



CYCLING

CYCLING

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

Refer to Article 1, <http://resources.specialolympics.org/article1.aspx>, for more information pertaining to Codes of Conduct, Training Standards, Medical and Safety Requirements, Divisioning, Awards, Criteria for Advancement to Higher Levels of Competition, and Unified Sports.

SECTION A — OFFICIAL EVENTS

The following is a list of official events available in Special Olympics.

The range of events is intended to offer competition opportunities for athletes of all abilities. Programs may determine the events offered and, if required, guidelines for the management of those events. Coaches are responsible for providing training and event selection appropriate to each athlete's skill and interest.

1. 250-meter (m) Time Trial
2. 500-meter (m) Time Trial
3. 1-kilometer (K) Time Trial
4. 2-kilometer Time Trial
5. 5-kilometer Time Trial
6. 10-kilometer Time Trial
7. 5-kilometer Road Race
8. 10-kilometer Road Race
9. 15-kilometer Road Race
10. 25-kilometer Road Race
11. 40-kilometer Road Race
12. 5-kilometer Unified Sports Tandem Time Trial
13. 10-kilometer Unified Sports Tandem Time Trial

SECTION B — COURSE

ROAD:

1. The course layout should be approximately 2-5 kilometers in length, with 2.5 kilometers optimal for shorter distance events and 5 kilometers or more for races over 15 kilometers in length. Longer courses are permissible for 40 kilometer events. The distance for events may be approximate. The course can be the same for all races. The course should always be a loop. The road width should be at least 7 meters wide.
2. For events over 1 kilometer the course design must consider the skill-sets of both the fastest and slowest riders. Out and back courses and courses with 180 degree turns are very difficult to control for safety and should not be used. Road events over 15 kilometers should, if possible, be run on longer courses and with slightly more challenging terrain.
3. The road should be in good condition, free of potholes and not made of gravel. 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 turns and curves of the cycling course.



CYCLING

4. The racing course should be, whenever possible, closed to public traffic. The traffic should be stopped when a race is in progress.
5. A staging area shall be provided for athletes, allowing them to congregate, warm-up, stage, and cool down. To ensure the safety of the competitors, these staging areas shall not overlap with the race course.
6. Repair areas shall be available around the course for mechanical assistance. At least one repair pit must be near the start/finish area.
7. The starting line may be moved, according to the distance of the race. To facilitate a safe departure, the width at the start shall be a minimum of 7 meters. There should be at least 100 meters of straight road between the start line and the first turn on the course.
8. Course Signage: A sign shall denote the final kilometer. A white flag shall mark the point 200 meters from the finish.
9. The finish line should always remain the same for all races. The finish area should be at least eight meters wide and be adequately protected with fencing or barriers so as to prevent spectators from running onto the course. . A safe exit from the course should be planned for to accommodate riders completing their race. The marking of finishing lines should cover the full width of the course. The last 200 meters should be free of turns and curves. There should be at least 75-meters of straight road after the finish line to allow cyclists to slow without difficulty.

TIME TRIAL:

1. The course layout for a time trial can be as short as 500 meters only if the number of starters is limited and the starting riders cannot interfere with lapping riders. If the course is a loop, the first turn after the starting area should be at least 100 meters from the start. The ideal course length is two (kilometers). The road must be wide enough to allow riders to pass each other with at least 1 meter between them side to side at time of passing. (Recommend 4 meters or greater). Time trial courses can be out and back if the lanes are separated by a physical barrier (a fence, concrete divider, grass median or curb). Time trials may be point to point courses and have a separate start and finish line. The finish line should remain fixed for all distances with a variable start line location for different distances.
2. The road surface should be in good condition, free of potholes and not made of gravel. Prior to the time trial, 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 turns and curves of the cycling course.
3. The time trial course should be closed to public traffic.
4. Repair areas shall be available around the course for mechanical assistance. At least one repair pit must be near the start/finish area.

SECTION C — EQUIPMENT

1. Athletes, Unified Sports Partners, and coaches are required to wear helmets while cycling during training and competition. Helmets must meet the safety standards of the National Governing Body for cycling in the host country.
2. All bicycles must meet the safety standards set by the host country's National Governing Body rules for cycling. When a modified bicycle not covered under NGB rules is used, it is the starter's responsibility to determine the bicycle's suitability. Modified bicycles may include recumbent, adult tricycles, bicycles with outriggers or other approved modifications. 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

**CYCLING**

participating in the event.

3. Bicycles must have two working brakes. A bicycle with handlebars with forearm support or extend forward or upward may only be used in time trial events. The handlebars must be solidly plugged and attachments shall be attached securely so as to not impair steering. The bicycles may be inspected by the Chief Referee to be sure that the bicycle is safe and compliant. An inspection of every rider's equipment is not required. It is the responsibility of the coach to be sure that the athlete's bicycle is safe and meets regulations.
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. Cyclists who experience mechanical problems may change any part of the bicycle or the entire bicycle, if necessary, to finish the race. Assistance is allowed. A competitor remounting the bike after a crash or mechanical problem and/or of a flat tire may be pushed up to 10 meters. Competitor may make no progress unaccompanied by a bicycle (relegation or disqualification). In the case of a crash, flat tire and/or mechanical problem, the competitor may run with the bicycle to the finish line, staying on the course - in the case of Unified Sports tandem teams, BOTH riders must be touching the bicycle while crossing the finish line.
9. Cyclists must keep at least one hand on the handle bars at all times – even at the finish of the race.
10. Radio use – no cyclist may use or carry radios for communication with other riders or coaches during competition.
11. Use of headphones of any style is prohibited while racing or training except on stationary equipment. Riders with certified hearing impairments may use hearing detection and amplifying devices.
12. Any special aero equipment used by the rider such as, aero helmet, disc wheels, skinsuits, etc. must be used/worn in the divisioning events if the athlete is to be permitted to use/wear the items in the finals.

SECTION D — PERSONNEL

1. Technical Director (Should have prior experience with NGB cycling competitions).
2. Race Director
3. Chief Referee (Head Official)
4. The Organization Team shall be comprised of the a) Technical Director, b) Event director, and c) The Chief Referee
5. Technical Delegates (Report to Technical Director)
6. Referee to act as Starter
7. Two Assistant Referees responsible for staging, entry numbers, correct number placement, matching bicycle, bib number, and correct starting lineup and if computer chips are used, they must correspond with the correctly registered rider.
8. An Assistant Referee to act as Holder —To support the rider in an upright position on the bike preferably with both feet on the pedals. The holder is not to push the rider off the start line at any time. Riders may start with either one or both feet on the ground, if they choose.
9. Chief Judge (Must have work area at the finishing line).
10. An Assistant Judge or certified timing company to act as Timekeeper (Must have work area that can view finish line)

**CYCLING**

11. Technician who is certified/licensed bicycle mechanic or qualified bicycle shop mechanic with proper and essential tools.
12. Course Marshals to stand at all intersections and throughout the entire course to keep cyclists on course and keep cars and pedestrians off course.
13. Certified medical personnel with proper first-aid supplies.

SECTION E — RULES OF COMPETITION

1. Divisioning
 - a. Special Olympics cycling competitions shall be offered for all ability levels. Cyclists will be placed in appropriate divisions based upon entry time and/or preliminary events.
 - b. A preliminary road race shall be conducted as a means to determine a cyclist's riding ability and, consequently, for placement in an appropriate competition division.
 - 1) Road Race – 5-kilometer road race shall division all road race distances.
 - c. A preliminary Time Trial may be conducted as a means to determine a cyclist's ability in the time trial event, for appropriate placement in divisioning.
 - 1) Time Trials of 500 meters, 1 kilometer or 5 kilometers may be used, depending on the cyclist's events.
 - 2) The finishing time posted by an athlete in a road race or time trial final may be used to change the athlete's division for subsequent finals if the athlete's final time would make that athlete eligible to compete in a faster division had that time been ridden during the preliminary divisioning event." Coaches will be notified of division changes when results are posted or within a reasonable time period following the event.
 - d. Cyclists racing in both time trials and road races may race a divisioning race for both events depending on time constraints and at the discretion of the Chief Referee and organizing team.
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 Starter shall countdown to the starting time using both an audible (verbal and / or tone) and visual (finger and or clock) countdown for each rider. Notification of time remaining to start will be given at various intervals in advance of the start. (i.e. 15 seconds, 10 seconds, 5,4,3,2,1, GO!)
 - 3) For hearing impaired riders a visual cue (flag or arm drop) shall be used to indicate the start of the clock / race.
 - 4) The rider shall start from a stationary position. The rider shall be held and then released, without being pushed, by a holder. The same holder shall perform the task for each rider in the division. The rider may opt to start with one or both feet on the ground at the start.
 - 5) At the discretion of the Chief Referee and organizing team, the time trial start order may be conducted fastest rider to slowest rider OR slowest rider to fastest rider depending on a number of factors including course layout, course condition, ability range of the field of riders and any other factors which may impact safety of the competition.
 - 6) Use of modified bicycles will be permitted only in time trial events. The Chief Referee will decide if two-wheel and modified bicycles may compete together, based on the number of competitors, course conditions and ability level of the riders.
 - b. A road race consists of a mass start event.
 - 1) For road races on multi-lap courses, everyone finishes on the same lap as the leader and will be given a prorated time unless the referee deems that there is too great a differential in speed among the competitors on the course. If this occurs, the referee will consult with the Event Director and Rules Committee on what action is to be taken. No times are recorded for Road

**CYCLING**

Race Finals (Mass start). Awards are based upon placing only. The Maximum Effort is not applicable in Road Race Finals.

- c. Head coaches and other delegation members are not allowed to follow the competition by any vehicle, including bicycle unless specifically invited to do so by the chief referee. Coaches may coach from the course sidelines.
3. The start is by Starter's pistol or whistle. For hearing impaired riders a visual cue (flag or arm drop) shall be used to indicate the start of the clock / race in addition to the use of a starter's pistol or whistle.
4. The finish is determined by placing or order of crossing the finish line.
5. If the course is more than 2.5 kilometers 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 numbers 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 F — UNIFIED SPORTS CYCLING

1. Unified Sports Tandem Time Trial
 - a. Events
 - 1) See SECTION A — OFFICIAL EVENTS.
 - 2) The Race Director has the discretion to decide which distances will be held.
 - b. The athlete or the partner may assume either the pilot position (front) or the stoker position (rear) on the tandem. In accordance with UCI Para-cycling rules blind and visually impaired cyclists compete on the rear of tandem bicycles, with a sighted pilot.
2. Divisioning
 - a. Preliminary competition the day of the event is recommended to acquire accurate Unified Sports Tandem Time-Trial scores.
 - b. Preliminary competition must include the two riders (partner and athlete) who will compete in the final competition.
 - c. Preliminaries shall be conducted using SECTION E.1. Divisioning (e.g., the distance for the preliminary may be 500 meters or 1 kilometer).
3. Scoring/Rules
 - a. Scoring the Tandem Time Trial is identical to scoring for other trial events.
 - b. Rules shall be the same as time-trial rules outlined in SECTION E.2. General Rules.