

PART III TRACK RACES

Chapter ORGANISATION

Race Programme

3.1.001 (N) An organiser shall establish a programme each time he holds a race.

3.1.002 (N) The programme shall include at least the following details of the organisation:

- mention of the fact that the race will be run under UCI Regulations
- possibly giving the specific regulations of the race
- the race programme and schedule
- a description of the track (length, coating, indoor or outdoor.)
- location of the Race Headquarters, the drug-test room and the Press room
- the place and time of the enrolment check and the distribution of riders' numbers
- the place and time of the meeting of Team Managers
- the programme for the official ceremonies
- prizes
- the composition of the Commissaires Panel
- the name, address and telephone number of the director of the organisation
- specification that only the UCI Scale of Penalties shall apply
- the drug-test regulations that are to apply

Secretariat

3.1.003 (N) The organiser shall, for the full duration of the race provide a permanent equipped secretariat in the cycling stadium. A representative of the organiser shall be on hand there at all times.

3.1.004 (N) The Race Headquarters shall be maintained until the results have been transmitted to the UCI or, if the commissaires have not yet finished their work, until such time as they have finished.

3.1.005 (N) The Race Headquarters shall be equipped with a telephone, a fax machine and a photocopier.

Results

3.1.006 (N) As soon as results of the race are known, the organiser shall immediately transmit them by fax to the UCI and to its National Federation, together with the list of riders having taken the start.

3.1.007 (N) The National Federation of the organiser shall without delay communicate to the UCI any changes made to the results communicated by the organiser.

Security

- 3.1.008 Notwithstanding any legal and administrative provisions that may apply and the duty of each individual to take all due care, the organiser shall ensure that the track, the cycling stadium and all installations are in good condition and do not constitute a danger to security.
- 3.1.009 In no case, can the UCI be held responsible for any defects or any accidents that may occur.

Medical care

- 3.1.010 Medical care shall be administered exclusively by the doctor or doctors designated by the organisers of the competition from the moment riders enter the cycling stadium area to the moment they leave the track.



Chapter TRACK RACES

§ 1 General observations

Participation

- 3.2.001 Track competitions shall be held either:
- for Juniors
 - or
 - for all other riders together or by category

Conduct of riders

- 3.2.002 Riders shall refrain from any collusion, manoeuvre or movement likely to hinder the conduct or distort the result of the race.
- 3.2.003 If riders wearing the same team clothing ride in the same race, they shall bear some distinctive sign recognisable from afar.
- 3.2.004 Other than when prevented by circumstances beyond their control, all riders qualifying for repechages or the following round of the competition must participate or else they will be disqualified.
- 3.2.005 Riders may carry no object on them or on their bicycles that could drop onto the track.
- 3.2.006 A rider may not have the race stopped because of some irregularity of which he considers himself the victim although he or his Team Manager shall be entitled to lodge a complaint.
- 3.2.007 Unless otherwise provided, any rider having fallen or left the track to dismount from his bicycle, may accept help in remounting. He shall resume the race at the point where he left the track.
- 3.2.008 Riders may not ride on the blue band that, according to the Regulations, does not form part of the track proper.

Riders' numbers

- 3.2.009 (N) riders shall bear two number panels, save in the following specialities where they shall bear just one: the Km Time Trial, the 500 m Time Trial, the Individual Pursuit, the Team Pursuit and the Olympic Sprint.

Commissaires Panel

- 3.2.010 The composition of the Commissaires Panel is indicated in Article 1.2.109.

Complaints

- 3.2.011 All complaint against a competitor or against a decision by the Commissaires Panel shall be lodged with that Panel within 10 minutes of the decision in question having been communicated or of the end of the race in question.
- 3.2.012 The Commissaires Panel shall take a decision on the complaint as rapidly as possible after having heard the parties concerned or having given them the opportunity to explain. Should the complaint be declared well-founded, the panel may have the race at issue rerun or it may cancel the result of the competition in question.

Warning - disqualification

- 3.2.013 Any offence not specifically penalised and any unsporting behaviour shall be punished by a warning or by disqualification from the race according to the gravity of the fault, notwithstanding the fine provided for in article 12.1.007.

- 3.2.014 In motor-pacing races, a warning shall be indicated by a green flag.

Disqualification shall be indicated by a red flag.

The warning preceding disqualification shall be indicated by yellow and green flag together.

In all cases the number of the offending rider shall be indicated by a panel or any other audible or visible means.

Time-keeping

- 3.2.015 (N) Times shall be taken to the thousandth of a second whenever the time determines the result.

Start

- 3.2.016 The starter, located on the track centre, shall give the start by means a pistol shot. In cases where the start is to be taken from a starting block, the following procedure shall apply: the brakes of the machine shall be released by the electronic system that simultaneously triggers the chronometer. Once the bicycle has been fixed, a clock placed before the rider, counts down the last 50 seconds before the start.
- 3.2.017 Any rider holding up the start for reasons not accepted by the starter shall not be permitted to start.

Stoppage

- 3.2.018 The starter alone shall judge whether to stop the race in case of a false start.
- 3.2.019 Stoppage of the race shall be indicated by a double pistol shot, except for the following races: kilometre, 500 metres time trial, team-pursuit.
- 3.2.020 During the first lap of the competition, a rider causing more than two stoppages of a race for recognised reasons, he shall be disqualified.

Then he shall be relegated to the last place in the stage of the competition in which the race stoppages occurred.

Recognised accident

- 3.2.021 The following shall be considered recognised accidents:
- a fall
 - a puncture
 - the breakage of an essential part of the bicycle.

Other incidents such as incorrect tightening or fixing (of a wheel, handlebar, pedal, etc.), the jamming of a chainset, etc. shall not be considered recognised accidents and may not give rise to a fresh start of the race or to a neutralisation.

§ 2 The 200 metres Time Trial

Definition

- 3.2.022 A "200 metres Time Trial" race shall be used to select the participants in certain events.

Racing procedure

- 3.2.023 Riders shall take the start in the order determined by the commissaires.
- 3.2.024 The rider shall enter the track in the area set aside for that purpose on the straight opposite the finishing line. The rider shall enter the track as soon as the previous rider has triggered the starting chronometer and has passed.
- 3.2.025 The rider shall build up speed over a distance depending on the length of the track:
- 250 metres track or smaller: 3.5 laps
 - 285,714 metre tracks: 3.0 laps
 - 333,33 metre track: 2.5 laps
 - 400 metres track and longer: 2.0 laps.
- 3.2.026 He shall then take a flying start from the 200 metre line.
- 3.2.027 In the case of a draw, the rider that started first shall precede the other in the classification.

- 3.2.028 In the case of a recognised accident, the rider shall take a new start. In the case of an accident that is not recognised, the rider shall be disqualified.

§ 3 Sprint

Definition

- 3.2.029 The sprint race shall be a track race in which, from the 1/4 finals, two riders shall dispute a sprint in two heats and a decider.

Organisation of the competition

- 3.2.030 The competition shall be organised according to the table in article 3.2.050.
- 3.2.031 If necessary, a qualifying "200 metre time trial race" shall be run to designate the riders to participate in the sprint tournament.
- 3.2.032 During World Cup competitions, 18 men and 12 women shall qualify for the sprint tournament.
- 3.2.033 *During World Championships, 18 riders shall participate in the sprint tournament.*

Previously an individual time trial race over a distance of 200 metres shall be run to determine the fastest 18 riders taking part to the sprint tournament and the make up of the heats. The first 8 riders to have been classified in the Sprint Championships the preceding year shall start last, in the inverse order of classification. The other riders shall start in an order determined by drawing lots.

Sprint Race

- 3.2.034 From the quarter finals, as indicated in the table in article 3.2.050, the match shall be run in two heats and a deciding round.

Repechages shall be ridden with two or three riders, in a single heat.

The four riders beaten in the quarter finals shall ride off a four-up race so that they may be placed 5th to 8th. The riders beaten in the 1/8 finals repechage race in a four-up heat for 9th to 12th place. The riders beaten in the other repechages, as shown in the table, take part to a 10 laps race to classify for the 13th to 18th place.

- 3.2.035 Races shall be ridden over three laps on tracks of 333.33 metres or less and over two laps on tracks of more than 333.33 metres.
- 3.2.036 Should a rider drop out of a two-up heat, his opponent shall go to the starting line to be declared the winner. He need not cover the distance.
- 3.2.037 The starting position shall be determined by drawing lots. The rider placed on the inside of the track shall lead the first lap.

In two-heat races, the other rider shall lead in the second heat. For the deciding round, a fresh draw shall take place.

Race procedure

- 3.2.038 The start shall be given by whistle.
- 3.2.039 The rider who has to lead the first lap shall ride at no less than walking speed. He may not perform a standstill until he has completed a full lap.
- 3.2.040 Riders may not perform a standstill for more than a total of three minutes per heat. After that, the rider who led the first lap shall, on orders from the starter, continue the race.
- 3.2.041 Before the last 200 metre line or the start of the final sprint, riders may avail themselves of the full width of the track but must nevertheless leave sufficient space for their opponent to pass and shall refrain from any manoeuvres that could provoke a collision, a fall or cause any rider to ride off the track.
- 3.2.042 During the final sprint, even if launched before the last 200 metres, each rider shall remain in his lane up to the finish, without making any manoeuvre to prevent the opponent from passing.
- 3.2.043 A rider may not challenge or pass on the left an opponent riding in the sprinters' lane.
- If the leading rider leaves the sprinters' lane and his opponent attempts to pass to his left, he may not return to that lane unless he still has a clear cycle-length lead.
- 3.2.044 A rider passing on the right of his opponent, who is in the sprinters' lane, may not crowd him or cause him suddenly to reduce speed.
- 3.2.045 A rider starting the sprint outside the sprinters' lane may not drop into that lane if it is already occupied by his opponent unless there is a clear cycle-length between them and he can do so without risking a fall or a collision.
- 3.2.046 Should the leading rider drop down below the measuring line he shall be relegated unless he does so involuntarily and unless, at that moment, the result may be considered a foregone conclusion.
- 3.2.047 If, in a three or four-up race, a rider behaves in an illicit manner to favour another rider, he shall be relegated. The race shall be immediately rerun as a two or three-up race and the favoured rider shall lead the first lap.

Race stoppages

- 3.2.048 The race may be stopped only:
- 1) in the case of fall.
If the fall be intentionally caused by a competitor, that competitor shall be relegated or disqualified from the tournament according to the gravity of the fault committed. In two-up heats, the rider that has fallen shall be declared the winner, even if he has not passed the finishing line.

In three or four-up heats, the race shall be immediately resumed with the remaining two or three riders.

Should the fall have been caused by a competitor riding too slowly in a curve or by any other unintentional fault on the part of a competitor, the race shall be resumed and the offending rider shall lead the first lap.

If the fall is not caused by a competitor committing a fault, commissaires shall decide whether the race is to be resumed with the riders in the same order or whether the positions at the time of the fall should be considered final.

- 2) in the case of a puncture.
- 3) in the case of the breakage of an essential part of the bicycle.

In all of these three cases, the commissaires shall decide whether the race is to be resumed with the riders in the same order or whether the positions at the time of the incident should be considered final.

- 4) in the following cases:
 - 4.a) If, during a standstill, a rider loses his balance, jumps or backs up his bike by more than 20 cm, falls or touches an opponent or the barrier, the race shall be restarted and the rider in question shall lead the first lap.
 - 4.b) If the starter observes a flagrant infringement and stops the race before the bell rings to indicate the start of the last lap. If the rider committing the infringement is relegated or disqualified by the commissaires, the other rider shall be declared the winner. In the case of a three or four-up race, it shall be resumed as a two or three-up race.

3.2.049 If the rider committing the infringement is not relegated or disqualified, the race shall be restarted and that rider shall lead the first lap.

3.2.050 **Table of sprint competitions:**

TABLE SHOWING THE COMPOSITION OF MEN'S SPRINT EVENTS INVOLVING 24 RIDERS

STARTERS	SYSTEM	EVENT	COMPOSITION	1st	2nd
24	Round I	1	N1 - N24	1A1	1A2
	12 X 2 → 1 = 12	2	N2 - N23	2A1	2A2
		3	N3 - N22	3A1	3A2
		4	N4 - N21	4A1	4A2
		5	N5 - N20	5A1	5A2
		6	N6 - N19	6A1	6A2
		7	N7 - N18	7A1	7A2
		8	N8 - N17	8A1	8A2
		9	N9 - N16	9A1	9A2
		10	N10 - N15	10A1	10A2
		11	N11 - N14	11A1	11A2
		12	N12 - N13	12A1	12A2
	Repechages	1	12A2 - 1A2	1B	For places 19 to 24
	6 X 2 → 1 = 6	2	11A2 - 2A2	2B	
		3	10A2 - 3A2	3B	
		4	9A2 - 4A2	4B	
		5	8A2 - 5A2	5B	
		6	7A2 - 6A2	6B	
18	Round II	1	1A1 - 6B	1C1	1C2
	9 X 2 → 1 = 9	2	2A1 - 5B	2C1	2C2
		3	3A1 - 4B	3C1	3C2
		4	4A1 - 3B	4C1	4C2
		5	5A1 - 2B	5C1	5C2
		6	6A1 - 1B	6C1	6C2
		7	7A1 - 12A1	7C1	7C2
		8	8A1 - 11A1	8C1	8C2
		9	9A1 - 10A1	9C1	9C2

	Repechages	1	1C2 - 6C2 - 9C2	1D	For places 13 to 18
	3 X 3 ⇨ 1 = 3	2	2C2 - 5C2 - 7C2	2D	
		3	3C2 - 4C2 - 8C2	3D	
12	1/8 Final	1	1C1 - 3D	1F1	1F2
	6 X 2 ⇨ 1 = 6	2	2C1 - 2D	2F1	2F2
		3	3C1 - 1D	3F1	3F2
		4	4C1 - 9C1	4F1	4F2
		5	5C1 - 8C1	5F1	5F2
		6	6C1 - 7C1	6F1	6F2
	Repechages	1	1F2 - 4F2 - 6F2	1G	For places 9 to 12
	2 X 3 ⇨ 1 = 2	2	2F2 - 3F2 - 5F2	2G	
8	1/4 Final	1	1F1 - 2G	1H	For places 5 to 8
	4 X 2 ⇨ 1 = 4	2	2F1 - 1G	2H	
	(in 2 heats)	3	3F1 - 6F1	3H	
		4	4F1 - 5F1	4H	
4	1/2 Final	1	1H - 4H	For the finals 1 - 2	3 - 4
	2 X 2 ⇨ 1 = 2	2	2H - 3H		
	(in 2 heats)				

TABLE SHOWING THE COMPOSITION OF SPRINT EVENTS INVOLVING 18 RIDERS

STARTERS	SYSTEM	EVENT	COMPOSITION	1st	2nd
18	Round 1	1	N1 - N18	1A1	1A2
	9 X 2 ⇨ 1 = 9	2	N2 - N17	2A1	2A2
		3	N3 - N16	3A1	3A2
		4	N4 - N15	4A1	4A2
		5	N5 - N14	5A1	5A2
		6	N6 - N13	6A1	6A2
		7	N7 - N12	7A1	7A2
		8	N8 - N11	8A1	8A2
		9	N9 - N10	9A1	9A2
	Repechages	1	1A2 - 6A2 - 9A2	1B	For places 13 to 18
	3 X 3 ⇨ 1 = 3	2	2A2 - 5A2 - 7A2	2B	
		3	3A2 - 4A2 - 8A2	3B	
12	1/8 Final	1	1A1 - 3B	1C1	1C2
	6 X 2 ⇨ 1 = 6	2	2A1 - 2B	2C1	2C2
		3	3A1 - 1B	3C1	3C2
		4	4A1 - 9A1	4C1	4C2
		5	5A1 - 8A1	5C1	5C2
		6	6A1 - 7A1	6C1	6C2
	Repechages	1	1C2 - 4C2 - 6C2	1D	For places 9 to 12
	2 X 3 ⇨ 1 = 2	2	2C2 - 3C2 - 5C2	2D	
8	1/4 Final	1	1C1 - 2D	1F	For places 5 to 8
	4 X 2 ⇨ 1 = 4 (in 2 heats)	2	2C1 - 1D	2F	
		3	3C1 - 6C1	3F	
		4	4C1 - 5C1	4F	
4	1/2 Final	1	1F - 4F	For the finals 1 - 2	3 - 4
	2 X 2 ⇨ 1 = 2 (in 2 heats)	2	2F - 3F		

TABLE SHOWING THE COMPOSITION OF SPRINT EVENTS INVOLVING 12 RIDERS

STARTERS	SYSTEM	EVENT	COMPOSITION	1st	2nd
12	1/8 Final	1	N1 - N12	1A1	1A2
	6 X 2 ⇄ 1 = 6	2	N2 - N11	2A1	2A2
		3	N3 - N10	3A1	3A2
		4	N4 - N9	4A1	4A2
		5	N5 - N8	5A1	5A2
		6	N6 - N7	6A1	6A2
8	Repechages	1	1A2 - 4A2 - 6A2	1B	For places 9 to 12
	2 X 3 ⇄ 1 = 2	2	2A2 - 3A2 - 5A2	2B	
	1/4 Final	1	1A1 - 2B	1C	For places 5 to 8
	4 X 2 ⇄ 1 = 4	2	2A1 - 1B	2C	
	(in 2 heats)	3	3A1 - 6A1	3C	
		4	4A1 - 5A1	4C	
4	1/2 Final	1	1C - 4C	For the finals 1 - 2 3 - 4	
	2 X 2 ⇄ 1 = 2	2	2C - 3C		
	(in 2 heats)				

§ 4 Individual Pursuit**Definition**

- 3.2.051 The Individual Pursuit is a race over a fixed distance, between two riders that start at diametrically opposite points of the track and then try to catch one another up.

Organisation of the competition

- 3.2.052 Races shall be run over:

- 4 km for Men
- 3 km for Women
- 3 km for junior Men
- 2 km for junior Women.

- 3.2.053 For the World Cup, the competition shall be held in two rounds:

1) the qualifying races select the best riders according to their respective times.

2) the finals

The riders having made the two best times shall race in the final for first and second places, the other two teams race in the final for third and fourth places.

- 3.2.054 *During World Championships the qualifying races shall designate the 4 best riders to participate in the semi-finals.*

These riders shall be paired off as follows:

2nd time against 3rd time

1st time against 4th time

The winners shall dispute the final and the losers shall race for 3rd and 4th place.

- 3.2.055 For the qualifying heats, the commissaires shall in each case match two riders of like ability, without necessarily pitting the two who are supposed to be the best.

- 3.2.056 During the qualifying heats, account shall be taken solely of the times.

If a rider is caught up, he must finish the distance to have his time recorded.

A rider caught up may not drop into the slipstream of his opponent or else he will be disqualified.

- 3.2.057 If in a race between two of the four best riders (final or semi-final) a rider is caught up, the race is finished.

The times recorded in semi-finals shall determine the rider's position in the final.

- 3.2.058 A rider shall be considered to have been caught up at the moment when the chainset of the bicycle of his opponent draws level with the chainset of his own bicycle.

- 3.2.059 If a rider declares forfeit in a semi-final or the final, his opponent shall be declared the winner.
- 3.2.060 A rider not turning up for the final shall be placed second, that not turning up for the semi-final shall be placed fourth. If the reason for their not having ridden is not recognised, the defaulting riders shall be disqualified and his place shall remain vacant.
- 3.2.061 In case of a draw to the closest one-thousandth of a second, the rider to have made the best time over the last lap shall be declared the winner.

Installations

- 3.2.062 The blue band shall be rendered impracticable in bends by pads of synthetic material 50 cm long laid at 5 metre intervals.
- 3.2.063 At the start, the two riders shall be placed at diametrically opposite points of the track.
- 3.2.064 The starting point, situated in front of the main grandstand shall be marked by a red disk. The opposite starting point shall be marked by a green disk.
- 3.2.065 (N) At each finishing point, shall be installed a device recording the time of each rider and triggering a green lamp and a red lamp indicating the moment when each crosses the line.
- 3.2.066 A lap-counter and a bell shall be installed on the finishing line of each rider.
- 3.2.067 (N) The order in which the riders cross the line, the number of laps completed, the time of each rider as well as the difference between their times at each half-lap and the final time of each rider shall be displayed on the electronic display panel.
- 3.2.068 On tracks whose dimension does not allow for an exact number of complete laps to the kilometre, the first km covered shall be indicated by a red pennant for the rider who started from the red disc and by a green pennant for he who started from the green disc. The last km shall be indicated by two red pennants and two green pennants respectively. In junior women's competitions, the first and the last half-kilometre respectively shall be indicated.
- 3.2.069 (N) For the start, each rider shall be held by a machine called a starting block.

Race procedures

- 3.2.070 The start shall be taken on the inside edge of the track.
- 3.2.071 For the qualifying heats, the starting order of each rider shall be decided by the commissaires. For the final, the rider who has caught up his opponent in the semi-final or having the best time shall have priority to start on the finishing line side.
If both finalists have caught up their opponent, this side shall be reserved for the rider who has covered the shortest distance, at half a lap, before catching his opponent. If the distance is equal, lots are drawn.

3.2.072 The starter shall stop the race by means of a double pistol shot in the case of a false start. The race shall then be restarted.

3.2.073 A single pistol shot shall indicate the end of the race at the moment when each rider crosses his finishing line on having completed the distance or, in the races considered in article 3.2.057, when one of the riders catches up with the other.

Accidents

3.2.074 **During the qualifying rounds:**

A. A recognised accident

If a recognised accident occurs in the first 30 metres, the race shall be restarted.

If a recognised accident occurs after the first 30 metres, the rider not involved shall continue the race. The rider having suffered the accident shall make a new start at the end of the qualifying heats with another rider in the same situation or, where there is no such other rider, he shall ride a solo time trial.

B. An accident that is not recognised

In case of an accident that is not recognised, the rider not involved shall cover the distance. The rider having suffered the accident shall be disqualified.

3.2.075 **During races of the second round, except for the final:**

A. A recognised accident

First phase:

- during first 500 metres for junior Women:
 - during the first kilometre for the other categories:
- the race shall be stopped and restarted.

Second phase:

- between 500 and 1500 metres for junior Women:
- between 1000 and 2000 metres for Women and for junior Men:
- between 1000 and 3000 metres for Men:

the race shall be interrupted and riders shall restart as follows:

- the leading rider shall restart from the line he last passed at the half-lap
- the other rider shall restart in front of the opposite starting point, the same number of metres behind as he was when he last passed the half-lap point
- riders shall cover the distance remaining to complete the full distance at the moment they last passed the half-lap point before the accident
- the result shall be calculated by adding the times over the various parts of the distance.

Third phase:

- the last 500 metres for junior Women;
- the last kilometre for the other categories:
the race shall be ended; the placing shall be decided on the time made by each rider at the moment of entering the third phase.

B. An accident that is not recognised

In the case of an accident that is not recognised, the rider not involved shall cover the distance except in the semi-finals. The rider having suffered the accident shall be placed last.

3.2.076 During the final

A. A recognised accident

In the case of a recognised accident before the last km (last 500 metres for junior women), the race shall be rerun entirely after a minimum rest period of 30 minutes.

If the accident occurs in the last km (last 500 metres for junior Women), the positions at the moment of the accident shall stand as final.

B. An accident that is not recognised

In case of an accident that is not recognised, the rider concerned shall be placed second.

§ 5 Team Pursuit

Definition

- 3.2.077 Team Pursuit shall be a race over a distance of 4 km between two teams of 4 riders each that start at two diametrically opposite points of the track and try to catch one another up.

Organisation of the competition

- 3.2.078 Unless otherwise indicated in the present sub-section, even implicitly, the rules of Individual Pursuit shall equally apply to Team Pursuit.

- 3.2.079 The teams shall comprise riders entered specifically for that race and/or riders entered for some other track speciality. Subject to that limitation, the composition of the teams may vary from one race to another.

Technical Managers shall warn the commissaires of any change at least one hour before each start.

- 3.2.080 The time and the classification of each team shall be taken on that of the third rider of each team. The time shall be measured on the front wheel of the third rider of each team.

- 3.2.081 A team shall be considered to have been caught up at the moment when the chainset of the bicycle of the third rider of the lapping team draws level with the chainset of the bicycle of the third rider of the lapped team.
- 3.2.082 Qualifying time trial races shall be run to select the best teams - *the 8 best for World Championships* and the 4 best during World Cup races.
- 3.2.083 On tracks of less of 333.33 metres, each team shall ride a time trial alone on the track. On the other tracks, the commissaires shall in each case match two teams of like ability, without necessarily pitting the two that are supposed to be the best.
- 3.2.084 All the teams shall cover the distance, except when a team is caught up before the last lap of the track. That team shall be automatically eliminated. The other team shall cover the distance to record its time.
- 3.2.085 *During World Championships, the 8 teams having made the best times during the qualifying heats shall be paired off in the quarter-finals as follows:*
4th time against 5th time
3rd time against 6th time
2nd time against 7th time
1st time against 8th time.

The four winners shall ride off the semi-finals as follows:

2nd time against 3rd time
1st time against 4th time.

The semi-final winners shall go to final while the beaten teams will race for third and fourth places.

The losers from the quarter finals shall be placed 5th to 8th according to times made; if any one of these teams has been caught up it shall be placed according to the average kilometres covered when the time was last recorded.

The losers from the semi-finals shall be placed third and fourth according to times made; if any one of these teams has been caught up it shall be placed according to the average kilometres covered when the time was last recorded.

- 3.2.086 Except during the final, teams caught up before the last lap shall leave the track. They shall be placed according to their average speed at the end of the last complete lap.

Teams caught up during the last lap shall continue to race and shall be placed, according to their times, before teams that were caught up before the last lap and after the other teams.

If, during the final, one team is caught up by the other, the race shall be ended and the team catching up shall be declared the winner.

- 3.2.087 If a team withdraws from the quarter final, it shall not be replaced. A team declaring forfeit, shall be placed eighth.

If several teams withdraw, they shall be placed in decreasing order of the times they made during the first round, from the eighth place up. Any team present at the start shall ride alone, to establish a time to allow the semi-finals to be made up.

- 3.2.088 If a team declares forfeit in a semi-final or the final, its opponent shall be declared the winner.

A team not turning up for the final shall be placed second, that not turning up for the semi-final shall be placed fourth. If the reasons for their not having ridden are not recognised, the defaulting team shall be disqualified and its place will remain vacant.

- 3.2.089 Cases of withdrawals and time draws shall be settled according to the Individual Pursuit Regulations.

Installations

- 3.2.090 (N) Photo-finish equipment shall be installed so that the finish may be judged on the front wheel of the 3rd rider of each team.

- 3.2.091 The time-keeping and the recording of each half-lap shall also be taken on the front wheel of the 3rd rider.

Race procedure

- 3.2.092 The riders of each team shall be placed side-by-side on the starting line or at 45° to the starting line, with one metre between them.

- 3.2.093 The rider on the inside of the track shall be held by a starting block. This rider must lead up to the first relay.

- 3.2.094 The starter shall stop the race for a false start by means a double pistol shot, especially if one of the riders starts before the start signal or if the rider on the inside of the track does not take the lead.

- 3.2.095 Any team causing three false starts in a race shall be eliminated in the first round and relegated to last place in the subsequent stages of the competition. In the final, it shall be placed second.

- 3.2.096 Team members may not push one another on penalty of disqualification in the first round and relegation in the second. During the final, the team in question shall be placed second.

- 3.2.097 When the commissaires see that a team is about to be caught up, they shall, in order to avoid a collision with the other team or hindrance of its progress, signal to the former team with a red flag that it may not effect any more relays.

- 3.2.098 The race is finished when the third rider of each team crosses its final finishing line, the distance being covered, or in the final or semi-final, at the moment when the third rider of one team draws level with the third rider of the other team or else the moment when an accident puts an end to the race.

In the quarter finals, if a team catches up its opponent, the lapped team shall stop while the other continues to set a time.

Accidents

3.2.099 **During the qualifying rounds:**

A. A recognised accident

If a recognised accident occurs in the first half-lap, the race shall be restarted.

If the accident occurs after the first half-lap and only one rider is involved, the team may either continue with the remaining riders or it may stop in which case it must stop within one lap of the place where the accident occurred, failing which it will be disqualified.

The other team shall continue the race.

If more than one rider suffers an accident, the entire team must stop.

The team of the rider having suffered the accident shall make a new start at the end of the qualifying heats, possibly with another team in the same situation.

B. An accident that is not recognised

In case of an accident that is not recognised, the rider at fault shall be disqualified and the team shall restart alone but with only three riders.

3.2.100 **During the second round:**

A. A recognised accident

If a recognised accident occurs during the first half-lap, the race shall be stopped and restarted.

If an accident occurs after the first half-lap, the race shall continue and the team having suffered the accident with only three riders. Failing that, the team will have to stop and it will be placed last in its group or, in the final, second.

B. An accident that is not recognised

The race shall continue and the team having suffered the accident shall ride with just three riders. Failing that, the team will have to stop and it will be placed last in its group or, in the final, second.

§ 6 Kilometre and 500 metre Time Trial**Definition**

- 3.2.101 The race known as the "kilometre" or "500 metre" race respectively is an individual time trial race with a standing start.
- 3.2.102 During *the World Cup and World Championships*, this race is run over a distance of 1000 metres for men and 500 metres for women.

Organisation of the competition

- 3.2.103 *At World Championships, each participant shall take the track alone.*
- 3.2.104 The starting order shall be set by commissaires.
- 3.2.105 *During World Championships the first 10 riders from the World Championships of the preceding year shall set out last in the inverse order of their placings. The starting order of the other riders shall be determined by drawing lots.*
- 3.2.106 The races shall be ridden directly as a final.
- 3.2.107 In the case of a draw for the three best times, an identical medal shall be awarded to each rider concerned.
- 3.2.108 All competitors must ride the course at the same meeting. If it is not possible for all the participants to ride this race, for example because of atmospheric conditions, the entire race shall be rerun at the following meeting and no account shall be taken of the times previously made.

Race procedure

- 3.2.109 The blue band shall be rendered impracticable in the bends by pads of synthetic material 50 cm long, placed at 5 metre intervals.
- 3.2.110 **(N)** The rider shall be held at the start by a starting block.
- 3.2.111 The start shall be taken on the inside edge of the track.
- 3.2.112 In the case of a recognised accident, the rider shall take a new start after a rest of approximately 15 minutes.
- 3.2.113 Any rider causing three false starts or who suffers an unrecognised accident shall be disqualified.

§ 7 Points Race

Definition

3.2.114 The Points Race is a speciality in which the final placings are determined according to distance covered and points won by riders during the intermediate and final sprints.

Organisation of the competition

3.2.115 According to the number of riders entered for the speciality, the commissaires may possibly compose qualifying heats and shall determine how many of the best placed riders from each heat are to participate in the final.

3.2.116 On the 250 metres track or shorter, intermediate sprints shall be run off every 10 laps.

On other tracks, intermediate sprints are run off after each number of laps closest to 2 km, that is to say:

- every 7 laps on 285.714 metres tracks
- every 6 laps on 333.33 metres tracks
- every 5 laps on 400 metres tracks

3.2.117 During World Championships the distances, number of laps and number of sprints (including the final sprint) shall be the following:

	Qualifier	Final
men		40 km
women		24 km
men juniors	16 km	24 km
women juniors	10 km	20 km

TRACK LENGTH	MEN		WOMEN		JUN/MEN				JUN/WOMEN			
	FINAL 40 km		FINAL 24 km		QUALIF. 16 km		FINAL 24 km		QUALIF. 10 km		FINAL 20 km	
(in m)	LAPS	SPRINT	LAPS	SPRINT	LAPS	SPRINT	LAPS	SPRINT	LAPS	SPRINT	LAPS	SPRINT
250	160	16	100	10	60	6	100	10	40	4	80	8
287	140	20	84	12	56	8	84	12	35	5	70	10
333.33	120	20	72	12	48	8	72	12	30	5	60	10
400 + >	100	20	60	12	40	8	60	12	25	5	50	10

3.2.118 The first rider in each intermediate sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point.

Points awarded for the final sprint shall be doubled.

- 3.2.119 The final placing is by distance, depending on the number of whole laps covered by each rider. Riders having covered the same number of laps shall be placed in relation to one another according to the number of points scored. Where two or more riders draw on laps and points, the number of sprints won shall decide. If two or more riders are still running equal, the number of second places shall decide and, finally, the places in the final sprint.

Race Procedure

- 3.2.120 Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane.
- 3.2.121 A flying start shall be taken after one neutralised lap.
- 3.2.122 Sprints shall be run according to the rules governing sprint races.
- 3.2.123 A rider shall be considered to have gained a lap when he has caught up with the rear of the largest bunch.
- 3.2.124 A rider having dropped behind the bunch and having been caught up may not lead, under penalty of disqualification.
- 3.2.125 If at the moment of a sprint considered for classification, one or some rider(s) catch up with the biggest bunch, this (these) rider(s) shall gain a lap. The points shall be given immediately to the riders of the break behind or to those ahead of the bunch, except for the final sprint.
- 3.2.126 Riders having dropped behind the bunch and having been caught up by one or more riders about to gain a lap, may not lead these riders, under pain of disqualification.
- 3.2.127 Riders with two laps lag shall be eliminated and have to leave the track immediately.
- 3.2.128 In the case of collusion between riders, the commissaires may disqualify the riders concerned, possibly after a warning.
- 3.2.129 In the case of a recognised accident, the rider shall be entitled to a neutralisation during the number of laps closest to 1300 metres. On returning to the track, he shall resume the position he occupied before the accident.
- 3.2.130 No neutralisation may be granted in the last five laps.
- 3.2.131 Should more than half the riders fall, the race shall be stopped and the commissaires shall determine the duration of the interruption. A new start shall be taken from the positions at the moment of the fall.
- 3.2.132 A rider suffering a recognised accident in the last five laps may not return to the track but shall nevertheless appear in the final placings depending on the laps won or lost and the points accumulated prior to the accident.

Other riders not finishing the race shall be excluded from the final placings.

3.2.133 If the track becomes impracticable because of inclement weather, the commissaires shall decide as follows:

DISTANCE	DECISIONS		
	Complete rerun the same day	Resume race with points and laps accumulated	Let results stand
	Stopped before:	Stopped after:	Stopped after:
10 km	8 km	/	8 km
16 km	10 km	/	10 km
20 km	10 km	10-15 km	15 km
24 km	10 km	10-20 km	20 km
40 km	15 km	15-30 km	30 km

§ 8 Keirin

Definition

3.2.134 Keirin is a race in which riders run a sprint after having completed a certain number of laps in a bunch behind a motorcycle-mounted pacer.

Organisation of the competition

3.2.135 The race shall comprise a 1st round, repechages, a 2nd round and a final as shown in the table below:

TRACK LENGTH (in m)	NO. OF LAPS	LEADER (No.of laps to the finish)	FIRST ROUND	REPECHAGES	SECOND ROUND				FINAL (No.of riders)
					Riders qualified	No.of heats	No.of riders per heat	Riders qualified per heat	
250	8	2.5	To be determined according to No. of starters to qualify: - Tracks 250 and 285,714 m 2 riders per qualifier and repechage - Tracks of 333.33 and > 2 riders per qualifier and 1 per repechage		18-20	3	6-7	2	6
287	7	2.5			18-20	3	6-7	2	6
333.33	6	2			16	2	8	4	8
400 +>	5	1.5			16	2	8	4	8
	The aim is to come as close as possible to 2000 m								

- 3.2.136 The pacer shall be a motorcycle-mounted pacer. The speed of his machine shall be mechanically limited to 45 kph.
- 3.2.137 The pacer shall ride on the measuring line, starting at 25 kph and shall gradually increase speed to 45 kph without accelerating abruptly. He shall leave the track when ordered to do so by a commissaire, in principle 600-700 metres before the finish.
- Race procedure
- 3.2.138 The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side in that order on the pursuit line, the sprinters' lane being left free. The riders shall be held, but not pushed, by assistants.
- 3.2.139 The start shall be given when the pacer approaches the pursuit line in the sprinters' lane. The rider who drew No.1 shall follow in his wake.
- 3.2.140 Any rider overtaking the pacer shall be disqualified.
- 3.2.141 The race shall be run according to the Sprint Regulations.
- 3.2.142 During the final sprint each rider shall remain in his lane until the finish, and not make any manoeuvre to prevent the opponent from passing or which is liable to cause a rider to fall or ride off the track.
- 3.2.143 An accident shall be considered only if it is a recognised accident within the first 30 metres. In that case the race shall be restarted.

§ 9 Olympic Sprint

Definition

- 3.2.144 The Olympic Sprint is a race run over three laps of a track by two teams of three riders, each of whose riders shall lead for one lap.

Organisation of the competition

- 3.2.145 This event shall be organised in two heats:
- 1) The qualifying heats to select the 4 best teams on the basis of their times.
 - 2) The finals
- The teams having made the two best times shall ride off the final for first and second places, the two others shall ride off the final for third and fourth places.
- 3.2.146 *At World Championships, three heats shall be run:*
- 1) *The qualifying heat to select the 8 best teams on the basis of their times.*

2) In the second heat, the 8 best teams shall be matched as follows:

4th time against 5th time

3rd time against 6th time

2nd time against 7th time

1st time against 8th time

3) The finals

The four winning teams from the second heat shall dispute the finals. The teams having made the two best times shall ride the final for first and second places and the other two teams shall ride the final for third and fourth places.

4) Teams beaten during the second heat shall be placed fifth to eighth according to their times at that stage of the competition.

3.2.147 In case of a draw, the best time made during the last lap shall decide.

3.2.148 Any team declaring forfeit in the second heat shall not be replaced.

During World Championships, if a team declares forfeit in a final, the other team shall be declared the winner.

If the reason for which that team did not ride is not recognised, the absent team shall be disqualified.

3.2.149 The composition of a team may be modified from one heat to another. An incomplete team may not take the start.

Race procedure

3.2.150 The start shall be taken in the middle of each straight. During the qualifying races, the place of each team shall be determined by the commissaires. Subsequently, the team having made the best time in the preceding stage of the competition, shall start in front of the main grandstand.

3.2.151 The rider, placed on the inside of the track, shall be held by a starting block.

3.2.152 The leading rider shall lead the first lap and move towards the outside of the track and then drop back to leave the track without hindering the other team.

The rider that was in second position shall lead the following lap and then he shall drop out in the same manner.

The third rider shall end the last lap alone.

3.2.153 A team shall be relegated to the last place in the stage of the competition in which an infringement has been committed:

- 1) if a rider draws away by more than 15 metres before the end of the lap that he is to lead
- 2) if a rider does not draw away by more than 15 metres after the end of the lap that he was supposed to lead
- 3) if one rider pushes another.

Accidents

3.2.154 **Qualifying heats**

An accident occurring in the first 30 metres:

- recognised accident: the team shall try again at the end of the qualifying lap
- unrecognised accident: the lead rider after the accident shall lead until the end of the second lap. If he is the only rider left in the race he shall end it alone. If no riders remain, the team shall be eliminated in the first heat or placed last in the second heat.

An accident happening between 30 metres and the end of the second lap:

- any rider(s) remaining shall continue the race, it being understood that the last lap may be covered only by a single rider.
- in case of a recognised accident, the team may also stop and make a new start at the end of the heat.
- if no further riders remain after an unrecognised accident, the team shall be eliminated in the first heat or placed last in the second heat.

An accident happening during the last lap:

- recognised accident: the team shall make a new start at the end of the heat
- unrecognised accident: the team shall be placed last in the heat.

Second heat and finals

3.2.155 Accident occurring in the first 30 metres.

- recognised accident: the (semi-)final shall be restarted.
- unrecognised accident: the other team shall win.

Accident occurring after 30 metres:

- any rider(s) remaining shall continue the race, it being understood that the last lap may be covered only by a single rider.
- if no rider of the team is left in the race by the start of the third lap, the other team shall win. If the third rider has an accident during the last lap, the team crossing the finishing line first will be declared the winner and the other will be placed second.

§ 10

Madison

Definition

3.2.156 The Madison Race is a race run over a given distance, generally 20 to 60 km with intermediate sprints involving teams of 2 riders.

Organisation of the competition

3.2.157 The race shall be immediately ridden as a final with a maximum of 18 teams on a track of less than 333.33 m and maximum 20 teams on a track of 333.33 m or more.

3.2.158 The two riders of each team shall carry the same rider number but of different colours.

3.2.159 *At World Championships, each National Federation may enter just one team.*

3.2.160 *At World Championships, intermediate sprints shall be run every 20 laps, whatever the track length can be, for a total distance equal or close to 60 km, according to the following table.*

Track length in metres	Number of laps	Number of sprints	Total distance in kilometres
250	240	12	60
285,714	220	11	62,8
333,33	180	9	60
400	140	9	56

3.2.061 The first team in each intermediate sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point.

Double points shall be awarded for the final sprint.

3.2.162 The placing shall be determined by distance according to the number of complete laps covered by each team. Teams having covered the same number of laps are placed among themselves according to the number of points scored. Where there is a draw on laps and points, the number of wins in the sprints shall decide. If that again produces a draw, account shall be taken of the number of second places and, finally, of the place during the final sprint.

Race procedure

3.2.163 One rider from each team shall make a standing start and ride the first relay.

3.2.164 Riders of a same team may relay one another at will by a touch of the hand or the shorts.

3.2.165 Sprints shall be run according to the Regulations governing Sprint.

3.2.166 A team shall be considered to have won a lap when it catches up with the last rider of the largest bunch. A rider who, in a race, drops behind the bunch and is overtaken may not lead, under pain of disqualification of the entire team.

3.2.167 If at the moment of a sprint considered for classification, one or some rider(s) catch up with the biggest bunch, this (these) rider(s) shall gain a lap. The points shall be given immediately to the riders of the break behind or to those of the bunch, except for the final sprint.

3.2.168 Teams overtaken 3 times by the main bunch shall be eliminated and have to leave the track immediately.

3.2.169 Should one of the riders suffer a fall or mechanical incident, his team-mate shall immediately take the team position in the race. There shall be no neutralisation.

- 3.2.170 Should both team-mates fall simultaneously, the team shall be entitled to a neutralisation equal to the number of laps closest to 2,000 m. On returning to the track, one of the two team-mates shall resume the position that the team occupied in the bunch before the accident.

There shall be no neutralisation in the last 2,000 m of the race. The team shall be placed according to the laps won or lost and the points won up to the moment of the accident.

- 3.2.171 In the case of a fall involving over one-half of the teams (calculated on the basis of one rider per team), the race shall be stopped and the commissaires shall determine the duration of the interruption. A new start shall be taken and each team shall retain the laps won or lost at the moment of the fall.
- 3.2.172 If the race is called off because of inclement weather, the commissaires shall decide as follows:
- race stopped before 20 km: rerun entirely the same day
 - race stopped between 20 et 40 km: resume race with points and laps acquired so far
 - race stopped after 40 km: let the result stand

§ 11 Scratch

Definition

- 3.2.173 The Scratch Race is an individual race over a specified distance, in which the placing shall be determined solely on the distance.

Organisation of the competition

- 3.2.174 The race shall be run over a distance of between 5 and 20 kilometres depending on the category of riders. The distance shall be determined by the specific race regulations.
- 3.2.175 The number of riders taking the start shall be limited to:
- 40 riders for tracks of 400 metres or more
 - 32 riders for tracks of 333.33 metres
 - 24 riders for the other tracks.

Race procedure

- 3.2.176 The riders shall be disposed along a given line. Once the starter blows his whistle, the riders shall make one lap of a neutralised track. After that lap, he shall indicate the start by a pistol shot.
- 3.2.177 Riders overtaken by the main bunch shall immediately leave the track.
- 3.2.178 If some riders have gained an advance on the bunch of one lap, the final sprint for those riders shall be indicated by a special panel. Two laps later, the bunch shall make the sprint, and this shall also be indicated by a special panel.

- 3.2.179 If more than one third of the participants overtake the grouped bunch, the commissaires shall have the overtaken riders stop 2 km before the end of the race. The remaining riders shall ride out the final sprint.
- 3.2.180 In the case of collusion between riders, the commissaires may disqualify the riders concerned, possibly after a warning.
- 3.2.181 The last lap of the race shall be indicated by a bell.

Accidents

- 3.2.182 Riders suffering an accident shall be entitled to a neutralisation of:
- 3 laps on tracks of 400 metres or more
 - 4 laps on tracks of 333.33 metres
 - 5 laps on tracks of less of 333.33 metres.

No neutralisation will be granted in the last kilometre and any rider not ending the race will not be placed.

- 3.2.183 The race may be stopped in the case of a mass fall. The commissaires shall decide whether a fresh start shall be given for the complete distance or for the part of the distance remaining to be ridden from the positions at the moment of the fall.

The same rules shall apply where the race has to be abandoned because of inclement weather.

§ 12 Tandem

Definition

- 3.2.184 The "tandem" speciality shall be a "sprint" competition for tandems. It shall be run according to the rules applicable to the "sprint" speciality, except as stipulated below.

Organisation of the competition

- 3.2.185 Each pair of riders shall be considered a single participant.
- 3.2.186 The races shall be run as shown in the table in Article 3.2.050 according to the number of participants and by calculating from the final.
- Nevertheless on tracks of 333.33 metres or less, a heat shall be ridden with a maximum of three tandems.
- 3.2.187 The qualifying heat shall be run over one lap with a flying start.
- 3.2.188 The race shall be run over the following distances:
- on tracks of less of 333.33 metres: 6 laps
 - on tracks of 333.33 metres: 5 laps

- on tracks of more 333.33 metres: 4 laps
- on tracks of more of 450 metres: 3 laps

§ 13 Motor-Pacing

Definition

- 3.2.189 Motor-Pacing is a race in which each rider rides behind a motorcycle-mounted pacer.

Motorcycles and pacers

- 3.2.190 The Federation of the organiser shall provide ten motorbikes (of which two in reserve) complying with the description given in articles 3.6.007 to 3.6.028. The reserve motorcycles shall be used by any pacer or pacers whose motorcycle breaks down.
- 3.2.191 The commissaires shall check the motorcycles, if necessary with the help of a technician experienced in this type of work.
- 3.2.192 The check shall take place at the time indicated by the Commissaires Panel before each race.
- 3.2.193 After having been checked, the motorcycles shall be deposited in a locked enclosure, the keys of which shall be held by one of the commissaires. The motorcycles shall not be entrusted to the pacers until they are about to go on track.
- 3.2.194 Between two such checks, each pacer shall always use the same motorcycle.
- 3.2.195 Pacers shall hold a licence.
- 3.2.196 The Chief Commissaire shall designate two reserve pacers. These pacers, throughout the races, shall stand by ready to start up the reserve motorbikes if one of the machines in the race should break down.

Organisation of the competition

- 3.2.197 Pacing races may be held either over a set time (1 hour) or a set distance.

In the latter case, the distances shall be:

- heats: 25 km
- final: 2 legs of 30 km each

- 3.2.198 All the heats shall be run the same day.
- 3.2.199 The commissaires shall make up a number of heats according to the number of riders entered for the speciality.

There shall be at least two heats and each heat shall involve a maximum of 8 riders.

If there are two heats, the first three of each heat plus the fourth of the faster heat shall qualify for the final.

If there are three heats, the first two of each heat plus the third of the fastest heat shall qualify for the final.

If there are four or more heats, the winner of each heat plus the second of the fastest heats shall qualify in such a way that there be seven riders in the final.

3.2.200 The final shall be run in two legs at 30-minute intervals.

3.2.201 The following points scale shall be applied to each leg:

1st	50 points
2nd	35 points
3rd	25 points
4th	17 points
5th	11 points
6th	7 points
7th	4 points.

3.2.202 The final placings are obtained by adding the points won by each rider in the two legs. In the case of a draw, the place in the faster leg shall decide.

Race procedure

3.2.203 A demarcation line, known as the “stayers line” shall be traced at a one-third of the total width of the track, but at a minimum of 2.50 m from of the outer edge.

The remaining part left free shall be wide enough to allow three riders to ride abreast.

3.2.204 Riding outside the demarcation line shall be forbidden. Should a participant do so, his opponents may not pass him on the inside or they will be disqualified.

3.2.205 A challenging rider may ride beyond the demarcation line only to come up on the right of the rider he is challenging, but at all times leaving a maximum of space to allow other riders to challenge also from the right.

3.2.206 The position of riders at the start of each heat and the allocation of motorcycles shall be determined by the drawing of lots on the track itself.

The starting position for the first heat of the final shall also be determined by drawing lots on the track itself. The position at the start of the second heat shall be the reverse of that in the first heat.

3.2.207 Each rider shall have the same pacer throughout the entire competition.

- 3.2.208 The pacers shall enter the track without the riders. On a signal from the starter, the pacers, after a few laps to warm up, shall take up their positions at the start.
- 3.2.209 The riders shall be lined up at the start in a set order.
- 3.2.210 The start of the race shall be given by a pistol shot. After one lap, the riders shall have fallen in behind their pacers.
- 3.2.211 A bell shall indicate the last lap of the leading rider. The placing shall be determined by the order in which the riders cross the finishing line and by the number of laps covered, it being understood that, once the winner has crossed the finishing line, the other riders shall cross it once only.
- 3.2.212 In time races, the bell shall be rung a minute before the hour. At the precise moment when the time expires, the timekeeper shall fire a pistol shot and the finishing judge shall draw up the placings on the first crossing of the line according to the distance covered by each competitor.
- 3.2.213 Once a rider has dropped a lap of behind the leading rider, he may no longer stop, on pain of being eliminated from the race after a single warning.
- 3.2.214 Any rider falling more than 5 laps behind the leading rider shall be eliminated.

- 3.2.215 Pacers committing the following faults shall be punished as follows:

Penalty	Flag	Degree
warning	green	A
fine of 500 FS	green and yellow	B
fine of 750 FS and 15 days' suspension	yellow	C
fine of 1000 FS and 1 to 3 months' suspension	red	D

Infringement:

	1st	2nd	3rd	4th
1) Riding above the stayers' line with an opponent at less than 10 meters	A	B	C	D
2) Riding above the stayers' line when being challenged	B	C	D	
3) Riding above the stayers' line with an opponent along side	B	C	D	
4) Infringement (1), committed by a rider being overtaken	B	C	D	
5) Infringements (2) or (3), committed by a rider being overtaken	C	D		
6) Crowding to the railing while being challenged by an opponent	B	C	D	
7) Crowding to the railing while being challenged by two opponents	C	D		
8) Dropping back down with less than a 5 meter lead (cutting in)	C	D		
9) Attempt to pass four abreast	D			
10) Overtaking on the inside	D			
11) Riding with only one hand on the handlebar	A	B	C	D

- 3.2.216 In the case of a motorcycle breakdown or recognised accident before the riders join their pacers, a false start shall be indicated and the race shall be restarted.

Should the same thing happen after the riders have joined their pacers, a neutralisation shall be granted for the number of laps closest to 1,500 metres, save during the last 5 laps or the last minutes of time races, in which case the race shall continue. The rider having suffered the accident shall be placed in the position he held at the time of the accident, if the commissaires consider that his result was a foregone conclusion. If that is not the case, he shall be placed last.

- 3.2.217 If the track becomes impracticable, the race shall be entirely restarted except if it is stopped during the last ten laps or, the two last minute in time races. In that case, the riders shall be placed according to their positions when they last crossed the finishing line.

§ 14 Elimination Race

Definition

- 3.2.218 The Elimination Race is an individual race in which the last rider in each intermediate sprint is eliminated.

Organisation of the competition

- 3.2.219 The organisation of the competition shall be governed by the specific race regulations.

Race procedure

- 3.2.220 Riders shall assemble on the finishing straight.

- 3.2.221 A flying start shall be taken after a neutralised lap during which the riders shall ride in a compact group at a moderate speed.

- 3.2.222 A sprint shall be run every second lap on tracks of less than 333.33 metres and every lap on tracks of 333.33 metres or more.

On tracks of less than 333.33 metres, each lap that precedes the sprint shall be indicated by a bell.

- 3.2.223 After each sprint the last rider, according to the position of his rear wheel on the finishing line, shall be eliminated. He shall immediately leave the track.

- 3.2.224 The last two riders remaining in the race shall ride the final sprint. Their placing shall be based on the position of their front wheels on the finishing line.

- 3.2.225 The fact that a rider may gain a lap shall not count.

- 3.2.226 Riders suffering accidents shall be eliminated. In the case of an accident involving one or more riders, the next sprint shall be postponed by 1 or 2 laps according to the length of the track.

When less than 8 riders remain in the race, a rider suffering an accident shall be placed last in his group, even if he does not cover the distance.

§ 15 Six-Day Races

- 3.2.227 A “Six-Day Race” shall last six consecutive days with at least 24 hours’ racing time.
- 3.2.228 The organiser shall be free to set the duration and the programme of the “Six-Day Race” within the limits set in article 3.2.227.
- 3.2.229 The “Six-Day Race” is a team race, each team comprising 2 or 3 riders who shall all wear jerseys bearing identical riders’ number as indicated in article 1.3.044.
- 3.2.230 A “Six-Day Race” shall be run on a track of minimum length 140 m.
- 3.2.231 The organiser shall determine the number of teams according to the track length.
- 3.2.232 At the start of pursuit races (handicap races excepted), the illuminated indicator panel shall be set to zero (0) for all teams.

After the end of the pursuit race, the illuminated indicator panel shall again show the actual general placings for the race.

On the last day of race, when the final pursuit is being run, the illuminated indicator panel shall indicate the actual general placings at all times.

- 3.2.233 Should a rider fall, his team-mate shall immediately, during the next lap, pick up the race at the position held by the team at the time of the fall and shall thenceforth set his race according to that of a rider indicated to him by a commissaire.
- 3.2.234 Should a mechanical mishap occur and be recognised as valid by the commissaires, the team shall be entitled to a 1.5 km neutralisation (number of laps closest to 1.5 km). In the case of an accident not recognized by commissaires or on expiry of the neutralisation, one of the team members shall resume the race 100% from the position occupied at the moment of the mishap, failing which the team shall be penalised by the number of laps lost.
- 3.2.235 Laps gained by a team, one of whose members has been neutralised, shall be recognised only if the rider who remained in the race covers the full distance, i.e. does not miss a single relay.
- 3.2.236 During a timed pursuit, a team reduced to a single rider shall leave the track 10 laps before the end of the pursuit.
- 3.2.237 The Track Manager, with the agreement of the Commissaires Panel, shall be entitled to create a temporary team comprising riders whose team-mates have been neutralised. Such riders shall wear identical jerseys and numbers. To determine the provisional position of such a provisional team, the number of laps covered by each of the original teams from which the members of the provisional team were drawn shall be added, rounded down to the nearest even number and divided by two.

When the provisional team is finally disbanded, laps gained or lost and any points won shall be credited towards the general placings of the original teams from which each of the members of the provisional team were drawn.

- 3.2.238 If a rider is neutralised, his team mate shall continue the ongoing chase according to the articles 3.2.235 and 3.2.236. If the neutralised rider is unable to continue the following chase, all the team shall be neutralised.

After the chase, the neutralised team shall be placed in the same position as the closest team in the general classification at the beginning of the race, including the laps lost by this team during the chase. The gained laps shall not be considered.

Moreover, the neutralised team shall be penalised by one lap.

- 3.2.239 The race doctor may decide to neutralise a rider for a maximum period lasting until 24 hours, after which the rider shall be eliminated.

- 3.2.240 Should a rider abandon the race, the team shall be disbanded. The remaining rider shall participate in all the individual events.

If he has not been included in another team within 48 hours, he shall be eliminated.

- 3.2.241 Should a new team be created, account shall be taken of the placing of the best team disbanded plus one lap's penalty.

The points won by the two teams will be added and divided by two.

- 3.2.242 Points shall be awarded as follows:

- Sprint: 5, 3, 2, 1 points; points doubled during the final hour of the "Six-Day" event
- Madison, 45 min of race and more: 25, 15, 10, 6, 4, 2 points
- Madison less than 45 min of race: 15, 10, 8, 6, 4, 2 points
- All other specialities (except behind Dernys): 15, 10, 8, 6, 4, 2 points
- Races behind Dernys.

- 3.2.243 As it is impossible to run all teams on track together for the same race, the event has to be run in heats. The following procedure shall then apply:

- A. 1 heat with teams from the 1st half of the general classification: with 1 rider or per team: 10-8-6-4-2 points.

- per team (one relay in mid-race): 10, 8, 6, 4, 2 points
- Madison: 15, 10, 8, 6, 4, 2 points

- 1 heat with teams from the 2nd half of the general classification: with 1 rider or per team: 10-8-6-4-2 points.

- per team (one relay in mid-race): 10, 8, 6, 4, 2 points
- Madison: 15, 10, 8, 6, 4, 2 points.

- B. 2 heats with teams from the 1st half of the general classification: with 1 rider: 5-4-3-2-1 points.
2 heats with teams from the 2nd half of the general classification: with 1 rider: 5-4-3-2-1 points.

- 3.2.244 Apart from the final pursuit of the "Six-Day Race", teams shall be credited with one bonus lap for every 100 points logged.
- 3.2.245 All points won in the individual and team events shall count towards the general placings.
All laps won in races in which there is at least one rider of each team on track shall count towards general classification.
- 3.2.246 Each day, in addition to the partial classification of the race or stage, a general classification shall also be prepared on the basis of the number of laps completed and points acquired.

The total distance covered over the six racing days, expressed in complete laps, and the total number of points obtained shall determine the final classification.

The points classification shall be used to classify teams with the same number of laps. The team with the greatest number of laps, regardless of the score obtained, shall be declared the winner.

To distinguish team with equal laps and equal points, account shall be taken of the finishing order of the teams in the final sprint.



Chapter UCI POINTS CLASSIFICATION OF TRACK RIDERS

- 3.3.001 The UCI has created 3 individual classifications on the basis of points won during the calendar year by track riders in the following categories and types of race:
- | | |
|-----------------------|---|
| Men - "sprint" group: | sprint, km TT, Olympic sprint, Keirin |
| Men - "pacing" group: | Individual Pursuit, Team Pursuit Points Race, Madison, Six-Day Race |
| Women: | Sprint, 500m TT, Individual Pursuit, Points Race |

- 3.3.002 The UCI shall be the exclusive proprietor of these classifications.

- 3.3.003 The classification shall be established according to the points obtained by riders participating in World and Continental Calendar races pursuant to articles 3.3.008 and 3.3.009.

In the team races, each rider of the team shall acquire the points indicated in those same articles.

- 3.3.004 The UCI Management Committee shall annually sort track races into the classifications given in article 3.3.008 and 3.3.009.

- 3.3.005 National Federations and organisers shall be required, immediately at the end of a race, to transmit the full results to UCI headquarters by telefax. The National Federation of the organiser of the race shall also, within 72 hours of the final decision, inform UCI headquarters of the relegation of any rider. In general, all National Federations shall immediately communicate all facts or decisions entailing an amendment to the points obtained by a rider.

Should any of this information not be provided, the UCI Management Committee may declassify the race in question or exclude it from the Calendar and apply any other disciplinary measures provided for in the Regulations.

- 3.3.006 The classification shall be drawn up and published once a month, according to the information received by the UCI.

If need be, the classification of preceding months shall be corrected.

The final classification of any year shall be published on 10 January of the following year.

- 3.3.007 The UCI Management Committee may award prizes to riders according to their classification, in accordance with any criteria it may establish.

Race and point classification

3.3.008 **Men**

WORLD CHAMPIONSHIPS AND OLYMPIC GAMES:

by speciality: 300-250-200-150-100-60-40-30 for the first eight

WORLD CUP:

by competition and speciality: 100-80-65-50-33-20-12-10 to the first eight

WORLD RECORDS:

(except the hour record) 200

REGIONAL AND CONTINENTAL GAMES:

- if 8 countries participate: 100-80-65-50-33-20-12-10 to the first eight in each speciality
- if under 8 countries participate: 50-30-20-10 to the firsts four in each speciality

INTERNATIONAL SPRINT GRANDS PRIX

if at least 8 countries participate: 50-30-20-10 to the first four

NATIONS OPEN

for each rider of the first 8 teams of the classification by nation: 80-65-50-40-30-20-12-10

SIX - DAYS

for each rider of the first 8 teams: 50-40-30-25-20-15-12-10

INTERNATIONAL KEIRIN IN JAPAN

in each of the 6 races of the "B" final: 15-11-8-6-5-4-3-2-1 to the first nine

in each of the 6 races of the "A" final: 40-32-24-20-16-14-12-10-8 to the first nine

Women

3.3.009

WORLD CHAMPIONSHIPS AND OLYMPIC GAMES:

by speciality: 300-250-200-150-100-60-40-30 to the first eight

WORLD CUP:

by competition and speciality: 100-80-65-50-33-20-12-10 to the first eight

WORLD RECORDS:

(except the hour record) 200

REGIONAL AND CONTINENTAL GAMES:

- if 8 countries participate: 100-80-65-50-33-20-12-10 to the first eight of each speciality
- if under 8 countries participate: 50-30-20-10 to the first four of each speciality

INTERNATIONAL SPRINT GRANDS PRIX

if at least 8 countries participate: 50-30-20-10 to the first four

IV

Chapter UCI WORLD TRACK CUP

3.4.001 The International Cycling Union has created a “World Track Cup”, comprising a general classification by nation based on a number of competitions designated each year by the UCI Management Committee.

3.4.002 The World Track Cup shall be the exclusive property of the UCI.

3.4.003 Specialities selected for the World Cup shall be the same for the World Championships:

MEN

- 1) 1 km TT, standing start
- 2) Sprint
- 3) Individual pursuit, 4 km
- 4) Team pursuit, 4 km
- 5) Keirin
- 6) Olympic Sprint
- 7) Points race, 30 km
- 8) Madison, 40 km

WOMEN

- 1) 500 m TT, standing start
- 2) Sprint
- 3) Individual pursuit, 3 km
- 4) Points race, 20 km

Organisers shall, in agreement with the UCI, be entitled to include a maximum of two races not on the official programme.

Participation

3.4.004 The competitions shall be for national selections comprising riders aged 18 and over.

3.4.005 Enrolment shall be open to UCI-affiliated National Federations.

3.4.006 Each national selection shall comprise a maximum of 13 riders (total of men and women) with a maximum of 9 men and 4 women.

3.4.007 The number of participants by nation for each race shall be the following:

MEN

- | | |
|--------------------|---|
| 1 km Time Trial | 1 |
| Sprint | 2 |
| Keirin | 1 |
| Olympic Sprint | 3 |
| Individual pursuit | 1 |
| Team pursuit | 4 |
| Points race | 1 |
| Madison | 2 |

WOMEN

- | | |
|--------------------|---|
| Sprint | 2 |
| 500 m Time Trial | 1 |
| Individual pursuit | 1 |
| Points race | 2 |

3.4.008 National Federations shall confirm their participation by means of an enrolment form within 2 months before the date of the race.

That confirmation shall mention the number of persons making up each delegation.

- 3.4.009 The names of riders, substitutes and attendants shall reach the organiser by 1 month before the date of the race at the latest.

Organisation

- 3.4.010 Organisers of World Cup races shall sign a contract with the UCI governing, notably, the radio and TV broadcasting rights, marketing rights and the material organisation of the races.
- 3.4.011 The teams' expenses shall be met by the organiser from noon on the day preceding the competitions until the day following the competitions, making a total of 4 nights.
- 3.4.012 The organiser shall pay for:
 2 attendants for teams of 3 to 5 riders;
 3 attendants for teams of 6 to 10 riders;
 4 attendants for teams of 11 to 13 riders.

Any teams wishing to stay longer shall do so at their own expense and shall inform the organiser to that effect.

- 3.4.013 The Commissaires Panel shall comprise 3 UCI international commissaires including the Chief Commissaire who shall be appointed by the UCI.

The organising National Federation shall designate the secretary to the Commissaires Panel, the starter, the finishing judge and all other commissaires that may be necessary for the efficient control of the races, as well as timekeepers.

- 3.4.014 The UCI shall appoint a Technical Delegate to attend the competition.

The UCI shall also appoint the Deryn pacer for Keirin races.

- 3.4.015 The organiser shall meet the expenses of all persons designated by the UCI.

- 3.4.016 A meeting shall be convened at 6 pm on the eve of the first competition. It shall be attended by all the officials and the Team Leaders. It shall be chaired by the Chief Commissaire in the presence of the UCI Technical Delegate and the persons responsible for organisation.

Prizes

- 3.4.017 The organiser shall award prizes according to the following scale for each of the competitions:

1) For the 8 "MEN's" races:

	IND. (5 races)	TEAMS	OLYMPIC SPRINT	MADISON
1st	1,000 SFR.	1,600 SFR.	1,200 SFR.	1,000 SFR.
2nd	750 SFR.	1,200 SFR.	900 SFR.	800 SFR.
3rd	500 SFR.	1,000 SFR.	750 SFR.	600 SFR.
4th	250 SFR.	600 SFR.	450 SFR.	400 SFR.
	12,500 SFR.	4,400 SFR.	3,300 SFR.	2,800 SFR.

Making a total of 23.000, SFR. for 8 races.

4) For the 4 "WOMEN's" races :

1st 600 SFR.

2nd 400 SFR.

3rd 300 SFR.

4th 200 SFR.

Making a total of 6,000 SFR. for 4 races.

The grand total for the 12 races = 29,000 SFR.

3.4.O18 The organiser may provide other prizes for possible additional races.

3.4.O19 The prizes shall be paid out by the organiser (without deducting taxes) at the end of each competition to the representatives of the respective teams.

3.4.O20 The 3 first in each race shall receive from the organiser, respectively, a gold medal (1st place), a silver medal (2nd place) and a bronze medal (3rd place).

The nation obtaining the top classification in the competition shall also receive some work of art from the organiser.

Classification

3.4.O21 On completion of each of the 12 races in each competition, the first ten riders shall be awarded the following number of points:

1st 12 points

2nd 10 points

3rd 8 points

4th 7 points

5th 6 points

6th 5 points

7th 4 points

8th 3 points

9th 2 points

10th 1 point

3.4.O22 The general classification of the competition by nation shall be determined by adding the points obtained by the riders of each team in each of the 12 races.

3.4.O23 The total points obtained by each nation in each competition shall serve, after the last competition of the year, to establish the final general classification by nation.

3.4.O24 The UCI shall award the following trophies:

- The UCI WORLD CUP for the first nation in the final general classification
- 1 replica of the UCI trophy for each rider in the winning team.

V

Chapter WORLD RECORDS

General comments

- 3.5.001 The UCI shall recognise solely World Track Records in the following categories and specialities:

Flying start

All categories: 200 m and 500 m, with the possibility of swooping down from the top of the curve into the sprinters' lane.

Standing start

- Men: 1 km, 4 km, 4 km team, 1 hour
- Women: 500 m, 3 km, 1 hour
- Junior Men: 1 km, 3 km, 4 km team
- Junior Women: 500 m, 2 km

- 3.5.002 The World Record is the exclusive property of the UCI.

The UCI is the exclusive holder of all audio-visual, marketing and other rights relating to any attempt to set a world or any other record. The UCI may cede those rights on any conditions that it may determine.

- 3.5.003 Only the UCI may recognise and confirm a world cycling record.

- 3.5.004 The UCI also recognises and confirms Olympic records

- 3.5.005 Records may be set during a Calendar competition or during a special attempt that shall also be ridden in accordance with the provisions governing the speciality in question.

- 3.5.006 The public and the Press shall be able to attend World Record attempts for their full duration.

The number of spectators and Press personnel may be limited in the interest of sporting performance, subject to prior UCI agreement.

- 3.5.007 For record attempts outside of competitions run during the Olympic Games, World Championships, World Cup events, Regional Games and Continental and National Championships, the rider or the team shall take the track alone.

- 3.5.008 Records must be set on a UCI-approved track.

Only bicycles admitted by the Track Race Regulations may be used.

A starting block shall be used in all specialities with a standing start, including the hour record.

- 3.5.009 If the record attempt takes place in a country other than that of the National Federation of the rider, the

National Federation of the host country shall ensure that the attempt may be made under the best possible circumstances, especially with regard to policing services, timekeeping, commissaires and the drug test.

- 3.5.010 Any costs incurred by the attempt shall be met by the rider (including the travel and accommodation costs of the international commissaire and the drug-test inspector, the laboratory costs and other UCI expenses).

If the attempt takes place in some other country, the National Federation of that country shall be entitled to be reimbursed any expenses it may have had to incur.

The rider's National Federation shall be held jointly liable for paying costs incurred by the attempt.

Time-keeping

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

- 3.5.012 Electronic time-keeping of hour record attempts must be accompanied by a system of manual time-keeping. That time-keeping shall be conducted by two timekeepers approved by the National Federation of the country where the attempt takes place.

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

Verification

- 3.5.014 A record set during a competition shall be confirmed only if a UCI international commissaire has been monitoring the race as member of the Commissaires Panel and signs the report referred to in article 3.5.016.

- 3.5.015 Any record attempt shall be authorised beforehand by the National Federation of the country where the attempt takes place. The National Federation shall appoint a UCI international commissaire to supervise the attempt. For an hour record attempt, the commissaire shall be appointed by the UCI.

Report

- 3.5.016 A succinct report specifying the circumstances in which the record has been set shall in all cases be drawn up on the models provide by the UCI. The report shall be immediately written and signed by the UCI international commissaire and by at least one other official present and by the rider(s) who set the record.

- 3.5.017 The international commissaire shall then send the report, with the original time-keeping sheets, to the UCI.

Drug Test

- 3.5.018 No World Record can be confirmed if the rider in question did not submit to the drug test at the end of the race. For the four kilometre team speciality, all 4 riders shall take the test.

The record can be confirmed only on the basis of a certificate issued by the laboratory indicating that the test proved negative.

Confirmation

- 3.5.019 No record shall be confirmed if it does not comply with all applicable provisions.

- 3.5.020 A record beaten the same day shall not be confirmed.
- 3.5.021 Records established during World Championships and Olympic Games may be confirmed by a certified copy of the official result communiqué, signed by the Chief Commissaire and by a member of the UCI Technical Commission. In case of disagreement, a request for conformation may be lodged with the Management Committee pursuant to the following articles.
- 3.5.022 Notwithstanding the application of article 3.5.021, a World Record shall be recognised only if confirmed by the UCI.
- 3.5.023 A request for confirmation shall be lodged by the rider that set the record or by his National Federation. To be considered, the request shall have reached UCI headquarters at the latest one month after the date the record was set.
- 3.5.024 If the UCI considers that there exist circumstances opposing confirmation, it shall invite the rider or his representative to elucidate those circumstances before taking a decision. If that is not done and if the record is not confirmed, the rider may lodge an appeal with the Appeals Board.
- 3.5.025 The UCI shall keep an up-to-date list of confirmed world records which it shall publish regularly.

The One-Hour Record.

- 3.5.026 The timekeeper shall, by ringing a bell, indicate the last lap (or the lap during which the hour expires) when the time remaining to ride is less than the average time realised over one lap of the track.
- 3.5.027 The attempt shall terminate, on expiry of the hour, when the rider crosses the pursuit line according to the definition in article 3.6.083. The end shall be indicated by a double pistol shot.
- 3.5.028 The distance covered in the hour shall be calculated as follows:

$$D = (L \text{ Pi} \times TC) + D_i C$$

$$D_i C = \frac{L \text{ Pi} \times TRC}{TTC}$$

Where: D = distance covered in the hour
 L Pi = length of track
 TC = number of complete laps before the last lap
 D_i C = additional distance
 TTC = time of the last complete lap
 TRC = time remaining to ride at the beginning of the last lap

- 3.5.029 The distance covered shall be rounded down to the nearest metre. The record cannot be beaten by less than a metre.
- 3.5.030 If, between the expiry of the hour and the end of the last lap, an incident occurs to prevent completion of the lap, the additional distance shall be calculated on the basis of the time of the lap before last.

VI

Chapter EQUIPMENT AND INFRASTRUCTURE

§ 1 Starting Blocks

- 3.6.001 The starting block shall be of as simple a construction as possible. It shall be easy to handle and movable from the track centre to the track in 5 seconds maximum. Adjustment shall be possible in 40 seconds maximum between two starts.
- 3.6.002 The bicycle shall be held in a vertical position, whatever the banking of the track. For that purpose, the starting block shall be fitted with adjustable feet.
- 3.6.003 The bicycle shall be held firmly by means of a simple bicycle brake that grips the edge of the rear wheel rim.
- 3.6.004 The brake shall be adjustable in height so that it can block wheels of different diameters and in width to grip rims of different thickness.
- 3.6.005 The brake shall release the rear wheel at the moment of the start, so that all competitors start at exactly the same moment.
- 3.6.006 **(N)** The brake of the starting block shall be released by the electronic system which simultaneously triggers the chronometer.

§ 2 Motorbikes for motor-pacing

- 3.6.007 Machines used for training shall comply with the drawing in article 3.6.028.

All the measurements in the drawing are taken from the centre of the rear wheel spindle or from a fixed point on the framework as near as possible to the rear wheel spindle (this point being clearly defined) and from the ground.

- 3.6.008 The machines shall be single track, of unspecified make and model and shall be driven by a single driver.
- 3.6.009 The engine and the frame shall correspond exactly to standards of the original model as defined by the constructor.

Engine

- 3.6.010 The engine capacity shall be 500 cc. minimum and 1000 cc. maximum.
- 3.6.011 These engines shall be of the single or double cylinder, vertical type. Flat Tween engines are forbidden.

Frame

- 3.6.012 The machine shall be of a commercially available type. The width of the framework shall be 350 mm. maximum. The rear shock absorber shall be removed and replaced by a round tube of the same diameter as the tubes of the frame, that is to say 30 mm.

Saddle

- 3.6.013 The saddle, of a commercially available type, shall be 300 mm wide and 350 mm long. The position of the pacer being what is referred to as "standing", the saddle shall be set tipped forward. The saddle may in no case be modified; the addition of cushions, leather, cloth, etc., which might afford additional shelter, shall be absolutely forbidden. The front outer edge of the saddle shall be set at 800 mm from the ground and 250 mm forwards of a perpendicular passing through the rear wheel spindle. The rearmost point of the saddle shall be set at 1030 mm from the ground and touching that same perpendicular passing through the rear wheel spindle.

Wheels

- 3.6.014 The wheels shall comprise metal rims and commercial spokes. They shall be of a maximum diameter of 650 mm. Tyres: front wheel 350 x 19, rear wheel 350 or 400 x 19.
- 3.6.015 A reliable brake shall act on the front wheel. The brake acting on the rear wheel shall serve merely to slow down the bicycle.

Handlebar

- 3.6.016 The handlebar shall be made in one piece. Its width to the rear shall be 700 mm maximum (width taken at the exterior of the grips).
- 3.6.017 The two grips shall be of the same height. The height above the ground shall be 1000 mm minimum and 1050 mm maximum. The height may be adjustable within those limits.
- 3.6.018 The rear extremity of the grips of the handlebar shall pass through the same perpendicular to the ground as that passing through the foremost point of the saddle, that is to say 250 mm forwards of the rear wheel spindle.
- 3.6.019 No lever or any other controlling device may, in its operating position, project beyond the rearmost extremity of the grips. Leather devices, levers or hooks and other accessories fixed to the grips shall be absolutely forbidden.
- 3.6.020 Each pacer shall hold his handlebar with both hands. Driving with one hand alone shall be authorised only when adjusting the engine or in cases of danger.

Footrests

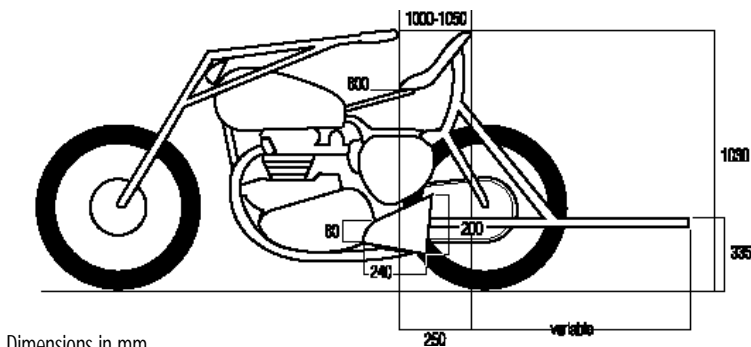
- 3.6.021 Footrests shall be fixed to the frame tubes to the left and right. Each footrest shall comprise a "sole" and a sheet metal toe-cap.

- 3.6.022 The sole of the footrest shall comprise a flat plate, whose dimensions shall be 120 mm wide by 240 mm long overall. It shall be rounded into a semicircle to the rear. The toe-cap shall measure 80 mm to the fore and 200 mm to the rear; it shall be welded around the sole.
- 3.6.023 The centre of the footrest shall align on the same perpendicular to the ground as that of the foremost point of the saddle and rearmost points of the handlebar. The front of the footrests shall be permanently fixed at 240 mm from the ground.
- 3.6.024 The rear shall be adjustable. However, the both footrests shall always be set to the same height for all motorbikes used in any given competition.
- 3.6.025 The overall width between the outer edges of the two footrests shall be 650 mm maximum.

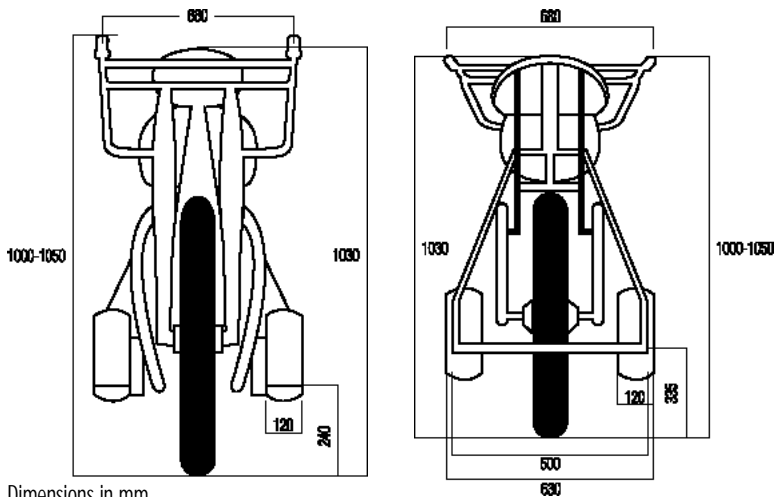
Roll

- 3.6.026 Each machine shall, behind the rear wheel, be fitted with a roll the tube of which shall be of a maximum diameter of 35 mm. The width of the roll shall be 600 mm. The centre of the roll spindle shall be set 335 mm from the ground.
- 3.6.027 The roll shall be fixed to the rear of the frame using cranked flat irons; the irons shall be 35 mm wide by 6 mm thick. Two distance pieces hold the roll in the correct position; these distance pieces shall also be made of flat iron strip, 35 mm wide by 6 mm thick. The distance between the rear-wheel spindle and the roll shall be adjustable in 50 mm steps from a minimum of 600 mm to a maximum of 800 mm.

3.6.028



Dimensions in mm



§ 3

Mopeds

- 3.6.029 As the moped is meant to replace human pacing, the shelter that it affords shall be fundamentally the same as that afforded by a bicycle.
- 3.6.030 No part of the moped may be surrounded by leather, rubber, felt or other materials that could act as an artificial wind-break.
- 3.6.031 The moped shall comply strictly with the following provisions.

Engine

- 3.6.032 The machine shall be fitted with an engine of 100 cc maximum which will serve merely to help the pacer pedal.
- 3.6.033 The use of a free wheel shall be absolutely forbidden; a fixed front chain-wheel shall be mandatory.

Frame

- 3.6.034 The machine shall be a single-track one-seater.
- 3.6.035 The machine, including the front fork, shall be made of tubing, similar in every respect to that used for the construction of an ordinary bicycle.
- 3.6.036 The height of the frame with a rake similar to that of a bicycle shall be between 560 mm minimum and 580 mm maximum (distance taken from the chainset spindle to the axis of the upper tube).
- 3.6.037 The height of the chainset spindle above the ground shall be from 230 mm minimum to 290 mm maximum.

- 3.6.038 The width of the chainset (including pedals) shall be 380 mm maximum.

Saddle

- 3.6.039 The saddle shall be of a commercially available racing model in leather; it shall measure 300 mm maximum in length by 150 to 180 mm in width. The saddle shall overhang the frame by an equal distance on each side.
- 3.6.040 The saddle may not be in any way modified. The addition of cushions, leather, cloth, etc. to provide additional shelter shall be absolutely forbidden.
- 3.6.041 The foremost tip of the saddle peak shall be placed:
- (a) 450 mm from the axis of the steering expander tightening bolt on tracks of 200 metres and more;
 - (b) 400 mm from the axis of the steering expander tightening bolt on tracks of less than 200 metres.
- 3.6.042 The height of the rear of the saddle above the ground shall be 870 mm minimum.

Handlebar

- 3.6.043 The handlebar shall be made in one piece and be a maximum 500 mm across (distance measured at the extremities of the grips).
- 3.6.044 The handlebar shall be 30 mm below the level of the steering expander tightening bolt which bolt shall itself be 900 mm above the ground. The handlebar grips shall therefore be 870 mm from the ground (distance measured from the top of the grips).
- For tracks of less than 200 m, the handlebar grips shall be 920 mm from the ground (distance measured from the top of the grips).
- 3.6.045 The rearmost points of the handlebar shall be 200 mm maximum to the rear of the steering expander tightening bolt. The tube ends shall be filled and the grips may be clad in insulating tape. Rubber grips shall be absolutely forbidden.

Wheels

- 3.6.046 The wheels shall comprise metal rims. They shall be of 650 mm diameter and fitted with a 55 mm section tyre.
- 3.6.047 The rear wheel shall be of 700 mm diameter and shall be fitted with a 42 mm section tyre.

Tank

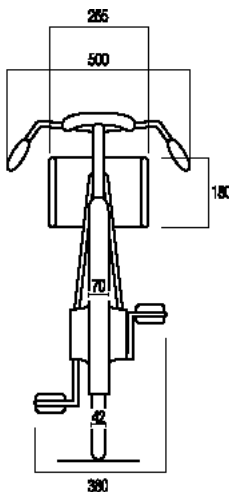
- 3.6.048 The tank, being cylindrical, measuring 180 mm in diameter by 265 mm in length and taking a petrol (gasoline) and oil mixture, shall be fixed to the steering pin.

Mudguard

- 3.6.049 The mudguard shall be made of steel.

- 3.6.050 The width of the rear mudguard shall be 70 mm maximum. It shall be made as a single piece and form a protective shield on both sides. Its foremost point shall be fixed to the frame tubes and its rearmost point to the rear wheel spindle. It shall be 140 mm high. The distance between the steering expander button and the perpendicular with the ground passing through the rear end of the mudguard shall be 1250 mm. The distance between the rear of the saddle and the perpendicular with the ground, passing through the rear end of the mudguard, shall therefore be 500 mm minimum.

3.6.051



Dimensions in mm

§ 4 Attire of motor-pacers

- 3.6.052 Motor-pacers shall wear a leather jacket of the following dimensions:

- length of the back without collar	67 cm
- width of the back at sleeve level	45 cm
- width of chest at sleeve level	35 cm
- circumference of chest taken under the arms	120 cm
- circumference of the bottom of the jacket	120 cm
- length of sleeve from shoulder seam to elbow	60 cm
- circumference of sleeve around biceps	40 cm
- circumference of sleeve around wrist	28 cm
- circumference of collar	44 cm
- height of collar	3.5 cm

- 3.6.053 The collar shall be closed by two hooks. The jacket shall zip up the back (from the bottom up).

- 3.6.054 The jacket may not be opened during the race or in any way modified for the purpose of favouring a rider.

- 3.6.055 Pacers shall wear leather trousers, without gaiters, and of the following dimensions:
- length of outer leg 94 cm
 - length of inner leg 68 cm
 - circumference of waist 102 cm
 - circumference of hip across the buttocks 114 cm
 - circumference of thigh 72 cm
 - circumference above the knee 48 cm
 - circumference below the knee 36 cm
 - circumference of calf 40 cm
 - circumference of ankle 30 cm
- 3.6.056 The leather trousers shall also have a 22 cm wide cloth belt with, to the rear and pointing downward, a rubber tail 48 cm long by 9 cm wide.
- 3.6.057 The trousers shall have no openings other than on the outside of each leg, running 40 cm up from the ankle. These openings shall be secured by zip fasteners closing from the top down.
- 3.6.058 The trousers shall be held up by straps crossing and secured behind with rubberised loops.
- 3.6.059 Under their leather suits, pacers shall wear only a light, tight-fitting jersey and cyclist's racing shorts. The jacket must close without straining the seams or the zipper. The jerseys shall be of equal thickness throughout and may in no way be padded. There may be no openings in underclothes and jerseys.
- 3.6.060 Pacers may wear only one pair of socks. They must be held up by suspenders.
- 3.6.061 Only normal-size, fully enclosed leather boots shall be permitted.
- 3.6.062 A rigid helmet shall be worn at all times during racing and training. It may not be unstrapped or removed during the race. Ear-flaps, which may be fixed to the helmet, may not protrude by more than 1 cm by 3 cm.

§ 5 Attire of moped pacers

- 3.6.063 All pacers shall wear the same attire:
- a) a light, short-sleeved pullover
 - b) a clinging rider's jersey with patch pockets; long sleeves shall be allowed; the commissaires may permit the wearing of a supplementary racing jersey
 - c) shorts (tight black descending to mid-thigh)
 - d) special black shoes known as "cyclists' shoes" and all-white or all-black socks
 - e) a pair of racing gloves or a pair of normal unlined gloves but not gauntlet gloves
 - f) a moulded shell hat of the type worn by stayers; it may have neither ear-flaps nor leather, felt or cloth strips that could act as artificial wind-breakers.

§ 6 The track

3.6.064 (N) Track races included in the World and Continental calendars shall be run on a UCI-approved track. Other tracks shall be under regulation of the National Federations of the countries where they are located.

3.6.065 A track cannot be approved by the UCI unless it meets the following conditions.

Form and construction

3.6.066 The basic structure around the internal edge of a track shall comprise two bends connected by two straights. The approach to and exit from bends shall be so designed that the transition is not too abrupt. The external edge is determined by projecting a certain distance from the internal edge.

3.6.067 The construction of the track shall meet the following minimum specifications:

	Tracks suitable for motor-cycle paced races	Other tracks
minimum diameter (D) in the bends	40.00 m	16.50 m
minimum width	7.00 m	7.00 m
maximum speed	85 km/h	75 km/h
D/L proportion	0.17	0.125

3.6.068 Thus the length of the track (L) and the diameter of the bend (D) are calculated as follows:

$$L = D / 0.125 \text{ or } 0.17$$

$$D = L \times 0.125 \text{ or } 0.17$$

3.6.069 The banking of the track in relation to the horizontal shall be determined by taking account of the maximum speeds in the various specialities and the radius of the bends.

3.6.070 The point of maximum banking in the bend is calculated by the following formula:

$$\text{tg } \alpha = \frac{V^2}{R \times 9.81}$$

where:

tg α = banking at the tangent

V^2 = square of the speed in meters per second

R = radius in meters

9,81 = coefficient of gravitation.

Length

3.6.071 The length of a track shall be determined in such a way that a minimum of laps covered, results in a net kilometre to within one metre.

For World Championships and Olympic Games the length shall be 250 metres minimum and 400 metres maximum.

- 3.6.072 The length of the track is measured at 20 cm from the internal edge of the track (upper limit of the blue band).

Width

- 3.6.073 The width of the track shall be determined in relation to the length and according to the various specialities.

It shall be 7 m minimum.

New Tracks in the year 2000 and after

- 3.6.074 After January 1st 2000, new tracks shall not be approved by UCI unless they respect the following criteria (based on the maximum speed of 75 km/hour) which will then replace the articles 3.6.067 and 3.6.068:

Length of the track	250 m	333.33 m	400 m
Width of the track	(7-7.5) m	(7-8) m	(7-9) m
Length of each straight line	(37-50) m	(48.75) m	(70-100) m
Length of each curve	(75-88) m	(85-118) m	(90-130) m
Radius of the curve	(20-24) m	(28-35) m	(40-50) m
Diameter of the track	(40-50) m	(53-70) m	(70-80) m
Banking of the curves	(37-42) °	(28-36) °	(22-27) °
Banking of the straight lines	(10-13) °	(7-10) °	(4-7) °

Surface

- 3.6.075 The track surface shall be absolutely smooth, non abrasive and not slippery. It must provide the grip necessary for a minimum angle of 25° to 30° of friction between the tyre and the track surface.
- 3.6.076 Paint or any other material used for markings, lines, advertisements, etc. on the track shall be of a non-slip variety.
- 3.6.077 The surface shall allow for rapid drying in case of rain.

Markings

- 3.6.078 A black line shall be drawn on a white background or a white line on a dark background at 20 cm from the internal edge of the track and this shall be known as the "measuring line". It shall be marked off at 5 metre intervals and numbered every 10 metres.
- 3.6.079 A continuous red line, known as the "sprinters' line", shall be drawn at 90 cm from the internal edge of the track.

The distance of 90 cm shall be measured to the external edge of this red line.

- 3.6.080 A continuous blue line, known as the "stayers' line" shall be drawn at one-third of the total width of the track but at a minimum of 2.50 m from the external edge.

The distance from the internal edge to the external edge the track shall be measured at the exterior of the blue line.

- 3.6.081 The finishing line shall be located in front of the main grandstand.
- 3.6.082 A white line shall be drawn across the track 200 metres before the finishing line to indicate the start of the last 200 metres in sprint races.
- 3.6.083 A red line shall be drawn perpendicular to the track and exactly at the mid-point of each of the two straights, these two lines being aligned on one another. Their purpose is to indicate the finishing lines in pursuit races. These lines shall be 4 cm to 6 cm wide.
- 3.6.083 bis Except for the finishing line, the lines concerned by articles 3.6.078 and 3.6.083 shall have a constant width (4 to 6 centimetres).

Blue band

- 3.6.084 A blue strip, known as the "blue band" shall be laid the full length of the internal edge of the track to be used for starting. This strip shall be from 60 cm to 100 cm wide.

Protective strip

- 3.6.085 A protective strip, at least 3.5 metres wide shall be provided inside the blue band. The surface shall be of a sufficiently supple consistency (wood, grass, etc.) and not contain any obstacles of any kind.

All access to this strip shall be forbidden during races.

Track centre

- 3.6.086 The track centre is the space in the centre of the track, inside the protective strip. A tunnel providing access to the track centre shall be provided to avoid the need to cross the track to reach the track centre.
- 3.6.087 A place shall be set up on the track centre where riders can change and warm up, so as waiting areas close to the pursuit and finishing lines.

Equipment

- 3.6.088 A lap-counter, clearly visible to riders and spectators alike, and a powerful bell shall be placed at the entry to the first bend.
- 3.6.089 A time-keeping and display system (time, laps, points, etc.) shall be provided.
- 3.6.090 **(N)** Adequate illumination shall be provided with a back-up lighting system independent of the mains power supply.
After January 1st 2000, illumination for competitions shall be 500 to 800 LUX. For training sessions, it shall be at least 300 LUX. For colour TV coverage, the illumination shall be 1200-1500 LUX.

Approval

- 3.6.091 Applications for approval shall be lodged by the National Federation of the country where the track is located.
- 3.6.092 The approval application shall be accompanied by a complete technical file, comprising in particular a precise plan with a description of dimensions, bankings, materials and equipment.
- 3.6.093 The National Federation shall organise the measurement of the track by two specialists and a inspection under the direction of a UCI delegate. On that occasion, the applicant shall organise a test of the track by a group of riders.
- 3.6.094 A detailed inspection report shall be prepared by the UCI delegate and countersigned by those responsible for measuring the track and a representative of the National Federation.
- 3.6.095 If the UCI considers that there be any reason for opposing approval, it will invite the applicant to comment those reasons before taking a decision. Failing this, and should the track not be approved, the Federation may lodge an appeal with the Appeals Board.