

# CYCLING

## 2011 GENERAL RULES

The Official Special Olympics sports rules shall govern all Special Olympics cycling competitions. As an international sports program, Special Olympics has created these rules based upon Union Cycliste Internationale (UCI) and the National Governing Body Rules for Cycling. UCI or NGB shall be employed except when they are in conflict with the Official Special Olympics Sports Rules. In such cases, the Official Special Olympics Rules shall apply. Website: [www.uci.ch](http://www.uci.ch)

### **OFFICIAL EVENTS**

1. 500m time trial
2. 1km time trial
3. 5km time trial

### **SECTION A – RULES OF COMPETITION**

1. Divisioning
  - a. Special Olympics cycling competitions shall be offered for all ability levels. Athletes will be placed in appropriate divisions based upon entry time and/or preliminary time trials.
  - b. A preliminary time trial shall be conducted as a means of determining a cyclist's riding ability and, consequently, place him/her in an appropriate competition division.
2. General Rules
  - a. A time trial consists of an individual racing against the clock.
    - 1) Competitors should depart at 30-second or one-minute intervals for time trials.
    - 2) The rider may be held with his or her feet on the pedals for the start of a time trial.
    - 3) The time-trial start order should be the slowest rider to the fastest rider.
3. The start is by a gun or whistle.
4. The finish is determined by placing or order of crossing the finish line.
5. If the course is more than 2.5km in length, more than one division may ride on the course at once. The divisions may be started at one-, two-, or three-minute intervals.
  - a. The competitors shall wear their entry number according to instructions by chief officials.
  - b. Prior to the race, the competitors shall have the opportunity to warm-up and inspect the course.
  - c. The race shall be declared finished when the front tire of the bike crosses the finish line.

### **SECTION B – FACILITIES**

1. The road should be in good conditions, free of potholes and not made of gravel.
2. Prior to a race, pebbles, gravel and earth should be swept off the road. Sewers should be covered by a rubber plate. Bales of hay should be placed in front of the trees and posts at the turns and curves of the cycling course.

3. The traffic should be stopped when a race is in progress. The racing course should be, whenever possible, closed to public traffic.
4. To facilitate a safe departure, the marking of the starting and finishing lines should cover the full width of the course. This width shall be a minimum of 5m.
5. A length of 150m of straightaway before and after the finish line is necessary; 100m before the finish and 50m after finish. The 150m must be free of obstacles and spectators so that athletes may safely cross the finish line.
6. The course can be the same for all races. The start line may be adjusted according to the distance of the race. The finish line should always remain the same for all races. The course layout should be approximately 5.5km in length, with 2.5km being optional. The course should have a slight hill if possible, but should not be so difficult that all riders cannot complete the course. The course should always be a loop. Out and back courses are very difficult to control safety.
7. Legally blind athletes must compete in only tandem events, strictly as a stoker. Individual cycling competitions are not open to legally blind athletes.

### **SECTION C – EQUIPMENT**

1. Cyclists are required to wear helmets during training and competition. Helmets must meet the safety standards of the NGB for cycling in the host country.
2. All bicycles shall be inspected prior to training and competition sessions to ensure they meet the safety standards set by the host country's NGB rules for cycling. When a modified bicycle not covered under NGB rules is used, it is the race director's responsibility to determine the bicycle's suitability. Bicycles not in a satisfactory condition can be rejected by the organizers of the cycling event and an inadequate bicycle may preclude an athlete from participating in the event.
3. Bicycles shall be inspected for suitability by a certified/licensed mechanic or qualified bicycle shop mechanic prior to the first event of the day. Any standard bicycle that complies with safety standards may be ridden.
4. Repair areas shall be available around the course for mechanical assistance. At least one repair pit must be near the start/finish area.
5. Certified medical assistance should be on site throughout the race and the race promoter should have access to an emergency communication line. An emergency vehicle on site is recommended.
6. In road races, a car or a motorcycle should be ahead of the first cyclist, keeping a safe distance between the vehicle and the cyclist.
7. A motorcycle or car may follow the last cyclist during a road race or a time trial.
8. Athletes who experience mechanical problems may change any part of the bicycle or the entire bicycle, if necessary, to finish the race. Assistance is allowed.

### **SECTION D – PERSONNEL**

1. Director of cycling event (should have prior experience with NGB Cycling competitions)
2. Starter
3. Timekeeper
4. Judge (the judge must stand at the finishing line)

5. Two stagers in charge of entry numbers, correct number placement and correct starting line-up
6. Certified medical personnel with proper first-aid supplies
7. Technician who is certified/licensed bicycle mechanic or qualified bicycle shop mechanic with proper and essential tools
8. Holder to hold time trial participants upright with their feet on the pedals at the start
9. Course marshals to stand at all intersections and throughout the entire course to keep cyclists on course and keep cars and pedestrians off course
10. Technical Delegate