

Oregon Bicycle Racing Association Racing Rules

Adopted 1/20/01

Modification of these rules may be made by vote of the club representatives, generally at an annual meeting. Proposed rule changes shall be presented to OBRA in written form to be voted on by the club representatives. The OBRA board may in an emergency, or in the case of a time sensitive matter, make modifications to these rules. Changes to the rules which are primarily of a housekeeping nature, such as printing format or changing numbering, may be made without board approval.

1. - SCOPE OF THESE RULES

- 1.1 These rules are the rules for OBRA races. They apply to all competitors from the time they register until all prizes have been awarded.
- 1.2 Other rules sets may only be used if they are communicated to all competitors and they are provided through another organization such as USA Cycling.
- 1.3 Exception to these rules may be made only with approval of the OBRA Board or the OBRA Administrative Assistant.
- 1.4 Any rule about a specific event will override any general rule. For example, the rule about the start of a cyclocross race takes precedence over the general rule on starts.

2. - DEFINITIONS

- 2.1 Bicycle race - a competition between people who are riding bicycles.
- 2.2 Invitational race - a race in which only riders who are invited by the organizer may compete.
- 2.3 Race Series - a sequence of race meets conducted on a regular basis at the same location or different locations that are tied together by an overall prize list.
- 2.4 Mass Start - a race where riders are started together or where they are expected to come together and ride as a group for at least some portion of the race.
- 2.5 Time Trial - An event where riders are started separately or in teams and may not ride together as a group with any riders they are not started with.
- 2.6 Organizer - the person named as such on the race "Letter of Agreement". This person is responsible to OBRA for the proper organization of the bicycle race.
- 2.7 Technical Director - either the race organizer or a person designated by the race organizer. This person is responsible for the technical aspects and course(s) of the event.
- 2.8 Prize list - all places, awards, prizes and primes to be awarded to competitors.
- 2.9 Official - an individual appointed to oversee the conduct of the race and to ensure compliance with rules.
- 2.10 Racing age - a rider's age on December 31 of the current year.
- 2.11 Mishap - a crash, puncture, or failure of an essential part of the bicycle. Problems caused by inadequate preparation or failure to adequately tighten or fasten components to the bicycle are not mishaps.
- 2.12 Penalty - a punishment for infraction of the rules. Penalties may be applied to clubs/event organizers (or their designees) , individual riders or teams. Penalties may include:

- Warning - may be verbal or written
- Relegation - loss of position in the race
- Time penalty - time added to a competitor's time. Usually only applies to time trials and stage races.
- Disqualification - elimination from all placings and prizes, and elimination from any subsequent heats (if any)
- Fine - fines are permitted in races and will be paid to OBRA and collected by the Chief Referee
- Suspension - Chief Referee recommends suspensions for riders

2.13 Protest - a request by a rider or team manager to have the Chief Referee review a decision, or to have the Chief Judge review the results.

2.14 Omnium - An omnium is a set of races in which riders compete for points in each event and final placings are determined by total points in all events. Different numbers of points may be given in different events. The scoring scheme shall be specified in writing prior to the start of the first race. Generally the points awarded in each event shall be 7-5-3-2-1 for first through fifth places. In case of a tie on total points, the tie will be broken in favor of the rider who has:

- (a) The most first place finishes or, if still tied, the most second place finishes, etc., or if still tied;
- (b) The highest placing in the last race, or the race nearest the last race of the omnium in which at least one of the tied riders placed.

3. - OFFICIALS

3.1. The officials at a race may include:

- Chief Referee Assistant Referees
- Chief Judge Assistant Judges
- Chief Timer Assistant Timers
- Starter Motor Referees

There must always be a Chief Referee. Presence of the other types of officials depends upon the type of event.

3.2 - All officials will enforce the regulations impartially.

3.3 - The OBRA Administrative Assistant will assign the Chief Referee. Subordinate officials will be assigned by the Chief Referee.

3.4 - Officials will be identified as such either by wearing of OBRA official clothing or officials insignia or by some other method.

3.5 - DUTIES

3.5.1 - CHIEF REFEREE

The Chief Referee is the representative of OBRA for the bicycle race and on-site. The Chief Referee shall enforce and interpret these, and any specific rules of the race. In addition, the Chief Referee shall:

- make the final decision in any case or appeal not specifically covered by these rules. Any such decision is beyond appeal.
- if necessary, alter the conditions of any race in the interest of safety, including cancellation of a race if necessary.
- make the final decision on any penalties to be imposed.
- supervise the other working officials on site.

- ensure that the organizer has fulfilled all necessary conditions to ensure a safe and fair race.
- render the final decision on any question concerning entries, including ruling on eligibility of a competitor for a given race.
- submit any paperwork, surcharge fees, and fines required by OBRA in the time frame required.
- submit recommendations for suspension to the OBRA Administrative Assistant immediately following an event in written form. This may be delivered directly or by e-mail, fax or regular mail. Recommendations for suspension must be posted within 24 hours. Details of the recommendation must be included in the Chief Referee's Report.

3.5.2 - ASSISTANT REFEREES

The assistant referees work under the direction of the Chief Referee. They will report to the Chief Referee whenever a rule infraction is observed or when otherwise appropriate.

3.5.3 - CHIEF JUDGE

- The Chief Judge is responsible for the results of any race that is not a time trial. The Chief Judge will use input from the assistant judges, but the ultimate decision is solely from the Chief Judge.
- The Chief Judge should use any photo finish equipment available in order to make the best possible decision regarding placement of riders.
- The Chief Judge will attempt to place as many competitors as possible in each race and insure that all results are compiled and presented to the Chief Referee.

3.5.4 - ASSISTANT JUDGES

The Assistant Judges will work under the Chief Judge and provide any information the Chief Judge requests.

3.5.5 - CHIEF TIMER

The Chief Timer will be responsible for the results of any time trial event. The Chief Timer and the Chief Judge may be a combined position.

3.5.6 - ASSISTANT TIMERS

Assistant timers work under the direction of the Chief Timer. Assistant timers and judges may be combined positions.

3.5.7 - STARTER

The starter is responsible for the start of the race. The starter's responsibilities may be assigned to other officials.

3.5.8 - MOTOR REFEREES

Motor referees are officials assigned to attend the race using motor vehicles. Specific responsibilities for each referee at each race will be assigned by the Chief Referee or his designee.

4. - RACE ORGANIZER

- 4.1 - The race organizer is responsible for ensuring to the best of his ability that the race is run in a safe and professional fashion.
- 4.2 - The race organizer is responsible for obtaining permission for the conduct of the race from all appropriate entities including, but not limited to; road use authorities, property owners, police agencies, other governmental bodies.
- 4.3 - Entry fees are established by the race organizer. [OBRA recommends to charge fees that

are fair and reasonable to the rider.]

4.4 - The race organizer is not required to refund any entry fee as long as the promoter has fulfilled all of his obligations.

4.5 - The race organizer shall complete all forms and make payments as designated by OBRA policies.

5. - FIELD LIMITS

5.1 - Unless otherwise stated in the entry form:

- the minimum field size is 5.
- maximum field limit will be 100 riders.
- maximum field limit for category 5 is 50 riders.

5.2 - If the number of riders entered in a race is less than the minimum, the promoter may choose to cancel the race and refund the entry fees or to combine the race (and its prize list) with another race on the program.

5.3 - Maximum field limits may be modified by the chief referee

6. - ENTRY FORMS/RACE ANNOUNCEMENTS

6.1 - The race organizer must include the following information on the race Entry forms/Race announcement:

Name of Event

Date(s) of Event

Location of Event

Map or Directions to Race Course

Course description

Type of Race

Contact information for race organizer

Categories, start times, entry fees and prizes

Any entry restrictions

6.2 - Entry forms/Race announcements must be approved by the OBRA Administrative Assistant prior to publication.

7.0 STATE CHAMPIONSHIPS

State Championships will be designated by the OBRA Administrative Assistant.

8.0 - CATEGORIES

Categories are assigned by the OBRA Administrative Assistant. New members will be assigned to Category 5 Men or Category 4 Women Road and Track, Beginner Mountain Bike, Cyclocross beginner unless they meet upgrading criteria. This categorization will appear on the rider's OBRA membership .

8.1 - UPGRADING AND DOWNGRADING

Upgrading and Downgrading guidelines for road and mountain bike racing will be published. Ability categories provided by other organizations will be recognized by these guidelines.

8.2 - ROAD/TRACK CATEGORIES

Men

Women

Category 1 Category 1
Category 2 Category 2
Category 3 Category 3
Category 4 Category 4
Category 5

8.3 - MOUNTAIN BIKE CATEGORIES

Pro
Semi-Pro
Expert
Sport
Beginner

8.4 - CYCLOCROSS CATEGORIES

A
B
C

9. - CLOTHING AND EQUIPMENT

9.1. - HELMETS

Every rider warming up or racing while at the race venue shall wear a protective, securely fastened helmet that satisfies at least one of the following helmet standards:

- US Department of Transportation (DOT)
- American National Standards Institute (ANSI) Standard Z90.4
- Snell Memorial Foundation Standard "B" or "N" series
- American Society for Testing and Materials (ASTM) standard F-1447
- Canadian Standards Association standard (CSA) CAN/CSA-D113.2-M
- US Consumer Product Safety Commission (CPSC)

Riders shall show documentary proof of this, such as a manufacturer's label, upon request by race officials. It is the rider's responsibility to select and wear such a helmet that offers sufficient protection against head injury and does not restrict the rider's vision (disqualification for failure to wear such a helmet or for removing it during a race). OBRA makes no warranties or representations regarding the protective adequacy or fitness for competition of any helmets. A rider, by entering an event conducted under these rules, agrees to hold OBRA harmless from any and all claims arising from the use of any particular helmet. Wearing of the helmet is mandatory during training rides on competition courses.

9.2 - CLOTHING

9.2.1 All riders must wear jerseys that cover the shoulders. Shorts must reach mid-thigh. No article of clothing may be worn that serves solely an aerodynamic purpose.

9.2.2- No rider may wear the jersey of a club or team that the rider is not eligible to represent.

In mass start events Category 1 and 2 riders from the same club/team must wear uniforms that are obviously similar unless the rules for the specific event require otherwise.

9.3 - Equipment

9.3.1 BICYCLES

9.3.1.1 Bicycles must be propelled by the rider's legs only. No stored propulsion mechanism is

allowed.

9.3.1.2 Bicycles must be no more than 2 meters long and 75 cm wide. Tandems may be up to 3 meters long.

9.3.1.3 Nothing may be added to the basic bicycle to reduce air resistance. EXCEPTION: spoke covers may be used.

9.3.1.4 Fully enclosed or disc front wheels or spoke covers on front wheels are not allowed in mass start events.

9.3.1.5 The handlebars and stem will not present a danger. Handlebars that allow for support of the forearms may not be used in mass start events. Handlebar ends and extensions shall be plugged and must not have sharp or jagged ends.

9.4 - Carrying glass containers is strictly forbidden.

9.5 - Selection of equipment and clothing are solely the responsibility of the rider. OBRA assumes no responsibility for safety or performance of any items selected by the rider. Each rider is responsible for proper maintenance of his/her clothing and equipment. The Chief Referee may disallow the start of any rider using equipment or clothing deemed dangerous or inadequate.

9.6 - All clothing and equipment will be in good repair and reasonably clean at the start.

9.7 - RULES SPECIFIC TO MOUNTAIN BIKE RACING

9.7.1 Footgear shall be fully enclosed.

9.7.2 Bicycle shall have at least two brakes, one on each wheel, that are in good working condition.

9.7.3 Bicycles shall have a freewheel mechanism

9.7.4 For downhill and dual slalom events, additional padding and helmets providing added protection is strongly recommended. Examples: full-face helmet, body armor, elbow and knee pads and full finger gloves.

9.8 - RULES SPECIFIC TO ROAD RACING

9.8.1 Bicycle shall have at least two brakes, one on each wheel, that are in good working condition.

9.8.2 Bicycles shall have a freewheel mechanism EXCEPTION: A fixed gear and single front brake may be used in time trial events or in races where all the competitors are similarly equipped. Freewheeled and fixed gear bikes shall not be mixed in the same mass start event.

9.8.3 Handlebar ends that point up or forward or that allow for support of the forearm are not allowed in mass start events.

9.9 - RULES SPECIFIC TO TRACK RACING

9.9.1 For mass start events:

- Bicycles shall not have brakes.

- Bicycles must have a single fixed gear.

- Handlebar ends that point up or forward allow for support of the forearm are not allowed.

9.9.2 For timed trialed events:

- A bicycle with shifting mechanism, brakes and freewheel may be used but gear shifting is not allowed during the race.

- Riders may use upturned or forward pointing handlebars or bars that provide support for the forearms (i.e. cow-horn, tri bars, etc.)

10. - NUMBERS

10.1 - Shall either be the numbers provided with OBRA membership for the current year or numbers provided by the race organizer. Numbers from other races or OBRA numbers not from the current year may not be used. Penalty or disqualification is at the discretion of the Race Official.

10.2 - Numbers will be block figures and will be easily read at a distance. They will be black figures on a white background. Riders will place their numbers according to the instructions of the officials and/or race organizer..

10.3 - No rider shall cut, fold, mutilate, trim or apply stickers to the race number, nor shall they sell, trade or give the issued number to another individual. Penalty or disqualification is at the discretion of the Race Official.

10.4 - Unreadable numbers may not be placed.

10.5 - ROAD COMPETITIONS

The numbers shall be a minimum of 12 cm high on a minimum 20 cm by 20 cm background.

10.6 - MOUNTAIN BIKE COMPETITIONS

The figures on a front number plate must have a minimum height of 8cm and a minimum width of 1.5cm on a minimum 18cm by 18cm background. Body numbers, if used, shall be according to the road standard.

11. - START OF A RACE

11.1 No race will start before the time stated in the race announcement unless every possible registered rider is present and agrees to the earlier start time.

11.2 It is the responsibility of each rider to be at the start line on time.

11.3 The start will be signaled by a single gun shot, whistle, flag, or verbal command.

11.4 The Starter alone determines the validity of the start. An honorary Starter may be requested by the organizer, but will have no official function except to give the start signal.

11.5 All riders will start in the same manner (with holders, with one foot on the ground, rolling start, etc.).

11.6 The starter may use a neutral lap to start the race if deemed necessary for safety or fairness.

12. - FINISH OF A RACE

12.1 A rider finishes when the front tire first penetrates the imaginary vertical plane above the leading edge of the finish line. EXCEPTION: Events where a tape switch or other timing device is used.

12.2 The last lap is signaled by the ringing of a bell. A '1' will be displayed on the lap cards. If the bell is rung on the wrong lap, the Chief Referee will determine whether the finish will be on that lap or on the originally planned lap.

12.3 If two or more riders are in a dead heat for first place, they will ride the final part of the race (normally 1000 meters) to break the dead heat. If a dead heat is not for first place, the riders will be placed equal and any prizes will be split between them.

12.4 Once the first rider has finished, the Chief Referee may excuse any competitor from completing the entire distance if the result is a foregone conclusion.

12.5 The Chief Judge will compile the results as quickly as possible and ensure that a copy is posted for the riders to inspect.

13. - RIDER CONDUCT

13.1 - Riders are responsible for their own conduct, including arriving on time with the correct equipment. No rider shall benefit from his or her misconduct. No team shall benefit from its misconduct, or the misconduct of one of its members.

13.2 - Misconduct may be punished at the discretion of the Chief Referee. The forms of misconduct include, but are not limited to:

- Unsportsmanlike conduct
- Theft
- Fraud (including falsifying information on an entry)
- Causing any race to have a result other than on the merits of the competitors
- Dangerous Riding
- Making an abrupt motion which interferes with the forward progress of another rider
- Using foul or abusive language or conduct toward any individual
- Pushing or holding another rider (whether on a different team or not) except in Madison where riders may only push their teammate.
- Failure to follow a referee's order
- Completing any part of the course without a bicycle. (It is not required to ride the bicycle the entire course.)
- Not maintaining equipment properly so that it is dangerous (i.e. insufficient glue on tires, etc.)
- Riding on a race course when not entered in an event in progress.
- Taking pace from a vehicle or from a rider in a different race
- Violating any of the OBRA Racing Rules

13.3 - It is the rider's responsibility to know the course and the rules of the event. It is forbidden to take any other route.

14. - PROTESTS

14.1 All protests concerning order of finish will be resolved by the Chief Judge, whose decision is final and beyond appeal. No fee is required for this type of protest.

14.2 All protests concerning qualification of rider(s) or equipment will be resolved by the Chief Referee before the start of the race. No fee is required for this type of protest. The Chief Referee must make a decision before allowing the race to start.

14.3 Protests concerning incidents during the race will be presented to the Chief Referee in writing and accompanied by a fee of \$10, which will be forwarded to OBRA. They must be submitted within 15 minutes of the protester's finish. The Chief Referee will decide the results of the protest and communicate them to all parties involved.

14.4 The Chief Referee will keep the Chief Judge informed about any decision or pending decision that could affect the results.

14.5 Any protest about the order of finish must be lodged within 15 minutes of posting. There is no fee required for a protest about the results. In stage races or series races results may be protested until the start of the following stage or the next race in the series. For the final race in stage races or the last race in series events and for all other races, if there are no protest

within 15 minutes of posting the results will be considered final.

14.6 Prizes will not be distributed before 15 minutes after the final posting of results or before permission has been given to do so by the Chief Judge.

15. - SUSPENSIONS

15.1 - A rider or club can be suspended for the following:

- any violation of rule 13.2
- Assaulting a race official or another rider
- Grossly un-sportsmanlike conduct
- Failing to meet a financial obligation to OBRA or an entity associated with OBRA. The suspension will last until the debt is made good. This includes but is not limited to:
 - Not paying club dues
 - Not paying operational surcharges
 - Not paying insurance surcharges
 - Writing a bad check to a race organizer or race official.

15.2 - The OBRA Administrative Assistant can suspend a rider for up to 60 days. The rider must receive the suspension in writing. Chief Referees must contact OBRA to recommend a suspension.

15.3 The OBRA Administrative Assistant can suspend a club and/or event promoter for not complying with OBRA policies and procedures. The club will be suspended until the club and/or event regains its status of good standing.

15.4 Any OBRA member who is suspended by another athletic organization shall notify the OBRA Administrative Assistant. When OBRA becomes aware of such a suspension, the OBRA Administrative Assistant will investigate the circumstances of the suspension and may impose a similar suspension.

16. - APPEALS

A member may appeal a suspension by sending a request of appeal to the OBRA Administrative Assistant who will convene a meeting of the OBRA Board of Directors within ten days of the receipt of the letter (telephone conference calls or Internet contact acceptable). The OBRA Board of Directors will collect information from appropriate sources and then either uphold or remove the suspension.

17. - ROAD RACING

17.1 - INDIVIDUAL ROAD RACE

17.1.1 - Course design - A road course will be designed and implemented with the safety of the riders foremost. The finish will be wide enough for the largest field expected. It will be as straight as possible, with an adequate run out. The finish line will be a conspicuous line on the road. If the course is not a circuit, signs will also be placed marking 200 meters and 1 kilometer before the finish.

17.1.2 - General rules

- Unless instructed by the Chief Referee, all riders must stay to the right of the centerline, or another point on the road designated by the Chief Referee.
- Riders must obey all traffic laws in force.

It is forbidden to cross a closed railroad crossing or other legitimate temporary road closure. If the lead riders are stopped by such a road closure, the Chief Referee will restart all riders at the time intervals recorded at their arrival at the crossing. If the lead riders have already crossed, or if the officials are not able to establish time splits, the closure will be considered force majeure and no compensation will be granted.

- Competitors who have suffered a mishap may be pushed for a short distance to help them remount.
- Unless otherwise instructed by the Chief Referee, riders may exchange food, drink, and minor repair items among themselves, however no rider may sacrifice his chance in the race for another rider who is not on his team.
- Items may also be handed up from a vehicle if allowed by the Chief Referee.
- Riders are not permitted to litter. (Penalty at the discretion of the Chief Referee.)
- Any rider who is out of contention may be asked to withdraw by the Chief Referee.
- Riders on different laps may not work together. Lapped riders may not assist or hinder other riders on the lead lap, and must be careful not to interfere in any sprint or the finish.

17.1 3 Feed zones

- Feed zones will be placed at the widest possible point, preferably on a slight uphill.
- Feeding may only take place from designated feed zones
- All feeding will be done from the right side of the road.
- Feeding will normally not begin during the first 50 kilometers of a race, and will end 30 kilometers from the finish. The Chief Referee may make exceptions to this in case of extreme weather.
- Riders may accept food and drink from spectators or bystanders only at their own risk.

17.2 - CARAVANS

- All vehicles in a race caravan are under the direction of the Chief Referee. No vehicle may pass a referee's or judge's vehicle without permission.
- All vehicles must be clearly marked and must be authorized to follow the race. All drivers will follow all traffic laws in force, possess a valid driver's license, and minimum state required insurance.
- Assistance to riders may be given only at the rear of a group.
- Towing and pacing are strictly forbidden.
- If feeding is permitted from support vehicles, it will be done by having a rider drop back from a group to the support car, which will remain behind the referee's car. The referee may decide to allow the riders support vehicle to pull directly behind the referee's vehicle for the feed. The support vehicle **MUST** immediately return to its original position after the feed. If a group is ten riders or less the referee may decide to allow the support vehicle to draw even with the riders to feed.

17.3 - PRIMES

Primes are special prizes offered during a race. They may be for any group of riders. They may be either announced in advance or spontaneous. Primes will be awarded even if the winner withdraws from the race. Primes are signaled by a bell on the previous lap if practicable, otherwise by signs or by other means.

17.4 - CRITERIUM

The rules in this section are exceptions to the Individual Road Racing Rules. In all cases not specifically covered here, the Individual Road Racing Rules apply.

17.4.1 A criterium course will be between 800 meters and 5 kilometers long and will be completely closed to traffic.

17.4.2 At least one repair pit may be set up beside the course at the direction of the Chief Referee.

17.4.3 Chief Referee may remove lapped riders from the race. If lapped riders are allowed to finish, they will finish on the same lap as the leader. Lapped riders may not interfere with the final sprint. Lapped riders will be placed after those who completed the entire distance according to the number of laps down.

17.4.4 The Chief Referee may remove any rider out of contention.

17.4.5 Riders on different laps may work together, but no rider may drop back to help another rider.

17.4.6 Free laps may be granted for mishaps as follows:

A. If the race announcement states that the free lap rule is not in effect, no free laps will be given.

B. No free laps will be granted during the last 8 km. of a race. A rider having a mishap during the last 8 km. must make up any distance lost.

C. In case of a mishap, the rider(s) will report to a pit with his bicycle. Riders may not ride backward on the course to get to a pit, but may cut through the course to reach a pit. A rider may proceed backwards to the pit carrying his bicycle.

D. A referee will inspect the bicycle and rider to determine if the mishap was legitimate. The pit referee will inform the Chief Judge and Chief Referee of all free lap decisions as soon as possible

E. Normally a rider must return to the race within one lap. In case of a very short course (generally under 1 kilometer) the Chief Referee may allow two laps per mishap.

F. If the mishap was legitimate the rider will be returned to the place he was in the race at the time of the mishap. If he was in a group he will be returned to the rear of that group. The rider will be ineligible for any sprint prize for one lap after his return.

G. A rider is entitled to one free lap per mishap

17.5 - TIME TRIAL

The rules in this section are exceptions to the Individual Road Racing Rules. In all cases not specifically covered here, the Individual Road Racing Rules apply.

17.5.1 Road bicycles will be used, with the following possible exceptions:

- A fixed gear may be used instead of a freewheel. If so, a hand brake will be installed for at least the front wheel.

- Riders may use upturned or forward pointing handlebars or bars that provide support for the forearms (i.e. cow-horn, tri bars, etc.)

17.5.2 The start order may be determined by a random draw, by seeding, in order of registration or by some other scheme as designated by the race organizer in consultation with the Chief Referee.

17.5.3 Each rider must know his start time at least 15 minutes before his start.

17.5.4 A rider arriving late at the start will only be allowed to start if it does not interfere with a scheduled start.

17.5.5 No rider may ride closer than 25 meters behind and 2 meters to the side of another rider. A rider attempting to pass another rider must complete the pass within 500 meters, otherwise he must drop back at least 25 meters behind the other rider.

17.5.6 Support vehicles, if allowed, must remain at least 20 meters behind their rider unless the rider is stopped.

17.5.7 Feeding is normally not allowed in Time Trials.

17.5.8 Team time trials use the same rules as Individual Time Trials. The number of riders on a team, and rules on which rider is timed, must be made clear in the race announcement.

17.6 - STAGE RACING

17.6.1 A Stage Race is a series of road races (stages) with an overall prize based upon accumulated time or points. The individual stages may be road races, time trials, or criteriums.

17.6.2 A rider must normally finish each stage in order to start the next.

17.6.3 There may not be more than two stages per day.

17.6.4 The Chief Referee and the OBRA Administrative Assistant must approve the schedule for the race and any technical regulations.

17.6.5 An organizer may use "special rules" for their event as long as they are approved, in advance by the Chief Referee and the OBRA Administrative Assistant.

17.6.6 There may be several classifications for a Stage Race. They may include:

- Individual General Classification

- Individual Points Classification

- King/Queen of the Mountain

- Team Classification.

- Other special classifications desired by the organizer

17.6.7 Individual General Classification is required, all other classifications are optional. There are normally prizes for each stage as well.

17.6.8 A rider must finish the entire stage race in order to be eligible for final prizes in any classification.

17.6.9 The Individual General Classification is calculated by adding together each rider's time for each stage. Time penalties are added and bonuses are subtracted. For this calculation fractions of a second are truncated. Fractions are used only to determine stage placings.

17.6.10 In case of a tie, the overall result will be based upon the number of victories for the individual stages. If still tied, the result of the last stage will break the tie.

17.6.11 Time bonuses:

- Time bonuses are not allowed in time trial stages.

- The maximum bonuses allowed for stage finishes are 30, 20, and 10 seconds for first second and third respectively.

- The maximums for intermediate sprints are 5, 3, and 1 seconds for first, second and third respectively.

17.6.12 Placings in the Points Classification are determined by adding the points earned in sprints by each rider. Points Classification ties are broken by:

- Number of first places in stages

- Number of second places in stages

- Number of third places in stages, and so on

17.6.13 The King/Queen of the Mountain will be determined by adding together the points for each rider in each mountain sprint. King/Queen of the Mountain Ties are broken by:

- Number of First places in climbs
- Number of Second places in climbs
- Number of Third places in climbs and so on

17.6.14 The Team General Classification is calculated by adding together the times of the best three -team members on each stage. Time bonuses and individual penalties do not count toward the team classification. Team penalties will be applied toward the team classification. Ties on the team classification for a stage are broken by the number of total places obtained by the riders who counted toward the team classification for each stage. Ties in the final team classification are broken by the number of firsts in the stage team classification, then the number of seconds, etc.

17.6.15 The start order for a prologue or first stage time trial will be decided by the Chief Referee. Other time trial stages will start in the inverse order of the Individual General Classification, except that no two-team members will start in back-to-back positions if possible.

17.6.16 Riders who finish together will be given the time of the leading rider of the group.

17.6.17 A rider who has a mishap in the last kilometer of a stage will be given the same finish time as he would have obviously received. If he was in a group he will be placed last in that group.

17.6.18 A rider who has a mishap in a prologue time trial will be given the time of the slowest rider on the stage.

17.6.19 Any rider finishing beyond 120% of the winner's time in mass start races or 150% of the winner's time in timed races may be eliminated. The time limit may be extended by the Chief Referee.

17.6.20 In a criterium stage where lapped riders are permitted to finish, they must be assigned a time adjustment that is the rider's average lap time multiplied by the number of laps the rider is behind at the finish. The formula for this is:

$$A = F \times L / (L - D) \text{ where}$$

A = adjusted finish time of the lapped rider

F = actual finish time of the lapped rider

L = total number of laps in race

D = number of laps this rider was behind the leaders at the finish.

17.6.21 In a criterium stage where riders who are behind are required to withdraw, they must be assigned estimated finish times assuming that they would have continued to lose laps at the same rate. The formula for this is:

$$A = W + W / (L - R) \text{ where}$$

A = adjusted finish time of the withdrawn rider

W = finish time of the winner of the race

L = total number of laps in race

R = number of laps to go in the race at the time the rider was about to be lapped.

17.7 - CYCLOCROSS

17.7.1 The course will have the following characteristics:

- No more than half will be paved.
- About 75% of the course should be rideable.
- Each lap should be at least 1 km in length.
- The start should be wide and long so that the stronger riders can get to the front before the narrower part.
- The course will be of sufficient width at all points to allow room for one rider to pass another.
- The course must be clearly marked.
- Barriers will not exceed 40 cm. in height.
- 17.7.2 Pits will be under the control of the Chief Referee.
- 17.7.3 Bicycles may only be exchanged in case of a mechanical problem. An exception may be permitted by the Chief Referee in extreme conditions.
- 17.7.4 Lapped riders may be removed at the discretion of the Chief Referee. If they are permitted to continue, they will finish on the same lap as the leader. Riders considered out of contention may also be removed at the discretion of the Chief Referee.
- 17.7.5 Riders must go over artificial barriers placed on the course and may not ride around a barrier for any reason. The Chief Referee will disqualify any rider not complying with this regulation.
- 17.7.6 Riders are expected to remain inside the course following all markings. The Chief Referee will disqualify any rider not complying with this regulation.

17.8 - PENALTIES

The first penalty listed is for stage races. If the single day race penalty is different it is listed in the second column.

Dangerous riding

Holding on to or being pushed by a motor vehicle or another rider for a long time (plus a \$30 fine to the team manager if a team car)

Not covering the required course and crossing the finish for a place:

Penalty: disqualification

Grossly un-sportsmanlike conduct

Rider not allowing an official car to pass

Penalty: 1st offense disqualification and possible suspension

Reporting to the start line with illegal clothing or equipment

Penalty: 1st offense not allowed to start

Rider not holding his line in an intermediate sprint:

Penalty: 1st offense	relegation and 30 seconds	relegation
2nd offense	relegation and 1 minute	relegation
3rd offense	Disqualification	Disqualification

Rider not holding his line in the final sprint:

Penalty: 1st offense relegation and 1 minute relegation
2nd offense relegation and 2 minutes relegation
3rd offense Disqualification Disqualification

Team support vehicle passing without permission
Team support vehicle not allowing an official car to pass

Penalty: 1st offense \$30
2nd offense \$60
3rd offense Vehicle removed from the race

Failure to sign-in when sign-in is required
Signing in for another rider
Failure to wear a required jersey (i.e. leader's jersey)
Racing with modified numbers

Penalty: 1st offense warning warning
2nd offense 30 seconds \$10
3rd offense 1 minute \$20 etc.

Failure to attend the awards ceremony without approval from Chief Referee or Race Organizer
Penalty: : forfeit of one half of the prize money

Drafting a vehicle for a short distance (less than 100 meters)

Penalty: 1st offense 10 seconds warning
2nd offense 30 seconds disqualification
3rd offense 1 minute
4th offense 2 minutes
5th offense disqualification
Each offense: \$15 to team if a team vehicle

Drafting a vehicle for a long distance (more than 100 meters)

Penalty: 1st offense penalty of at least 1 minute disqualification
2nd offense disqualification
Each offense \$50 to team manager if a team vehicle

Repeated pushing by team personnel

Penalty: 1st offense 2 minutes disqualification
2nd offense 5 minutes
3rd offense disqualification
Each offense \$20 to team manager

Repeated pushes from bystanders

Penalty: 1st offense 10 seconds warning
2nd offense 20 seconds disqualification
3rd offense 30 seconds

4th offense 1 minute
5th offense disqualification

Pushing between riders

Penalty: 1st offense 30 seconds relegation or disqualification
2nd offense 1 minute disqualification
3rd offense 3 minutes
4th offense 5 minutes
5th offense disqualification

During final kilometer before a sprint: above penalties doubled and rider placed last in the group

Pushing off from a vehicle or another competitor:

Failure to obey centerline rule

Feeding outside the feed zone

Using glass containers

Penalty: 1st offense 30 seconds warning
2nd offense 1 minute disqualification
3rd offense 3 minutes
4th offense 5 minutes
5th offense disqualification

Not following service rules:

Penalty: 1st offense warning warning
2nd offense 30 seconds reprimand
3rd offense 1 minute support vehicle removed from caravan
4th offense disqualification

Each offense: support vehicle immediately moved to rear of caravan

Team vehicle driving beside rider briefly in a time trial

Penalty: 20 seconds
\$20 fine to team manager

Throwing glass on the road

Penalty: 1st offense 2 minutes disqualification
2nd offense disqualification

Taking pace in a time trial

Penalty: Less than 40 Km/H 1 second per 100 meters
40-49 Km/H 2 seconds per 100 meters
50-59 Km/H 3 seconds per 100 meters
Greater than 60 Km/H 5 seconds per 100 meters

Penalties will be doubled if the infraction lasts more than 1000 meters (1 kilometer). The officials will estimate the speed and duration of the infraction as closely as possible

19. - TRACK RACING

19.1 - TRACK MARKINGS

All lines on the track shall be of uniform width between 4 and 6 cm. The following shall be placed circumferentially around the track:

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

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

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

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

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

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

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

(d) Where the finish lines for timed events do not coincide with other markings they shall be red and shall extend from the inner edge halfway across the track.

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

19.2 - RIDING CONDUCT

These rules apply to scratch, handicap, miss-and-out, Madison, and points races.

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

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

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

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

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

19.2.7 Riders who suffer a mishap may be assisted in restarting.

19.2.8 A rider shall be considered to have gained a lap upon reaching a position to take shelter behind the rearmost rider of the group.

19.2.9 Starts will generally be rolling starts. The official will signify the start of the race after riders are determined to be properly bunched so as to give no undue advantage or disadvantage to any rider. This signal shall be audible, generally a whistle.

19.3 TYPES OF COMPETITION

19.3.1 - SCRATCH RACE

A scratch race is one in which all riders start from the same point at the same time. The race shall be run over a specified number of laps and the riders classified according to the order in which they cross the line on the final lap. If permitted by the Chief Referee, free laps up to a distance of 1300 meters may be taken in a case of a mishap. However, free laps may not be taken in the final kilometer of the race. Lapped riders not in contention may be removed. When lapped riders are not removed, they will finish on the same lap as the leaders and shall be placed according to the number of laps they are down and then their position at the finish. Riders not finishing will not be placed.

19.3.2 - HANDICAP RACE

A handicap race is a race in which the stronger riders are given either a greater distance to travel or a later start so as to equalize competition. The starting positions or the time allowances must be announced to all participants before the start of the race. The official handicapper shall decide what distance or time allowance is to be granted to each competitor. The competitor must supply accurate information to the handicapper. Starts will be made on the track itself unless the banking is too steep for safety, in which case the competitors shall start on the blue band. If two or more riders are to start from the same point, they may be placed one after the other or side by side, whichever is safer. The holders may be allowed to run with their riders for a short distance at the start, provided this is clearly stated before the race. The starter shall be positioned so as to see all riders and may have an assistant with a flag to assist in observing a possible false start.

19.3.2 - MISS-AND-OUT

A miss-and-out (sometimes called "devil take the hindmost") is a mass start race in which the last rider over the line on designated laps is eliminated from the race. Riders may be eliminated every lap, every other lap, or on whatever regular schedule is stipulated before the race. Gaining a lap shall not prevent a rider from being pulled nor matter in the final placings. The back edge of the rear tire determines who is the last rider over the line. The Chief Judge shall notify the last rider over the line. The rider shall withdraw with due caution as soon as it is practical. If a rider does not withdraw as instructed, the Chief Referee may call one or more free laps until the rider has retired. [A rider who blatantly disregards instructions to leave the field shall be subject to disqualification from the remaining events in the meet and possible suspension.] Riders suffering mishaps shall be eliminated. When fewer than 8 riders remain, riders suffering mishaps shall be placed ahead of riders already eliminated. Finish. The miss-and-out may be ridden to the last person or to a specified number of survivors. In the latter case, there may be a free lap followed by a conventional sprint, judged on the order of finish by the front wheels. The format to be used must be explained to all riders before the start of the race.

19.3.3 - SPRINT

Track Sprints involve a series of races, each with a small number of riders. The number and composition of the races is organized by the Chief Referee to meet the needs of the racing

program for the number of riders. The sprint rounds may be preceded by a flying start 200 meter time trial to seed or select riders who will take part in the sprint heats. Formats may include:

(a) Championship format - riders compete in qualifying and succeeding rounds in such a way that the fastest riders shall meet in the final race.

(b) Round robin format - each entrant competes against every other entrant. The winning rider of each pairing shall receive one point. The overall placings are determined by the number of points gained in all matches. If a rider does not complete the entire series of matches, then any points gained by or at the expense of that rider are canceled. In case of a tie, the tie will be broken in favor of the rider who:

(1) Scored the greatest number of points in the matches against the other tied riders;

or,

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

(3) If still tied, wins a final match of the tied riders

(c) Exhibition sprints follow the format of championship sprints, but may vary in the number of competitors allowed in the qualifying and final rounds and in the distance of the sprints. Repechage rounds and the requirement that a rider lose twice before being eliminated may be omitted.

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

Distance. Sprints are run over three laps on a track of 333.33 meters or less, or over two laps on a larger track.

The starting position of each rider shall be decided by the drawing of lots. The rider drawing the inside position is obligated to lead the first lap at a minimum of a walking pace, except that if another rider chooses to take the lead then he assumes this obligation.

(a) The obligated rider may not stand still until the first lap is completed with both wheels entirely across the finish line. Failure of the obligated rider to maintain a walking pace on the first lap will result in the race being stopped and restarted with the rider responsible for the stoppage leading in the reride.

(b) Riders are not permitted to stand still for more than 3 minutes during a race. After this period, the rider who was obligated at the end of the first lap shall move off on the signal of the starter.

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

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

(a) During the slow part of the race, the starter may stop the race if a rider:

(1) Backs up more than 20 cm (8 inches) [1/4 wheel rotation with a 700c tire];

(2) Does a standstill on the blue band;

(3) Touches the track surface or the outside fence or railing;

(4) During a standstill touches an opponent or jumps his bike;

[The rider responsible shall lead the reride]

b) Should any rider suffer a mishap at any time during the race, a restart shall be signaled

by the starter unless it is obvious that at the moment, the rider concerned had no chance to place. In a reride following a mishap, the starting positions of the riders are not changed.

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

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

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

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

(b) The leader must always leave room on the right for other riders to pass. The leader is not obligated to leave room on the left, but may not enter the sprinters lane if it is occupied, except with a clear lead, and in no case may force an opponent off the track;

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

d) If the leader is riding above the sprinters line, he or she shall make no abrupt motion to keep other riders from passing and may make no move to the right (whether abrupt or not) that could have caused a fall or that exceeds 90 cm. (same as the width of the sprinters lane). Following riders may pass on either side. The leader may move to the left into the sprinters lane only if the trailing edge of the leader's rear wheel is ahead of the leading edge of the front wheel of the following rider [relegation for foul riding]. There is no penalty at the finish if the lead rider accidentally drops below the measurement line or even onto the blue band. Falls. A rider in a two-up sprint who intentionally causes another rider to fall shall be disqualified. A rider who falls while attempting an illegal maneuver shall be relegated. The wronged party shall be declared the winner without necessarily passing the finish line. No-shows. If one rider in a two-up heat fails to appear, that rider loses the sprint and the other rider must put in an appearance on the starting line in order to be declared the winner, but need not cover the distance. The losing rider may compete in a subsequent ride. Blocking. In a sprint with three or more contestants, a rider who is hemmed in at the bottom by other riders may not force his way out of the box, nor may a rider block or interfere with another rider [relegation or disqualification].

No rider may deliberately cause a crash [disqualification]. Whenever such a situation is detected the race should be stopped, if not completed, and in any case shall be rerun without the rider responsible. In the case of an accidental collision before the sprint has begun, the race will be stopped by the starter and rerun with the original participants in the same starting positions.

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

19.3.4 - TANDEM SPRINT

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

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

for the particular track;

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

(c) When flying start time trials are used to seed riders, the timing distance shall be either the complete length of the track or 400 meters, whichever is less.

19.3.5 - KEIRIN

A Keirin is a race in which riders sprint after completing a certain number of laps behind a pacer. The race shall be run over the integral number of laps nearest to 2000 meters for the particular track. No more than nine riders may compete in a Keirin. If the number of entrants warrants, there may be qualification and/or repêchage rounds leading to a final race. Normally the pacer rides a derny or motorized pacing bicycle; a tandem may be used when practicable. Sprint Rules Apply. Except as provided below, rules regarding track sprint riding shall apply to the Keirin.

(a) The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side on the pursuit line with the sprinters lane being left free. The riders shall be held but not pushed by assistants. The start shall be given when the pacer approaches the pursuit line in the sprinters lane. The rider who drew #1 may be required to follow the wheel of the pacer.

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

(c) In the case of a mishap in the first 30 meters, a false start shall be declared;

(d) If the leading edge of the front wheel of any rider's bicycle draws even with the pacer's chainset axle while the pacer is still on the track, the rider shall be disqualified.

19.3.6 - TIME TRIAL

Riders are timed over a fixed distance and compete one at a time. Starts may be either flying or standing, as specified. If a session is interrupted, all competitors must ride in a subsequent session. In flying start events, two laps are permitted on tracks 333 m or less in length before timing starts.

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

Restarts. In case of an apparent mishap, the officials shall immediately determine the cause. If the mishap is verified, the rider is entitled to a delayed restart, which will be made after the next five riders have started. If there are not five riders remaining, the restart shall be after 10 minutes [any rider who intentionally causes a mishap shall be disqualified]. A rider is permitted at most, two restarts.

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

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

19.3.7 - INDIVIDUAL PURSUIT

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

Race format - At a minimum there will be a single ride and racers will be ranked by time. There may be further rounds at the discretion of the race organizer. The format for the organization of pursuit rounds shall be clearly explained to the riders prior to the race, preferable posted or in writing.

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

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

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

Equipment.

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

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

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

Starts.

(a) The two riders shall be positioned to start on the inside of the track diametrically opposite each other.

(b) The start shall be by gunshot. The starter and assistant starter shall be in the center of the track. The riders shall be held by officials and neither restrained nor pushed. The same two officials shall hold all riders if possible. The referees located at each starting point shall insure that all riders start in exactly the same manner, with the front part of their front wheel directly over the starting line and the bicycle not pointed up or down the track. The referee puts up a flag when the rider is ready.

(c) The starter within the first 30 meters shall call a false start should either rider move forward before the gun is fired or if either rider is pushed.

(d) After the qualifying round, the rider with the faster time in the preceding round shall be started so as to finish in the home straight.

Mishaps.

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

(b) Qualifying round: If either rider has a mishap, the other rider shall continue the time trial. The rider suffering the mishap shall ride at the end of the qualifying round, either alone or against another rider who has suffered a mishap.

(c) Quarterfinal, semifinal, or final: If either rider has a mishap in the first kilometer, the race

will be stopped and entirely rerun. If a mishap occurs after the first kilometer but before the last, the race will be stopped and restarted with both riders positioned relative to the last half-lap lines they crossed; the race leader will be on the line and the other rider a distance back of the line equivalent to the gap in seconds, given by:

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

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

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

L = Length of one lap of the track;

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

If either rider suffers a mishap in the last kilometer, the starter shall stop the race and the times at the preceding half-lap shall be used to decide the winner. Should the lead rider have a mishap in the last kilometer of the quarterfinals, this rider's average speed will be used to calculate a time to allow a fair placement in the semifinal, where the formula for the corrected time is:

$C = L \times R / D$ where;

C = Corrected time for the lead rider;

L = Time of the lead rider up to the last completed half-lap;

R = Total distance of the race;

D = Completed distance up to the last half-lap.

Finish.

(a) Quarterfinal: A rider who catches the other must complete the distance to record a time so as to be properly placed in the semifinal. The rider who was caught is eliminated.

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

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

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

(e) Qualifying rounds: If a rider is caught both riders complete the distance for time.

19.3.8 - TEAM PURSUIT

Pursuit teams are made up of two or more riders. The rules for a particular event must be explained to all participants before the start, preferably posted or in writing. The explanation must specify how many riders must finish and on which finisher the time is taken.

Italian pursuit is a race between teams of any number of riders over a specified distance. The teams are spaced at equal intervals around the track at the start. The leading rider of each team shall lead for one or two laps, as specified, then pull off. The second rider shall then take the lead for the same number of laps and also stop. The same procedure shall be followed until there is only one rider on the track per team during the last one or two laps. The team whose last rider is farthest ahead as compared to the team's starting position, wins. Championship team pursuit.

Teams shall have three or four riders per team and cover a distance of 4,000 meters. There may be up to six riders entered for each team but a racing team of no more than four riders may compete in a given session. Timing is taken from the front wheel of the third rider. Both

teams will be timed at full laps throughout the race.

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

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

The organization of various rounds in team pursuit shall be included in the explanation of the event.

The equipment used for team pursuit shall be the same as for individual pursuit except that the red and green flags, which mark the first and last kilometer, are not needed.

Start.

(a) The two teams shall be positioned to start on the inside of the track diametrically opposite each other. After the qualifying round, the team with the faster time in the preceding round shall be started so as to finish in the home straight.

(b) Each team must start in the same fashion. This may be either of two ways:

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

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

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

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

(e) Each team is allowed two rerides only for false starts. Therefore, a team is entitled to only three starts.

Mishaps.

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

(b) Should an apparent mishap affecting only one rider not prove legitimate, that rider shall be eliminated and only the remaining three riders allowed in the ride.

(c) Qualifying Round. If one rider on a team has a mishap at any time, the team may decide either to stop or continue to ride one person short. If the team decides to stop, they must make their intention known within one lap after the mishap. If the team continues to ride and finishes one rider short, the resulting time will be used to place them in the next round. If more than one rider on a team has a mishap, the team shall stop and ride again at the end of the qualifying round, either alone or against another team that has also had a mishap.

(d) Quarterfinal, Semifinal, or Final Rounds. If any rider has a mishap in the first half lap, the race will be stopped and restarted by the starter. If one rider on either team has a mishap after the first half lap, the other three riders must continue. If more than one rider on either

team has a mishap after the first half lap, the starter shall stop the race and the other team shall be declared the winner.

Finish.

- (a) In the qualifying round, if one team catches the other, both shall continue and record a time for the distance.
- (b) In the quarterfinal, if one team catches the other, it shall continue to record a time so that it can be properly placed in the semifinal. The team that was caught is eliminated.
- (c) In the semifinal and final, if one team catches the other, the starter shall stop the race. A team is considered to have caught another team when the third rider draws even with the third rider of the overtaken team.
- (d) In all rounds, if one team does not catch the other, then a single gunshot shall be fired when the first team finishes the specified distance and another shot when the second team finishes. The team is considered to have finished when the third rider crosses the line.
- (e) If both teams have the same time at the finish, the teams shall be placed according to the faster lap times nearest the finish. Three riders must complete the distance or the team cannot be classified.

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

19.3.9 - OLYMPIC SPRINT

Olympic Sprint is a race run over three laps of a track by two teams of three riders, each of whom shall lead for one lap. The event may be organized into qualifying heats leading to a final. The qualifying heats select the four best teams on the basis of their times. In the finals, the teams with the two best times ride off for first and second and the others ride off for third and fourth. There may be four riders entered for each team but a racing team of no more than three riders may compete in a given session.

Starts

- (a) In the finals, the team with the best time shall start in the home straight.
- (b) The composition of a team may be modified from one round to another but an incomplete team (less than three riders) may not start.
- (c) If any member of a team starts before the pistol shot a false start shall be called.

Successive Pulls

- (a) The leading rider shall move toward the outside of the track after one lap and then drop back and leave the track without hindering the other team.
- (b) The rider that was in second position shall lead the following lap and then shall drop out in the same manner.
- (c) The third rider shall complete the last lap alone.
- (d) The lead rider must relinquish the lead no more than 15 meters before or after the end of the lap that rider is to lead. (A rider relinquishes the lead by moving up the track and out of the way of the next rider by at least 1 meter.)
- (e) No rider may push or pull another rider. [Relegation to last place for violation of any of these rules.]

Mishaps in Qualifying Heats

- (a) In case of a recognized mishap, the team may try again at the end of the qualifying heats and the other team continues. However, if the mishap occurs after 30 meters and before the

end of the second lap, the team may choose to continue.

(b) In case of an unrecognized mishap:

(1) In the first 30 meters, the lead rider after the mishap shall lead until the end of the second lap. If he is the only rider left, he shall continue alone. If no riders remain, the team shall be placed last.

(2) After 30 meters and before the end of the second lap, any riders remaining shall continue the race and the last lap shall be covered by only a single rider. If no riders remain, the team shall be placed last.

(3) During the last lap, the team shall be placed last.

Mishaps in Finals

(a) In case of a recognized mishap in the first 30 meters, the race shall be restarted. In case of an unrecognized mishap in the first 30 meters, the other team shall win.

(b) Mishap after 30 meters. Any riders remaining shall continue the race, with the last lap to be covered by a single rider.

Finish.

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

19.3.10 - POINTS RACE

A points race is a rolling start scratch race in which sprints for points are held on certain laps as designated by the official. For standard points races this is usually every five laps, or every 2 km. For standard Points races in each sprint, the first four riders shall normally be awarded points in order of finish as follows: 5 points, 3 points, 2 points, 1 point. The number of points may be doubled on the final sprint or on intermediate sprints as designated by the official. Other variations of arranging sprint laps and awarding points may be used in other types of points races, such as Progressive Points, Point-A-Lap, etc. In all cases the highest points are awarded to the riders finishing ahead, i.e. there may be no disincentive points. The arrangement and timing of the sprints will be explained to the riders verbally at the start and/or in writing prior to the race. 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.

Gaining Laps.

(a) A rider shall be considered to have lapped the main group upon reaching a position to take shelter behind the main group. (A rider or group of riders shall be considered to have taken shelter behind the main group when the distance between the last rider in the main group and the first rider of the overtaking group is less than 5 meters.)

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

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

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

Losing Laps.

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

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

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

Free Laps

(a) In case of mishap, the rider involved shall be given one or more free laps totaling nearest to 1300 meters per mishap.

(b) Free laps may not be taken in the final 2000 meters of the race.

Finish.

(a) A points race ends when the leader completes the required distance or the designated time has elapsed. All other riders will finish on the same lap as the leader. Riders who have mishaps in the last 2000 meters shall retain the points and laps that they had at the time of the mishap relative to the main group. Other riders who fail to complete the race shall not be placed.

(b) Laps gained shall take precedence over points in determining final placings. Points determine the final placings of riders who are equal on laps. When riders are tied on both laps and points, the number of first places in sprints shall be used to break the tie. If still tied, then the number of second places in sprints shall decide. If still tied, then the order of finish in the final sprint shall be used.

Stoppage.

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

19.3.11 - MADISON

A Madison is a points race between teams of two or three riders who relay each other for a specified distance or time. In no case may more than two members of a team race at the same time. Sprints for points shall be held in the same manner as a points race. Generally sprints will be every 5 minutes or an integral number of laps nearest to 4 kilometers. Lap cards shall be displayed counting laps down each lap at least 5 laps preceding sprints. The number of points normally is doubled on the last sprint. The arrangement and timing of the sprints will be explained to the riders verbally at the start and/or in writing prior to the race. Gaining and losing laps and final placings of teams in a Madison race are determined in the same way as for riders in a points race. At the start of the race, one rider from each team will be on the line and the other rider(s) will be on relief. A rolling start will be used.

Relieving Partners.

(a) A rider entering the track from the blue band shall 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.

(b) In order to make a change from racing rider to relief rider, a rider must draw even with the

teammate. The relay may be made by touching, pushing, pulling, or by merely drawing even with the partner. Handslings may be allowed if so specified by the Chief Referee.

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

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

(e) Exchanges shall be made as low as possible on the track. Following riders will be expected to ride over exchanging riders. [Relegation, points penalty or laps penalty, disqualification.]

Mishaps.

Should one of the riders suffer a mishap, his teammate shall immediately take the team position and continue to race without relief until his teammate returns. If both riders suffer mishaps, the team shall be entitled to free laps equal to the number of laps nearest 2000 meters. On returning to the race, a member of the team shall resume the position the team occupied before the mishap. There shall be no free laps taken in the final 2000 meters of the race; a team entitled to free laps at that point shall be placed according to the laps and points held at the time of the mishap.

Reteaming.

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

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

Finish

The race ends when the leading team completes the required distance or the designated time has elapsed. All other teams will finish on the same lap as the leader. An audible signal, generally a whistle, is given after all riders have completed the final lap.

20 - MOUNTAIN BIKE RACING

20.1 - TYPES OF COMPETITION

- Cross-country -An individual or mass start competition which is held on a circuit course comprised of forest roads, forest or field trails and unpaved dirt or gravel roads (a minimal amount of paved road may be necessary).
- Point-to-Point - An individual or mass start competition held on a course from point A to point B comprised of forest roads, forest or field trails and unpaved dirt or gravel roads (a minimal amount of paved road may be necessary).
- Hill Climb/Uphill -A competition of sustained climbing in which the finish line is at a higher altitude than the start line. A hill climb may be a mass start competition or a time trial.
- Downhill - A time trial of sustained descending occurring between a start line and a finish line which is located at a lower altitude. Competitors typically depart the start line in timed

intervals (i.e. 30 or 60 seconds).

- Dual Slalom - An event where two competitors race head-to-head down two parallel slalom courses. The two courses should be as close to identical as possible with an average time differential of less than one second.
- Stage Races - Events where competitors are required to compete in a series of different events toward one total overall score or time. A typical stage race might consist of an uphill, a cross-country and a downhill time trial. This event determines the most versatile rider and occurs over one or several days. Each stage has a winner. Competitors must complete all stages with the finishing times or points recorded after each event. The rider with the lowest accumulated total time or the highest accumulated points at the end of all stages is the winner. A rider may be rewarded for winning an individual stage with bonus seconds, which are subtracted from the rider's overall time (referred to as General Classification or G.C.).
- Observed Trials - Events conducted over an obstacle course including such natural hazards as mud, rocks, water, etc. and can have any number of sections. The riders attempt to negotiate each section without putting down a foot or hand(dab). Each dab (foot or hand) adds a point to the rider's score. The rider with the lowest score wins the event.

20.2 - RACING REGULATIONS

20.2.1 All riders must attend the pre-race briefing (riders' meeting) normally held at the staging area prior to the race start.

20.2.2 Ignorance of the rules is not an excuse.

20.2.3 Racers shall complete the entire event (or individual stage) on the same bicycle upon which the event was begun. All repairs during an event shall be performed by the individual racer. No outside support is permitted. All spare parts and tools shall be carried by the individual racer. Cannibalizing: any part or component taken from one bicycle to repair or improve the performance of another is not permitted.

20.2.4 Shortcutting and/or cutting trail switchbacks may result in disqualification.

20.2.5 Foul riding, un-sportsmanlike behavior or the use of profane or abusive language are grounds for warning, relegation, disqualification, fine or recommended membership suspension. The penalty imposed shall be determined by the Race Official or the OBRA Administrative Assistant.

20.2.6 Laws and ordinances of appropriate jurisdictions shall be observed during participation in any event.

20.2.7 Only riders officially entered in the event may practice or compete on the designated race course and they must wear their number plate and number.

20.2.8 Infractions of rules, regulations and requirements specified or not specifically defined may result in a warning, relegation, or disqualification.

20.3 - CROSS-COUNTRY

20.3.1 Water shall be available only in designated feed zone(s) as outlined by the Race Director. The Race Director will provide a neutral water zone with water for any race exceeding 90 minutes in length. Official water zones must be accessible and publicized before each race. Feeding (food handouts) shall only be done in a designated feed zone. A feed handout to one rider must not cause other riders to slow down or veer off course.

20.3.2 Racers riding bicycles have the right of way over racers pushing bicycles. When practical, racers pushing should stay on the least rideable portion of the path when being

passed. A racer pushing or carrying his bicycle can overtake a racer riding his bicycle provided he does not interfere with the rider's progress.

20.3.3 Lapped riders must yield to leaders. Riders should voice the command "Track" when overtaking another. It is the responsibility of the challenging rider to overtake safely. You must yield to the passing rider on the first command.

20.3.4 In the event two riders are vying for position, the leading rider does not have to yield his position to the challenging rider. However, a rider may not bodily interfere with the intent to impede another rider's progress.

20.3.5 Traditional rules of racing apply: the leading rider owns the track.

20.4 - DOWNHILL

20.4.1 A downhill competition generally consists of one rider racing against time with the fastest time winning or advancing to the next round. Ideally the race will be held at predetermined start times with riders competing against others of like category or class. Please note that there are other variations of downhill competitions.

20.4.2 There shall be practice on courses for competitors.

20.4.3 A start list shall be published no less than one hour before start of race. Order of start may be determined in various ways.

- Fastest time from seeding run.

- Bib number sequence.

- Random start determined by Race Director and/or Chief Official.

20.4.4 Time of start intervals: 01:00 or 00:30 intervals recommended.

20.4.5 Riders will stage in order of selected system.

20.4.6 A rider causing a gate or other starting mechanism to malfunction by hitting the mechanism or by forcing the mechanism to open by leaving before the command to start shall result in the maximum penalty, determined by the chief official. Any part of the wheel that crosses the start line, imaginary or drawn, before the signal to start shall receive the maximum penalty. This is known as a BARGE.

20.4.7 Passing rider has the obligation to pass safely.

20.4.8 If a rider leaves the course, the rider must re-enter the course at the same spot that the rider exited the course. If a rider is unable to re-enter at the spot that they exited, and gains no advantage, the Chief Official will determine if a rider is assessed a penalty.

20.4.9 In the event that a rider felt an unavoidable delay, the rider must report immediately to the Chief Official to request a re-run. The chief official will make the determination if a re-run is appropriate.

20.4.10 A rider missing a start time may be given a new start time at the discretion of the chief official or an official designee. At the pre-race meeting, chief official will give re-start procedure if any is applicable.

20.4.11 If a course hold is issued, any rider that was stopped or missed the scheduled start time needs to report immediately to chief official or official designee. The chief official will then determine re-run order and new start times if applicable.

20.4.12 Course must be marked with directional arrows or course tape to notify rider of course direction or hazards. The course must be appropriately marked before the first training session.

20.5 - DUAL SLALOM

20.5.1 These are dual slalom guidelines; there are other options for conducting a dual slalom. Consult the race entry form and attend the mandatory riders meeting for more information.

- Everyone will have at least one run for qualifying.
- The fastest qualifier will be seeded against the slowest, the next fastest with the next slowest, etc.
- Racers will race head-to-head on each course with the faster combined time advancing to the next heat.
- A rider causing a gate or other starting mechanism to malfunction by hitting the mechanism or by forcing the mechanism to open by leaving before the command to start shall result in the maximum penalty, determined by the chief official. Any part of the wheel that crosses the start line, imaginary or drawn, before the signal to start shall receive the maximum penalty. This is known as a BARGE.
- Alternating left and right, racers must ride around (not over) each gate, with both tire tracks passing on the outside of the gate. This is determined by gate judges located along the course, whose decision is final. A missed gate will be cause for a 1.5 second penalty.
- The most a racer can lose by is 1.5 seconds. This maximum differential applies to slow runs or penalties resulting from jump starts, missed gates or other infractions.
- Ties in split times can be broken in the following ways: If overall times are being recorded, the tie is broken by comparing the overall times on the course that both riders completed. If only split times are recorded the winner of the last heat is the overall winner.
- The Bike must have at least three working gears.

20.5.2 - DUAL SLALOM PENALTIES AND DISQUALIFICATION'S:

Different events will handle these penalties differently. They will be assessed at the discretion of the official or Race Director.

- False start +1.5 seconds
- Changing from one course to another +1.5 seconds
- Interfering with the other racer +1.5 or DQ
- Not passing both wheels around a gate +1.5 seconds
- Missing a gate and going beyond the next gate +1.5 seconds
- Not finishing in possession of the bike +1.5 seconds
- Missing start time by more than two minutes after final call Disqualification

20.6 - STAGE RACES

A mountain bike stage race is a series of races, or events, in which there are normally individual and team competitions. Individuals must complete each stage according to the specific procedures for the event in order to be eligible for the next stage. A mountain bike stage race is held under the General Rules and Regulations of OBRA with the exception of these specific rules and regulations that apply to mountain bike stage racing. The organizer, under the supervision of OBRA and/or Chief Referee shall prepare a complete set of race regulations (the Race Bible) that specify how each stage will be conducted.

20.7 - OBSERVED TRIALS

Events are conducted over an obstacle course including such natural or man-made hazards as mud, rocks, water, logs, walls, pallets, spools, etc. and can have any number of sections. The riders attempt to negotiate each section without putting down a foot or hand(dab). Each dab (foot or hand) adds a point to the rider's score. The rider with the lowest total score wins the

event.

In the event of a tie in the top positions, the following tie breaker will be used (in descending order):

- The rider with the most cleans;
- The rider with the most ones, twos, etc.;
- The rider winning the run-off or winning an unused section rerun.

Observed Trials Scoring. The "checker or observer", delegated by the Event Director, will be the maximum authority in the section. In the case of more checkers at the same section, they will perform as helpers to the delegated checker.

Performing the section with no dabs (clean section) 0 points

- Over the prescribed time limit 5 points
- 1st dab 1 point
- 2nd dab 2 points
- 3rd dab 3 points
- 4th dab 3 points
- 5 or more dabs 5 points
- 2 dabs at the same time, foot & foot , foot & hand, foot & shoulder , knee & hand, hand & hand , etc. Note: touching will be allowed, leaning not. 5 points
- Leaning handlebar on the ground, tree or wall, etc. 1 point
- Touching the hand to any object (other than oneself or bicycle) 5 points

Other Penalties

- Any help from end toes and heels 1 point
- Outside the limits of section with either tire 5 points
- Dabbing outside the section limits 1 point
- Breaking the ribbon, knocking down marker 5 points
- Two dabs on same side of bicycle 5 points
- One foot crossing the longitudinal line of the bike 5 points
- Sliding one foot on the ground 3 points
- Resting with pedal/skidplate (not toe clip) okay for 3 seconds, after that 5 points
- Rider modifies the section 10 points
- Losing score card DQ
- Gate foul 5 points
- Pre-riding the course 100 points

An event time limit should be established. All sections will close at the end of the time limit and all score cards will be turned in by the end of the time limit. Additionally, there will be a section time limit that is set by the Event Director. The section time limit will remain constant for each section. The recommended time limit is 180 seconds. The time will start when the rider's front axle passes through the start gate and ends when the rider's front axle passes through the exit gate. Each checker or checker assistant should be equipped with a stop watch. The checker or checker assistant should advise the rider when there is one minute left, 30 seconds left and 15 seconds left.

20.7.1 - TRIALS CLASSES

Junior - Age 18 and under (20" wheel minimum)

Stock Bike Trials/Modified Bike Trials Categories:

Beginner - First time competitor

Sport - Riders with above average skills in observed trials

Expert - Riders especially skilled at observed trials

Pro - Requires upgrade

Stock Bike Class: This is for all riders on traditional unmodified mountain bikes with a minimum 40" wheelbase, functional rear derailleur with five or more gears, no skid plate, no more than 10" chainring clearance and chainrings on one side of bottom bracket only and a minimum of 26" front wheel and 24" rear wheel. A typical stock bike section might require the rider to negotiate tight turns on level ground, logs under 8", hills with questionable traction and drop-offs of less than two feet. Stock bike sections designed for riders with Beginner to Sport skill serve as an orientation to the flagging system and bike handling skills used in observed trials.

Any bicycle that is determined by the event director to be dangerous will not be admitted to the event.

20.7.2 - TRIALS BIKE CLASS

This is for competitors with modified bikes, minimum 20" wheels, brakes on each wheel, propelled by a pedal crank system. Trials bike sections can have turns that are tighter than the turning radius of most bikes, unlimited logs or rocks, with vertical faces, drop-offs, double logs plus all combinations of any type of surface traction. During competition a rider may repair or replace the bicycle between sections. If a rider replaces the bicycle it must be of the same type and must be approved by the Event Director. If a rider is competing in both stock and modified classes in the same competition, the rider must choose to complete one class or the other first. The rider must then do the entire competition for that class before starting the next class.

20.7.3 - OBSERVED TRIALS DEFINITIONS

Clean Section

No errors, or dabs.

Course

The observed trials area within, and including, the boundary markers, ribbons or flags. A rider is in the section when the front axle passes through the start gate and is finished with the section when the front

axle passes through the finish gate.

Dab

Any contact which provides support for the rider (other than pedal or skid plate).

Outside the Section

Either tire or axle passing outside the ribbon and flags, dabbing outside is one point.

Gate Foul

Not riding the sections in the proper order, not following the proper course markings, or entering or exiting the wrong gate.

Section

A single segment of the observed trials competition. There can be any number of sections at any given observed trials competition, but the typical number is between five and 10. Sections should be of a natural and artificial mix, varying in length, difficulty and type of obstacles. Each section will test the skills of a rider in balance, strength, agility and endurance. The section

should have a minimum width of 1 meter. Course boundary markers or ribbons should be between 4" and 18" from the ground. The ribbons marking section limits on the right should be red and on the left should be blue. Sections are marked according to class and category. A rider may begin at any section (unless specified otherwise) but once started must complete the course in order.

20.8 - ULTRA ENDURANCE

Any event in excess of 75 miles is classified as an Ultra Endurance Event. All OBRA rules will apply with the exception of the following:

- No mechanical support other than wheel changes in designated areas will be permitted.
- Information regarding wheel change rule and location must explained prior to the event, preferably posted or in writing.

20.10 - COMPETITION PROTESTS

Protests can only be made by and against racers in the same event.

The protester shall file the protest in writing with the Race Official (or Race Director in the absence of a Race Official).

The protest period is immediately following the race and up to 15 minutes following the posting of complete results for their class. A protest for results does not cost anything but for foul riding or other incidents the protest fee is \$10.00.

Protests must be in writing.

The Race Official shall promptly rule on the protest. The fee will be forfeited to OBRA if the protest is denied, or refunded if it is upheld.

An OBRA Race Official will be permitted the final decision regarding any occurrence at the event not addressed in the OBRA rules. Decisions of this nature must be documented and submitted to OBRA with the Chief Official's report.

Appeal of the protest decision may be submitted to OBRA by the rider in type written form within one week of the incident with a non-refundable appeal fee of \$25.00. The OBRA Administrative Assistant will make a ruling that will be the final decision.