



Ontario Cycling Association

307 – 3 Concorde Gate, Toronto M3C 3N7

Tel: (416) 426-7416, Fax: (416) 426-7241

Road Communiqué #1 (March 29th, 2010)

This first communiqué for 2010 is to remind the road racing community of some key rules and regulations for the 2010 season. This is not just for new racers. Many rules and regulations are highlighted in this document. All road racing members must understand and abide by them.

Riders should be aware that **all rules for all categories will be enforced this year**. Riders in higher level categories are expected to be more familiar with the rules than novice riders, with violations being subject to fines and penalties as per the UCI/CCA rulebook. Safety related rules remain a main priority for the College of Commissaires, and will be strictly enforced at all events.

Race Licences

Upon receipt of your 2010 race licence check to make sure that all information printed on it is correct. It is the rider's responsibility to check for errors prior to use. In particular, check to see that your category information is correct. Failure to detect an error here could affect your ability to register for Provincial, National, or UCI level races, should you decide to attend.

The club (or team) listed on your licence is the club whose jersey you **must** wear in all OCA-sanctioned events. Riders who take out a 1-day licence or citizen permit are allowed to race in their club jersey if they have a valid Club Membership card to verify they are a member of that club. Riders who do not belong to a club, or are listed as "Independent" on their licence, must wear a plain colour jersey. Violations are subject of a fine of up to \$20.

It is **mandatory** that you sign your license and affix a current passport-style photograph (colour or black & white) of yourself in the space provided. Always remember that you **must** present your race license at registration for every race you attend. Failure to present a valid race licence (with photo and signature) at sign-in may result in you being refused entry. If your OCA membership and category can be verified by some other acceptable means you may be permitted to start in consideration of a \$10 fine.

Yellow Line Enforcement

See the OCA website (Commissaire > Rule menu tab) for an explanation of this rule. The "yellow line rule" will be strictly enforced at all events this season. Pre-race announcements will be used to advise riders if there are any parts of the course that are not subject to the yellow line rule.

Yellow line violations will result in the **immediate** disqualification of the offending rider(s).

If a yellow line violation occurs, the offending rider(s) will be instructed to withdraw from the race. Such instruction may be via the PA system at the start-finish line, or, if safety permits, directly from the follow vehicle. Riders are expected to withdraw from the race immediately upon such instruction. Failure to do so may result in additional penalties.

In the event that the entire pack crosses the yellow line commissaires will either neutralize the group to 30km/hr until all riders are back on the correct side of the road, or stop the pack entirely. This will occur only once during a race and regardless of any break situation. Any subsequent violations will result in disqualification of the entire pack.



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Feed Zone

In general, a race must be at least 70km in length for feeding (supply of water bottle, etc.) to be allowed. Feeding of riders must occur from the right side of the road only, and only within the designated area.

UCI rule 2.3.027 prohibits feeding within the first 50km of a race, although this distance may be reduced by the commissaires depending on weather conditions, category, type and length of race. Any reduction in this 50km distance will be announced prior to the start of the race.

UCI rule 2.3.027 also prohibits feeding in the last 20km of the race. This distance may not be reduced.

Riders are responsible for knowing when the feed zone opens and closes during their race, and should plan their hydration strategy accordingly.

Feeding outside of the designated feed zone area, or taking a feed when not permitted, constitutes an unfair advantage and is subject to a fine of up to \$150 per offence for both the rider and the person handing out the bottle. (UCI rules 12.1.040.23 and 12.1.040.24)

Riders are encouraged to take extra care when passing through the feed zone as it is easy to be distracted while looking for your support person. Try to hold a straight line, avoid any sudden changes of direction, and watch for unexpected movement by the riders around you.

Gear Restrictions

As in previous years gear restrictions will be enforced for all U19 riders, including U19 riders racing in the Senior category. The maximum gear chain limit is 7.93 meters. This means, when set in the maximum possible gearing, one complete revolution of the pedals may drive the rear wheel a distance of no more than 7.93 meters.

This gear chain limit will also apply to U17, U15, and U13 riders at OCA-sanctioned events. Note however that different gear chain limits apply to these categories at events elsewhere in Canada. See the CCA Companion Guide for further information.

Riders subject to gear restrictions are reminded to present themselves for “roll-out” check prior to their event, and again **immediately** after their race. Failure to do so may result in disqualification. Should your bike fail post-race “roll-out” check you may be disqualified.

Dropped Riders

The introduction of ability-based master categories in 2007 reduced the number of dropped/lapped riders circulating during most races. However the number of dropped and/or lapped riders who continue to ride and re-integrate into the various groups continues to create scoring problems. Riders are expected to be able to compete at the same pace as the rest of their category. Riders have the option to voluntarily downgrade themselves if they find that they chose the wrong category by contacting the OCA and having their license re-issued.



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Any rider who is more than six (6) minutes behind their group may be pulled from the event at the discretion of the commissaires. These riders will be listed in the results as finishing OTL – “outside time limit”, not DNF.

Riders are reminded that if they are dropped by their group, they must remain separate from other categories on the road. They may only join together with other dropped riders from their category provided they are on the same lap. Dropped riders who get lapped by their group are to remain separate from the group and cannot reintegrate. Failure to remain separate from other groups on the road will result in a fine of up to \$30 or disqualification if an advantage is gained.

Riders are reminded that if they drop out of a race they are to immediately inform a commissaire. Failure to report a DNF will result in a fine of up to \$10.

Race Distances for Women

To address the issue of the number of laps being reduced during events, the OCA has instructed organizers that women’s races are to be allotted a race time that matches the estimated time it will take other categories in the same start wave to complete their distance.

This means that women will start their race knowing the approximate race duration but not the exact number of laps to be completed.

Commissaires will monitor lap times at the start of the race to forecast the total number of laps to be completed within the allotted time. The lap board will then be adjusted accordingly to inform riders of the number of laps remaining.

Race Radios

New for 2010: The UCI has revised rule 2.2.024 to prohibit the use of in-race communications for all categories at all but the highest level events.

For all OCA-sanctioned events in-race communications will be prohibited.

Equipment Rules

The UCI rules for bicycles and equipment are outlined in UCI Part 1, Chapter 3 rule book.

For 2010 the UCI has clarified that rule 1.3.024 applies to not just the bicycle frame itself, but also to handlebars, seatposts, etc.. Riders should familiarize themselves equipment and bike measurement regulations. See 2009 Communique #10 – Bike Measurement (dated July 2/09) for further information.

Helmet mounted cameras are not permitted .



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Results and Race Penalties

Any race result discrepancies must be reported to the finish commissaire within 15 minutes of results being posted at the event. Following this 15 minute period, results are considered final and are signed off as official.

If a rider has a race problem/protest at an event they should deal immediately with the Chief Commissaire at that event. The Chief Commissaire's decision shall be final. If a rider wishes to further appeal the decision, a written protest must be filed to the Provincial Chief Commissaire c/o the OCA within 10 business days.

Commissaires will be posting a preliminary list of riders (bib numbers) who have been disqualified or assessed race penalties alongside the preliminary results at each event. This provides riders the opportunity to address concerns they have directly with the Chief Commissaire at the event. Race communiqués will still be issued following the event detailing all disqualifications, warnings, penalties, and fines.

Podium Protocol

Riders placing in a podium position should familiarize themselves with proper podium protocol. Note that appropriate attire (competition wear, no jeans, no hats, no sunglasses) is required. Riders failing to attend the podium ceremony will forfeit prizing.

Bib Numbers

As in 2009 riders will be receiving a different bib number at each race. These numbers **must** be returned at the completion of the event so they can be reused for other races in the season. Failure to return your bib numbers at the end of the day will result in a \$5 administration charge.

All riders are again reminded that they must place their bib race numbers as indicated by the race organizers or commissaires. It is the rider's responsibility to ensure their numbers are properly affixed, not crumpled, and not folded. Incorrectly-placed and/or crumpled numbers cannot be read by the camera, making results tabulation long and difficult.

Numbers must be visible during the entire race, not just at the finish. In the event of inclement weather vests or rain capes **must** be transparent or numbers **must** be affixed to the outermost layer of clothing.

Failure to place your bib number exactly as indicated in the technical guide or as displayed at registration will result in "No Placing" (NP).

If your bib number is unreadable, you will not be given a placing. Poorly placed or folded bib numbers will result in a fine of up to \$30. Unreadable or covered bib numbers will result in a fine of up to \$50 and possible disqualification. (UCI rules 12.1.040.4 and 12.1.040.5)

Number Placement: Pin a number on the side facing the camera at the finish line with the top of the number towards your spine. Place the numbers on your side, not up on your back or your shoulders. When tucked in an aero-position, the number reads right side up, horizontally (see last diagram below).



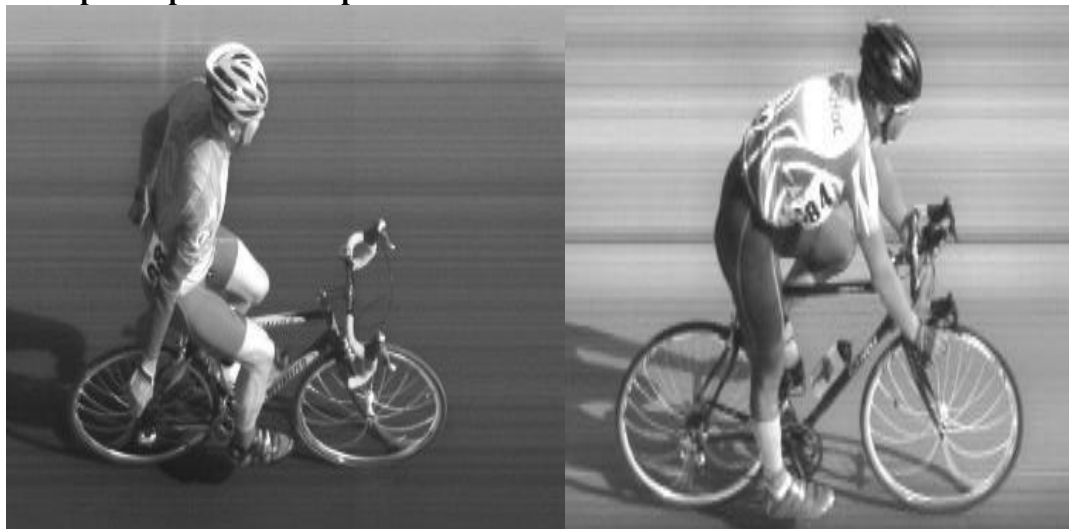
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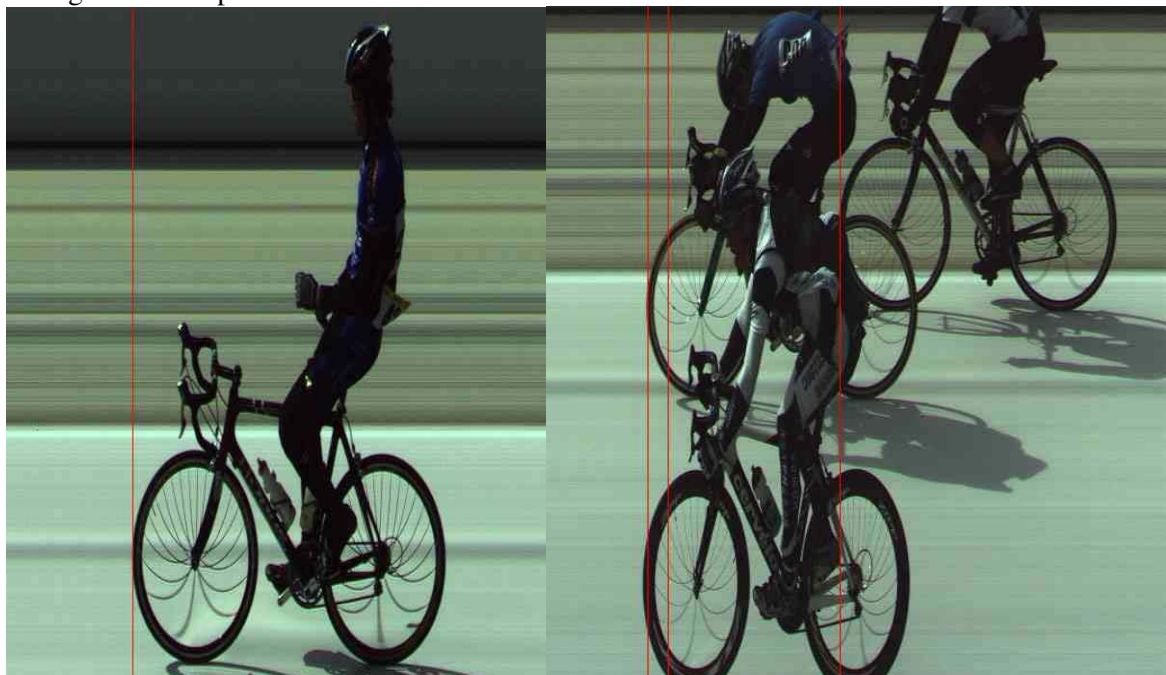
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Riders should avoid using the holes punched in the number as they can easily tear. A minimum of 6 pins per number is recommended.

Examples of poor number placement:



Sitting up at the line makes reading numbers difficult, and may result in additional penalties (DQ and/or fines of up to \$100). Numbers must be visible during the entire race. Note the rider in the foreground on the right who has put a vest on over their numbers:



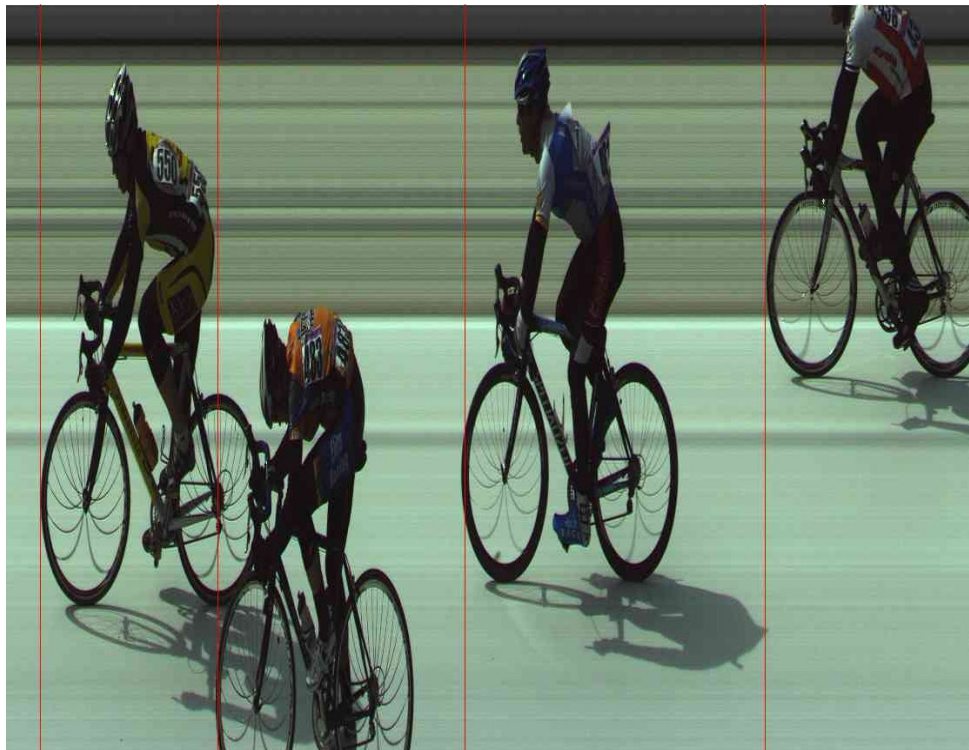


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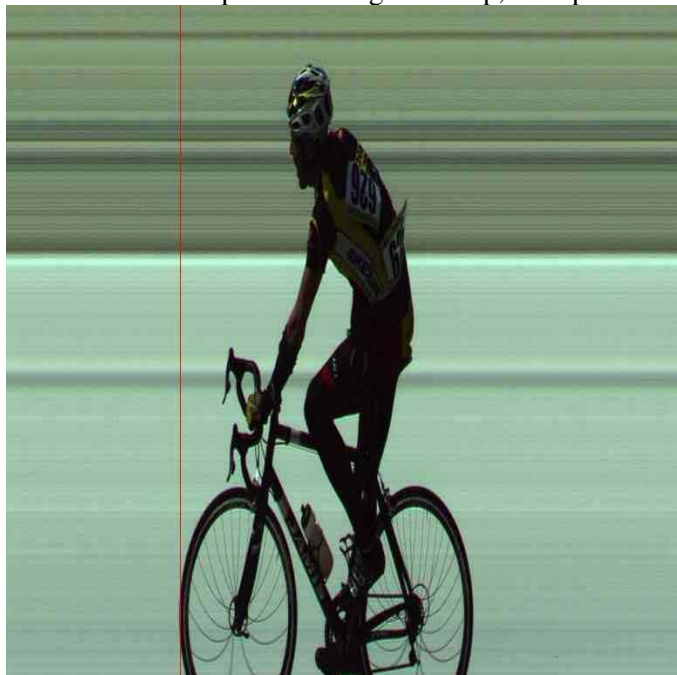
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Numbers must be positioned on the same side as the finish line cameras. Note the third rider with no visible numbers:



Numbers must be positioned right side up, not upside down as shown here:





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Examples of proper bib number placement:

Proper bib number placement is essential for the commissaires and results team to produce accurate results. Remember if the commissaires and results team are unable to read your bib number, you will not get a placing in the event, and may be subject to additional penalties.



Did you know? Weekly Rule Reminder:

Helmet Use:

1.3.031 N) At all times when participating in or preparing for an event held in Canada, all licensees who are mounted on a bicycle shall wear a securely fastened helmet that meets one of the specified safety standards (see CCA Companion Guide for standards list).

12.1.040.3.2 Rider at the start without the mandatory helmet. – start refused

12.1.040.3.3 Rider taking off the mandatory helmet during the race. – DQ + fine of up to \$50

The UCI Rule Book is available here: <http://www.uci.ch>

The CCA Companion Guide is available here:

http://canadian-cycling.com/cca/coaches_officials/companion_guide.shtml

College of Ontario Road Commissaires