

Cycling BC

Road Technical Policy

Draft – 03/03/2010

1 Introduction

Road events sanctioned by Cycling BC are run according to the applicable UCI and CCA regulations:

- UCI
 - Part I “General Organization of Cycling as a Sport”
 - Part II “Road Races”
 - Part XII “Discipline and Procedures”
- CCA
 - The CCA Companion Guide

Where necessary, the UCI rules and the CCA Companion Guide regulations have been revised to accommodate various Provincial Regulations pertinent to events sanctioned by Cycling BC. These amendments appear in these Cycling BC Road Racing Guidelines.

2 Important Dates

End of October – Cycling BC AGM

First week of November – Expressions of Interest for next season’s Race Calendar

First week of December – Calendar date setting meeting

First week of January – Expressions of Interest for BC-Cup and Provincial Championships

Feb – Mar – Provincial Championships and BC-Cup negotiations

First week of March - BC Cup and Provincial Championships announcement

3 License Holders

3.1 Categories

At Provincial championships, and any National or International races sanctioned by the CCA and/or the UCI, riders will be categorized as per the CCA companion guide and the UCI cycling regulation 1.1.036 and 1.1.037.

For riders 30 and older, the choice of Master vs. Elite can only be made at the time of applying for a license.

At Regional and Provincial races, races will be run according to the ability category system. At Local races, categories are at the organizer’s discretion.

3.1.1 Ability Categories

For Men and Women, the ability categories are:

Category 1: National and Professional level riders

Category 2: Highly Skilled amateur riders

Category 3: Moderately skilled amateur riders

Category 4: Beginner riders

All riders are assigned an ability category based upon their tenure in the sport and level of success at provincial races, as determined by the number of points they have accumulated. There is no age restriction for any ability category, except for category 1 – such riders must be old enough to be ride for teams registered with CCA or UCI.

Riders who have not held a license for several years re-enter the sport in the highest ability category that they achieved in the year that they last held a license, unless they specifically ask to be placed in the next lowest category. Former Category 1 or 2 riders are automatically placed in Category 3 if it has been more than 5 years since they held a license.

3.1.2 Novice Riders (Cat 4N)

UCI Road License Holders New to Road Racing- Male and Female

- Such riders are sent a photocopy of their license and a new rider experience card, both documents must be presented at registration for all races that they enter. Such riders are initially limited to races open to citizen license holders until they have fulfilled the new rider practical experience requirement. Usually such races are on the “Local” racing calendar. Some provincial races may occasionally opt to hold a citizen category as well, though this is not guaranteed
- The new rider experience requirement is satisfied by collecting 5 signatures on the New Rider Experience Card. Riders can have their card signed by registration staff in any of the following cases: (a) whenever the rider takes a “learn to race” clinic; and, (b) whenever the rider enters a race (see above); and, (c) if the rider joins a cycling club affiliated with Cycling BC
- Once 5 qualifying signatures are collected and the New Rider Experience Card is returned to the Cycling BC office, the Rider’s Category 4 license card will be issued, making the rider eligible to participate in any Category 4 or age category race (e.g. Provincial Championships)

CyclingBC

New Rider Experience Card

Rider Name: _____

Date Issued: _____

License Number: _____

Instructions:

- Attend 5 local races or learn to race clinics (see www.cyclingbc.net for a list)
- Have registration staff at each qualifying event sign and date your experience card
- Return your completed card to Cycling BC via mail, fax (604.737.3141), or in person in order to receive your Category 4 UCI racing license card

Approved By					
Date					
Race / Clinic					

SAMPLE

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Road Citizen License Holders

- Road Citizen Licenses are valid only for Local calendar races or occasional Provincial races where a “Citizen” category is held
- New Road Citizen License holders who upgrade to a UCI license during the course of the season are given a Category 4 license directly, should they provide a completed new rider experience card along with their application
- Road Citizen License holders who held a Road Citizen License or UCI Road License the year prior are not subject to the New Rider Practical Experience Requirement should they wish to upgrade to UCI Road License at some point during the year

Race Organizers

- Organizers of provincial and regional races may offer a Novice category, which is open to holders of Citizen Licenses, or Category 4N riders. This Novice category may combine Men and Women together, or be held separately at the organizer’s discretion. Novice categories can’t be combined with categories for UCI license holders.

3.1.3 Women’s Float category

At all Regional and Provincial races, Category 3 women have the option of racing with the Category 1-2 Women, or the Category 4 women. The choice is made on a per rider basis at time of registration.

3.2 Points and Upgrading

3.2.1 Obtaining Points

In order to upgrade from one ability category to the next, it is necessary to obtain 20 ‘upgrade points’ in the rider’s existing category. However, in order for upgrade points to be awarded for any category, at least 5 riders must register in that category.

Placing	Points Awarded
1 st	8
2 nd	5
3 rd	4
4 th	3
5 th	2
6 th – 10 th	1*

** Points for places 6 – 10 are awarded only in the case of bunch races with at least 20 riders entered.*

3.2.2 Eligible Races

All provincial and regional races are eligible for upgrade points.

Should one or more categories be combined for the purposes of racing, the results will be separated for the purposes of awarding upgrade points within each category.

Riders are permitted to claim upgrade points earned at sanctioned races held in other jurisdictions according to the scale in section 3.2.1; however, the rider must have raced in their current ability category in that race (or a category of equivalent difficulty) in order to qualify for points earned in this manner. Such race results must be provided to Cycling BC by the rider from a verifiable source, such as a web site. Points are awarded according to the upgrade points scale in current use in BC.

Riders are also permitted to claim 1 upgrade point for a win at a Local race, provided that:

- It can be verified that the race was supervised by commissaries
- The win occurred in a category of equal or greater difficulty than the rider's current ability category
- The win can be verified by an independent source (i.e. a web site)
- At least 10 riders were present in the category

3.2.3 Requests for Early Upgrade

Riders who can demonstrate (through road race or criterium results) that they consistently exceed the skill and / or fitness level of their current category can request an immediate upgrade to the next highest ability category. In order to qualify for such an upgrade, a rider must meet the following qualifications:

- Won at least one race in his/her category
- Obtained 15 upgrade points within a 3 month timeframe
- Written recommendation from a certified cycling coach.

The rider may submit their request via e-mail to Cycling BC.

3.2.4 Age Category Upgrades

As per CCA companion guide section 1.1.036, it is possible for a rider to race in an age category other than his or her own. In order to arrange for this for provincially sanctioned road races which offer the UCI Categories, Cycling BC must receive a letter from the rider's coach stating the reasons why it would be beneficial for the rider to race in a different age category.

Such an upgrade applies to all provincial races in the discipline for the remainder of the race season from the point when the upgrade was granted. Such upgrades are not valid at National races unless approved by the CCA.

3.2.5 Junior Riders

For provincial races where a Junior category is offered, all riders of Junior age (ages 17 & 18) must enter it; they may not instead enter their ability category.

4 Races

4.1 Sanctioning

4.1.1 CCA and UCI Sanction

Sanctioned road events are subject to the applicable UCI and CCA regulations and any applicable Cycling BC policies.

National or International races are cycling competitions sanctioned by the Canadian Cycling Association (CCA) and / or the International Cycling Union (UCI). They are only open for participation by those who hold an international racing license issued by a federation affiliated with the UCI. Those interested in holding a race sanctioned at this level should contact Cycling BC.

4.1.2 Cycling BC Sanction Levels

The current race sanction structure is as follows in the table on the next page; it defines three different levels of races.

4.1.3 Local Races

Local races are relatively informal, low cost races intended to promote recreational participation in the sport. These races are open to members of the host club, citizen license holders, and UCI license holders. They may be organized as stand-alone events, but more commonly are part of a series held on week-nights or weekends. It is races at this level where riders new to the sport gain practical experience before moving on to competing at Regional and Provincial races.

Local Races are included in the BC “Local Race” Calendar.

4.1.4 Regional Races

Regional races are similar to Local Races, but are held on a larger scale and are a bit more formal. Some Commissaires are assigned in order to monitor rider behaviour. These races give riders the opportunity to earn upgrade points.

Regional Races are identified as such, and included on the BC Provincial Road Calendar.

4.1.5 Provincial Races

Provincial races are the highest domestic races on the BC Road Calendar. While they may offer opportunities for the recreational categories to compete and earn upgrade points, they are mostly oriented at provincial Elite-level riders and provincial teams. A full panel of Commissaires is appointed to supervise these events, and the standard to which the rules is similar to that of national and international races. These races are open to UCI license holders, and may also be open to Citizen license holders if the organizer opts to hold a “Citizen” category.

	Mandatory Categories	Upgrade Points	Max. Entry Fee	Sanction Fee
Provincial	<ul style="list-style-type: none"> ▪ 1/2 Men ▪ 1/2/3 Women 	Offered	No maximum.	7% of entry proceeds, to a maximum of \$700
Regional	<ul style="list-style-type: none"> ▪ 3 Men ▪ 4 Men ▪ 3/4 Women 	Offered	No maximum.	7% of entry proceeds, to a maximum of \$500
Local	Novice Category for riders new to road racing	Not Offered	\$30 / race, or \$100 / series	\$75 / race (max. of \$400 / series)

	Commissaires	Cycling BC Support	Organization Type
Provincial	Assigned by Cycling BC: <ul style="list-style-type: none"> ▪ Chief, Judge, Timekeeper ▪ 2 per 1/2M caravans for road races ▪ 1 for each other caravan 	<ul style="list-style-type: none"> ▪ Numbers ▪ Finish camera ▪ Technical delegate assigned 	Individual, Company, Club, or Team
Regional	Assigned by Cycling BC: <ul style="list-style-type: none"> ▪ Chief Provided by the Organizing Club: <ul style="list-style-type: none"> ▪ 2 trained officials 	<ul style="list-style-type: none"> ▪ Numbers ▪ Finish Camera 	Club or Team
Local	Provided by the Organizing Club: <ul style="list-style-type: none"> ▪ Trained Finish Judge 		Club or Team

Notes:

- Provincial Races are typically BC Championship, BC-Cup, and Superweek events – these are events held to a high organizational standard. Non-BC Cup organizers may apply to hold major races held at this level. Riders can expect that the UCI/CCA Rules are applied at these races.
- Officials provided by the organizer must be assigned and named by the organizer ahead of race, and must be trained and licensed as Commissaires.
- Cycling BC has the right to decide the sanction level of any race as defined in the table above.

Categories:

- Novice categories (if offered) are open to UCI Licensed Cat 4N, and Citizen License holders. These categories can never be combined with the other ability categories (Cats. 1, 2, 3, and 4).
- Mandatory categories are a minimum only. Other categories may be offered at the organizer’s discretion.

Some Provincial races are also designated as the annual Provincial Championship for one or more race categories. Only Provincial races are included in the BC Cup Series.

Such races are included on the BC Provincial Road Calendar.

Specific regulations for Provincial Championship and BC Cup events are found in Sections 4.7 and 4.8 of this document.

4.2 Fees and Event Agreement

Until the point that sanction fees are paid and an event contract with Cycling BC is signed, all events shall have "To Be Confirmed" status on a preliminary race calendar for the season. Once the sanction fee is paid and the event agreement is signed, the status of the race on the calendar will be changed to "Confirmed". If these conditions are not satisfied at minimum 30 days prior to the race, then the race will be removed from the Calendar entirely.

The amount of the sanction fee payable in advance to satisfy this condition is \$200 for Provincial races, and \$100 for Regional races. No advance fee is required for Local races.

Should a race be cancelled, any sanction fees paid by the organizer to Cycling BC are non-refundable.

4.3 Race Calendar

4.3.1 Date Setting

In the first week of November, Cycling BC will issue a call for expressions of interest in organizing races for the next season.

All those who submit expressions of interest and / or who were included in a regional race calendar or the provincial calendar in the preceding season are invited to a Race Organizers meeting, to be held in the first week of December.

A portion of the Race Organizers meeting will be used to present a draft provincial calendar. Presence of an organizer at the conference is the primary means used to resolve any date conflicts. Otherwise, Cycling BC staff shall decide the outcome of any date conflicts. Dates are awarded to events according to the following process:

- Each event organizer is given their preferred date if there are no conflicts and if there are no other reasons not to award that date
- Events with a history on the provincial calendar have priority over new events. If two such existing events have a date conflict, then the longest running of the two has priority
- Major events (example: 2009 BC Cups, recent super-week events) have priority over other events
- First come first served - the earlier proposed event dates and notice of an organizer's intent to organize a race are received by the office, the more likely the organizer is to get their preferred event date
- Conflicts with western national or international events, including major Washington and Oregon events will be considered when determining whether or not a date is available

4.3.2 Race Cancellation

Races may be cancelled at any time up to and including the start of the race.

Should a race be cancelled prior to the day of the event, all entry fees paid are fully refundable and the responsibility of the race organizer.

On the day of the race, the Chief Commissaire has the authority to cancel the race if, in his or her sole opinion, the race cannot be held safely.

The refund policy for any race day cancellations or race interruption shall be stated on the registration materials; otherwise all entry fees paid are fully refundable and the responsibility of the race organizer.

4.4 Officiating

4.4.1 Role of Commissaires

As defined by the UCI regulations, the role of the Commissaires is to supervise the sporting aspects of the race, or any technical aspect of the race that could affect the outcome of the competition. As such, it is the role of the Commissaires to have the organizer rectify any aspect of the race that does not comply with the UCI / CCA regulations or these guidelines.

4.4.2 Commissaires Policy

The policy outlining the Commissaires is available at Cycling BC's website.

4.4.3 Commissaire Assignments

Commissaires will be assigned and remunerated as per the Cycling BC Commissaire Policy, available in the Commissaire Section of the Cycling BC web site and the table found in Section 4.1.2, concerning "Cycling BC Sanction Levels".

4.5 Race Organization Requirements

4.5.1 Race Organizers

The titular organizer of any race at any level of sanction must hold a valid organizers license for that season. The minimum qualifications to hold an organizers license are described in Cycling BC's policy concerning Technical Licenses.

4.5.2 Course Inspection

For provincial races and regional races, Cycling BC may decide to do an advance inspection of the course with the organizer in order to ensure that the course falls within the boundaries set by the UCI regulations and is reasonably suitable for use by provincial-level riders.

4.5.3 Technical Guide

Thirty (30) days prior to race date, organizers must submit to Cycling BC a completed race technical guide. This applies only to Provincial Races and Regional Races.

The technical guide must contain the following sections:

1. Race Details
 - Name, dates, disciplines, event website, start and end times, estimated number of participants
2. Contact Information

- Organizer, registration coordinator
- 3. Commissaire assignments
 - Names and roles for non-Cycling BC Assigned commissaries
- 4. Detailed course map
 - Location of registration / sign-in
 - Posting board for results and notices
 - Start line, Finish line, Feed zones
 - Muster area for gathering of organizers and racers prior to the event
 - First Aid Station(s)
 - Traffic control points, Marshal stations
 - Details regarding signs and traffic control to be placed on the road.
 - All proposed parking locations with a minimum of 0.5 parking spots provided per participant.
 - Washroom facilities, portable or otherwise, with a minimum of 1 toilet provided per 50 participants

4.5.4 Emergency Response Plan

An Emergency Response Plan describes the procedures used to deal with emergency situations. All sanctioned races must have an Emergency Response Plan.

Thirty (30) days prior to race date, organizers must submit to Cycling BC an emergency response plan either separately, or as part of the Technical Guide. This applies to races at all levels of sanction. However, for Local races that are part of a series, an Emergency Response Plan may be submitted which covers the entire series.

The Emergency Response Plan must include, at least, the following sections:

1. The civic address of the race venue
2. Access directions to the venue
3. The local emergency assistance number (usually 9-1-1)
4. The name and contact of the emergency coordinator for the race
5. The name of the call person (the person whose responsibility it is to call emergency services)
6. The name of the lead first aid responder
7. The locations of all first aid stations
8. The contact method for the call person and first aid stations (example: radio channel, cell phone number)

A copy of the Emergency Response Plan must be posted in the registration area. A copy must also be given to all first aid responders. Additionally, all course marshals must be given contact information for the first aid team.

4.5.5 First Aid

A reasonable number of first aid responders must be present at the venue considering its size and layout. At least one such responder must have no other task than to provide first aid. If no such first aid responder is present, the race course must remain closed and the race or any training period may not be run. The name of the person responsible for coordinating first aid must be listed in the Emergency Response Plan.

Concerning UCI Regulation 2.2.019 – Medical Care during the race, it is not necessary for a medical doctor to accompany races sanctioned by Cycling BC.

4.5.6 Permits

All sanctioned events taking place on a public roadway must obtain all necessary permits from the local and/or provincial government.

Copies of all permits must be available for presentation on the day of the race.

4.5.7 Public Notification

Organizers must take reasonable steps to notify the public in the area where the race will held. This must be done according to any requirements specified by the government that has jurisdiction over the roads in use.

4.5.8 Traffic Control

Race organizers typically must supply a traffic management plan as part of their road-use-permit application; the requirements of this are specified by the government with jurisdiction over the roads in question. Any requirements of the road use permit for marshals or police are the responsibility of the organizer.

Depending on the jurisdiction, there may be different requirements for marshals, certified traffic control personnel, and police.

It is recommended that any person directing/stopping traffic be certified as a traffic control person (TCP). They must carry proof of their certification on their person for the duration of the race.

4.5.9 Start Lists and Race Results

For provincial and regional races, the organizer will supply the Commissaires with start lists for each category, containing the following information, in this order:

- Race #, Name, Club / Team, UCI Code, Province

For provincial and regional races, the Commissaires will supply the organizer with an official finishing order, supported by the photo-finish camera if it is used. The organizer must then be able to rapidly produce results for each category, containing the following information, in this order:

- Rank, Plate #, Name, Club / Team, UCI Code, Province, Finishing Time

In addition to any fine that may apply, the Commissaires are under no obligation to provide a result for riders with incorrectly placed or missing number panels. The usual placement for race numbers is found in the appendix of this document.

4.5.10 Format and Distance

For provincial races, supplementary to UCI regulation 2.3.007, concerning the minimum length of the circuit:

- Circuits less than 8 km are only permitted if a single race caravan is on the course at once

- For circuits between 8 and 10 km, only 2 categories are permitted to race at a time
- For any circuit length over 10 km, at most 3 categories may race at a time

The recommended distance for provincial races by category is as follows:

Men

Category 1 and 2: 100 to 180 km
Category 3: 80 to 140 km
Category 4: 60 to 100 km

Women

Category 1 and 2: 80 to 120 km
Category 3: 60 to 100 km
Category 4: 50 to 80 km

4.6 Cycling BC Specific Sporting Rules and Regulations

4.6.1 Junior Gearing

Junior gearing restrictions are in force at all events registered on the provincial calendar, where Juniors are recognized separately in the results (whether they race independently or in the same caravan as riders in another category). Junior roll-out shall not be done if Juniors are racing in their senior category and a Junior sub-category is not recognized.

4.6.2 The “Median” Rule

Unless specifically exempted by the road use permit, race organizers shall forbid and reasonably enforce riders from crossing or riding on the median of the road at all points on the course, whether it is marked or not. Riders will be subject to disqualification and fines at the discretion of the Commissaries.

4.6.3 Fines / Penalties

The penalties provided for by the UCI and CCA regulations apply. However, in addition the following penalties may be assessed by BC Commissaires:

- Momentarily and deliberately* crossing the median of the road:
 - First offence: \$50
 - Second offence: Disqualification
 - For some time: Disqualification
- Gathering on the road-way in the traffic lane following the finish
 - First offence: Warning
 - Second offence: \$30
- Re-crossing the finish line in any direction after finishing
 - First offence: Warning
 - Second offence: \$30

*Note: “Deliberately” means that the action of crossing the medium could have been avoided, but was not. Crossing the median is deemed to not be deliberate if it was to avoid a crash or due to sudden “mushrooming” of the bunch due to a reduction in speed at the front of the race.

4.6.4 Race Caravan Composition – Road Races Provincial Races (except for Provincial Championships)

Category 1 / 2 Men:

- Lead Car
- Commissaire 2 (car)
- Commissaire 1 (car)
- Neutral Service 1 (car)
- Neutral Service 2 (car or motorcycle)

Caravan – Other Categories

- Lead Car
- Commissaire 1 (car)
- Neutral Service (car)

Regional Races:

- Lead Car (for each caravan)
- Neutral Service (1 for every 2 caravans on the road at once)

All caravan vehicles must have signs in the front and rear wind-shields displaying the category(s) for which the vehicle is in the caravan, and the vehicle’s function. For example:

- Cat 3 Men Commissaire 1
- Cat 1 / 2 / 3 Women Neutral Service 1

Caravan vehicles and drivers must assemble at a pre-arranged staging area close to the race start at least 1 hour and 15 minutes before the start of the race in which the vehicles will drive.

Motorcycles may only be used to transport Commissaires in the race if Cycling BC is notified at least a week in advance of the race.

4.7 Provincial Championships

Road Provincial Championship (Elite / Master / Junior)

- Road circuit race, with circuit at least 10 km in length
- Other categories: One or more ability categories may also be held at the organizer’s discretion
- Finish Line: Closed for a distance of 200m (100m on either side of finish line) with hard fencing on 50 m on either side of the finish line
- Road Closure: At organizer’s discretion (subject to Cycling BC approval), other than the finish straight
- Medals: Gold / Silver / Bronze awarded to 3 highest place Cycling BC members of each category for each category with at least 5 or more riders entered; no medals are awarded otherwise
- Provincial Champion Jerseys: Awarded to highest place Elite Male and Elite Female Cycling BC Members, assuming that 5 or more riders enter; no jerseys are awarded otherwise

- Caravan – Elite Categories:
 - Lead Car
 - Commissaire 2 (car)
 - Commissaire 1 (car)
 - Neutral Service 1 (car)
 - Neutral Service 2 (car or motorcycle)
- Caravan – Other Categories
 - Lead Car
 - Commissaire 1 (car)
 - Neutral Service (car)

Time Trial Format (Elite / Master / Junior)

- Distances for each category should comply with those found in the CCA Companion Guide to the UCI Regulations (available on the CCA web site: www.canadian-cycling.com)
- Other categories: one or more ability categories may also be held at the organizer's discretion
- Bicycle measuring: All categories
- Medals: Gold / Silver / Bronze awarded to 3 highest place Cycling BC members of each category
- Provincial Champion Jerseys: Awarded to highest place Elite Male and Elite Female Cycling BC Members
- Finish line:
 - Located at least 50m away from start area
 - Located well off the road, preferably in a parking lot or pull-out
- Parking must not be allowed along the course, at least in the first and last 1000 m
- One car and driver must be provided to allow Commissaires to patrol the course
- Timing equipment can possibly be provided by Cycling BC if arranged within 1 month

Youth Road Championship

- Criterium:
 - Circuit of 1000m or less, non-technical and secure
 - Race times of between 10 and 15 minutes
- Time Trial:
 - Out and back format, allowing for a maximum 12 km total distance
 - General course and start and finish parameters the same as above for TT Provincial Championships
 - Bike measuring is not done
- Sprint Event :
 - Heats of 4 riders contested over a distance of up to 1 full lap of the criterium course; top 2 advance to the next round
- Categories:
 - U17 Men
 - U17 Women
 - U15 Men
 - U15 Women

- U13 Men
- U13 Women
- Bicycles: Any bicycle may be used provided that it is in good mechanical working order
- Medals: Gold / Silver / Bronze to the 3 highest place riders in each category

4.8 BC-Cup

Cycling BC will issue a call for expressions of interest for the BC-Cup in the first week of January of each year. The BC-Cup's mandate is to be an elite road and criterium race series recognizing the top elite Male and Female cyclists in BC. Each of the races chosen to be part of the series will have a demonstrated history of success and quality and represent the best racing in British Columbia.

4.8.1 Series Format

- Standings open to Elite and Espoir men and women. Points will be awarded only to the Cat 1/2 fields (or Cat 1/2/3 if categories combined)
- Race series from April through August composed of road races and criteriums only.
- Individual road-races or criteriums as part of stage races are included, but general classifications, hill-climbs, and TTs are not eligible for the BC-Cup.
- Points awarded to the top-ten riders.
- Standings for teams and individuals.

4.8.2 BC Cup Race Selection Criteria

1. Quality of proposal.
2. Profile of event (media exposure, rider calibre)
3. Geographically Balanced (Events on Vancouver Island, Okanagan, Interior)
4. Historical success of organizer and event

5 Equipment and Clothing

The UCI equipment and clothing rules apply for all Provincial races, except for any "Citizen" category. Riders should expect that Bicycle Measuring will be carried out for Time Trials held at this sanction level.

For races at all levels, riders must wear the jersey of the club or team of which they are a currently member for the purposes of road racing. Riders not affiliated with a club or team shall wear a neutral jersey that does not indicate affiliation with any past or present club or team. Failure to do so may result in fines and / or refusal of start.

Race numbers must be properly affixed according to either the race technical guide, or the default Cycling BC number positioning sheet (available on the Cycling BC web site). The scale of penalties found in the UCI regulations applicable to identification numbers for riders who take the start with altered, illegible, missing, or hidden identification numbers.

6 Appendix – Number Positioning

Mandatory Number Positioning

For any bunch race (Road Races, Criterium Races, Mass-Start Hill Climbs) two back numbers must be used as pictured in Figure 1, below. That is, placed low on each side of the back with roughly two fingers space between them, with the top of the number lower than the opening of the pockets.

If a frame number is issued, it must be used as indicated in Figure 3 below. Position ‘A’ is preferred, but if the frame is too compact to allow this, then a plastic reflector mounting bracket can be used to attach it at position ‘B’, on the seat stay just above the rear brake calliper. In no case is Position ‘C’ allowed, as the rider’s thigh typically hides the number during the finish.

For any Time Trial, a single number panel must be placed low in the center of the back as in Figure 2; for Time Trials, no frame number is required.



Figure 1 – Bunch Race
Number Placement



Figure 2 – Time Trial Number
Placement



Figure 3 – Frame Number Placement.
‘A’ or ‘B’ are ok, ‘C’ is not.

Important: Riders are not allowed to fold or alter race numbers (including crumpling the number panels before attaching them to their jersey). They must be visible at all times and can’t be covered with clothing. If worn under rain capes, the numbers must still be easily visible.

In 2010, race numbers are given out at registration, and must be returned after the race. Riders may be asked to leave a cash deposit, or a driver’s license as a security against the return of the numbers.

Penalties for Non-Compliance with this Policy

Penalties that may apply for non-compliance with this policy at any race include are:

Infraction	Penalty
Folding or altering number panels or frame plate	\$30 fine, payable within 2 weeks of infraction
Failure to respect mandatory number positioning	\$30 fine, payable within 2 weeks of infraction
	If a number placement issue makes it difficult to identify a rider through that rider’s own fault, the rider in question may not be included in the results in addition to whatever fine may apply