and Laps

Laps & Distances	
250m	**Track**
5k	20 laps
7.5k	30 laps
10k	40 laps
15k	60 laps
16k	64 laps
20k	80 laps
24k	96 laps
25k	100 laps
30k	120 laps
40k	160 laps

Laps & Distances	
285.71m	**Track**
5k	17.5 laps
7.5k	26.2 laps
8k	28 laps
10k	35 laps
15k	52.5 laps
16k	56 laps
20k	70 laps
24k	84 laps
30k	105 laps
40k	140 laps

Laps & Distances	
333.33m	**Track**
5k	15 laps
7.5k	22.5 laps
8k	24 laps
10k	30 laps
15k	45 laps
16k	48 laps
20k	60 laps
24k	72 laps
30k	90 laps
40k	120 laps

AUSTRALIAN ROAD CHAMPIONSHIPS

MASSED START

Categories	Distances
Men	180-220km
M23	160-180km
Women	90-100km
JM19	100-120km
JW19	70-80km
JM17	60-70km
JW17	35-45km
JM15	30-35km
JW15	20-25km

INDIVIDUAL TIME TRIAL

Categories	Distances
Men	40-50km
M23	30-40km
Women	25-30km
JM19	20-25km
JW19	10-15km
JM17	10-15km
JW17	8-10km
JM15	8-10km
JW15	5-8km

CRITERIUM

Categories	Distances
Men	1hr + 3 laps
M23	30 mins + 3 laps
Women	30 mins + 3 laps
JM19	30 mins + 3 laps
JW19	30 mins + 3 laps
JM17	30 mins + 3 laps
JW17	30 mins + 3 laps
JM15	20 mins + 3 laps
JW15	20 mins + 3 laps

ANNEXURE 2

Sprint Championship

3.50.10 Behaviour during competitions

1. During the final sprint and even if this starts before the line marking the final 200m, each competitor shall remain in his lane up to the finishing line.

2. During sprints run before passing the final 200m line and before the start of the final sprint, the leading competitor may gently edge his opponent to the right while at all times leaving enough room for a competitor to pass, or if he is not in the sprinters' lane (ie above the red line), he may gently edge his opponent to the left, but without encroaching on the lane already occupied by some other competitor and without causing his opponent to run off the track.

3. One competitor may pass another only on the right. If a leading competitor leaves the sprinters' lane and rides up above the red line, the following competitor may attempt to pass him on the left. If the lead competitor still has a clear cycle length lead, he may drop down into the lane and prevent his opponent from passing him. But once he has let his opponent enter the lane and his lead has dropped to under a clear cycle-length while he may still attempt to squeeze him, he is no longer entitled himself to enter the occupied lane.

4. A competitor, who starts the final sprint in the Sprinter's lane, has to remain in that lane up to the finishing line. If he leaves the lane to try preventing his opponent from passing him above the red line, he will be penalised. If he affects his manoeuvre without influencing the final result, he shall nonetheless receive a warning. He shall not be disciplined by the commissaires if, and only if, when effecting this manoeuvre he is already well ahead of his opponent and in no way causes a danger or hindrance to that opponent.

5. A competitor in the lead position who starts a final sprint outside the sprinters' lane shall not be permitted to effect any sudden movement to the right to prevent his opponent from passing. Should he make such a movement, but gently, the commissaires shall evaluate that movement over a width equal to that of the sprinters' lane. The blue line, stayers' line, while not being the line governing the sprint, may be used by the commissaires as a guide in relation to which to judge the movement of a competitor. The commissaires have to determine whether the manoeuvre of a competitor constituted a danger that could have caused a fall, thus influencing the final result.

6. A competitor who is in the lead and starts the final sprint outside the sprinters' lane may drop into that lane, provided that he has at least one clear cycle lengths' lead over his opponent. If, however, he has already allowed the opponent to occupy the lane and he does not have a sufficient lead, he may no longer cross the red line delimiting that lane. He may enter the lane to complete the distance only if he can increase his lead over his opponent and once his manoeuvre is no longer likely to cause a danger of collision between himself and his opponent, or if any way influenced the final outcome of the race.

7. The lead competitor may involuntarily drop down to end the race below the black gauge line. The competitor in second place may not try moving left when the opponent is in the lane, even if, within the lane, the opponent is riding close to the red line. The opening formed by the free part of the lane plus the strip below the black line and the blue band might tempt the second competitor to attempt to overtake on the left but that would be a "flagrant offence".

8. If, during the final sprint down the home straight, the lead competitor swings right and out of the lane, the second competitor may grasp the opportunity thus offered by availing himself of the lane to pass the leader, but without dropping down onto the blue band. After such a manoeuvre, the first competitor may not swing back into the sprinters' lane, which is now occupied by his opponent.

9. If the lead competitor is riding on the black line, his opponent, when attacking, shall keep above the red line. If the opponent passes close to the lead competitor in the lane and causes a collision, the second competitor to have entered the lane shall be deemed to have caused the accident.

10. A competitor in second place, attacking from the right of the track and apparently passing his opponent in the sprinters' lane shall not be entitled to "crowd" the opponent to make him suddenly reduce speed or swerve on to the blue band to avoid a fall.

11. In an event involving three or four competitors, the competitor following the leader in the sprinters' lane and hemmed in to his right by the third rider who is hugging the red line, may not, during the final sprint try slipping between the other two competitors to attempt attacking and passing the leader, until he has a clear cycle-length lead over the third competitor, so that he may complete his manoeuvre without in any way placing the third or fourth competitors riding above the lane (i.e. above the red line) at risk of falling.

12. Should a competitor intentionally cause a fall (in a two competitor heat), he shall be relegated with respect to that heat or disqualified from the competition depending on the gravity of the offence committed and the other competitor (whom he wronged) shall be declared the winner, even if he has not passed the finishing line.

13. Should a competitor race against another competitor (or competitors) of the same club, they shall each wear clearly distinctive sleeves or some other distinctive signs which may be clearly recognised from afar.

14. Should one competitor in a two-competitor heat default, the other shall, in order to be declared the winner, put in an appearance on the starting line although he need not cover the distance?

15. If two competitors of one state ride against a third of another state, no manoeuvre by either of the first two riders voluntary to hinder the third will be tolerated.

16. Should this occur, the rider guilty of connivance shall be disqualified and the heat re-run immediately with two other riders.

17. As the blue band does not form an integral part of the track, it may not be used for effecting standstills or for passing an opponent.

18. Should a rider lodge a protest a protest with the Appeals Panel after an event and if the Commissaires did not stop the race themselves, the Appeals Panel shall have no power to decide to restart it, but may merely express its point.

ANNEXURE 3

Sprint Draw Schedule

Table showing the composition of the sprint with 16 or more starters when 16 riders qualify

Starters	System	Event	Composition	1st	2nd
16	1/8 finals	1	N1-N16	1A1	
	8 x 2 ⇨ 1 = 8	2	N2-N15	2A1	
	1 heat only	3	N3-N14	3A1	Ranked
		4	N4-N13	4A1	according
		5	N5-N12	5A1	to 200m TT
		6	N6-N11	6A1	qualifying
		7	N7-N10	7A1	
		8	N8-N9	8A1	
8	1/4 finals	1	1A1-8A1	1C1	For places
	4 x 2 ⇨ 1 = 4	2	2A1-7A1	2C1	5th to 8th
	In 3 heats if required	3	3A1-6A1	3C1	
		4	4A1-5A1	4C1	
4	Semi finals	1	1C1-4C1	1D1	1D2
	2 x 2	2	2C1-3C1	2D1	2D2
	In 3 heats if required				
4	Finals	1	1D1-2D1	Gold	Silver
	2 x 2	2	1D2-2D2	Bronze	4th
	In 3 heats if required				

In the event of less than 16 riders the draw shall then revert to the top 8 qualifiers

The riders NOT QUALIFYING will then run off for placing's in a manner to be decided by the technical commission depending on the original amount entries

When there are less than 6 starters, the competition shall commence with the semi finals.

Table showing the composition of the sprint with 8

8	1/4 finals	1	N1-N8	1A1	
	4 x 2	2	N2-N7	2A1	
	In 3 heats if required	3	N3-N6	3A1	
		4	N4-N5	4A1	
4	Semi finals	1	1A1-4A1	1D1	1D2
	2 x 2	2	2A1-3A1	2D1	2D2
	In 3 heats if required				
4	Finals	1	1D1-2D1	Gold	Silver
	2 x 2	2	1D2-2D2	Bronze	4th
	In 3 heats if required				

ANNEXURE 4

Code of Conduct

1. PURPOSE

The purpose of the Code of Conduct (Code) is to describe the type of behaviour which Cycling Australia (CA) is seeking to promote and encourage its members and supporters to adopt.

2. GOVERNANCE

The code shall be known as Cycling Australia's Code of Conduct. The Code shall govern the conduct of all persons formally associated with cycling within Australia. In particular, it shall apply to:

- Persons acting for and on behalf of CA.
- Athletes, coaches, managers and support staff of CA.
- Persons participating in CA sanctioned events.
- Officials, Commissaires and support personnel assisting or conducting CA events.
- CA appointed Delegates and employees of CA.

3. KEY PRINCIPLES

- CA wishes to operate in an environment where people show respect for others and their property. Respect is defined as consideration for another's physical and emotional well being and possessions, to ensure no damage or deprivation is caused to either.
- CA wishes to operate in an environment that is free from harassment. Harassment is defined as any action directed at an individual or group that creates a hostile, intimidatory or offensive environment. Refer to ASC Guidelines for Harassment-Free Sport.
- CA wishes to operate in a non-discriminatory environment. Respect the right, dignity and worth of every human being - within the context of the activity; treat everyone equally regardless of gender, ethnic origin or religion.
- Persons to whom this Code applies acknowledge and agree to comply with the disciplinary and grievance procedures promulgated by CA. If any disciplinary action is taken, persons directly affected shall be given the opportunity to participate in those proceedings and the right to appeal against any decision against them.

4. KEY ELEMENTS

All persons who are bound by this code shall:

- Act in a manner which is compatible with the interests of CA;
- Accord people involved in cycling with the appropriate courtesy, respect and regard for their rights and obligations;
- Treat people's property with respect and due consideration of its value;
- Show a positive commitment to CA's policies, rules, procedures, guidelines and agreements;
- Respect the law and customs of the places they visit;
- Respect the confidentiality of information which they receive in the course of fulfilling their duties;

- Uphold the standing and reputation of cycling within Australia;
- Not misuse provided funds or property belonging to another party; and
- Observe and comply with the Anti Doping Rules set out in the CA Doping Policy.

5. UNACCEPTABLE BEHAVIOUR

This list provides examples of behaviour deemed to be unsuitable and not in the best interests of the sport.

- 'Sledging' other athletes, officials or event organisers. Sledging is defined as a statement that is deemed to denigrate and/or intimidate another person, or behaviour likely to constitute emotional abuse.
- Excessive use of alcohol, acting in a way that becomes a public nuisance, or creating a public disturbance.
- Damaging another person's property or depriving them of that property.
- Sexual relations between an appointed official and a junior athlete (under the age of consent), irrespective of the wishes and desires of the athlete. In all other cases such relations are strongly discouraged.
- Any physical contact with athletes shall be appropriate to the situation and be necessary for the further development of the athlete's skill.
- The use or encouragement of the use banned substances. (The banned substance list is as outlined under CA's Anti-Doping Policy.)
- Statements which are deemed to denigrate the group that an individual is representing.
- Any type of gambling, betting or organisation of betting at any cycling event, while competing, officiating or undertaking a management role.
- Any form of harassment.

ANNEXURE 5

Duty of Care for Officials and Commissaires

1. As members of CA, all officials and commissaires agree to and are bound by the CA Code of Conduct,
2. In addition, the following code of conduct outlines responsibilities which CA expects officials and commissaires to undertake:
3. Provide a safe environment for members, take responsibility for the safety and welfare of all participants, and ensure appropriate supervision,
4. Ensure safe and proper equipment is used, ensure correct application of technical regulations,
5. Be impartial, courteous and open to discussion in all matters for which you are responsible,
6. Avoid any situation which may lead to a conflict of interest in your duties,
7. Ensure all decisions, briefings and safety concerns are adequately communicated to all members involved,
8. Ensure all decisions and outcomes are transmitted to CA, keep written records where required, and,
9. Seek continuous self improvement

ANNEXURE 6

UCI Bike Regulations

Chapter EQUIPMENT
(Sections 1 and 2 introduced on 1st January 2000)

Section 1: General Provisions

§1 Principles

1.3.001 Each license holder shall ensure that his equipment (bicycle with accessories and other devices fitted, headgear, clothing, etc.) does not, by virtue of its quality, materials or design, constitute any danger to himself or to others.

1.3.001 Each license holder shall ensure that the equipment he uses on the occasion of road, track or Cyclo cross events shall be approved by the UCI according to the specifications of the Approval Protocols in force and available on the UCI Website.
(article introduced on 1.01.11)

1.3.002 The UCI shall not be liable for any consequences deriving from the choice of the equipment used by license holders, nor for any defects it may have or its non-compliance. Equipment used must meet applicable official quality and safety standards.

A license holder is not authorised to modify, in any way, the equipment given by the manufacturer used in competition.
(text modified on 1.04.07; 1.10.11)

1.3.003 In no event shall the fact that a rider has been able to take part in the competition give rise to liability on the part of the UCI; checks on equipment that may be carried out by the commissaires or by an agent or a body of the UCI being limited to compliance with purely sporting requirements. Where required, checks on equipment and material may be carried out, after the race, at the request of the president of the commissaires' panel, or that of an agent or body of the UCI.

For that purpose, the commissaire and the UCI can requisition equipment for a subsequent check, if necessary even during the race, after the rider changed it.
(text modified on 1.01.05; 1.07.10; 1.10.11)

§2 Technical innovations

1.3.004 Except in mountain bike racing, no technical innovation regarding anything used, worn or carried by any rider or license holder during a competition (bicycles, equipment mounted on them, accessories, helmets, clothing, means of communication, etc.) may be used until approved by the UCI. Requests for approval shall be submitted to the UCI, accompanied by all necessary documentation.

Participation to the examination costs is to be paid by the applicant and is determined by the UCI Management Committee according to the complexity of the submitted technical innovation.

At Material Commission's instigation, the UCI executive bureau studies the admissibility of the technical innovation from a sporting point of view and answers within 6 months from the submission date. The innovation comes into force as from the acceptance date. There is no technical innovation in the sense of the present article if the innovation entirely falls within the specifications foreseen in the regulations.
(text modified on 1.01.02; 1.01.04; 1.01.05; 1.02.11)

1.3.005 If at the start of a competition or stage the commissaires' panel considers that a rider arrives with a technical innovation or equipment not yet accepted by the UCI, it shall refuse to permit the rider to start with such an innovation.

In the event of use in competition, the rider shall automatically be expelled from the competition or disqualified. There shall be no right to appeal against the decision of the commissaires panel.

If this technical innovation or the equipment not yet accepted by the UCI are not noticed or sanctioned by the commissaires panel, the UCI disciplinary commission shall order the disqualification. The UCI shall refer to the disciplinary commission, either automatically or at the request of all interested. The disciplinary commission will only apply sanctions after having received the opinion of the equipment commission.

In out of competition situations, the UCI shall decide whether an item should be considered a technical innovation and whether the procedure provided for in article 1.3.004 is to be followed.
(text modified on 1.01.05; 1.02.12)

Section 2: bicycles

Preamble

Bicycles shall comply with the spirit and principle of cycling as a sport. The spirit presupposes that cyclists will compete in competitions on an equal footing. The principle asserts the primacy of man over machine.

§1 Principles

Definition

1.3.006 The bicycle is a vehicle with two wheels of equal diameter. The front wheel shall be steerable; the rear wheel shall be driven through a system comprising pedals and a chain.

Type

1.3.007 Bicycles and their accessories shall be of a type that is sold for use by anyone practicing cycling as a sport.

As a result of production imperatives (time constraints), an exception may be requested from the UCI for equipment that is a final product and that will be marketed in the nine months after its first use in competition. The manufacturer must however publish information on the equipment in question in advance and announce the date of its market launch.

The use of equipment designed especially for the attainment of a particular performance (record or other) shall be not authorised.
(text modified on 1.11.10; 1.10.11)

Position

1.3.008 The rider shall normally assume a sitting position on the bicycle. This position requires that the only points of support are the following: the feet on the pedals, the hands on the handlebars and the seat on the saddle.
(text modified on 1.01.09)

Steering

1.3.009 The bicycle should have handlebars which allow it to be ridden and maneuvered in any circumstances and in complete safety.

Propulsion

1.3.010 The bicycle shall be propelled solely, through a chainset, by the legs (inferior muscular chain) moving in a circular movement, without electric or other assistance.

(text modified on 1.01.05)

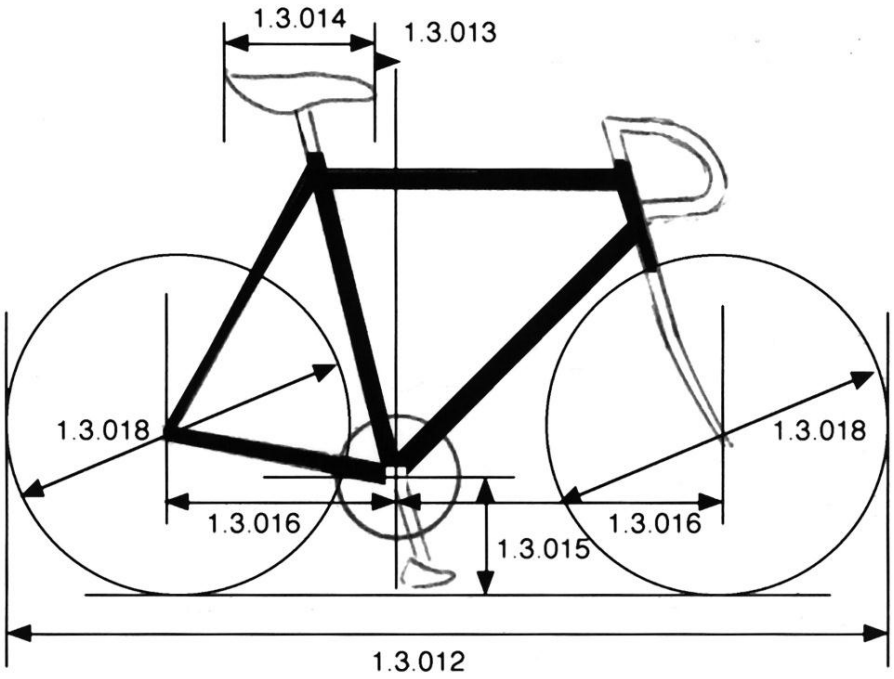
§2 Technical specifications

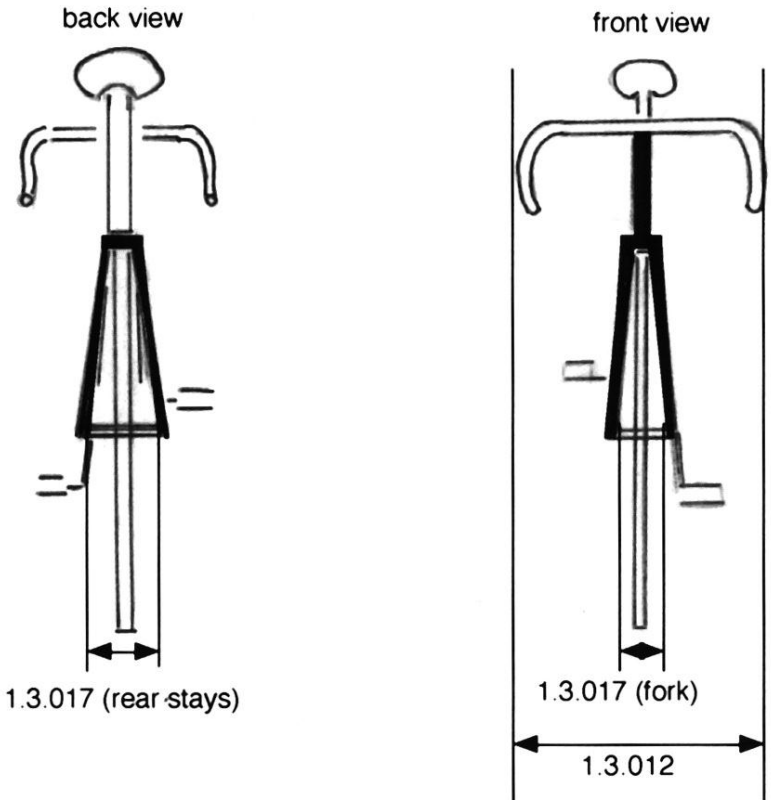
Except where stated to the contrary, the following technical specifications shall apply to bicycles used in road, track and Cyclo-cross racing.

The specific characteristics of bicycles used in mountain bike, BMX, trials, indoor cycling and Para cycling for riders with disabilities are set out in the part regulating the discipline in question.
(text modified on 1.01.05; 25.06.07)

1.3.011 a) Measurements (see diagram «Measurements (1)»)

Measurements (1)





1.3.012 A bicycle shall not measure more than 185cm in length and 50cm in width overall.

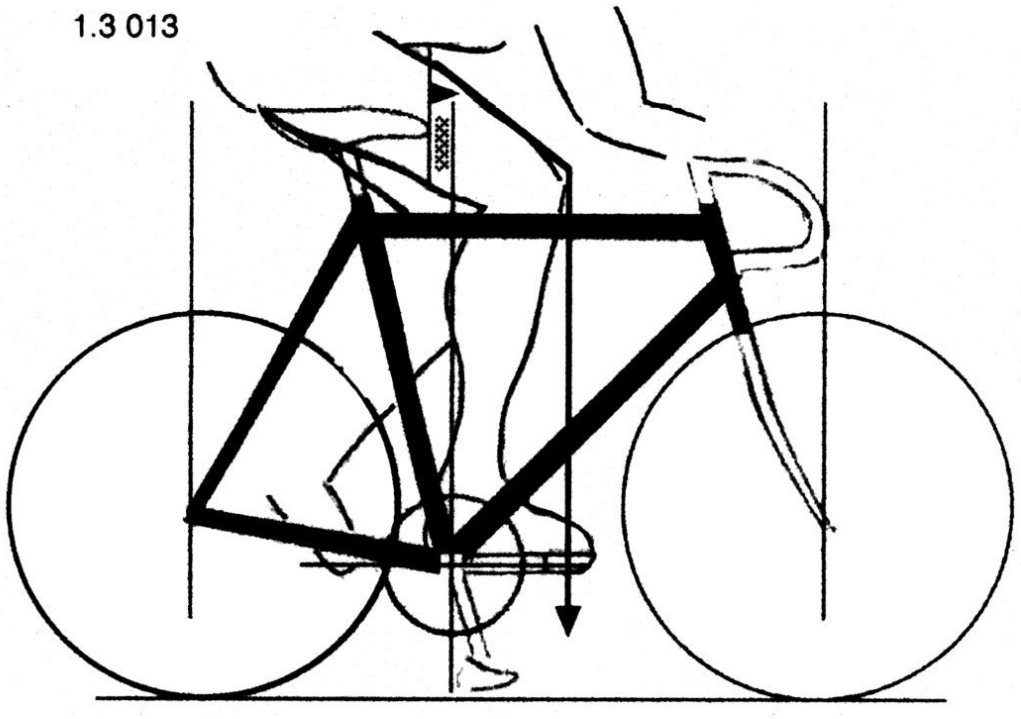
A tandem shall not measure more than 270cm in length and 50cm in width overall.

1.3.013 The peak of the saddle shall be a minimum of 5cm to the rear of a vertical plane passing through the bottom bracket spindle (1). This restriction shall not be applied to the bicycle ridden by a rider in a Flying 200 m, Flying Lap, Team Sprint, track sprint event, keirin, 500 metres or 1 kilometre time trials; however, in no circumstances shall the peak of the saddle extend in front of a vertical line passing through the bottom bracket spindle.

(1) The distances mentioned in footnote (1) to articles 1.3.013 and 1.3.016 above may be reduced where that is necessary for morphological reasons. By morphological reasons should be understood everything to do with the size and limb length of the rider.

Any rider who, for these reasons, considers that he needs to use a bicycle of lesser dimensions than those given shall inform the commissaires' panel to that effect when presenting his license. In that case, the panel may conduct the following test. Using a plumb-line, they shall check to see whether, when pedaling, the point of the rider's knee when at its foremost position passes beyond a vertical line passing through the pedal spindle (see diagram «Measurements (2)»).

Measurements (2)



(text modified on 1.10.10).

1.3.014 The plane passing through the highest points at the front and rear of the saddle shall be horizontal. The length of the saddle shall be 24cm minimum and 30cm maximum.
(text modified on 1.01.03; 1.02.12)

1.3.015 The distance between the bottom bracket spindle and the ground shall be between 24cm minimum and maximum 30cm.

1.3.016 The distance between the vertical passing through the bottom bracket spindle and the front wheel spindle shall be between 54cm minimum and 65cm maximum (1).

The distance between the vertical passing through the bottom bracket spindle and the rear wheel spindle shall be between 35cm minimum and maximum 50cm.

1.3.017 The distance between the internal extremities of the front forks shall not exceed 10.5cm; the distance between the internal extremities of the rear triangle shall not exceed 13.5cm.

1.3.018 Wheels of the bicycle may vary in diameter between 70cm maximum and 55cm minimum, including the tyre. For the cyclo-cross bicycle the width of the tyre (measured between the widest parts) shall not exceed 33mm and it may not incorporate any form of spike or stud.

For massed start competitions in the disciplines road and cyclo-cross, only wheel designs granted prior approval by the UCI may be used. Wheels shall have at least 12 spokes; spokes can be round, flattened or oval, as far as no dimension of their sections exceeds 10mm. In order to be granted approval wheels must have passed a rupture test as prescribed by the UCI in a laboratory approved by the UCI. The test results must show that the rupture characteristics obtained are compatible with those resulting from an impact sustained during normal use of the wheel. The following criteria must be fulfilled:

- On impact, no element of the wheel may become detached and be expelled outwards.
- The rupture must not present any shattered or broken off elements, or any sharp or serrated surfaces that could harm the user, other riders and/or third parties.
- The rupture characteristics must not cause the hub to become separated from the rim in such a way that the wheel becomes detached from the forks.

Without prejudice to the tests imposed by the laws, regulations or customs, standard (traditional) wheels are exempted from the rupture test referred to above. A traditional wheel is deemed to be a wheel with at least 16 metal spokes; the spokes may be round, flat or oval, provided that no dimension of their cross sections exceeds 2.4mm; the section of the rim must not exceed 2.5cm on each side.

Notwithstanding this article, the choice and use of wheels remains subject to articles 1.3.001 to 1.3.003.
(text modified on 1.01.02; 1.01.03; 1.09.03; 1.01.05; 1.07.10).

1.3.019 b) Weight

The weight of the bicycle cannot be less than 6.8 kilograms.

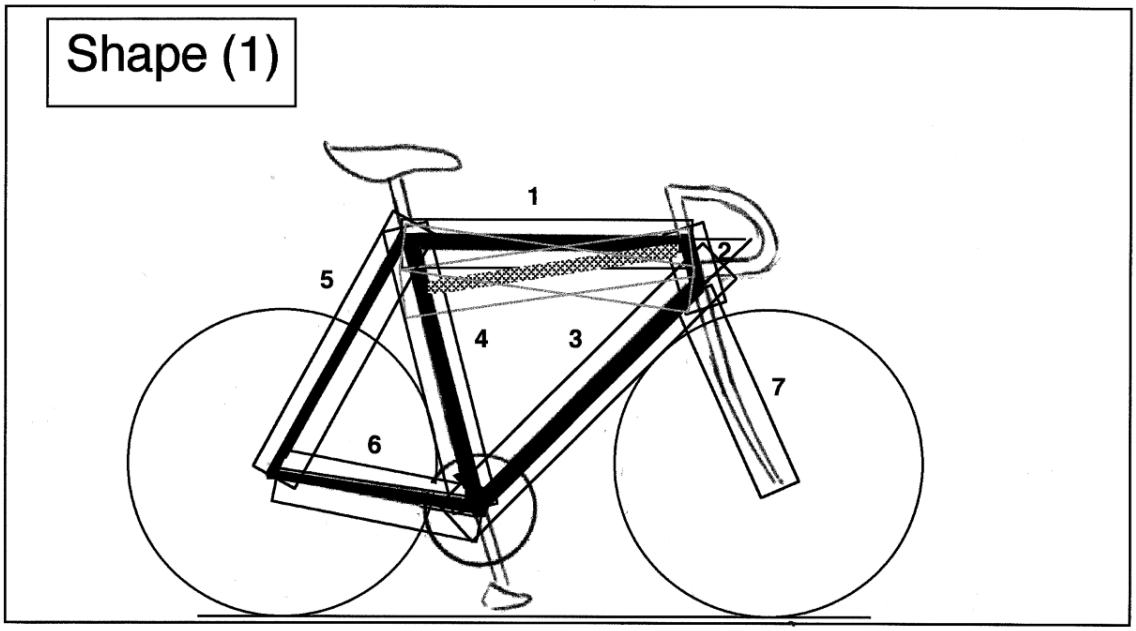
1.3.020 c) Configuration

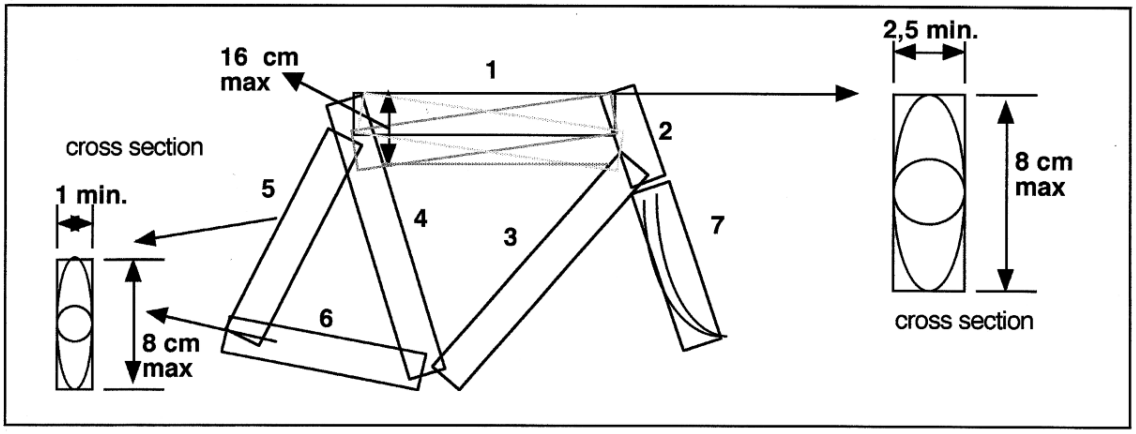
For road competitions other than time trials and for Cyclo-cross competitions, the frame of the bicycle shall be of a traditional pattern, i.e. built around a main triangle. It shall be constructed of straight or tapered tubular elements (which may be round, oval, flattened, teardrop shaped or otherwise in cross-section) such that the form of each element encloses a straight line. The elements of the frame shall be laid out such that the joining points shall follow the following pattern: the top tube (1) connects the top of the head tube (2) to the top of the seat tube (4); the seat tube (from which the seat post shall extend) shall connect to the bottom bracket shell; the down tube (3) shall connect the bottom bracket shell to the bottom of the head tube. The rear triangles shall be formed by the chain stays (6), the seat stays (5) and the seat tube (4) with the seat stays anchored to the seat tube at points falling within the limits laid down for the slope of the top tube.

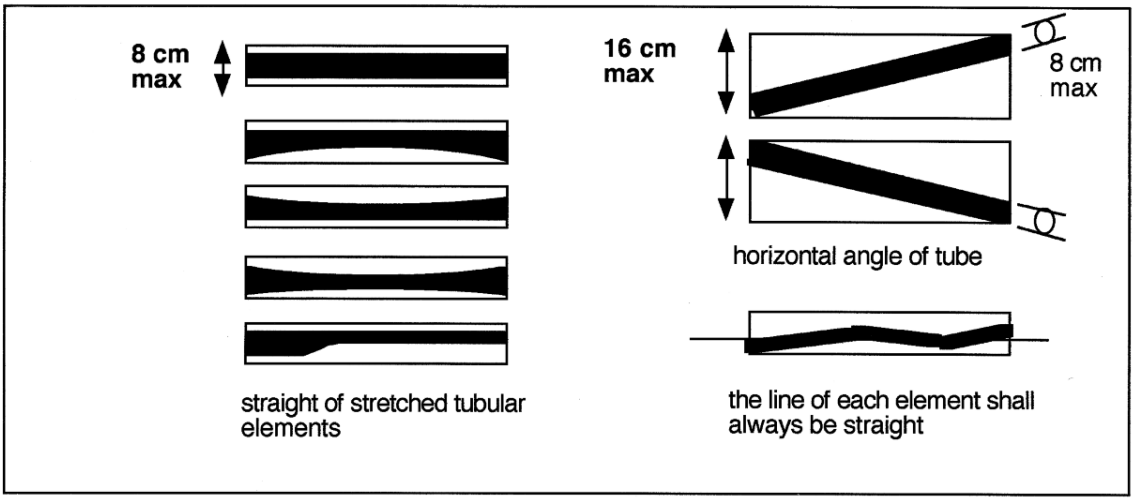
The maximum height of the elements shall be 8cm and the minimum thickness 2.5cm. The minimum thickness shall be reduced to 1cm for the chain stays (6) and the seat stays (5). The minimum thickness of the elements of the front fork shall be 1cm; these may be straight or curved (7).

(See diagram «Shape (1)»)

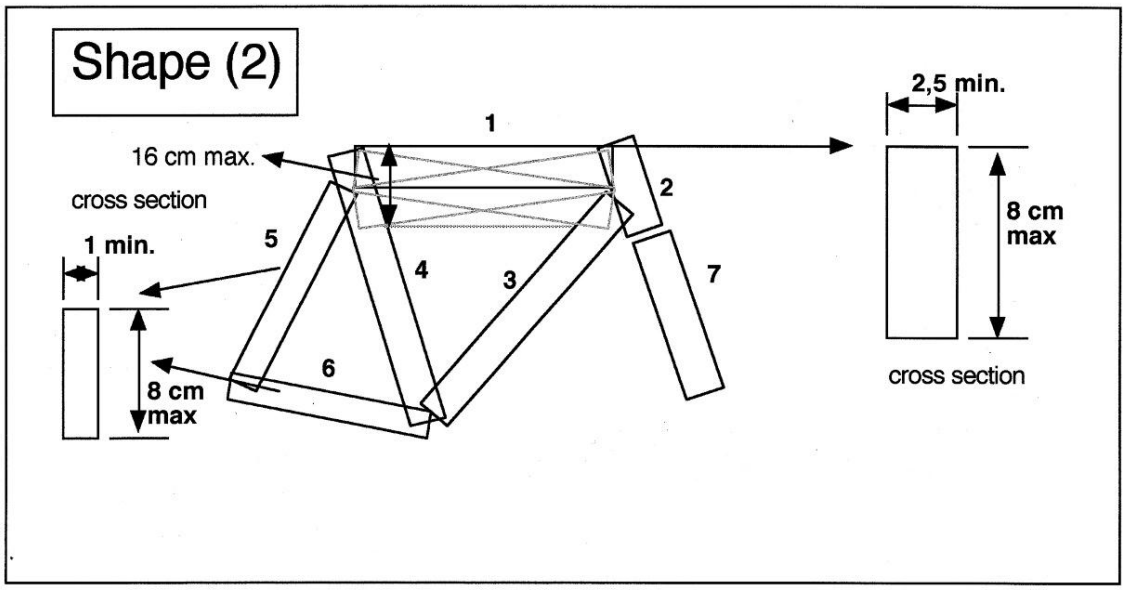
The top tube may slope, provided that this element fits within a horizontal template defined by a maximum height of 16cm and a minimum thickness of 2.5cm.
(text modified on 7.06.00; 1.01.05)

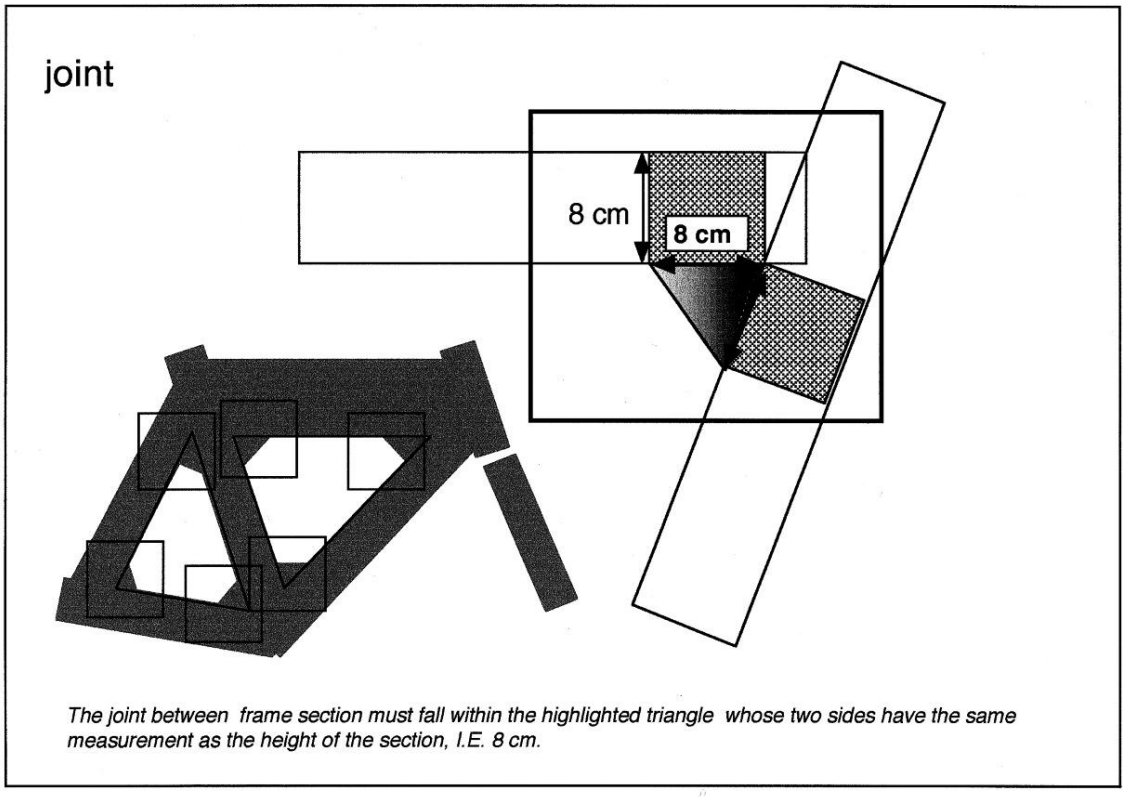






1.3.021 For road time trials and for track competitions, the elements of the bicycle frame may be tubular or solid, assembled or cast in a single piece in any form (including arches, cradles, beams or any other). These elements, including the bottom bracket shell, shall fit within a template of the «triangular form» defined in article 1.3.020. (See diagram «Shape (2)»). *(text modified on 7.06.00; 1.01.05)*



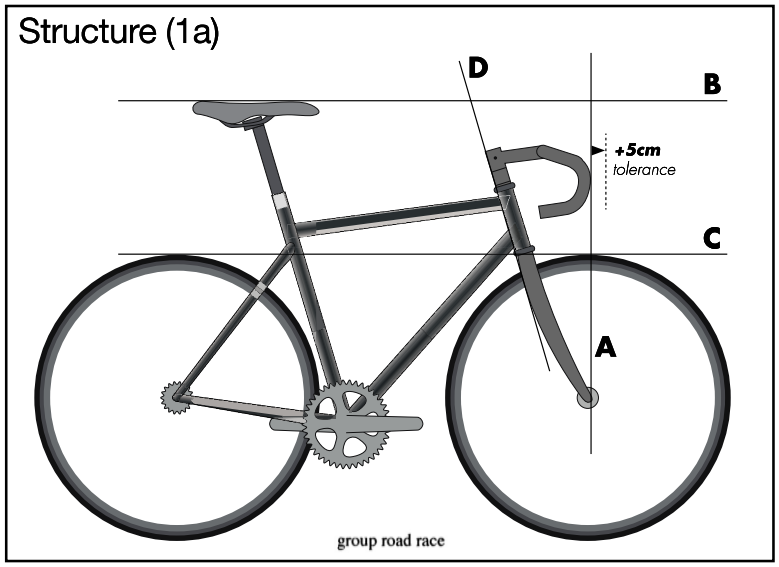


The joint between frame section must fall within the highlighted triangle whose two sides have the same measurement as the height of the section, I.E. 8 cm.

1.3.022 d) Structure

In competitions other than those covered by article 1.3.023, only the traditional type of handlebars (see diagram «structure 1») may be used. The handlebars must be positioned in an area defined as follows: above, by the horizontal plane of the point of support of the saddle (B); below, by the horizontal line passing through the highest point of the two wheels (these being of equal diameter) (C); at the rear by the axis of the steerer tube (D) and at the front by a vertical line passing through the front wheel spindle with a 5cm tolerance (see diagram «Structure (1A)»). The distance referred to in point (A) is not applicable to the bicycle of a rider who takes part in a sprint, keirin or team sprint, but must not exceed 10cm in relation to the vertical line passing through the front wheel spindle.

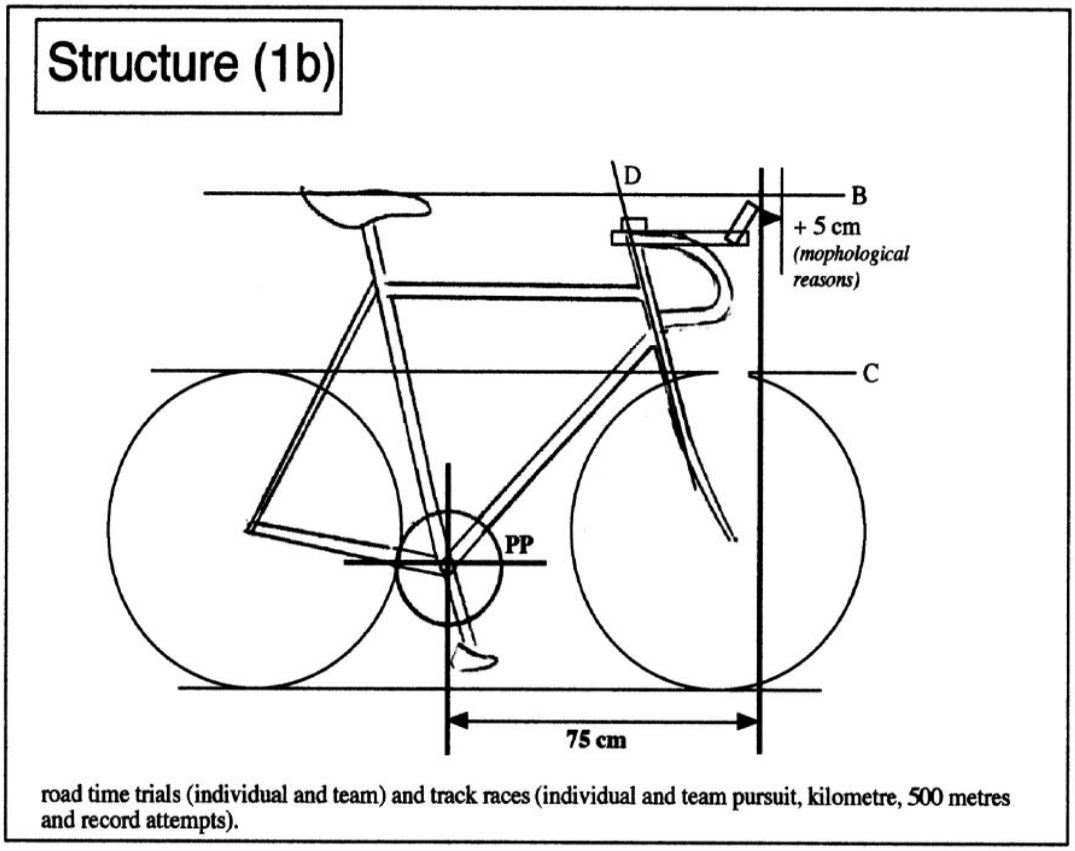
The brake controls attached to the handlebars shall consist of two supports with levers. It must be possible to operate the brakes by pulling on the levers with the hands on the lever supports. Any extension to or reconfiguration of the supports to enable an alternative use is prohibited. A combined system of brake and gear controls is authorised.
(text modified on 1.01.05).



1.3.023 For road time trials and the following track events: individual and team pursuit, kilometre and 500 m a fixed extension may be added to the steering system; in this instance, only a position where the forearm is in the horizontal plane is permitted. The distance between the vertical line passing through the bottom bracket axle and the extremity of the handlebar may not exceed 75cm, with the other limits set in article 1.3.022 (B,C,D) remaining unchanged. Elbow or forearm rests are permitted (see diagram «Structure (1B)»).

For road time trial competitions, controls or levers fixed to the handlebar extension may extend beyond the 75cm limit as long as they do not constitute a change of use, particularly that of providing an alternative hand position beyond the 75cm mark.

For the track and road competitions covered by the first paragraph, the distance of 75cm may be increased to 80cm to the extent that this is required for morphological reasons; «morphological reasons» should be taken as meaning anything regarding the size or length of the rider's body parts. A rider who, for this reason, considers that he needs to make use of a distance between 75 and 80cm must inform the commissaires' panel at the moment that he presents his license. In such cases the commissaires' panel may carry out the following test: ensuring that the angle between the forearm and upper arm does not exceed 120° when the rider is in a racing position.
(text modified on 7.06.00; 1.01.05; 1.04.07; 1.01.09)

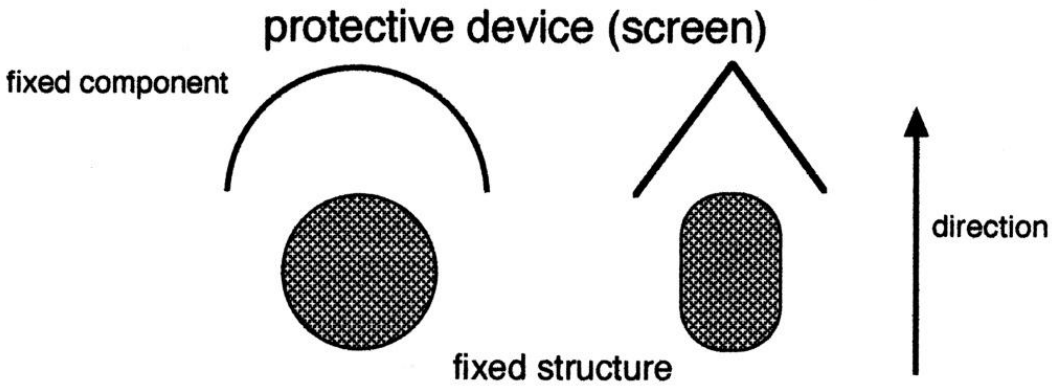


1.3.024 Any device,added or blended into the structure, that is destined to decrease,or which has the effect of decreasing, resistance to air penetration or artificially to accelerate propulsion,such as a protective screen, fuselage form fairing or the like,shall be prohibited.

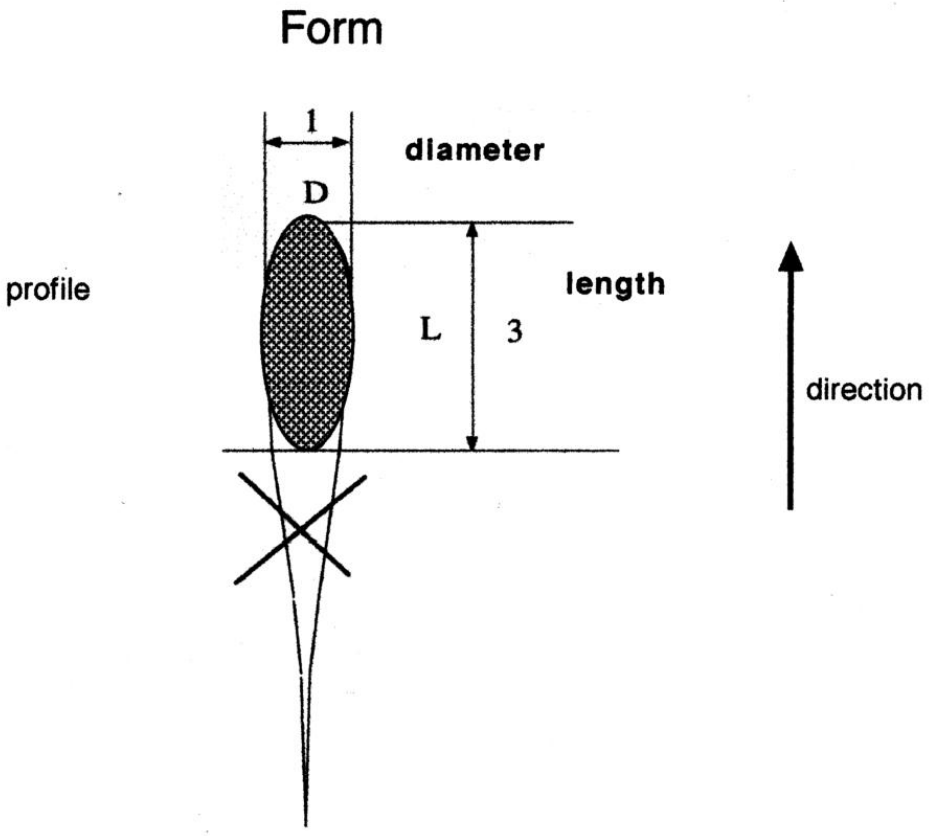
1.3.024 Bis **Bottles shall not be integrated in the frame and may only be located on the down and seat tubes on the inside of the frame and cannot be integrated to the frame. The dimensions of the cross sections of a bottle used in competition must not exceed 10 cm or be less than 4 cm and their capacity must be a minimum of 400ml and a maximum of 800ml.**

(article introduced on 1.10.11; text modified on 1.01.13)

Structure (2)

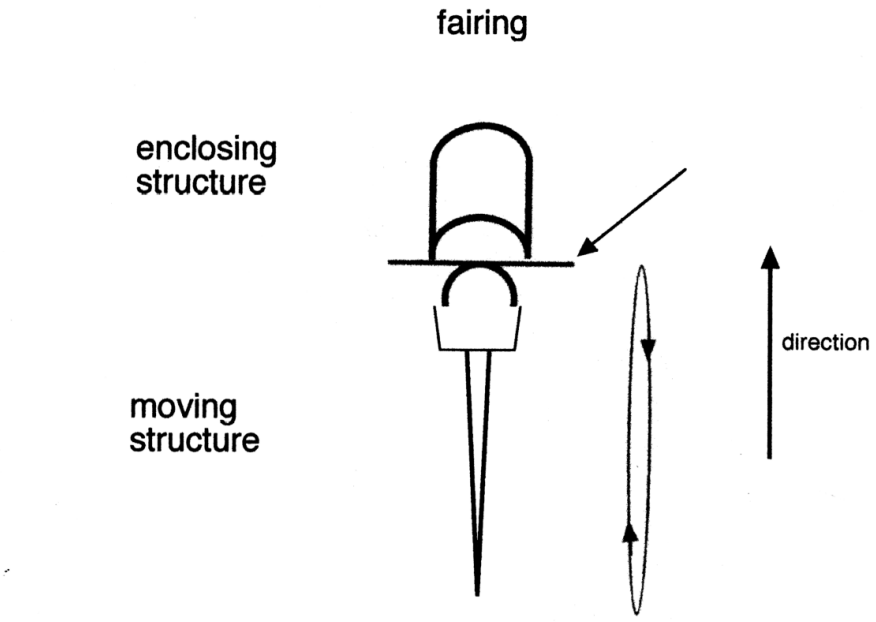


A protective screen shall be defined as a fixed component that serves as a windscreen or windbreak designed to protect another fixed element of the bicycle in order to reduce its wind resistance.

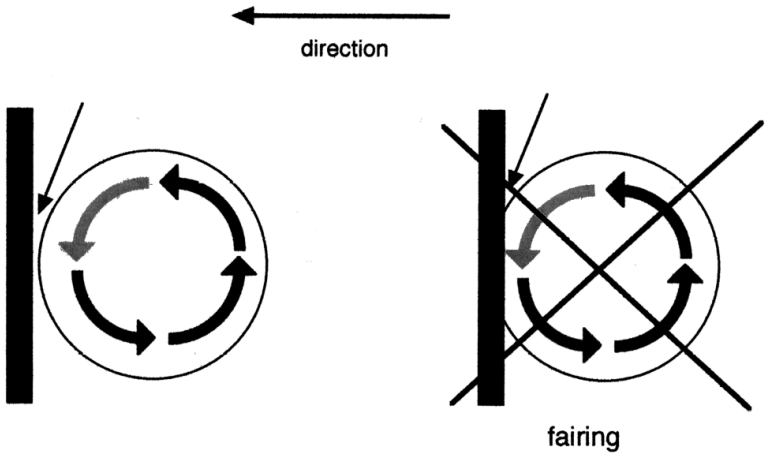


A fuselage form shall be defined as an extension or streamlining of a section. This shall be tolerated as long as the ratio between the length L and the diameter D does not exceed 3.

Structure (3)



practical way of confirming the existence of fairing on a moving part such as a wheel : it should be possible to pass a rigid card (like a credit card) between the fixed structure and the moving part.



A fairing shall be defined as the use or adaptation of a component of the bicycle in such a fashion that it encloses a moving part of the bicycle such as the wheels or the chainset. Therefore it should be possible to pass a rigid card (like a credit card) between the fixed structure and the moving part.

1.3.025 Freewheels, multiple gears and brakes are not permitted for use on the track during competition or training.

Disc brakes are allowed in Cyclo-cross training and competition.

For races on the road and Cyclo-cross, the use of fixed sprocket is forbidden: a braking system that acts on both wheels is required.
(text modified on 1.09.04; 1.01.05; 1.01.09, 1.07.09; 1.07.10)

ANNEXURE 8
AUSTRALIAN RECORD APPLICATION FORM

Date of attempt.....

Date of the request sent to CA.....
(must be at least 28 days prior to the attempt)

Cycling Australia CEO acknowledgement……..

VELODROME

Location of Track (City)…….....

Track Measurement.....metres Material..... (wood etc.)

Indoor or Outdoor.....

UCI Homologation Date.....

RECORD INFORMATION

Request of Australian Record for…….....
(state category ie Men, Masters 2, C5 etc)

Distance.....

Start (standing or flying).....

Date of attempt..... Time Set.....

Name of Rider: .....

State.....

Result of Doping Control:.....

Time of the attempt.....

During an event / Special Attempt.....

Resume of record:.....

.....

.....

.....

Attestation of the result by Officials

We, the undersigned officials confirm that the record information as set out within this document was achieved according to the CA Regulations.

Position	Name(family)	Given Name	Signature
Chief Commissaire			
Timekeepers			
(manual - Chief)			
(manual - #2)			
(manual - #3)			
Timekeeper			
(electronic)			
Medical Commissaire			

Hand Timing to be supported by Electronic Timing: Attached certified print out

Confirmation of the Doping Control by Laboratory accredited by U.C.I. (attached certificate)

Confirmed:.....by CA.....
(date) (signature)

ANNEXURE 9

Guidelines for Imposing Penalties in Competition
Road and Track Championships

Elite, U23, U19, U17 and U15 men and women

DEFINITIONS:

F Fine. A monetary penalty within the guidelines of the Penalties in Competition depending on the severity of the incident

D Disqualification. Disqualification from participation including heats, finals and any other events or a part thereof on the program (eg subsequent rounds, repechages etc). Any other event on the program may be interpreted as another event on another day.

R Relegation. Relegation in a heat, a final or an event.

S Suspension. Suspension from participating in any further events and licence withdrawn for the length of the suspension.

W Warning A warning is any infringement that has been handed down as a penalty, any two warnings or infringements will result in disqualification from the event as per 3.2.16

1 Start without signature check	W + F $50
2 Bicycle/ Wheels	
2.1 Presentation at the start of a race or race stage with a bicycle not in conformity with the regulations	Start refused
2.2 Use of a bicycle in a race which is not in conformity with the regulations	R + D
2.3 Use of wheels in a mass start road race that are not in conformity with the regulations	W, F $50 or suspension
3 Clothing	
3.1 Wearing of non essential items	Start refused
3.2 Wearing of inappropriate clothing or articles on presentation podium	F $50
3.3 Rider at the start without mandatory helmet	Start refused
3.4 Rider taking off the mandatory helmet during the race	F $50 + Disqualification
3.5 Rider competing with an unauthorized helmet	F $50 + Disqualification
4 Number or frame number changed or altered in any way	
4.1 One-Day Race and Stage Race	1st offence: F $50
	2nd offence: F $100
	3rd offence: D
5 ID number or frame plate invisible or unrecognisable	
5.1 One-Day Race and Stage Race	1st offence: F $50
	2nd offence: F $100
	3rd offence: D
6 Not reporting to Commissaire or Race Secretary after dropping out	F $50
7 Putting on or taking off a garment against the Regulations	Rider: F$50
	Team Manager: F$50
8 Non-regulation assistance to a rider of another team	
8.1 One-Day Race	D
8.2 Stage Race	1st offence: F $100
	2nd offence: F $200+ time penalty
	3rd offence: D
9 Hand Sling between team mates	
9.1 One-Day Race	F / R to end of field $50
9.2 Stage Race	F$50 + time penalty 30"
9.3 In last km of a stage	F $100 + R + time penalty 60”
Between riders from different teams	

9.4 One-Day Race	F$100 + R to end of field
9.5 Stage Race	F$100 + time penalty 30"
9.6 In last km of a Stage	F/R $50 + R + time penalty 60"
10 Sprint deviating from selected lane and endangering other riders	
10.1 One-Day Race	R to last in group
10.2 Stage Race	1st offence: R to the last place in his group and points classification penalty
	2nd offence: R to last place in the stage, point classification penalty + F$100
	3rd offence: D
Irregular Sprint	
10.3 One-Day Race	R to the last place in his group + F$100
10.4 Stage Race	1st offence: R to the last place in his group + F$100
	2nd offence: R to last place in the stage + F$200
	3rd offence: F$200 + D
Pulling jersey	
10.5 One-Day Race	F $50
10.6 Stage Race	F$50 + time penalty 10"
10.7 During last km of the event	F $100 + D
10.8 During last km of a stage	F100 + Time penalty 30"
	2nd offence $200 + D
11 Pushing off against a vehicle	
11.1 One-day race	F $50
11.2 Stage race	F$50 + time penalty 10"
Pushing amongst team mates	
11.3 One-Day Race	F $50
11.4 Stage Race	F $50 + time penalty 10"
Pushing a member of another team	
11.5 One-Day Race	F $50 + D
11.6 Stage Race	F $50 + time penalty 10"
11.7 For offence in last stage	D
12 Wilful obstruction of a rider or a team car	
12.1 One-Day Race	F $50 + D
12.2 Stage Race	1st offence F $50 + time penalty 10"
	2nd offence F$100 + D
12.3 For offence during last km of stage	F $100 + time penalty 30"
12.4 For offence in last stage	F $100 + D
13 Prohibited assistance to another rider during a circuit finish	
13.1 One-Day Race	F $100 + D
13.2 Stage Race	F $100 + R
13.3 For offence during last stage	F $100 + R
14 Wilful deviation from the course, attempt to be placed without having covered the entire course by bicycle, resuming the race after having accepted a lift in a vehicle or on a motorbike	F $100 + D + Suspension
15 Unintentional detour of the circuit constituting an advantage	D
16 Passing a level crossing which is already down	D and possible suspension
17 Cheating, attempted cheating, collusion between riders of different teams	

17.1 One-Day Race	F $100 + D
17.2 Stage Race	F $100 + D
18 Rider holding on to his team's vehicle:	Rider: $100 + D
	Team Manager: $100 + D
	Team: exclusion of the vehicle for the duration of the race without the possibility of replacement
19 Rider holding on to some other motor vehicle	
19.1 Briefly	F $50
For some time	
19.2 One-Day Race	F $100 + D
19.3 Stage Race	F $100 + time penalty calculated by commissaires 2nd offence $150 + D and possible suspension
20 Non-regulation breakdown or medical assistance	
20.1 One-Day Race	1st offence: F $100
	2nd offence: D
20.2 Stage Race	1st offence: W
	2nd offence: F $50
20.3 During last 20km of stage	F $30
21 Follower leaning out or holding supplies out of vehicle	1st offence: F $50 to follower
	2nd offence: $100 to follower + removal from team vehicle
22 Motor-cycle carrying breakdown supplies other than wheels	1st offence: W 2nd offence: Removal from convoy
23 Unauthorised refreshments	
23.1 One-Day Race	
- in the first 50km	F $50
- in the last 20km	F $100 and may be disqualified
23.2 Stage Race	
- in the first 50km of stage	F $50
- in the last 20km of stage	F $100 and may time penalty or be disqualified
24 Non-regulation supply of refreshments	F per offence: $50
25 Breach of regulations concerning vehicle movements during the race	F Vehicle driver: $100
26 Obstructing the progress of an official car	F Rider: $100
	F Other licence-holder: $100
27 Abandoning a commissaire riding in a Trade Team, National Federation or Association vehicle during the race	F Team manager: $150
28 Failure to respect instructions by the race organiser official or commissaire	1st offence: F$100
	2nd offence: F$100 + D
28.1 Failure to respect instructions concerning a vehicle in Stage Race	Vehicle sent to back of the field for stage
28.2 Failure to respect instructions concerning a vehicle in One Day Race	Vehicle sent to back of the field for entire race
29 Insults, threats, unseemly behaviour. ***Disrespect towards officials***	W or F (up to $200) or depending on severity, possible suspension
30 Acts of violence	
30.1 Among riders	F$100 + time penalty 1' T/P stage race or D, possible suspension
30.2 Towards anyone else	F$100 - $200 + Suspension and possible withdrawal of licence for a stated period.

31 Theft of food, drink or any other goods during the race	D and possible suspension
32 Carrying a glass container	F$50
33 Illegal or dangerous throwing of an object	F $200
34 Discarding a glass object	F$100
35 Re crossing the finishing line in the direction of the race while still wearing a number panel	W then F $50
36 Failing to attend official ceremonies	F $200
37 Using a mobile telephone, CD player, iPod or transistor radio during a road or track race	F $100
37.1 Giving a victory salute	F depending on circumstances
ROAD STAGE RACES and ONE DAY RACES	
38 Failure to wear an awarded leader's jersey or skinsuit	Rider: start refused or D
39 Demonstration or collusion to avoid being eliminated	F $100 or D depending on severity
40 Motor Pacing	1st offence: F Max $200 + Max 1' T/P
	2nd offence: F Max $400 + Max 5' T/P
	3rd offence: F $400 + D + possible suspension
INDIVIDUAL ROAD TT EVENTS	
41 Riders failing to respect regulation distances and gaps	W then F $50 then D
41.1.Slip-streaming behind another rider	Time penalty as per Tech Reg 3.42.12
42 Following vehicle failing to respect a distance of 10m	Team manager: F$100
	Rider: time penalty 20"
43 Breach of provisions concerning the circuit and warming up	W then F $50
TEAM ROAD TT EVENTS	
44 Riders failing to respect regulation distances and gaps	W then F $50 each rider then D
44.1 Slip-streaming behind another team	Time penalty as per Tech Reg 3.42.12
45 Pushing amongst riders of the some team	
45.1 Day Event	D
45.2 Stage Race	Time penalty on each rider
46 Following vehicle failing to respect a distance of 10m	Team manager: F$100
	Each rider in the team: 20"
47 Breach of provisions concerning the circuit and warming up	W then F $50 each rider

TRACK EVENTS	
48 For not holding his line during the final sprint	W then D (D without W if severe)
49 For riding on the blue band during the sprint	W then D
50 For deliberating riding on the blue band during the race	D
51 For not having held his line from the commencement of the sprint	R then D
52 For irregular movements to prevent his opponent from passing	R then D
53 For dangerous riding in the final bend	R then D
54 For dangerous riding during the race	F$100 + R or D
55 For entering the sprinters lane when the opponent was already there	R
56 For moving down towards the inside of the track when a rival was already there	W or R
57 For moving down towards the inside and forcing the other competitor off the track	W or R
58 For crowding his opponent with the intention of causing him to slow down	W or R

59 For moving outwards with the intention of forcing the opponent to move up	W or R
60 For moving down too quickly after overtaking an opponent	W or R
61 For a deliberate and flagrant action	W or D
62 For causing the crash of another rider	D + F
63 For having blocked an opponent	W or D
64 For being late at the start line	W then D
65 For wearing only one number (when the rules require the using of more than one)	W
66 For incorrect gestures	W + F $50
67 For incorrect behaviour	W + F $50 to $100 (D if severe)
68 For pushing an opponent	W + F $50 to $100 (D if severe)
69 For carrying illegal publicity on the back of a racing jersey	W + F $50
70 For incorrect behaviour or disrespect to an official	F $100 - $200 + suspension and possible withdrawal of licence
71 For folding or mutilating a race number	1st offence: F $50 2nd offence: F $100 and then x 2 for each subsequent offence
72 For improper advertising on a National / State jersey or shorts	F $100
73 Qualified for **(insert event)** event but did not start with justification	F $100
74 For protest with hands off handlebars	W then F $50
75 Giving a victory salute in track events	F $50 to $100 depending on circumstances
76 For using two persons to give information to a rider during a team pursuit race	W then F $100
77 For not being ready with extra wheels or other equipment at the start	W then F $50
78 Urinating within the public view road or track	D + F $100 +suspension for 4 weeks

- In situations where a second offence occurs the monetary fine may be doubled
- These penalties are generally recognised for elite and under 23
- Penalties for juniors may be half the monetary value
- Penalties and fines are a guide and may be varied

ANNEXURE 10
Commissaires Panel

Task and composition

The proceedings at cycling races shall be supervised by a commissaries panel. The organisers shall ensure that the commissaires work in optimum conditions. The number and status of the commissaires to be appointed to each event shall be at the least as indicated in the following table.

Commissaire Appointments to Cycling Australia events

Road	Chief	Panel	Sec/Results	Judge/TK	Jury	Comms	CA Total	States	Anti-Doping
National Road Championships Elite & U23	1*	2	1	2	3	3	12	3-5 L1/2	1
National Criterium Championship	1	2		1			4	3-5 L1/2	
National U19, U17, U15 Championships	1	2	1	2	3	3	12	3-5 L1/2	1
National Masters & Para Championships	1	2	1	2	3	3	12	3-5 L1/2	1
Continental Championships	UCI	2*	1	2		5	10	3-5 L1/2	UCI
World Cup	UCI	2*	1	1		6	10	3-5 L1/2	UCI
UCI Calendar Events	UCI	2*		1		2	5	1-3 L1/2	UCI/1
NRS Events - Men/Women/U19	1#							5-8 L1/2	

Track	Chief	Panel	Sec/Results	Judge/TK	Jury	Judge-Ref	Starter	Comms	CA Total	States	Anti-Doping
National Elite, U19, Para Championships	1	2	1	2	2	1	1	5	15	3-5 L1/2	1
National U17/U15 Championships	1	2	1	2	3		1	5	15	3-5 L1/2	1
National Masters Championships	1	2	1	2	3		1	5	15	3-5 L1/2	1
World Cup	UCI	2*	UCI			UCI	UCI	10	12	3-5 L1/2	UCI
World Masters Championships	UCI	2*	1			1*	1*	10	15	3-5 L1/2	UCI
Continental Championships	UCI	2*	1			1*	1	10	15	3-5 L1/2	UCI
UCI Calendar Events	UCI	2*							2	10-12 L1/2	UCI/1
International Events	1*	2							3	10-12 L1/2	
STAR Series Events	1#									10-12 L1/2	

* International Commissaire appointed by CA
\# National Commissaire appointed by CA
L1/2 – Level 1 or 2 Commissaire

ANNEXURE 11
Time Trial Penalties

3.42.12 ***Time Penalties Chart***

Table of Time Penalties in Road Time Trial Races

Distance in Metres	Speed in km/h																														
	30	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**44**	**45**	**46**	**47**	**48**	**49**	**50**	**51**	**52**	**53**	**54**	**55**	**56**	**57**	**58**	**59**	**60**
50	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3
100	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	4	4	4	4	5	5
150	1	1	1	1	1	2	2	2	2	2	3	3	3	3	3	3	4	4	4	4	4	4	5	5	5	5	5	5	5	6	6
200	2	2	2	2	2	2	3	3	3	3	3	4	4	4	4	4	5	5	5	5	5	5	6	6	6	6	6	6	7	7	7
250	2	2	2	2	3	3	3	3	4	4	4	4	4	4	5	5	5	5	5	6	6	6	6	7	7	7	7	8	8	8	9
300	2	2	3	3	3	3	4	4	4	4	4	5	5	5	6	6	6	7	7	7	7	8	8	8	9	9	9	1	10	11	12
350	3	3	3	3	3	4	4	4	5	5	5	5	6	6	6	7	7	7	7	8	8	8	9	9	10	11	11	12	13	14	15
400	3	3	3	3	4	4	4	5	5	5	5	6	6	7	7	8	8	9	9	9	10	10	11	12	13	14	15	16	17	18	19
450	4	4	4	4	5	5	5	6	6	6	6	7	7	8	8	9	10	11	11	12	12	13	14	15	16	17	18	19	20	22	23
500	4	4	4	5	5	5	6	6	7	7	7	8	8	9	9	10	11	12	12	13	14	15	16	17	18	20	21	22	24	26	28
550	5	5	5	6	6	6	7	7	8	8	8	9	10	10	11	12	13	14	15	16	16	17	18	20	22	24	26	27	29	31	33
600	5	5	6	6	7	7	8	8	9	9	10	11	11	12	12	13	14	15	16	17	19	20	21	23	25	27	29	31	33	35	38
650	6	6	6	7	7	7	8	8	9	10	11	12	12	13	14	15	16	17	18	20	22	23	25	27	29	31	33	35	37	40	43
700	6	6	7	7	8	8	9	9	10	12	13	14	15	15	17	18	19	20	21	23	25	27	29	31	33	36	38	40	42	46	49
750	6	7	7	8	8	8	9	10	11	13	14	15	16	17	18	20	21	22	24	26	28	30	32	35	37	40	42	44	47	50	55
800	7	7	7	8	9	9	10	11	12	14	15	16	17	19	21	23	24	25	27	29	31	33	36	39	42	45	47	49	52	56	61
850	7	7	8	9	9	10	11	13	14	15	17	18	19	21	23	25	27	29	31	33	35	37	40	43	47	50	53	56	59	62	68
900	7	8	9	10	11	12	13	14	15	17	19	20	22	24	26	28	30	32	34	36	39	42	45	48	51	55	58	61	65	69	75
950	8	9	10	11	12	13	14	15	17	19	21	23	25	27	29	31	33	35	37	39	42	45	48	51	55	60	64	67	71	75	82
1000	8	9	11	12	13	14	15	17	19	21	23	25	27	29	31	34	36	38	40	43	46	49	52	56	60	64	68	72	77	82	90

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