



Road events

Technical Rules and Regulations

National Level Events

Editor	Date	Edit Detail	Version Control
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Mahipal Singh (General Manager Singapore Cycling Federation)	28 DEC 2017	Formatting	2

PRELIMINARY PROVISIONS

The Union Cycliste Internationale (UCI) Constitution and Regulations are applicable to all the countries affiliated to the UCI for international competitions and they serve as a basis for the National Federations for drawing up their own technical rules in the various cycling disciplines. The up-to-date version of the international rules for Road is available below. [UCI General Regulations - http://www.uci.ch/inside-uci/rules-and-regulations/regulations/](http://www.uci.ch/inside-uci/rules-and-regulations/regulations/)

[UCI Road rules – http://www.uci.ch/mm/Document/News/Rulesandregulation/18/23/94/2-ROA-20171025-E_English.PDF](http://www.uci.ch/mm/Document/News/Rulesandregulation/18/23/94/2-ROA-20171025-E_English.PDF)

The Singapore Cycling Federation (SCF) operates based on its Constitution and internal rules, which specify that, in accordance with its delegation of power, it lays down the administrative and technical regulations of cycling, at the national level, in the various cycling disciplines and with due respect for the international rules.

The Constitution and rules of the SCF cannot go against those of the UCI. In the event of any difference, only the articles of association and the rules of the UCI shall apply.

Just as with the international rules, the purpose of these rules is to guarantee the legality of the sport and to safeguard the health and safety of the competitors.

Special or specific rules must always mention that they are subject to the rules of the UCI and of the SCF, and they cannot contravene either the UCI Constitution and Regulations or the SCF. These special rules for events are defined by the organiser to clarify all the specific procedures for the event. Examples: participation, commitments, meeting schedules, fees, procedures for the different classifications, protocol, etc.

Major stakeholders

Under the wing of the SCF is the Commissaires and Technical Commission, that appoints the Technical Delegate (TD) and the Commissaires panel (referee) led by the President of the Commissaire Panel (PCP), who then oversees that the event follows and adhere to the technical and sporting aspects of SCF Road Rules and Regulations.

The organiser/event management company (EMC) led by the Race Director (RD) is responsible for the proper conduct of the operations regarding the competitors, sponsors and spectators. Apart from his own credibility, the credibility of his Federation and of the UCI depends on the success of an

event, which will be judged by the public, riders and journalists. The proper conduct of the operations depends on the care taken in planning and preparing for the event.

The 'Athlete-rider-participant' are competitors, as an individual, club, a team (amateur or professional) and has support from parents or team officials-manager-mechanic-coach.

The Document will cover the types of Road races, general rules, safety, event management-roles and responsibilities, code of conduct.

Other UCI Publications, Guides

UCI Race convoy guidelines:

http://www.uci.ch/mm/Document/News/Rulesandregulation/18/17/20/2017_Guidelines-for-vehicle-circulation-in-the-race-convoy_ENG_February_low-web_English.pdf

UCI Road Organisers guide:

http://www.uci.ch/mm/Document/News/NewsGeneral/16/55/04/UCIGB_GUIDEORGA-ENG_English.pdf

UCI Road Equipment guidelines: <http://www.uci.ch/inside-uci/rules-and-regulations/equipment-165067/>

Protocol for the construction of a measuring jig for time trial bicycles:

http://www.uci.ch/mm/Document/News/Rulesandregulation/16/51/72/Equipment-bicyclemeasuringjig-ENG_English.PDF

Video tutorial: Commissaires checking road bikes according to UCI standards:

https://www.youtube.com/watch?time_continue=177&v=4OJclhNahyY

UCI Medical rules: [Medical Rules – Guidelines on Safety and Medical Best Practices](#)

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Broken down into for e.g. Chapter:3. That is, General Regulations –
Topic:3.1, Articles, 3.1.1**

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<p>1</p> <p>1.1</p> <p>1.2</p> <p>1.3</p>	<p>Road Competition Levels</p> <p>UCI& National calendar events (CLASS 1)</p> <p>National calendar events - Sanctioned (CLASS 2)</p> <p>National calendar events - in support (CLASS 3)</p> <p><i>(to refer to SCF Event Sanctioning Policy for further details)</i></p>
<p>2</p>	<p>Road Competition Types</p>
<p>2.1</p>	<p>ROAD RACE (RR)</p> <p>A road race is a mass start event held on an open road from one point to another or on a circuit-loop-lap. The first rider across the finish line is the winner. A common feature of road racing is riders on the same team pacing one another. Teammates and sometimes rivals exchange the lead to provide protection from the wind or to open a gap to gain an advantage over the rest of the field. A break occurs when one rider or group of riders accelerate to “break” away from a larger group or pack.</p> <p>Road races have several different formats: one-day race from one point to another or on a circuit. Stage races: A stage race is a multi-leg event in which the overall winner is the rider with the lowest total time for all the stages. The world’s best-known stage race is the Tour de France where competitors cover over 3000 km in 21 days. In a stage race a rider must complete each stage within a time limit to be eligible for the next stage.</p>
<p>2.2</p>	<p>INDIVIDUAL TIME TRIAL (ITT)</p> <p>The individual time trial is raced over 40-50 km (at the UCI World Championships and Olympic Games). The riders set off individually at regular intervals (30 seconds, 1-2 minutes). The competitor completing the course in the fastest time is the winner.</p>
<p>2.3</p>	<p>TEAM TIME TRIAL (TTT)</p> <p>The principle is the same as for the individual time trial, but this event is raced by teams of a minimum of 2 riders and a maximum of 10 riders.</p>
<p>2.4</p>	<p>CRITERIUM (CRIT)</p> <p>A Criterium, or crit, is a bike race consisting of laps around a closed circuit, the length of each lap or circuit ranging from about 800m to 1.5 km. Race length can be determined by total time, in which case the number of remaining laps is calculated as the race progresses. It can also be as a points race with intermediate sprints in between laps. Points are awarded normally to the top 3 and accumulated by the end of a given number of laps. The winner is determined with the rider who has the most number of points.</p>
<p>3</p>	<p>General Regulations</p>
<p>3.1</p>	<p>General</p>
<p>3.1.1</p>	<p>These General Regulations are applicable for all Road disciplines at a National level of</p>

	competition unless specifically noted within these rules and regulations.																		
3.1.2	Rules and regulations stated for specific Road disciplines will take precedence over rules and regulations that appear under this chapter if any conflict exists.																		
3.1.3	Where any ambiguity or lack of as clear ruling exists, the current UCI rules will take precedence.																		
3.1.4	Only SCF has the right to conduct and/or award championship road events in Singapore.																		
3.1.5	The organisation of local races/National Series and Championships may be awarded to a third party at the discretion of SCF.																		
3.2	Eligibility																		
3.2.1	All competitors in any SCF sanctioned event must be a member of SCF, or hold a valid day licence.																		
3.2.2	Day licence are only valid for the duration of the activity at which they are sold.																		
3.2.3	Day permits are only valid for continuous days to a maximum of 5 days (example: in an event of a multi-day/stage race.																		
3.2.4	A valid SCF membership card (or receipt) must be presented by all riders before they may be allowed to compete in any event sanctioned by SCF.																		
3.2.5	International riders and permanent residence not holding a Singapore passport are welcome to race at National-Level events, but will not be awarded UCI points at the National Championships.																		
3.3	Age Classification and Event Categories																		
3.3.1	National-level events will recognise a competitor's age as of Jan 1 st to Dec 31 st of the birth year. Age is determined by the year of the event minus the year of birth (2018 minus 1999 = 19 years)																		
3.3.2	Age categories are defined below: <table border="1" data-bbox="391 1590 1197 1989"> <thead> <tr> <th>Age Category</th> <th>Min Age</th> <th>Max Age</th> </tr> </thead> <tbody> <tr> <td>Junior B</td> <td>13</td> <td>16</td> </tr> <tr> <td>Junior A (UCI category)</td> <td>17</td> <td>18</td> </tr> <tr> <td>Sports</td> <td>19</td> <td>29</td> </tr> <tr> <td>Elite (UCI category)</td> <td>19</td> <td></td> </tr> <tr> <td>Open</td> <td>23</td> <td></td> </tr> </tbody> </table>	Age Category	Min Age	Max Age	Junior B	13	16	Junior A (UCI category)	17	18	Sports	19	29	Elite (UCI category)	19		Open	23	
Age Category	Min Age	Max Age																	
Junior B	13	16																	
Junior A (UCI category)	17	18																	
Sports	19	29																	
Elite (UCI category)	19																		
Open	23																		

	Master	35	44	
	Super Masters	45	54	
3.3.3	Distance and time frame for categories are defined below. (minimum)			
	Age Category	ITT	Road Race	Crit
	Junior B	10km	20km	15mins
	Junior A (UCI Category)	20km	40km	30mins
	Sports	20km	40km	30mins
	Elite (UCI Category)	40km	80km	45mins
	Open	30km	60km	40mins
	Master	20km	40km	30mins
	Super Masters	15km	30km	20mins
3.4	Racing Outside of Class			
3.4.1	Riders may choose to race outside of their age category at National Series events so long as there is no advantage.			
3.4.2	The President Commissaire (PCP) has the final ruling in any rider category movement.			
3.4.3	Riders must race in their own allocated category at National Championships and International events.			
3.4.4	A derogation may be applied to a rider who would like to ride up a category.			
3.4.5	If a rider moves up a category they have to stay in the age group for the rest of the season.			
3.5	Series Ranking Points Allocation			
3.5.1	Riders are allocated points based on their finish position at each event within the national series.			
3.5.2	Riders can only contest a single category within an event.			
3.5.3	Riders allocated points are not transferrable between race categories.			
3.6	Clothing Requirements			
3.6.1	There is no restriction on advertising that may appear on clothing, helmets or equipment used by the rider (except for the race number plate) at any level of road events in Singapore. The			

only exception is the National Team, National Champion and World Championship jerseys that must comply with the relevant UCI regulations.

3.6.2 [UCI Jersey Visual Guidelines – http://www.uci.ch/inside-uci/rules-and-regulations/regulations/](http://www.uci.ch/inside-uci/rules-and-regulations/regulations/)

3.6.3 A helmet must be worn. The helmet must be approved in accordance with the prevailing safety standards, must not have been modified and must not have suffered an impact or been involved in an accident.

3.6.4 The rider is responsible for the compliance (safety) of the helmet used. Removable components must not be added, although the use of a visor is authorised if specifically designed for use with the helmet. The surface and the material used for the helmet are not regulated. However, all additions are prohibited (including adhesive tape). Electrical systems must not be incorporated into helmets.

3.6.5 All helmets used will be inspected for compliance as determined by the presence of an appropriate compliance sticker.

3.6.6 Closed toe footwear (shoes) must be worn always while practicing and competing in SCF events.

3.6.7 Shoes that have been made more aerodynamic by the addition of a non-essential element or by a modification to the toe or heel are prohibited from competition. No part of the shoe should extend above ankle height.

3.6.8 Socks (and shoe covers) used in competition must not extend above halfway between the ankle and the knee (mid-calf).

3.6.9 Gloves used in competition must not be mittens that only have one, two or three separations between the fingers.

3.6.10 Jersey sleeves shall cover the shoulders. Singlets must not be worn while practicing or competing at SCF events.

3.6.11 Riders are prohibited from wearing clothing that has the purpose of improving performance by reducing wind resistance or modifying the rider's physical features (compression, elongation, support). It is also prohibited to wear clothing or skinsuits to which non-essential elements have been added with a view to improving aerodynamic properties, such as, for example, "wings" under the arms or an extension between the helmet and the jersey. Clothing can only be manufactured from textiles comprising fibres or threads that have the structure of an open-mesh fabric. Coatings and surface treatments that "close the mesh" of the fabric are not allowed, except for logos and labels. This rule does not apply to gloves, shoe covers and rainwear.

3.6.12 Helmet, chest and similarly body mounted cameras are NOT permitted. Cameras may be mounted on the handle bars or under the saddle. The use of such devices is ultimately at the discretion of the PCP.

3.6.13 The use of iPods, MP3 players etc, reading devices or sunglasses fitted with portable music players and any other type of entertainment devices including mobile phones and wireless transmitters (Bluetooth etc) shall be strictly forbidden during competition and training/warm up

3.6.14	periods on the road prior to the event.
3.6.15	During races the use of radio links or other means of communication with the riders is not permitted.
	Riders who do not comply with the clothing requirement, will result in the rider being withdrawn from the event in addition to any other penalty that may be applied by the Commissaires panel.
3.7	Bicycle Requirements (refer to Appendix 1)
3.7.1	All bikes must be presented upon registration and riders will not be given a start plate until their competition bike fulfils the requirements as stated below.
3.7.2	All bikes must have a maximum wheel diameter size 700C (622mm).
3.7.3	All bikes must have the same wheel size, front and back.
3.7.4	All bikes are subject to random inspection throughout the course of an event and those bikes not meeting the above requirements will be forfeited from immediate competition and not allowed back into competition until deemed satisfactory by a race official.
3.7.5	For all road events the bicycles used must have two efficient and independent hand brakes and handlebar ends must be plugged.
3.7.6	Free (single ratchet) or variable gears may be used. Fixed sprockets shall be forbidden.
3.7.7	SCF shall not be liable for any consequences deriving from the choice of the equipment used by the licence holders, nor for any defects it may have or its noncompliance.
3.7.8	A 'standard' wheel is defined as a wheel manufactured entirely of metal and having 16 or more spokes.
3.7.9	It shall be the sole responsibility of all competitors to ensure the wheels used in any mass start road competition comply with the UCI Bike regulation 1.3.018.
3.7.10	Should a competitor use a wheel which is in breach of this regulation and that wheel is found to have caused injury to any person or damage to property, the competitor using these wheels may be liable for all costs arising from the incident.
3.7.11	SCF may at its discretion conduct random scrutineering of competitor's wheels from time to time.
3.7.12	Tubular tyres must be securely affixed to the wheel rims to be used in any event, this includes replacement wheels.
3.7.13	Gearing - roll out distances for junior categories, male and female, the following maximum roll out distances shall apply for:
3.7.14	Junior A: 7.930 metres

3.7.15	Junior B: 7.0 metres
3.7.16	The weight of a bicycle must not be less than 6.8 kg. This is the SCF's main safety rule for bikes. It is imposed to prevent bicycles becoming unstable. Furthermore, below this weight limit manufacturers would be tempted to reduce the thickness of frame tubes, thus making structures more fragile. Checks of bike weights are conducted by Commissaires before time trials. All removable equipment must be taken off before weighing the bicycle (bottles, computers, etc.).
3.7.17	Riders who do not comply with the bicycle requirement, will result in the rider being withdrawn from the event in addition to any other penalty that may be applied by the Commissaires panel.
3.8	Race Entries and Programs
3.8.1	The correct details of each competitor's entry must be submitted to the organiser on the approved entry form, or via the approved entry process. This should occur no later than 1 hour prior to the commencement of the format and race category entered, or as directed on the registration form.
3.8.2	Special provisions for late entry may over-ride the above rule. If such provisions are to be used they must be clearly indicated on the approved entry form.
3.8.3	Complete registration details, including the membership status of all participants will be prepared and made available to SCF upon request.
3.9	Race Program / Technical Guide
3.9.1	The organiser must establish a program guide each time he/she holds a race.
3.9.2	The program shall include at least the following details of the event organisation:
3.9.3	That the event will be run under SCF rules and regulations.
3.9.4	The age calculation date for the event.
3.9.5	The specific regulations for the event if variations are present from the SCF regulations.
3.9.6	Directions to the venue, including accommodation options where possible.
3.9.7	The place and time of registration.
3.9.8	The categories and starting time for each category.
3.9.9	The program for any awards ceremonies.
3.9.10	The name, address and telephone number of the event race director.
3.9.11	The time and place of the awards ceremony and who must attend.
3.9.12	The prize/s or prize pool.
3.9.13	Any drug test regulations that may apply.

3.10	Race Categories
3.10.1	The race categories that are recognised at National-Level bike events are in article 3.3 .
3.10.2	The competitor's age is as determined in article 3.3.2 .
3.10.3	With limited race entries in a category at the entry deadline the PCP may merge the category with another category as near to possible to that category as deemed necessary. Merging categories must not exclude the recognition of their performance in their original entered category.
3.10.4	PCP has the right to disallow a competitor to enter a category when the competitor is considered to be of a higher standard or when the competitor wishes to ride in an age class different to what he/she is entitled to.
3.10.5	Identification of Riders during Competition
3.10.6	Competitors must securely fasten a number plate supplied by the race organisation on the front of the bike.
3.10.7	Organisers may additionally provide other race numbers (such as body numbers). In such cases the design of the numbers must be at least the specification noted below.
3.10.8	All figures must be block figures in a high contrast colour compared to the race plate colour.
3.10.9	All race numbers will be waterproof.
3.10.10	Riders are not allowed to cut, bend, fold or otherwise modify the race plate without the express permission of the PCP.
3.10.11	NO, stickers, written text or other forms of advertising are to be placed on the number plate.
3.11	Penalties
3.11.1	Penalties can be imposed according to the nature of the offense and one or more of the following can be used:
3.11.1.1	Verbal warning.
3.11.1.2	Relegation of position (by one or more positions).
3.11.1.3	Time or points penalty.
3.11.1.4	Disqualification (DSQ).
3.11.1.5	Suspension (as per the provisions of the SCF Constitution on Dispute and Disciplinary matters and in consultation with the SCF Commissaires' and Technical Commission).
3.11.2	Disregard of these rules and regulations may result in any of the above penalties being made.

3.11.3	SCF retains the right to suspend any of its licensed members from participating in events for which SCF has issued a permit, for any period of time with regard to any violation of these regulations.
3.11.4	A SCF licensed member may be penalised or suspended for, but not limited to, any of the following reasons:
3.11.4.1	Flagrant or persistent violation of the rules and regulations of SCF as set forth in this membership guide, the SCF technical regulations or of the race specific rules as set forth by a Race Director/Technical Delegate/PCP.
3.11.4.2	Deliberate and Repeated violation.
3.11.4.3	Negligence regarding personal, competitor, spectator, Commissaire, Technical Delegate, Race/event official or volunteer safety and proven jeopardy of SCF insurance eligibility.
3.11.4.4	Un-sportsman like conduct and/or conduct that may bring SCF, and/or other agencies/persons associated with the event into disrepute. These infractions may include behaviour such as overly aggressive pushing, shoving and physical abuse.
3.11.4.5	Failure to pay any fees or other financial obligations owed to SCF.
3.11.4.6	Failure to make good on invalid cheques presented as payment to SCF or for SCF sanctioned events for such fees or financial obligations. Suspension may be lifted when appropriate payment is made.
3.11.4.7	Negligence with respect to the land/venue upon which a race is being conducted. Proven disregard of land use policies set by official management organisations such as municipalities, national park or landowners.
3.11.4.8	Misrepresentation of information on license application.
3.11.4.9	The penalties applicable to anti-doping infractions are dealt with in the SCF/Sports SG Anti-Doping Regulations. The latest anti-doping regulations are available on the Anti-Doping Singapore website – https://www.antidoping.org.sg/public/home.aspx
3.11.5	Application of Penalties:
3.11.5.1	Penalties should be administered and distributed by the PCP and Secretary Commissaire.
3.11.5.2	The prescribed SCF “penalty form” will be used by the PCP for all penalties.
3.11.5.3	Ignorance of the rules is not admitted as an excuse.
3.11.6	Appeal of Penalties (after an event):
3.11.6.1	The cost of lodging an appeal is S\$200. This is refundable only if the appeal is upheld.
3.11.6.2	Deadline for an appeal is 24hrs after the completion of ‘the event

3.11.7	The PCP's decision is final and not appealable, except in the following circumstances;
3.11.7.1	Disqualification.
3.11.7.2	Suspension.
3.11.8	At UCI listed events, the PCP Commissaires' decision is final and not appealable.
3.12	Appeal Jury
3.12.1	The appeal panel shall consist of members from the Commissaires and Technical Commission with an in depth understanding of the SCF rules and regulations.
3.12.2	The jury shall hear all appeals against the decision of the PCP occurring during an event or otherwise. The jury shall have the power to:
3.12.2.1	Uphold the appeal.
3.12.2.2	Dismiss the appeal.
3.12.2.3	Confirm the decision appealed against and confirm the penalty imposed.
3.12.2.4	Confirm the decision appealed against but alter the penalty imposed by substituting, penalties or periods of disqualification or suspensions or by increasing or reducing any penalty, or period of disqualification or suspension.
3.12.2.5	Consider the previous conduct of the appellant.
4	Road Racing Rules
4.1	General
4.1.1	These general racing rules apply to all road championships and all other road events.
4.1.2	Riders and officials must observe the local traffic laws and regulations.
4.1.3	Glassware of any kind must not be used to carry food or drink or be used to pass on to a rider at control areas.
4.1.4	A rider who holds on to or receives pace from a moving vehicle or receives any other outside assistance may be disqualified.
4.1.5	In circuit races, lapped rider(s) may be withdrawn when they are too far behind to affect the result. When such riders are permitted to continue, they must not assist or interfere with any other competitor and shall not give pace to the riders who have lapped them.

4.1.6	In out and back races, a rider not going to the turning point must withdraw.
4.1.7	A rider who rides or acts in a manner considered dangerous to other competitors or the public will be penalised.
4.1.8	A rider who pushes or pulls another rider, or interferes with the progress of another rider, may be penalised.
4.1.9	During a road sprint, it shall be forbidden to interfere with the progress of another rider. Riders must ride a parallel course to the shoulder/edge of the road surface. Failure to do so may incur a penalty.
4.1.10	It shall be an offence to leave the sealed portion of the carriageway to gain an advantage. A rider who leaves the road surface must cease to sprint.
4.1.11	The PCP may at his discretion withdraw a rider from further competition, if in the opinion of the PCP that rider or their equipment is not in a fit state to continue in the competition.
4.2	Mass Start Road Races
4.2.1	<u>Course:</u>
4.2.1.1	The events should be held on a circuit of not less than 5km and not more than 20km.
4.2.1.2	The road surface should be in good condition and should not be less than five metres wide, except for the finishing straight, which shall be a minimum of seven metres wide for the last 200 metres before the finish line at least.
4.2.1.3	The course may include flats and hill climbs.
4.2.2	<u>Start of the Event:</u>
4.2.1	The starting procedure for each event shall be determined by the PCP and TD.
4.2.3	<u>Conduct of the Event:</u>
4.2.3.1	Neutral service vehicles shall be provided by the EMC/Organiser.
4.2.3.2	The neutral/spares vehicles, supplied by the Organiser will service breakaways as directed by the PCP.
4.2.3.3	Servicing of breakdowns and the changing of bicycles or wheels shall only be carried out by the personnel of the authorised vehicles, and at the pits officially fitted out for this purpose.
4.2.3.4	All service must be undertaken on the left-hand side of the road and no service is permitted from a moving vehicle (unless stated in the Technical guide or approved by the TD and PCP).
4.2.3.5	Feeding with food and drink, is permitted at the fixed station designated for this purpose along the route. This station, as well as the time from which feeding is permitted, shall be specifically determined in the Technical Guide, details of which shall be announced at the Manager's Meeting (if any).
4.2.3.6	A rider, who accepts food or drink from a person outside the specified period or the feeding control area, may be disqualified.

4.2.3.7	The PCP may withdraw riders from the event who have dropped too far behind to affect the result of the race.
4.2.4	<u>Judging the Finish:</u>
4.2.4.1	The finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line. The placing's are determined by the order of crossing the finish line at the completion of the last lap.
4.3	Technical Requirement
4.3.1	The equipment listed below shall be provided/arranged by the event organiser.
4.3.1.1	Relevant flags
4.3.1.2	Lap numbers/counters
4.3.1.3	Bell
4.3.1.4	Public address facility
4.3.1.5	Photo finish equipment and timing equipment
4.3.1.6	Radio Communication for the PCP and assistant commissaires as required as well as the medical.
4.3.1.7	Manual stop watches, with a split hand or display capability, which shall record in hundredths of a second.
4.3.1.8	Sufficient barricades to ensure a safe venue
4.3.1.9	Bike measuring equipment/ frame
4.3.1.10	Set of scales with support post
4.3.2	<u>Officials enclosure:</u>
4.3.2.1	An area must be set aside at the finish post for officials. This area must be secured for officials only and adequate furniture (table and chairs) must be provided, the number of which will be determined by the number of persons attending this area.
4.3.3	<u>Vehicles:</u>
4.3.3.1	The following vehicles shall be provided/arranged by the event organiser for the conduct of the championship, each with an experienced/competent driver: 1x SCF Management. 3 x Commissaires including the PCP. 2x Medical. 1x motor cycle each, for the Moto Commissaire if one is appointed
4.3.4	<u>Pit-Feeding control and supply areas:</u>

4.3.4.1	These areas should be adequately marked with blue flags and controlled by at least two Assistant Commissaires.
4.3.5	<u>Technical Information:</u>
4.3.5.1	The event organiser/EMC shall provide all details of the courses, appointments and other relevant items (which shall include but not be limited to times of registration, registration venue, start times of each event, the course profiles and turning points etc) to SCF at least 2 months prior to the commencement of the event.
4.3.6	<u>Safety:</u>
4.3.6.1	The safety of the competitors, officials and the public are paramount and all precautions must be taken by the EMC to provide this requirement.
4.3.7	<u>Equipment Inspection:</u>
4.3.7.1	An area shall be set aside within 50m of the start line to provide for the measuring and inspection of each rider's bicycle, helmet and clothing. Such area must be enclosed and at least 3x3 metres, with at least one table and two chairs provided.
4.3.8	<u>Medical:</u>
4.3.8.1	Qualified and equipped first aid personnel shall be available to follow in the race convoy as well as have a static first aid station near the start and finish areas. Race ambulances shall be available.
4.4	Individual Time Trial
4.4.1	Technical Commission shall decide the number of laps or distance for each division when a circuit is used for the individual road time trial.
4.4.2	<u>Seeding of Competitors:</u>
4.4.2.1	On receipt of entries the TD & PCP shall be responsible for the seeding of competitors using available information to establish the starting order.
4.4.3	<u>Waves:</u>
4.4.3.1	When a circuit is used for the individual road time trial championships and where more than one circuit is covered by a division, the field shall compete in "waves" to avoid the possibility of competitors catching other competitors and drafting.
4.4.3.2	A time gap shall be applied at the end of each "wave" to allow the last departed rider to ride one or two laps.
4.4.3.3	The number of "waves" shall be decided by the TD & PCP who shall consider the distance of each circuit and the numbers of competitors in each division.
4.4.3.4	The highest seeded competitors shall depart in the last wave.
4.4.4	<u>Start:</u>
4.4.4.1	All riders must present themselves and their equipment to the bike check area at least 15 minutes prior to their allotted start time.
4.4.4.2	At the start, 30sec, 1 or 2-minute time gaps shall apply for all riders.

4.4.4.3	In the case of a competitor starting before the signal, a ten second penalty shall be applied to the competitor's time.
4.4.4.4	The rider is to be held at the start by an appointed start attendant.
4.4.4.5	A late starter may not commence from a flying start and cannot start within 10 seconds of another competitor.
4.4.4.6	The late starter's time commences from his original start signal.
4.4.5	<u>Racing Procedure:</u>
4.4.5.1	If one rider is caught by another, he may neither lead nor follow in the slipstream of the rider who caught up.
4.4.5.2	A rider when catching another shall leave a lateral gap of at least 2m between themselves and the caught rider. After 1km, the caught rider shall ride at least 25m behind the other.
4.4.5.3	If necessary the attending Commissaire shall force the caught rider to leave the 2m lateral gap and the distance of 25m, and the penalties as provided for in rule (under Time Penalties) may be applied.
4.4.5.4	Riders may not aid one another.
4.4.6	<u>Time Penalties:</u>
4.4.6.1	Time penalties may be added to the time of a rider for breaching the rules relating to the start and passing manoeuvres during the race. PCP will determine the time penalties.
4.4.7	<u>Result:</u>
4.4.7.1	The result shall be determined by the recorded times of the competitor timed to 100th of a second and the addition of any time penalties as determined by the PCP and Finish Judge. If a 'dead heat' occurs for any placing the placegetters will be awarded equal placing, with the next (following) position not stated.
4.5	Criterion
4.5.1	A criterium is a circuit race held on a circuit of not less than 800m and not more than 3km with a minimum width of 6 metres, except for the finishing straight, which shall be a minimum of 8 metres wide for the last 200 metres at least before the finish line (unless approved by the TD & PCP). The course must be closed to all traffic except for the race officials' vehicles.
4.5.2	<u>Field Limits:</u>
4.5.2.1	The number of starters in a Criterium championship may be limited, at the discretion of the TD & PCP, and heats/qualifying rounds may be required. The composition of each shall be determined by the PCP.
4.5.3	<u>The Start:</u>
4.5.3.1	The starting order shall be determined by the TD & PCP.
4.5.4	During the Event Mishaps – Free Laps.

4.5.4.1	When a recognised mishap occurs, the riders involved shall be allowed a free lap on which to resume their position in the race as at the moment of the mishap. No free laps shall be permitted in the last five kilometres of the event. Riders who have been allowed free laps shall not be penalised in the final classification. A rider who is ineligible for a free lap is responsible to make up any lost ground. The penalty for fraudulent use of the free lap rule may include disqualification or suspension.
4.5.4.2	A rider who is granted a free lap must return to the race in the position held at the time a mishap occurred. A rider who was in a group shall return at the rear of the same group on the next lap.
4.5.4.3	Repair pits shall be placed evenly around the circuit and each one is to be manned by a state, with neutral spares. A commissaire shall be placed in each pit area to determine if the mishap was a legitimate one and if the rider is entitled to a free lap. The commissaire must keep a record of all riders who are granted free laps and submit a written report to the Chief Commissaire at the end of the race.
4.5.5	<u>Lapped Riders:</u>
4.5.5.1	A rider who has been lapped by the field or who falls so far behind as to be considered out of contention may be removed from the race by the PCP.
4.5.6	<u>Judging the Finish:</u>
4.5.6.1	The finish shall be judged from the tip of the front wheel at the point of the tangent with a vertical plane extended above the finishing line. The placing's are determined by the order of crossing the finish line at the completion of the last lap.
4.5.6.2	For any other formats, for example a points race. The EMC must state in their technical guide, the format, points system and any other specific rules.
4.5.6.3	If a dead heat occurs for any placing the placegetters will be awarded equal placing, with the next following position not stated.
5	Running the Events
5.1	Preliminaries
5.1.1	The TD & PCP will complete a course inspection at least 24hr prior to the event start. A report following this inspection will be submitted to the Race Director and the PCP.
5.1.2	Any required changes will be the responsibility of the Race Director or their delegate/s.
5.2	General Safety Requirements
5.2.1	A safety system will be implemented to give assistance to all riders at all points of the course at all times, with the least possible delay.
5.2.2	Only essential vehicles of the organisation, security, safety and the accredited media are permitted access to the course. Vehicles are only permitted on the course during racing in extenuating circumstances and only under direction from the TD or PCP.
5.2.3	The course may only be ridden by the riders (with race numbers displayed) during the event,

5.2.4	which includes official practice and competition. Spectators, including those on bikes, must be kept off the course at all official training and racing times.
5.2.5	Once a race starts the only riders on the course will be those competing in that race.
5.3	Course Safety
5.3.1	In high speed sections of the course or in sections that can be assumed to have a high spectator activity the course should be double taped so that if a rider fails to negotiate the course he/she will not adversely make contact with spectators.
5.3.2	In appropriate areas, such as walls, or on course tree trunks, there must be adequate padding used to protect the riders. Such protective measures must not restrict the ride-ability of the course.
5.3.3	In appropriate areas, such as along the edge of steep drops, catch fences of a smooth flat surface must be used. Nets or mesh fencing with a gauge (hole) greater than 5cm x 5cm cannot be used.
5.4	Communication
5.4.1	A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.
5.4.2	Where necessary a radio repeater should be used.
5.4.3	A rider information board should be utilised in a prominent location for the display of important event information.
5.5	Medical / First Aid
5.5.1	Minimum staff/infrastructure requirements
5.5.2	National-level events require the following at a minimum;
5.5.3	A minimum of one trained doctor or paramedic to be on site for the duration of the event. Where possible this doctor should be experienced in emergency medicine.
5.5.4	A minimum of two first aid officers per event discipline. This excludes marathon events where additional first aid personnel will be required, at the discretion of the TD or PCP.
5.5.5	There must be a clearly defined first aid area in the main event village.
5.5.6	The first aid area must be manned continuously over the duration of the event (for both practice and competition). The first aid area must be obvious and identifiable to all participants.
5.6	Minimum Standards
5.6.1	Maps that define access arrangements must be distributed to the first aid person/medical crew.

5.6.2	All first aid/rescue personnel must be easily identifiable with an appropriate mark or uniform which is unique.
5.6.3	The local ambulance service and the closest hospital must be notified of the race at least 2 weeks before the event date. The local ambulance service must be available to be on the course in case of an accident within 15 minutes.
5.6.4	Ideally, motorbikes or quad bikes could be used to quickly access awkward areas. Where possible, paramedics should be ready to ride as a pillion passenger and drivers must be skilled and experienced.
5.6.5	Potential hazard areas must be identified and should be accessible by ambulance (four wheel drive if necessary).
5.7	Accident Reporting
5.7.1	A report must be submitted by the organiser to SCF seven working days of the end of the race listing all injuries and treatments rendered with the riders name and license number.
6	Description of Official Duties and manpower
6.1	Technical Delegate
6.1.1	General Responsibilities
6.1.1.1	All National Level events must have a Technical Delegate.
6.1.1.2	The Technical Delegate will be provided by SCF.
6.1.1.3	The Technical Delegate must not be an event participant.
6.1.1.4	Overall responsibility for the race courses and race village design.
6.1.1.5	Conduct an inspection of the venue a minimum of one month before the event. Provide a written report to event organisers following this inspection, no later than five working days from the inspection.
6.1.1.6	Conduct a pre-event inspection, a minimum of 24hrs before the start of official practice.
6.1.1.7	Provide a report of this inspection to the race organisers and the PCP.
6.1.1.8	Oversee any changes required as detailed in the report.
6.1.1.9	Liaison between the event organisers and SCF.
6.1.1.10	Provide a confidential post-race report.

6.2	Event Manager
6.2.1	General Responsibilities
6.2.1.1	The Event Manager will be provided by SCF for all National Series Events.
6.2.1.2	The host organisation must provide an Event Manager for National Championships Events.
6.2.1.3	Overall responsibility for the event preparation including the event bump in and bump out.
6.2.1.4	The organisation and provision of all event infrastructure including but not limited to; crowd control barriers, tents and shelters, food providers and downhill transportation.
6.2.1.5	Liaise with the Technical Delegate or PCP in the set-up of the event village area.
6.2.1.6	Liaise with the Technical Delegate or PCP in the set-up of the course start and finishes and their interaction with the venue.
6.3	Race Director
6.3.1	General Responsibilities
6.3.1.1	The Race director is appointed by the EMC.
6.3.1.2	Works closely with the TD and PCP.
6.3.1.3	The Race Director must not be an event participant.
6.3.1.4	Responsible to the sanctioning authority and will coordinate the organisation of the race and ensure that adequate personnel for each duty are available.
6.3.1.5	Responsible for setting up the venue and courses, or delegating these tasks appropriately.
6.3.1.6	Will ensure that training and competition can be safely held.
6.3.1.7	Will arrange provision of all necessary equipment and facilities for the timing of the event.
6.4	Course Manager
6.4.1	General Responsibilities
6.4.1.1	Course Managers will be appointed by the EMC.
6.4.1.2	The course manager will answer directly to the Race Director and the TD or PCP.
6.4.1.3	The Course manager must not be an event participant.

6.4.1.4	The provision, set up and marking of the race course.
6.4.1.5	Enact on any course changes as directed by the Technical Delegate or PCP.
6.4.1.6	Conduct frequent course inspections throughout the event.
6.4.1.7	Undertake or delegate any repairs to the course and course marking during the event.
6.5	Course Marshals
6.5.1	General Responsibilities
6.5.1.1	The number of course marshals required set by the Technical Delegate / PCP.
6.5.1.2	Course marshals must be over the age of 15 unless approval is given by the PCP for an alteration to this rule.
6.5.1.3	Stationed on course to assist in rider safety, injury, course closure and barricade placement. Liaises with the commissaire and race director in any incident, injury or emergency.
6.6	President of The Commissaires Panel
6.6.1	General Responsibilities
6.6.1.1	All National-level events must have a PCP.
6.6.1.2	The appointment of the PCP is the responsibility of SCF.
6.6.1.3	The PCP must not be a race participant.
6.6.1.4	The PCP must be a minimum level 2 National Commissaire.
6.6.1.5	Responsible for the sporting management of the event.
6.6.1.6	Contact person during the event for organisers, sports managers, riders and the media for all issues concerning the sporting results, regularity and respect of the SCF-UCI Regulations.
6.6.1.7	Facilitator and coordinator of the other members of the Commissaires' panel.
6.6.1.8	Produce a post-race report to SCF and or UCI (for UCI events).
6.7	Assistant PCP (Commissaires)
6.7.1	General Responsibilities
6.7.1.1	All National-level events must have a PCP.
6.7.1.2	The appointment of the PCP is the responsibility of SCF.

6.7.1.3	The PCP must not be a race participant.
6.7.1.4	The PCP must be a minimum level 2 National Commissaire.
6.7.1.5	Responsible for the sporting management of the event.
6.7.1.6	Contact person during the event for organisers, sports managers, riders and the media for all issues concerning the sporting results, regularity and respect of the SCF-UCI Regulations.
6.7.1.7	Facilitator and coordinator of the other members of the Commissaires' panel.
6.7.1.8	Produce a post-race report to SCF and or UCI (for UCI events).
6.8	Secretary Commissaires
6.8.1	General Responsibilities
6.8.1.1	The appointment of the Secretary Commissaire is the responsibility of SCF.
6.8.1.2	Will take responsibility for ensuring accuracy and validity of the entry process.
6.8.1.3	Ensure the timing system/providers are informed of any entrant/ schedule changes.
6.8.1.4	Collaborate with the Race Director and their team in the delivery of the event.
6.8.1.5	Prepare Communiques and penalty forms as directed by the PCP.
6.8.1.6	Send results to the SCF and UCI Dataride (for UCI events).
6.9	Start Commissaire
6.9.1	General Responsibilities
6.9.1.1	The appointment of the Start Commissaire is the responsibility of SCF.
6.9.1.2	Control of the start line and start area.
6.9.1.3	Give full start instructions and carry out the start procedure.
6.9.1.4	Give the start-time gaps and countdown for riders during the ITT-TTT.
6.9.1.5	Report to the PCP and Finish judge for any 'Did not starts' (DNS).
6.9.1.6	Will need additional commissaires or officials at staging and as 'whip'.
6.10	Finish Judge/Commissaire
6.10.1	General Responsibilities

6.10.1.1	The appointment of the Finish Commissaire is the responsibility of SCF.
6.10.1.2	Control of the finish line and finish area with the help of the TD.
6.10.1.3	Keep a running order, finish order and rankings of riders.
6.10.1.4	Works closely with the race secretariat and timing company.
6.11	Time Keepers and Information Motorcycles
6.11.1	General Responsibilities
6.11.1.1	All events must have a dedicated time keeper/s.
6.11.1.2	Time keepers may be a national commissaire level 1 qualified.
6.11.1.3	EMC's or SCF will allocate time keepers for all National-level events.
6.11.1.4	The timekeeper/s must not be event participants.
6.11.1.5	These officials calculate the time schedules and measure race neutralisations during the race.
6.11.1.6	At the finish line, in collaboration with the timing service provider, timekeepers allocate times, check additions and calculate general classifications, considering bonuses and penalties (if any).
6.11.1.7	Time each competitor and collaborate with the commissaire at the start and the finish in the completion of their duties
6.11.1.8	INFORMATION MOTORBIKE/Info Motor: Informs the race radio announcer of all race action at a given point, the composition of breakaway groups, the location of the race, time gaps between groups, etc. The information official pilots his or her own motorbike.
6.12	Protocol Officers
6.12.1	General Responsibilities
6.12.1.1	The Protocol Officer will be appointed by the EMC.
6.12.1.2	Responsible for the smooth running of the presentation ceremony.
6.12.1.3	Coordinate the official presenters.
6.12.1.4	Coordinate the place getters in readiness for the podium.
7	Inclement Weather Protocol
7.1	General
7.1.1	An event should be cancelled or modified in inclement weather in the following circumstances;

7.1.2	Conducting the event will cause significant damage to and/or an unacceptable level of damage to the venue. Exemptions to this rule may be made at National Level events in conjunction with land managers and owners.
7.1.3	Conducting the event in the given conditions will pose a significant risk to the participants, race officials, medical staff and the public.
7.1.4	In areas with strict fire danger protocols that may prohibit the running of the event in certain conditions.
7.1.5	In any other situation that gives rise for the land owner/ manager to prohibit the running of the event.
7.1.6	An event may be cancelled during the event by the race organisers, the Commissaire and/or the land manager.
7.2	Procedures – Pre event cancellation
7.2.1	The decision to cancel the event must be made with as much notice as possible prior to the event start.
7.2.2	Where possible, participant should be notified by email or phone prior to the day of the event.
7.2.3	Any refund or reimbursement to the competitor is entirely at the discretion of the race organisers.
7.3	Procedures during event cancellation
7.3.1	The recommended protocol is to place riders in their order at the time of cancellation.
7.3.2	Any form of neutralisation during a race, must be authorised by the PCP.
7.3.3	Leave the results as they stand with some riders unable to complete the event.
7.3.4	Cancel the event entirely and omit the awarding of any individual titles or series points.
7.3.5	Postpone the event/race to another day/time, and has to be approved by the SCF Technical commission.
8	Presentation Ceremonies
8.1	General
8.1.1	Presentation ceremonies must take place as soon as possible after the completion of an event.
8.1.2	Presentation times must be publicised in the event program and over the public-address system
8.1.3	The Protocol Officer will assemble the place getters for the presentation.
8.1.4	Any podium competitor who fails to report to the time and place of the presentation will be

	penalised.
8.1.5	All medal presenters will be appointed by the Event Organiser in consultation with SCF.
8.1.6	The podium will be organised with the winner in the centre, second place on the left and third place on the right when looking at the podium.
8.2	Podium Clothing and Accessories
8.2.1	Riders should present for podiums in their race kit, or in neat attire.
8.2.2	Hats and sunglasses may be worn and may be asked to be removed for photographs at the request of event officials.
8.2.4	Riders may bring one item of personal sponsor material onto the podium. This may include items such as drink cans, helmets, goggles and flags. These items must be removed from the podium for photographs at the request of event officials.
8.2.5	Modifications to the above rules may be made by the PCP on a per- event basis.
9	SCF Code of Conduct
9.1	Purpose
9.1.1	The purpose of Code of Conduct (code) is to describe the type of behaviour that SCF is seeking to promote and encourage its members and supporters to adopt. The code was developed by SCF. The organisation is committed to the promotion of the sport of mountain biking as a positive life model; this code will help set the groundwork in that respect.
9.2	Application
9.2.1	The code shall apply to all persons formally associated with mountain biking, within Singapore. It shall apply to:
9.2.1.1	Persons acting for or on behalf of SCF.
9.2.1.2	Athletes, coaches, managers and support staff of SCF.
9.2.1.3	All persons participating in SCF sanctioned events.
9.2.1.4	Officials, Commissaires and support personnel assisting in or conducting SCF events.
9.2.1.5	SCF appointed Delegates and employees of SCF.
9.3	Key Principles and SCF wishes to:
9.3.1	operate in an environment where people show respect for others and their property.
9.3.2	operate in an environment that is free from harassment.

9.3.3	operate in a non-discriminatory environment. Respect the right, dignity and worth of every human being - within the context of the activity, treat everyone equally regardless of gender, ethnic origin or religion.
9.3.4	Persons to whom this Code applies acknowledge and agree to comply with the disciplinary and grievance procedures promulgated by SCF. If any disciplinary action is taken, persons directly affected shall be given the opportunity to participate in those proceedings and the right to appeal against any decision against them.
9.4	Key Elements
9.4.1	All persons who are bound by this code shall:
9.4.1.1	Act in a manner that is compatible with the interests of the SCF;
9.4.1.2	Accord people involved in mountain biking (and cycling more generally) with the appropriate courtesy, respect and regard for their rights and obligations;
9.4.1.3	Treat people's property with respect and due consideration of its value;
9.4.1.4	Show a positive commitment to SCF's policies, rules, procedures, guidelines and agreements;
9.4.1.5	Respect the law and customs of the places they visit;
9.4.1.6	Respect the confidentiality of information that they receive during fulfilling their duties;
9.4.1.7	Uphold the standing and reputation of mountain biking (and cycling more generally) within Singapore;
9.4.1.8	Not misuse provided funds or property belonging to another party; and
9.4.1.9	Observe and comply with the Anti-Doping Rules set out in the Anti-Doping Singapore Policy SCF website https://www.antidoping.org.sg/public/home.aspx
9.5	Unacceptable Behaviour
9.5.1	This list provides examples of behaviour deemed to be unsuitable and not in the best interests of the sport.
9.5.1.1	'Sledging' other athletes, officials or event organisers.
9.5.1.2	Excessive use of alcohol, acting in a way that becomes a public nuisance, or creating a public disturbance.
9.5.1.3	Damaging another person's property or depriving them of that property.
9.5.1.4	Sexual relations between an appointed official and a junior athlete (under the age of consent), irrespective of the wishes and desires of the athlete. In all other cases such relations are strongly discouraged

9.5.1.5	Any physical contact with athletes shall be appropriate to the situation and be necessary for the further development of the athlete's skill.
9.5.1.6	The use or encouragement of the use of banned substances.
9.5.1.7	Statements that are deemed to denigrate the group that an individual is representing.
9.5.1.8	Any type of gambling, betting or organisation of betting at any Road event, while competing, officiating or undertaking a management role.
9.5.1.9	Any form of harassment.
9.6	Officials Code of Ethics
9.6.1	The responsibility for the ethical conduct of Road events rests equally with officials and participants as well as coaches, media, and spectators.
9.6.2	The duties of an official carries with it an obligation to perform those duties with accuracy, consistency, objectivity and a high sense of integrity. To preserve and encourage confidence in the professionalism and integrity of Road officiating all officials are expected to follow ethical behaviour.
9.6.3	SCF officials expect that:
9.6.3.1	Their health and safety will be considered of paramount importance;
9.6.3.2	They will be treated with respect and openness;
9.6.3.3	They will be appointed to a level of event appropriate to their level of competence;
9.6.3.4	They will have access to self-improvement opportunities
9.6.4	SCF officials will observe and adhere to the following code of ethics:
9.6.4.1	Place safety and welfare of the participants above all else;
9.6.4.2	Accept responsibility for their actions;
9.6.4.3	Be impartial;
9.6.4.4	Avoid any conflict of interest;
9.6.4.5	Be courteous, respectful and open to discussion and interaction;
9.6.4.6	Value the individual;
9.6.4.7	Seek continual self-improvement through study, performance appraisal and regular updating of competencies;
9.6.4.8	Encourage inclusivity and access to all potential participants;

9.6.4.9	Be a positive role model in behaviour and personal appearance;
9.6.4.10	Refrain from any form of personal abuse to others;
9.6.4.11	Refrain from any form of sexual harassment to others;
9.6.4.12	Show concern and caution towards sick and injured participants.
9.6.4.13	Encourage inclusivity and access to all potential participants;
9.6.4.14	Be a positive role model in behaviour and personal appearance;
9.6.4.15	Refrain from any form of personal abuse to others;
9.6.4.16	Refrain from any form of sexual harassment to others;
9.6.4.17	Show concern and caution towards sick and injured participants.
9.6.5	Respect is defined as consideration for another's physical and emotional well-being and possessions, to ensure no damage or deprivation is caused to either.
9.6.6	Harassment is defined as any action directed at an individual or group that creates a hostile, intimidating or offensive environment.
9.6.7	Slandering is defined as a statement that is deemed to denigrate and/or intimidate another person, or behaviour likely to constitute emotional abuse.
9.6.8	The banned substance list is as outlined under current Anti-Doping Singapore listings https://www.antidoping.org.sg/public/home.aspx .

GLOSSARY OF TERMS

ABANDONING - Riders who abandon a race should hand over their body numbers to the Commissaire in the broom wagon, pull-out zone, pit stop. If a rider abandons, he or she cannot take part in any other cycle races for the duration of the event which he or she left.

ACCREDITATION - All individuals and vehicles that are involved in an event must be accredited by the organiser. This accreditation affords access to certain zones that are closed to the public as well as to reserved spaces or parking areas.

Appeal - A request to the SCF Commissaires Commission of an event for a review of a decision of the Race Officials.

ADS – Anti Doping Singapore.

BIKE-CHECKING AREA - At a time trial, each rider should present his or her bicycle for a check at least 15 minutes before his or her start time. A bike-checking area must be provided for these procedures. The area should be covered and provided with a bike measuring jig. In junior events, an area where the commissaires can check gear ratios should be provided. In some cases, the weight, dimensions, geometry of the bike, may be inspected.

BLACKBOARD MOTORBIKE - The blackboard official writes the race numbers of the riders in a break and the time gaps between the various groups on a blackboard. The information is provided by race radio or by the blackboard official measuring the gaps directly.

BODY NUMBERS Body numbers are used to identify riders in a race. It is the organiser's responsibility to provide body numbers in compliance with the UCI Regulations (ARTICLE 1.3.074). It is each team's responsibility to have their riders wear the numbers without obscuring or modifying them.

BREAK An attack by one or more riders in which they distance themselves from the peloton.

BROOM WAGON / END OF RACE VEHICLE This is the last vehicle of the race convoy on the road that has sporting control duties (a police vehicle often follows behind the broom wagon). The broom wagon picks up any riders who have abandoned the race together with their bikes and retrieves their race numbers. If possible, an assistant Commissaire travels with this vehicle in order to take a note of those riders abandoning and informs the president of the Commissaires' panel by radio.

BUFFER ZONE A buffer zone may be formed in front of a compact peloton. The regulator may then allow guest vehicles and photographer motorbikes to enter the buffer zone.

CALENDAR, INTERNATIONAL An international event is a race registered on the world calendar or one of the continental calendars. The calendar lists all international events in chronological order. The international calendar is drawn up every year for the following season and approved by the UCI Management Committee in September.

CALENDAR, NATIONAL - National calendars are drawn up by the respective national federations.

CHAPERONE- For anti-doping controls after the race, the organiser is obliged to provide at least one escort for each rider to be tested. These rider escorts are known as “chaperones”. The chaperone remains with and observes the rider always, accompanying him or her to the doping control station.

Commissaires panel - An appointed qualified official/jury/judge/referee/s conversant with the SCF Technical Regulations (in a specific discipline), responsible to hear and make final judgement on all rule violations reported by Race Officials. Responsible for the application and adherence to the rules during an event.

National or International level.

Course - A forward line of progress from start to finish, which must be clearly marked and measured to prescribed specification.

DEAD HEAT - If there is no photo-finish equipment, the finish judge may classify riders as “dead heat”, i.e. when two riders cross the line simultaneously and cannot be separated.

DISTANCE SIGNS - Distance signs must be placed at 500 m, 300 m, 200 m, 150 m, 100 m and 50 m from the finish line.

Disqualification - A penalty, which the PCP has assigned as appropriate for the rule violation which has been reported or for which a protest has been upheld. Because of this penalty the competitor will not be given finish times for the event, no account will be taken of the competitor when the places are assessed for any category or for the race, and the competitor’s details will not be included in the published race results.

DROPPED/DELAYED RIDERS - Dropped riders are those who can no longer maintain the pace of the race and who are left behind by the main peloton. The organiser sets a time limit in the special regulations depending on the characteristics of the event or stage. Riders who finish outside the time limit are excluded from the results.

Event - The whole set of races that may encompass multiple days.

FEED ZONE - Organisers must provide feed zones. The feed zones must be clearly indicated. Feed zones must be sufficiently long to allow feeding operations to be carried out without problem.

Finisher - A competitor who completes the entire race course within the rules and crosses the finish line, or a vertical extension of the finish line with any part of the bicycle wheel.

FINISH LINE BANNER/GANTRY - In a road event, a "Finish" sign must be clearly visible on a banner, gantry or arch across the road at the finish line.

FINISH LINE - The finish line shall comprise a line 4 cm in width, painted in black on a white strip 72 cm wide, thus leaving 34 cm of white on each side of the black line.

FINISHING CIRCUIT - The minimum length of a finishing circuit is 3 km. The number of laps of a finishing circuit depends on the length of the circuit.

FINISHING SPRINT- The finishing sprint is a key part of the race. Commissaires must remain vigilant and note any infringement in the finishing sprint. Any vehicles or motorbikes that do not have an essential function during the finishing sprint are not tolerated.

FINISHING STRAIGHT - The finishing straight should be as long as possible, at least 200 m, and sufficiently wide – a minimum of 6 m but ideally 8-10 m. The road width must be consistent and must not narrow at all. The finishing straight must not have any speed bumps or potholes and the surface must be consistent.

FRAME NUMBER - Riders must use frame numbers for identification during one-day and stage races. The organiser is responsible for making frame numbers available

Format - The type of road race. For instance, RR, ITT, Crit etc.

INTERMEDIATE SPRINTS - The details of intermediate sprints are described in the technical guide or event's special regulations. Time bonuses may be awarded for intermediate sprints. These are specified in the event's special regulations. However, an organiser may only award time bonuses for intermediate sprints if time bonuses are also awarded at the finish.

INTERMEDIATE TIME CHECKS (TT) - In time trials, riders are timed at various points on the course. These times should be made available so that the riders and spectators are kept up to date with how the race is unfolding (intermediate times, time ahead/behind another rider, finishing times).

KM 0 (zero) - When the official start is at Km 0, the route commences with a neutralised section that is made safe for the riders. The timekeeper commences timing at Km 0. The start can be achieved in three different ways:

- Flying start: the riders do not stop, and the timing begins as they pass Km 0.
- Standing start: the riders stop briefly at Km 0 before setting off again upon a

signal from the Commissaires. - Postponed start: if any riders have suffered an incident behind the peloton, Km 0 is passed without the timing beginning.

LEAD CAR - This vehicle announces the imminent arrival of the race. It serves a preventative role in safety terms (loudspeaker messages, etc.) and provides spectators with information (race situation). There may be more than one lead car and these vehicles sometimes travel several kilometres in front of the race.

LEADING GROUP - A group of riders that has gained an advantage over the main peloton.

MECHANICAL INCIDENT - A mechanical incident is a problem with the operation of a rider's bike. In the event of a mechanical incident, the rider concerned can call upon his or her sport director. Whatever the rider's position in the race, mechanical service and any adjustments are only authorised behind the rider's group and when stationary.

NEUTRAL SERVICE VEHICLES - Neutral service vehicles carry spare bikes and wheels in order to assist riders with technical problems during the race. The neutral service vehicles are positioned in front of or behind the various groups of riders by the PCP depending on the circumstances. The organiser should provide at least three neutral service vehicles as well as motorbikes if so required by the nature of the event.

NEUTRALISED OR PROCESSION SECTION - A neutralised section before the start proper allows the president of the Commissaires' panel to check that the radios of all vehicles fitted with a transmitter are working properly and to repeat safety instructions.

NEUTRALISED START - In the case of a neutralised start, the organiser must indicate the location of the start proper by means of a special sign indicating "KM 0" of the race. A maximum of 10 km of the route may be neutralised before the start proper, with the riders led by the organiser's personnel and/or Commissaire.

PHOTO-FINISH - The use of photo-finish equipment is essential at all international-level events. This equipment allows the riders to be separated as they cross the finish line and time gaps to be calculated.

PRESIDENT OF THE COMMISSAIRES' PANEL (PCP) - For events that are registered on the SCF calendar, the president of the Commissaires' panel is a Commissaire appointed by the SCF. The PCP has several tasks to be conducted before, during and after the event. The PCP ensures the sporting management of the event in coordination with the organiser. The PCP also coordinates the Commissaires' panel. All decisions made by the Commissaires' panel must be approved by the PCP or by the PCP's delegate.

Protest - A formal complaint against the conduct of another competitor or a race official, or against the conditions of the competition.

Race - Any one competition of a class within a format at an event.

RACE CONVOY - The race convoy consists of all the riders and accredited vehicles travelling between the lead vehicle and the broom wagon.

Race director - The person charged with the responsibility of organising the event, and the general running of the event on the day.

Race official - Any person authorised to perform an operational, administrative or race judging task to enable the conduct of an event in accordance with the rules outlined in these Technical Regulations. The minimum age for a race official is 18.

Race Marshal - A race official who is responsible for maintaining the flow of the event, keeping control of spectators and traffic, or maintaining safety. The minimum age for a race marshal is 15.

Results - The timed finish or points awarded positions of all competitors after violation reports have been ruled on, protests and appeals have been heard, and penalties have been awarded.

SCF – Singapore Cycling Federation. Recognised by Sport Singapore as a National Sports Association (NSA) and the UCI as the National Federation (NF) for the sport of cycling.

Special or Specific REGULATIONS - The organiser should draw up any special regulations for the event concerning sporting matters. The special regulations must be included in the event's technical guide.

STANDING START - The riders stop briefly at kilometre 0 before setting off again upon a signal from the Commissaire.

START LINE - Barriers are set up on both sides of the road before and after the start line. The barriers must be put in place approximately 100 m before the line and 50 m after. The start line itself should be indicated by a banner or gantry (inflatable arch, etc.) over the road bearing the inscription "Start". A white line must be drawn on the ground below the start banner.

START PROPER - The start proper takes place at Km 0 (zero).

START RAMP - The organiser must provide a start ramp for individual time trials

Suspension - A competitor penalised by suspension will not be permitted during the stated suspension period, to take part in any SCF sanctioned event or any UCI sanctioned event or any event sanctioned by a national governing body with the UCI.

TD – Technical Delegate

Time limits - are specified in each event's special regulations depending on the characteristics of the race or stage. If a rider finishes after the time limit, he or she is excluded from the results of the race or stage. Only in exceptional and unforeseeable circumstances, or after instances of force majeure, may the Commissaires' panel extend the time limit after consultation with the organiser.

TIME TRIAL - A time trial (TT) may be a separate event or part of a stage race.

TIMEKEEPER - The organiser's national federation appoints enough duly licensed timekeepers to each race. The timekeepers record the times on a form that they sign and hand to the finish judge.

TRANSPONDERS - This system identifies riders passing over a line and should be used to obtain a snapshot of the race at a specific point. It does not replace the obligatory use of photo-finish equipment. Transponders must be attached to the bicycle at a consistent distance from the tangent of the front wheel. They must not be carried by the athletes.

Yellow flag - Motorbike marshals-static marshals are equipped with a whistle and yellow flag. They use these items to warn the riders of danger points, bends, traffic islands, road narrowing's, round about, badly-parked vehicles, etc.

UCI - Union Cycliste Internationale (International Cycling Union) the international controlling body of cycling. Based in Aigle, Switzerland.

END

Appendix 1: UCI Equipment Regulations

Section 1: General Provisions

1. Principles

1.3.001 Each licence-holder shall ensure that his equipment (bicycle with accessories and other devices fitted, headgear, clothing, etc.) does not, by virtue of its quality, materials or design, constitute any danger to himself or to others.

Each licence holder shall ensure that the equipment he uses on the occasion of road, track or cyclo-cross events shall be approved by the UCI according to the specifications of the Approval Protocols in force and available on the UCI Website.

1.3.002 The UCI shall not be liable for any consequences deriving from the choice of the equipment used by licence-holders, nor for any defects it may have or its non-compliance. Equipment used must meet applicable official quality and safety standards.

A licence holder is not authorized to modify, in any way, the equipment given by the manufacturer used in competition.

1.3.003 In no case shall the fact that a rider has been able to take part in the competition give rise to liability on the part of the UCI; checks on equipment that may be carried out by the commissaires or by an agent or a body of the UCI being limited to compliance with purely sporting requirements. Where required, checks on equipment and material may be carried out, after the race, at the request of the president of the commissaires' panel, or that of an agent or body of the UCI.

For that purpose, the Commissaire and the UCI can requisition equipment for a subsequent check, if necessary even during the race, after the rider changed it.

2. Technical Innovations

1.3.004 Except in mountain bike racing, no technical innovation regarding anything used, worn or carried by any rider or licence holder during a competition (bicycles, equipment mounted on them, accessories, helmets, clothing, means of communication, etc.) may be used until approved by the UCI. Requests for approval shall be submitted to the UCI, accompanied by all necessary documentation.

Participation to the examination costs is to be paid by the applicant and is determined by the UCI Management Committee according to the complexity of the submitted technical innovation.

At Material Commission's instigation, the UCI executive bureau studies the admissibility of the technical innovation from a sporting point of view and answers within 6 months from the submission date. The innovation comes into force as from the acceptance date. There is no technical innovation in the sense of the present article if the innovation entirely falls within the specifications foreseen in the regulations.

1.3.005 If at the start of a competition or stage the Commissaires Panel considers that a rider arrives with a technical innovation not yet accepted by the UCI, it shall refuse to permit the rider to start with such an innovation.

In the event of use in competition the rider shall automatically be expelled from the competition or disqualified. There shall be no right to appeal against the decision of the Commissaire's Panel.

If this technical innovation or the equipment not yet accepted by the UCI are not noticed or sanctioned by the Commissaire's Panel, the UCI Disciplinary Commission shall order the disqualification. The UCI shall refer to the Disciplinary Commission, either automatically or at the request of all interested. The Disciplinary Commission will only apply sanctions after having received the opinion of the Equipment Commission.

In out of competition situations, the UCI shall decide whether an item should be considered a technical innovation and whether the procedure provided for in article 1.3.004 is to be followed.

Section 2: Bicycles

Preamble Bicycles shall comply with the spirit and principle of cycling as a sport. The spirit presupposes that cyclists compete in competitions on an equal footing. The principle asserts the primacy of man over machine.

1. Principles

Definition

1.3.006 The bicycle is a vehicle with two wheels of equal diameter. The front wheel shall be steerable; the rear wheel shall be driven through a system comprising pedals and a chain.

Type

1.3.007 Bicycles and their accessories shall be of a type that is sold for use by anyone practicing cycling as a sport.

As a result of production imperatives (time constraints), an exception may be requested from the UCI for equipment that is a final product and that will be marketed in the nine months after its first use in competition. The manufacturer must however publish information on the equipment in question in advance and announce the date of its market launch.

The use of equipment designed especially for the attainment of a particular performance (record or other) shall be not authorised.

Position

1.3.008 The rider shall normally assume a sitting position on the bicycle. This position requires that the only points of support are the following: the feet on the pedals, the hands on the handlebars and the seat on the saddle.

Steering

1.3.009 The bicycle should have handlebars which allows it to be ridden and maneuvered in any circumstances and in complete safety.

Propulsion

1.3.010 The bicycle shall be propelled solely through a chain set by the legs (inferior muscular chain) moving in a circular movement, without electric or other assistance.

In para cycling, mechanical prostheses/orthopaedic braces for upper or lower limbs can only be used by athletes who have evaluated in accordance with the UCI classification procedure and who have Review (R) or Confirmed (C) status.

In no case may a mechanical prosthesis/orthopaedic brace for the lower limbs be used outside paracycling events.

2. Technical Specifications

Except where stated to the contrary, the following technical specifications shall apply to bicycles used in road, track and cyclo-cross racing. The specific characteristics of bicycles used in mountain bike, BMX, trials, indoor cycling and para-cycling for riders with disabilities are set out in the part regulating the discipline in question.

1.3.011 a) Measurements – see Diagram “measurements (1)”

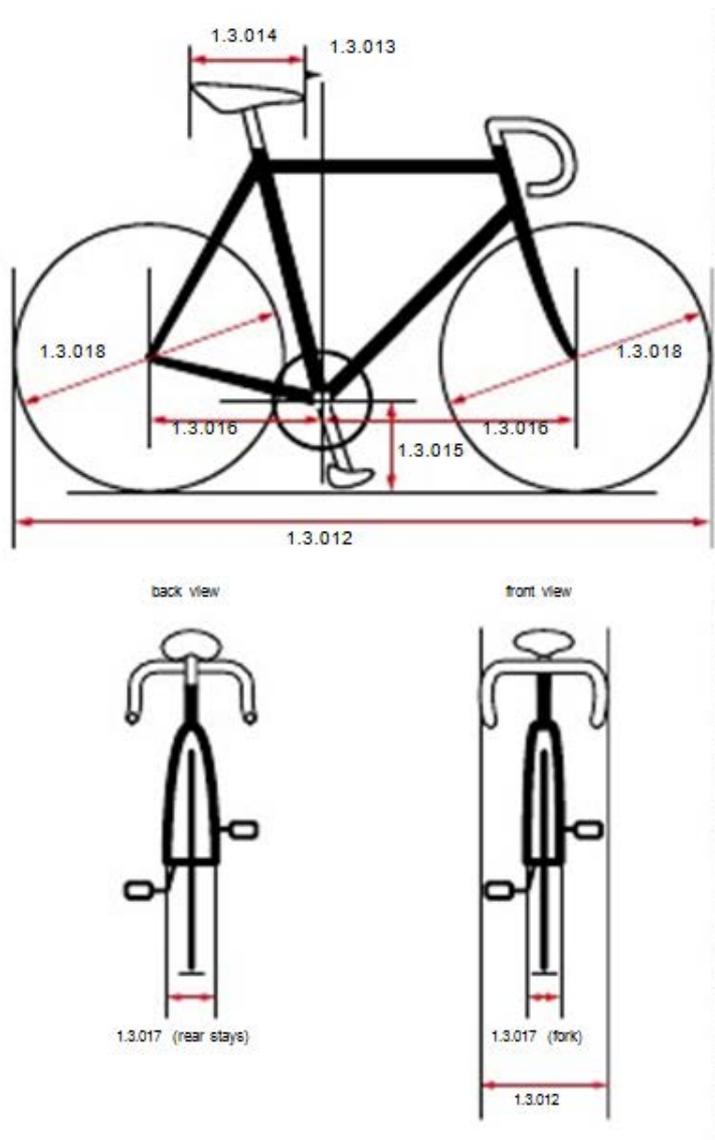
1.3.012 A bicycle shall not measure more than 185 cm in length and 50 cm in width overall. A tandem shall not measure more than 270 cm in length and 50 cm in width overall.

1.3.013 The peak of the saddle shall be a minimum of 5 cm to the rear of a vertical plane passing through the bottom bracket spindle. This restriction shall not be applied to the bicycle ridden by a rider in a sprint event on track (flying 200m, flying lap, sprint, team sprint, keirin, 500 metres and 1 kilometre); however, in no circumstances shall the peak of the saddle extend in front of a vertical line passing through the bottom bracket spindle.

The peak of the saddle can be moved forward until the vertical line passing through the bottom bracket spindle where that is necessary for morphological reasons. By morphological reasons should be understood everything to do with the size and limb length of the rider.

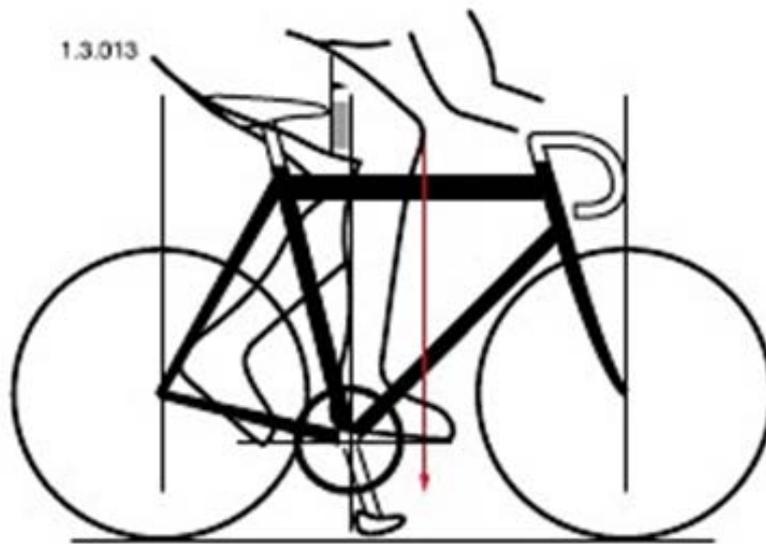
Any rider who, for these reasons, considers that he needs to use a bicycle of lesser dimensions than those given shall inform the commissaires' panel at the time of the bike check.

Measurements (1)



Only one exemption for morphological reasons may be requested; either the peak of the saddle can be moved forward or the handlebar extensions can be moved forward, in accordance with Article 1.3.023.

Measurements (2)



- 1.3.015 The distance between the bottom bracket spindle and the ground shall be between 24 cm minimum and 30 cm maximum.
- 1.3.016 The distance between the vertical passing through the lower bracket spindle and the front wheel spindle shall be between 54 cm minimum and 65 cm maximum. The distance between the vertical passing through the bottom bracket spindle and the rear wheel spindle shall be between 35 cm minimum and 50 cm maximum.
- 1.3.017 The distance between the internal extremities of the front forks shall not exceed 11.5 cm; the distance between the internal extremities of the rear triangle shall not exceed 14.5 cm.
- 1.3.018 Wheels of the bicycle may vary in diameter between 70 cm maximum and 55 cm minimum, including the tyre. For the cyclo-cross bicycle the width of the tyre (measured between the widest parts) shall not exceed 33 mm and it may not incorporate any form of spike or stud.

For massed start competitions in the disciplines road and cyclo-cross only wheel designs granted prior approval by the UCI may be used. Wheels shall have at least 12 spokes; spokes can be round, flattened or oval, as far as no dimension of their sections exceeds 10 mm.

In order to be granted approval wheels must have been subjected to the Vertical Drop Test which consists of:

Test method Vertical Drop Test

Vertical drop test (neutralization of the rebound of the anvil)

Energy level: 40 Joules

Impact striker geometry: Flat steel anvil, the impact surface is covered with a silicone rubber pad of 20mm thickness (Hardness Shore A=50 +/-5, Compression set of 40% acc. To ASTM D395 Methode B). The rubber pad requires to be undamaged.

Impact mass: Range of 6 – 10kg

Energy must always remain at 40 Joules at the hit with a +/- 5% tolerance.

Hitting point: One hit at 90° from valve hole, adjusted to have the impact point of anvil between the spokes

In order to be certified as passed, the alloy and/or carbon wheels shall have:

- No visible cracks or delamination
- No change in lateral profile or in lateral run out in excess of 1.0mm
- No change in radial profile or in radial run out in excess of 1.0mm

Wheels which meet the definition of traditional wheels do not need to be certified.

Definition of Traditional Wheels:

Criteria:

- Rim height: Less than 25 mm
- Rim material: Alloy
- Spokes: Minimum of 20 steel spokes which are detachable
- General: All components must be identifiable and commercially available

In track competition, the use of a front disc wheel is only permitted in the specialities against the clock.

Notwithstanding this article, the choice and use of wheels remains subject to articles 1.3.001 to 1.3.003.

b) Weight

1.3.019 The weight of the bicycle cannot be less than 6.8 kilograms.

c) Configuration

1.3.020 For road competitions other than time trials and for cyclo-cross competitions, the frame of the bicycle shall be of a traditional pattern, i.e. built around a main triangle. It shall be constructed of straight or tapered tubular elements (which may be round, oval, flattened, teardrop shaped or otherwise in cross-section) such that the form of each element except the chain stays and the seat stays encloses a straight line.

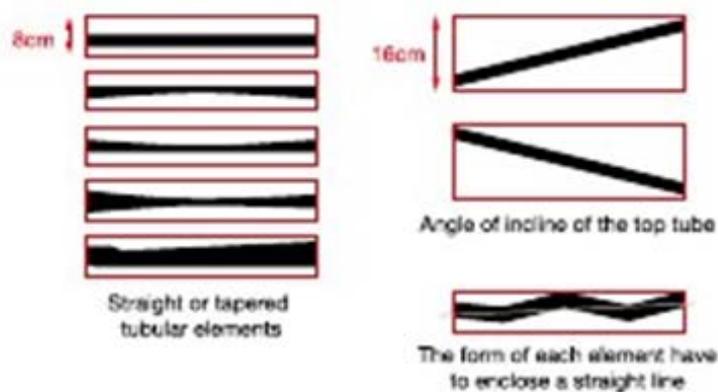
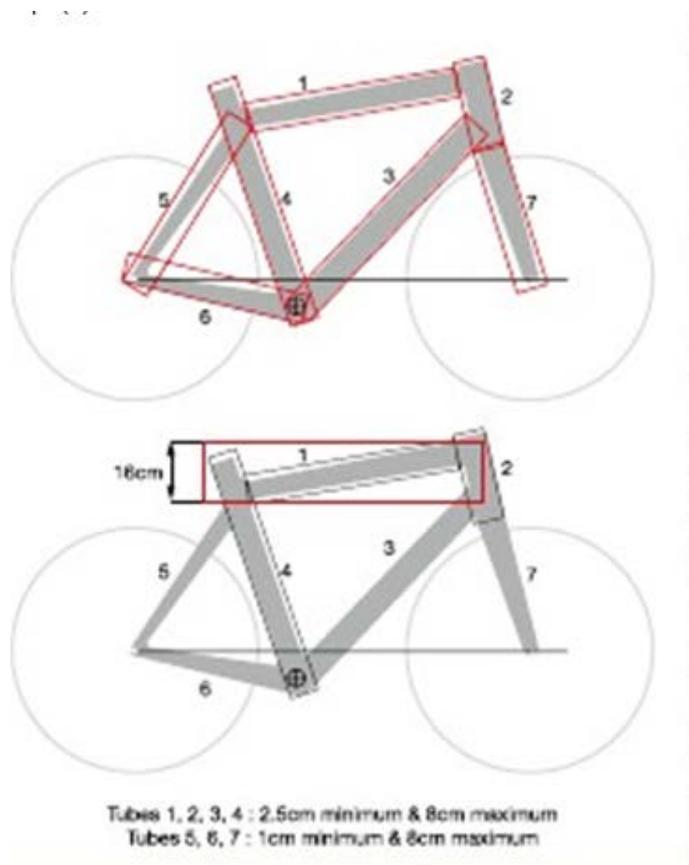
The elements of the frame shall be laid out such that the joining points shall follow the following pattern: the top tube (1) connects the top of the head tube (2) to the top of the seat tube (4); the seat tube (from which the seat post shall extend) shall connect to the bottom bracket shell; the down tube (3) shall connect the bottom bracket shell to the bottom of the head tube. The rear triangles shall be formed by the chain stays (6), the seat stays (5) and the seat tube (4) with these seat stays anchored to the seat tube at points falling within the limits laid down for the slope of the top tube.

The maximum height of the elements shall be 8 cm and the minimum thickness 2.5 cm. The minimum thickness shall be reduced to 1 cm for the chain stays (6) and the seat stays (5). The minimum thickness of the elements of the front fork shall be 1 cm; these may be straight or curved (7). (See diagram "Shape (1)").

The top tube may slope, provided that this element fits within a horizontal template defined by a maximum height of 16 cm and a minimum thickness of 2.5 cm

The effective width of the head tube zone may not exceed 16 cm at the narrowest point between the inner join of the top tube and down tube and the front of the box for the head tube.

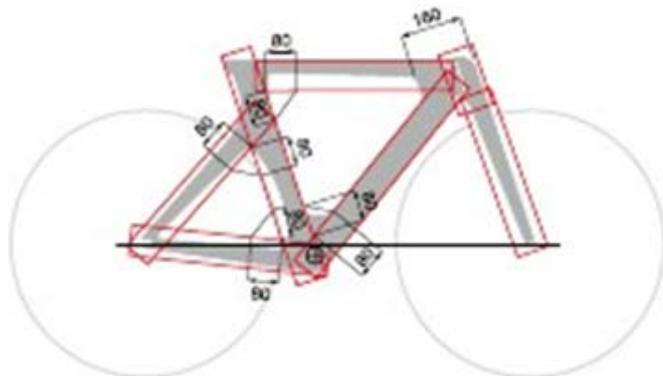
Shape (1)



1.3.021

For road time trials and for track competitions, the elements of the bicycle frame may be tubular or solid, assembled or cast in a single piece in any form (including arches, cradles, beams or any other). These elements, including the bottom bracket shell, shall fit within a template of the “triangular form” defined in article 1.3.020. (See diagram “Shape (2)”).

Shape (2)



Isosceles compensation triangles with two 8cm sides are authorized at the joints between frame elements except at the joints between the chain stays and seat stays where triangles are not authorized. Additionally, the compensation triangle between the top tube and down tube is replaced by a compensatory joint zone 16 cm wide delimited at its foremost by the front of the box for the head tube.

The effective width of the head tube zone may not exceed 16 cm at the narrowest point between the inner join of the top tube and down tube and the front of the box for the head tube.

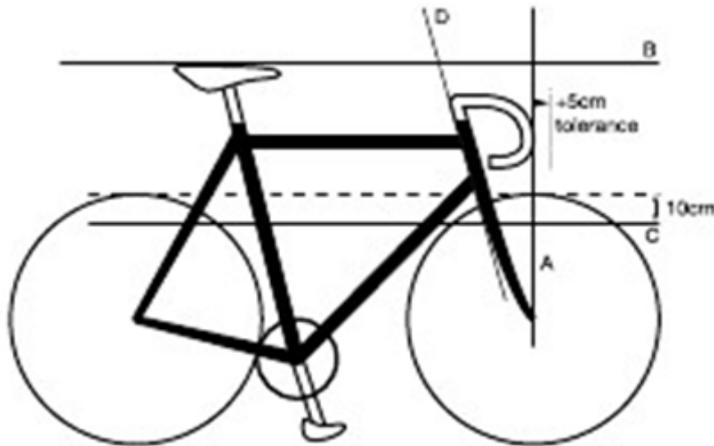
1.3.022

In competitions other than those covered by article 1.3.023, only the traditional type of handlebars (see diagram "structure 1") may be used. The handlebars must be positioned in an area defined as follows: above, by the horizontal plane of the point of support of the saddle (B); below, by the horizontal line passing through the highest point of the two wheels (these being of equal diameter) (C); at the rear by the axis of the steerer tube (D) and at the front by a vertical line passing through the front wheel spindle with a 5cm tolerance (see diagram "Structure(1a)"). The distance referred to in point (A) is not applicable to the bicycle of a rider who takes part in a sprint event on track (flying 200 m, flying lap, sprint, team sprint, keirin, 500 metres and 1 kilometre), but must not exceed 10 cm in relation to the vertical line passing through the front wheel spindle.

The brake controls attached to the handlebars shall consist of two supports with levers. It must be possible to operate the brakes by pulling on the levers with the hands on the

leversupports. Any extension to or reconfiguration of the supports to enable an alternative use is prohibited. A combined system of brake and gear controls is authorized.

Structure (1a)



1.3.023

For road time trials and individual and team pursuit on the track, a fixed extension may be added to the steering system; in this instance, the height difference between the elbow support points and the highest and lowest points of the handlebar extension (including gear levers) must be less than 10 cm. It is also possible to add a handlebar extension for the 500 m and kilometre time trials on the track, but in this case, the position of the tip of the saddle must be at least 5 cm behind the vertical plane passing through the bottom bracket axle. The distance between the vertical line passing through the bottom bracket axle.

The distance between the vertical line passing through the bottom bracket axle and the extremity of the handlebar may not exceed 75cm, with the other limits set in article 1.3.022(B,C,D) remaining unchanged. Elbow or forearm rests are permitted (see diagram "Structure (1B)")

For road time trial competitions, controls or levers fixed to the handlebar extension may not extend beyond the 75cm limit.

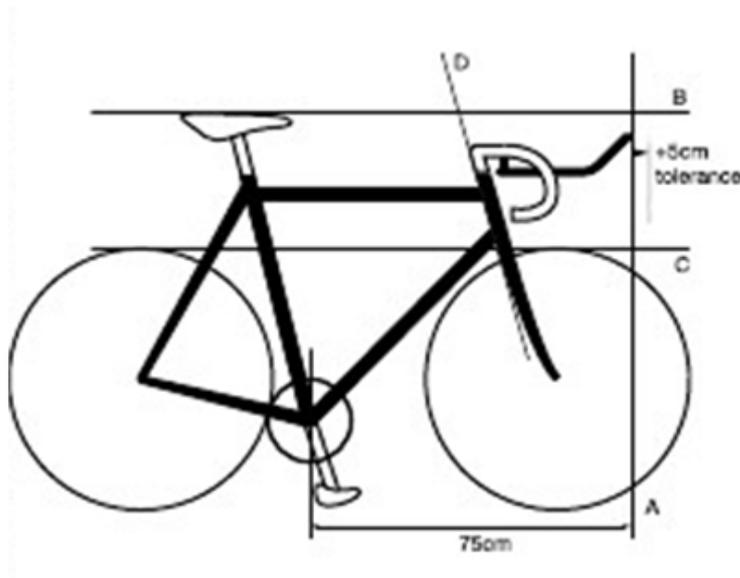
For the track and road competitions covered by the first paragraph, the distance of 75cm may be increased to 80cm to the extent that this is required for morphological reasons; "morphological reasons" should be taken as meaning anything regarding the size or length of the rider's body parts. A rider who, for this reason, considers that he needs to make

use of a distance between 75 and 80cm must inform the Commissaires' Panel at the time of the bike check.

For riders that are 190 cm tall or taller, the horizontal distance between the vertical line passing through the bottom bracket axle and the extremity of the handlebar extensions including all accessories may be extended to 85 cm.

Only one exemption for morphological reasons may be requested; either the handlebar extension can be moved forward or the peak of the saddle can be moved forward, in accordance with Article 1.3.013.

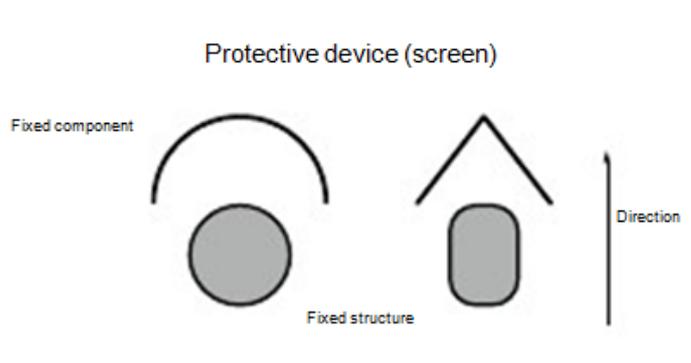
Structure (1b)



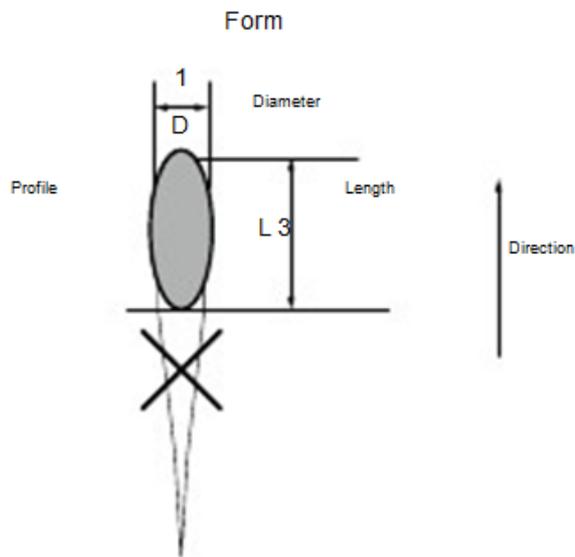
1.3.024

Any device, added or blended into the structure, that is destined to decrease, or which has the effect of decreasing, resistance to air penetration or artificially to accelerate propulsion, such as a protective screen, fuselage form of fairing or the like, shall be prohibited.

Structure (2)

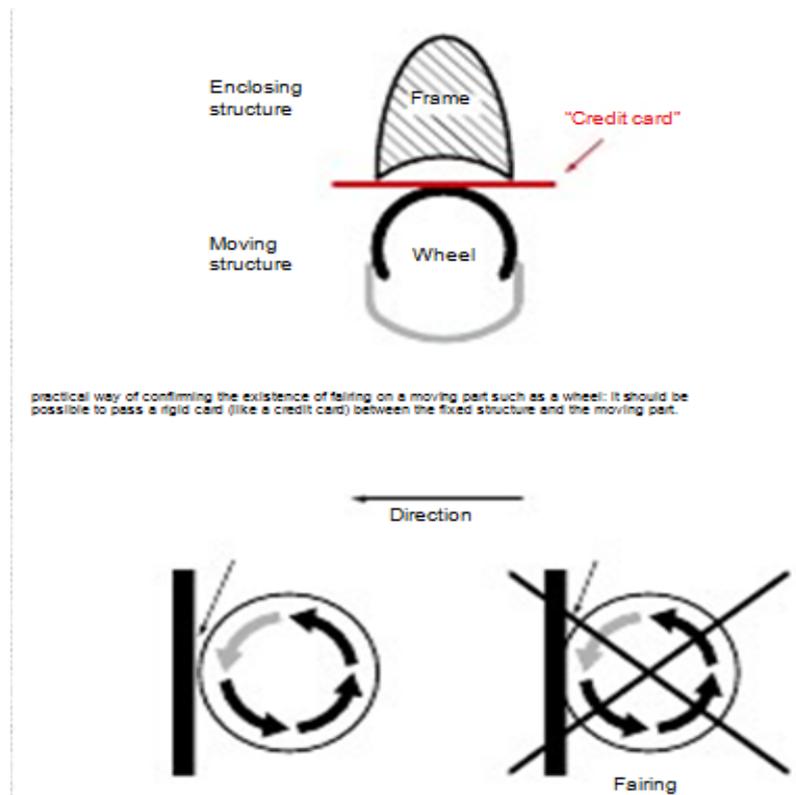


A protective screen shall be defined as a fixed component that serves as a windscreen or windbreak designed to protect another fixed element of the bicycle in order to reduce its wind resistance.



A fuselage form shall be defined as an extension or streamlining of a section. This shall be tolerated as long as the ratio between the length L and the diameter D does not exceed 3.

Structure (3)



A fairing shall be defined as the use or adaptation of a component of the bicycle in such a fashion that it encloses a moving part of the bicycle such as the wheels or the chainset. Therefore, it should be possible to pass a rigid card (like a credit card) between the fixed structure and the moving part.

1.3.024b Bottles shall be integrated in the frame and may only be located on the down and seat tubes on the inside of the frame and cannot be integrated to the frame. The dimensions of the cross-sections of a bottle used in competition must not exceed 10 cm or be less than 4 cm and their capacity must be a minimum of 400 ml and a maximum of 800 ml.

1.3.024c Any bicycle may be fitted with onboard technology equipment that has the ability and purpose to collect or transmit data, information or images. Such equipment shall comprise telemetry and transponder units and videocameras. Bicycles may be fitted with such equipment under the following conditions:

- The system to install the equipment must be designed for use on bicycles and shall not affect the certification of any item of the bicycle;
- The system to install the equipment must not allow the equipment to be removed during the race and the equipment will be considered non-removable;
- The rider must not have any direct access to the images or information concerning other riders being collected or transmitted during the race.

Compliance with the aforementioned conditions and provided all other provisions of the UCI Regulations are respected, means that the use of onboard technology is authorized but does not imply that the UCI undertakes any responsibility for it. The UCI shall not be liable for any consequences deriving from the installation and use of onboard technology by licence holders, nor for any defects it may hold or its non-compliance.

This article and the requirements contained herein do not apply to removable computers/ rider information systems.

Notwithstanding the above, articles 4.3.014 or 6.1.060 remain fully applicable with regard to the use of onboard technology equipment.

1.3.025

Freewheels, multiple gears and brakes are not permitted for use on the track during competition or training. Disc brakes are allowed in cyclo-cross training and competition. For races on the road and cyclo-cross, the use of a fixed sprocket is forbidden: a braking system that acts on both wheels is required.

Appendix 2: Gear Tables

Metric Gear Tables

Standard Sprint Rim with 18mm low profile tubular and standard standard 700c rim with racing type slick H.P. tyre															
SPROCKET SIZE															
	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
40	7.01	6.47	6.01	5.61	5.26	4.95	4.67	4.43	4.21	4.01	3.82	3.66	3.51	3.37	3.24
41	7.19	6.63	6.16	5.75	5.39	5.07	4.79	4.54	4.31	4.11	3.92	3.75	3.59	3.45	3.32
42	7.36	6.80	6.31	5.89	5.52	5.20	4.91	4.65	4.42	4.21	4.02	3.84	3.68	3.53	3.40
43	7.54	6.96	6.46	6.03	5.65	5.32	5.02	4.76	4.52	4.31	4.11	3.93	3.77	3.62	3.48
44	7.71	7.12	6.61	6.17	5.78	5.44	5.14	4.87	4.63	4.41	4.21	4.02	3.86	3.70	3.56
45	7.89	7.28	6.76	6.31	5.92	5.57	5.26	4.98	4.73	4.51	4.30	4.12	3.94	3.79	3.64
46	8.06	7.44	6.91	6.45	6.05	5.69	5.38	5.09	4.84	4.61	4.40	4.21	4.03	3.87	3.72
47	8.24	7.60	7.06	6.59	6.18	5.82	5.49	5.20	4.94	4.71	4.49	4.30	4.12	3.95	3.80
48	8.41	7.77	7.21	6.73	6.31	5.94	5.61	5.31	5.05	4.81	4.59	4.39	4.21	4.04	3.88
49	8.59	7.93	7.36	6.87	6.44	6.06	5.73	5.42	5.15	4.91	4.68	4.48	4.29	4.12	3.96
50	8.76	8.09	7.51	7.01	6.57	6.19	5.84	5.54	5.26	5.01	4.78	4.57	4.38	4.21	4.04
51	8.94	8.25	7.66	7.15	6.70	6.31	5.96	5.65	5.36	5.11	4.88	4.66	4.47	4.29	4.13
52	9.11	8.41	7.81	7.29	6.84	6.43	6.08	5.76	5.47	5.21	4.97	4.76	4.56	4.37	4.21
53	9.29	8.57	7.96	7.43	6.97	6.56	6.19	5.87	5.57	5.31	5.07	4.85	4.64	4.46	4.29
54	9.46	8.74	8.11	7.57	7.10	6.68	6.31	5.98	5.68	5.41	5.16	4.94	4.73	4.54	4.37
55	9.64	8.90	8.26	7.71	7.23	6.80	6.43	6.09	5.78	5.51	5.26	5.03	4.82	4.63	4.45
56	9.82	9.06	8.41	7.85	7.36	6.93	6.54	6.20	5.89	5.61	5.35	5.12	4.91	4.71	4.53

Standard Sprint Rim with normal road tubular tyre															
SPROCKET SIZE															
	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
40	7.12	6.57	6.10	5.69	5.34	5.02	4.75	4.50	4.27	4.07	3.88	3.71	3.56	3.42	3.29
41	7.30	6.74	6.25	5.84	5.47	5.15	4.86	4.61	4.38	4.17	3.98	3.81	3.65	3.50	3.37
42	7.47	6.90	6.41	5.98	5.61	5.28	4.98	4.72	4.48	4.27	4.08	3.90	3.74	3.59	3.45
43	7.65	7.06	6.56	6.12	5.74	5.40	5.10	4.83	4.59	4.37	4.17	3.99	3.83	3.67	3.53
44	7.83	7.23	6.71	6.26	5.87	5.53	5.22	4.95	4.70	4.47	4.27	4.09	3.92	3.76	3.61
45	8.01	7.39	6.86	6.41	6.01	5.65	5.34	5.06	4.80	4.58	4.37	4.18	4.00	3.84	3.70
46	8.19	7.56	7.02	6.55	6.14	5.78	5.46	5.17	4.91	4.68	4.47	4.27	4.09	3.93	3.78
47	8.36	7.72	7.17	6.69	6.27	5.90	5.58	5.28	5.02	4.78	4.56	4.36	4.18	4.01	3.86
48	8.54	7.89	7.32	6.83	6.41	6.03	5.69	5.40	5.13	4.88	4.66	4.46	4.27	4.10	3.94
49	8.72	8.05	7.47	6.98	6.54	6.16	5.81	5.51	5.23	4.98	4.76	4.55	4.36	4.19	4.02
50	8.90	8.21	7.63	7.12	6.67	6.28	5.93	5.62	5.34	5.08	4.85	4.64	4.45	4.27	4.11
51	9.08	8.38	7.78	7.26	6.81	6.41	6.05	5.73	5.45	5.19	4.95	4.74	4.54	4.36	4.19
52	9.25	8.54	7.93	7.40	6.94	6.53	6.17	5.84	5.55	5.29	5.05	4.83	4.63	4.44	4.27
53	9.43	8.71	8.08	7.55	7.07	6.66	6.29	5.96	5.66	5.39	5.14	4.92	4.72	4.53	4.35
54	9.61	8.87	8.24	7.69	7.21	6.78	6.41	6.07	5.77	5.49	5.24	5.01	4.80	4.61	4.44
55	9.79	9.03	8.39	7.83	7.34	6.91	6.53	6.18	5.87	5.59	5.34	5.11	4.89	4.70	4.52
56	9.97	9.20	8.54	7.97	7.47	7.03	6.64	6.29	5.98	5.69	5.44	5.20	4.98	4.78	4.60

Imperial Gear Table

Imperial Gear Table																			
SPROCKET SIZE																			
	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
57	128.3	118.4	110.0	102.6	96.2	90.5	85.5	81.0	77.0	73.3	70.0	66.9	64.1	61.6	59.2	57.0	55.0	53.1	51.3
56	126.0	116.3	108.0	100.8	94.5	89.0	84.0	79.6	75.6	72.0	68.7	65.8	63.0	60.5	58.2	56.0	54.0	52.1	50.4
55	123.8	114.3	106.1	99.0	92.8	87.4	82.5	78.2	74.3	70.7	67.5	64.6	61.9	59.4	57.1	55.0	53.0	51.2	49.5
54	121.5	112.2	104.2	97.2	91.1	85.8	81.0	76.8	72.9	69.4	66.3	63.4	60.8	58.3	56.1	54.0	52.1	50.3	48.6
53	119.3	110.1	102.2	95.4	89.5	84.2	79.5	75.3	71.6	68.2	65.1	62.2	59.6	57.3	55.0	53.0	51.1	49.4	47.7
52	117.0	108.0	100.3	93.6	87.8	82.6	78.0	73.9	70.2	66.9	63.8	61.1	58.5	56.2	54.0	52.0	50.2	48.4	46.8
51	114.8	105.9	98.4	91.8	86.1	81.0	76.5	72.5	68.9	65.6	62.6	59.9	57.4	55.1	53.0	51.0	49.2	47.5	45.9
50	112.5	103.9	96.4	90.0	84.4	79.4	75.0	71.1	67.5	64.3	61.4	58.7	56.3	54.0	51.9	50.0	48.2	46.6	45.0
49	110.3	101.8	94.5	88.2	82.7	77.7	73.5	69.6	66.2	63.0	60.1	57.5	55.1	52.9	50.9	49.0	47.3	45.6	44.1
48	108.0	99.7	92.6	86.4	81.0	76.3	72.0	68.2	64.8	61.7	58.9	56.4	54.0	51.9	49.9	48.0	46.3	44.7	43.2
47	105.8	97.6	90.7	84.6	79.3	74.7	70.5	66.8	63.5	60.4	57.7	55.2	52.9	50.8	48.8	47.0	45.3	43.8	42.3
46	103.5	95.6	88.7	82.8	77.6	73.1	69.0	65.4	62.1	59.2	56.5	54.0	51.8	49.7	47.8	46.0	44.4	42.8	41.4
45	101.3	93.5	86.8	81.0	76.0	71.5	67.5	64.0	60.8	57.9	55.2	52.8	50.6	48.6	46.7	45.0	43.4	41.9	40.5
44	99.0	91.4	84.9	79.2	74.3	69.9	66.0	62.5	59.4	56.6	54.0	51.7	49.5	47.5	45.7	44.0	42.4	41.0	39.6
43	96.8	89.3	82.9	77.4	72.6	68.3	64.5	61.1	58.1	55.3	52.8	50.5	48.4	46.4	44.7	43.0	41.5	40.0	38.7
42	94.5	87.2	81.0	75.6	70.9	66.7	63.0	59.7	56.7	54.0	51.6	49.3	47.3	45.4	43.6	42.0	40.5	39.1	37.8
41	92.3	85.2	79.1	73.8	69.2	65.1	61.5	58.3	55.4	52.7	50.3	48.1	46.1	44.3	42.6	41.0	39.5	38.2	36.9
40	90.0	83.1	77.2	72.0	67.5	63.5	60.0	56.9	54.0	51.4	49.1	47.0	45.0	43.2	41.5	40.0	38.6	37.2	36.0
39	87.8	81.0	75.2	70.2	65.8	62.0	58.5	55.4	52.7	50.2	47.9	45.8	43.9	42.1	40.5	39.0	37.6	36.3	35.1
38	85.5	78.9	73.3	68.4	64.1	60.4	57.0	54.0	51.3	48.9	46.6	44.6	42.8	41.0	39.5	38.0	36.7	35.4	34.2
37	83.3	76.9	71.4	66.6	62.5	58.8	55.5	52.6	50.0	47.6	45.4	43.4	41.6	40.0	38.4	37.0	35.7	34.5	33.3
36	81.0	74.8	69.4	64.8	60.8	57.2	54.0	51.2	48.6	46.3	44.2	42.3	40.5	38.9	37.4	36.0	34.7	33.5	32.4
35	78.8	72.7	67.5	63.0	59.1	55.6	52.5	49.7	47.3	45.0	43.0	41.1	39.4	37.8	36.4	35.0	33.8	32.6	31.5

Measurement in inches = No. teeth on chainring x diameter back wheel (27") ÷

No. teeth on sprocket