

# Practical

guide for the finish judge



*Union Cycliste Internationale*



This guide is a continuation to the UCI road and track practical guide. It is dedicated to national federations' instructors or to any commissaires who wish to improve their skills as finish judge.

This guide puts into practice the regulation, it does not replace it! Because the regulation will certainly evolve it may become necessary to adapt this guide accordingly.

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Jacques SABATHIER  
Head of training





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## 1. Who is the judge ?

The **finish judge** has to fulfil all the conditions imposed for the post of **commissaire**.

For ease of reference in this document, the phrase “**finish judge**” will be used.

- In races forming part of the regional calendar - one-day road or stage races - the **finish judge** may be chosen from the three principal commissaires, or from outside their number.
- In races forming part of the international or national calendar - one-day road, stage races or official races - the **finish judge** is appointed in addition to the principal commissaire by the national federation.
- In races forming part of the World or European Championships or the Olympic Games, he will be chosen from the principal UCI-appointed race officials.

## 2. What is his remit ?

- Finishes are judged by a single person known as the “**finish judge**”.
- It is understood that the **finish judge** may be assisted by an assistant.
- The **finish judge** alone is empowered to establish the classification using the obligatory photo finish in the following events:
  - ▶ the World Championships and the Olympic Games;
  - ▶ the international or national calendar, one-day road and stage races;
  - ▶ BMX;
  - ▶ Track;
  - ▶ Mountain Bike (classes O, A and B).

## 3. What are his duties ?

**Group finish:**



To establish the order in which racers pass the finish line, the **finish judge** must:

- In the first instance, record as many riders as possible - all competitors arriving immediately afterwards are regarded as achieving a dead heat until such time as he is able, without interruption, to resume recording the arrival of competitors at the back of the bunch;
- Validate the classification after viewing the photo finish..

**NB:** *In order to be classified, any rider no longer mounted on his cycle may finish the course either carrying, dragging or pushing his machine, all of which must be without assistance. A rider will be classified if he is in possession of his cycle.*

**Stage races (where time dictates the overall classification):**



- **In the event of a fall** after passing the kite marking the start of the last three kilometres, the rider or riders involved will be awarded the time of the group to which they belonged at the time of the fall if the incident has been recorded by a race official or the **finish judge** or pointed out by the race director.
- These arrangements do not apply to individual or team time trials or in the event of a finish at the top of a mountain pass or in the case of steep gradients.
- If, after a fall at the finish line, a rider is unable to cross the line, he is classified in last place for that stage.
- In team or individual time trials, the **finish judge** must record, in order, the passage of all riders crossing the line so that the timekeeper can award them a time and, if appropriate, record them as having exceeded the disqualification deadline.

**The prologue:**

- If a rider is involved in an accident and has been unable to complete the race (a fact that must be duly recorded by a race official), he is classified as last in this prologue and awarded the time of the rider classified in last position.
- In all cases, all riders must start a prologue.

## 4. Well-honed technique

- The **finish judge's** duties are highly specialized.
- The **finish judge** must without fail keep his skills up to date through practise, as there is no alternative for acquiring this gift.

**“Finish judges are born, not made!”**

## 5. His responsibilities

- **The finish judge** and the timekeeper are responsible for classifications.
- At his own discretion, the **finish judge** may call upon the assistance of a commissaire or a director.
- **There is no appeal against his decisions.**
- The **finish judge** enters the classification as he has judged it at the finish line onto results sheets without taking account of any decisions on the part of the panel of race officials, such as disqualifications or exclusions from the race.
- A rider who has not completed the entire course cannot be classified, even if he has been the victim of a route error.
- A race is regarded as finished only after the official award ceremony on the podium and the last rider has finished.

## 6. Judging a finish

### The finish line:

The finish line consists of a 4-cm-wide line in black on a white strip 72 cm wide, i.e. 34 cm on each side of the black line (matt paint).

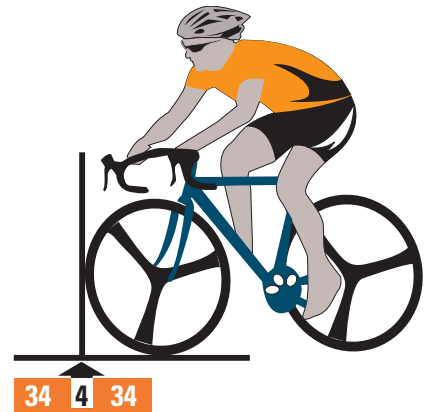


On a road, if there is a problem owing to the impossibility of marking the statutory line, or in the event of bad weather, the finish line may be marked by a tape or by a line at least 5 cm wide.



**The classification:**

Finishes are judged in terms of the cycle front-wheel tyre at the point of tangency with the vertical plane rising above the finish line.



- In a time trial, the finish may be determined by the passage of the wheel over a contact strip or past an optical cell.
- In time events (time trials, records), the timekeeper determines the classification on the basis of the times he has noted.
- In limited time events (e.g. motor pacing over one hour), the timekeeper rings the bell 1 minute before the hour and at the precise moment when the time has expired. The starter fires a pistol and the **finish judge** establishes the classification according to the distance covered by each competitor.

## 7. His role in the race

### Prior to the start of the event, the finish judge:

- Ensures that riders agree with the regulations.
- During the race, listens to the ongoing race news and records retirements - any rider retiring from the race must immediately remove his body number, hand it to an official and complete the course in the official sweep vehicle if his physical condition so allows.
- In the event of a race being called off as a result of force majeure (cataclysm, tornado, landslide, road cut off or any demonstration) influencing the decision of the panel of race officials, the **finish judge** and the timekeeper must record the successive groups and distances between them in order to preserve the lead of competitors who have raced away, in order to restart races, with the advantages they have acquired, after the race was stopped.

**NB: When a level crossing is closed, the finish judge and timekeeper must ensure that the rules of the UCI regulations are complied with. Riders must not cross a closed level crossing - in addition to the legal penalty, riders who do not comply with this rule will be disqualified by race officials.**

## 8. The finish judge within the college of commissaires

In road events, the college of commissaires is composed of:

- 3 principal commissaires (the panel), including the president of the panel;
- 1 **finish judge** (chosen from the 3 commissaires in the case of regional events);
- 2 timekeepers in the case of stage races with time trials;
- the timekeeper is not essential in the case of one-day races. The **finish judge** will be required to record the start time of the race, the finish time and the distances between riders or groups of riders, with the assistance of the photo-finish technician;
- additional commissaires (motorbikes or the like).

## 9. His place in the panel

The **finish judge** establishes the classification at the jury president's responsibility.

## 10. Body numbers and frame plates

### The identification number (body number):

- An identification number must be worn during track, road, MTB and BMX races, and this includes the World, National and Olympic Games champions.
- Identification numbers are provided free of charge by the organizers.
- The identification number must be securely fixed and held at least by the four corners with no accessory covering it up.
- It is strictly prohibited to trim, bend or alter them.
- For all disciplines, identification numbers must be standard black numbers on a white background. The same applies to frame plates.
- Two identification numbers must be worn in one-day or stage events, the World and National Championships and the Olympic Games.
- Two identification numbers must be worn, also, in the following track events: sprint, points, Keirin, elimination and mountain bike.



- In other events, only one identification number may be worn: e.g. individual or team time trials, pursuit, the 1 km, the 500 m and BMX.
- There must be at least 5 cm between two identification numbers. An identification number may never be placed on a rider's back, always on the hip.
- Numbers (identification numbers and plates) must be written in capital letters, and not in the "English style".
- **Identification numbers must comply with the following dimensions:**
  - ▶ 16 cm wide, 18 cm high, with figures being 10 cm high (line thickness: 1.5 cm);
  - ▶ advertising may be allowed within a rectangle no greater than 6 cm high in the lower part of the body number.
- The identification number must be legible at all times and placed in accordance with instructions given at the start of the event.
- When the race has started, the identification number is, for the officials and the **finish judge**, the only way in which to identify competitors, and in the case of the riders it is the only way to confirm that they are still in the race consequently, the declaration of a rider found to be not complying with this rule and claiming to have forgotten to remove his identification number when abandoning the race will not be accepted.

## The frame plate:

- It is recommended that a numbered frame plate be used on the front of the cycle. It is obligatory in championships and in one-day or stage races. The number must be the same as the number worn on the body.
- Plates must be made from plastic or from a rigid material. They are similar in all races. They must present no risk to racers. Fixings may not mask the number.
- Any competitor who, for valid reasons, loses his plate must advise officials and the organizer of this fact so that a new number can be acquired as soon as possible, the organizer being responsible for supplying additional sets.
- Failure to display a plate will be subject to a monetary penalty.
- The frame plate may measure no more than 13 cm by 9 cm.
- **The figures must have the following minimum dimensions:**
  - ▶ 6 cm high - the figures must be at least 0.8 cm thick, in black on a white background;
  - ▶ The number "7" must be crossed by a horizontal line.
- Advertising or the like (acronyms or logos) may be carried only above the frame plate, in a rectangle 11 cm by 2 cm.
- Figures in the form of solid white lines on a black background are acceptable outside official events.



## The shoulder number:

- The distribution and wearing of shoulder numbers are mandatory during international cyclo-cross competitions.
- The shoulder number must be no larger than 11 cm high by 12 cm wide.
- **The figures must have the following minimum dimensions:**
  - ▶ 7 cm high - the figures must be at least 0.8 cm thick, in black on a white background.
- Advertising may be carried only at the bottom, over a height of 2 cm.

## 11. The finish judge's equipment

### The finish judge's briefcase must contain:

- A number of blank results sheets.
- The rules of the sport.
- A pouch for the list of starters.
- A sufficiently large, up-to-date score card.
- The organization's record book, containing all intermediate classifications and indicating obstacles and kilometre markers.
- A flag (chequered, if possible) supplied to him by the organizer for indicating intermediate classification points to racers.
- A functioning tape-recorder (if possible, two, in order to be able to begin listening to the record of the first groups on the first one while being ready to record the finishes of the later groups on the second).
- A lead pencil.
- An eraser.
- A stick of adhesive.
- Scissors, Stanley knife, stapler.
- Extra batteries for the tape-recorders.
- A number of colour highlighters or felt-tip pens.
- A stopwatch.
- A whistle.
- A small notebook.
- A "manifold" file enabling him to prepare intermediate classifications for computer processing.

## 12. Timeline of duties

### The finish judge must:

- Before the start of the race, prepare the sheet for recording the race results (date, title, race category, organizer's name, etc.).
- Prepare a score card depending on the number of riders registered for the race. This card will be updated at the time of the start, when non-participants will be deleted.
- **Ensure that the starting protocol**, which the riders sign, presenting their licence, has been provided by the organizer (mandatory).
- After the starting protocol has been completed, check that all riders have confirmed their participation.
- Pay attention to the information provided during the event by the race radio.
- Update his score card for the finish.
- Ensure that qualified secretarial support is available at all times, provided by the organizer.

## 13. Call to meeting: attendance time and date

### In one-day team events and in stage events:

- In the half-day preceding the start day, the organizers must call the technical directors to meeting, at suitable premises, in their presence and in that of the entire college of commissaires, in order to set out sports and technical details and information on the particular features of the event (e.g. 17 hours before in the case of a start the following morning or 2 hours before the start in the case of an afternoon start)

## 14. Introductions to the organizer

- Upon arrival, the race officials, the **finish judge** and the timekeeper must introduce themselves to the organizer, first, through courtesy, in order to greet him and, secondly, to confirm to him that they are actually present.
- From that time on, the organizer has to take charge of matters for all the officials, for whom he organizes lodging, board and subsistence payments set annually by the Federal Management Committee.
- The race officials and **finish judge** must find out the address of their lodging.
- He must also ascertain what means have been provided for his return.
- The **finish judge** must ascertain from the organizer what means have been made available to him to record intermediate classifications (motorbikes are the best vehicle for overtaking the peloton). The **finish judge** must, as far as possible, judge the classifications of sprints, the best climbers and, if appropriate, bonus points.
- The **finish judge** must, as a matter of priority, judge classifications that include bonuses.
- Just as for the motorbike race officials, the bike rider must take the finish judge for catching up with the peloton or groups and suitable equipment must therefore be provided (helmet, jacket or waterproofs).

**NB: Motorbike race officials are not involved in the classifications in the first instance unless the judge is unable to carry out his task (insufficient gap between two classifications or incident involving a motorbike).**

## 15. Introductions to the president of the panel

**The commissaires are responsible for general organization of the sport:**

- For international "Elite" races for which the president of the college of commissaires is appointed by the UCI, the panel must be composed of a president of the panel and two international or federal (ex-national UCI) commissaires.
- The president of the jury must verify the presence of each member of the panel in order to introduce each person at the team managers' meeting.

## 16. Studying the race technical dossier

- Stage races are team events contested over a number of days (at least two) with a final individual general classification based on time.
- A road race is a race, on the road, of one day, which may take place on a closed circuit of over 20 km, over a section of road, or from town to town.
- The **finish judge** must familiarize himself with and study the road book in order to note any organizational details, which must comprise at least the following:
  - ▶ the course, with the distances of the stages and their profile;
  - ▶ obstacles presenting a risk to riders and any points at which the way ahead is blocked (level crossings);
  - ▶ the exact location of race headquarters;
  - ▶ finish installations (in terms of setting up the podium), length of the finishing straight and any detours;
  - ▶ intermediate classifications;
  - ▶ the various classifications and jerseys;
  - ▶ bonuses;
  - ▶ stage start times and finish times;
  - ▶ the stage profile;
  - ▶ the profile and route of the last 3 kilometres.

## 17. Finishes at a road circuit

### Road races on the road may end on a road circuit under the following conditions:

- The length of the circuit is at least 3 km.
- The maximum number of laps is:
  - ▶ 3 in the case of circuits 3 to 5 km long;
  - ▶ 5 in the case of circuits 5 to 8 km long;
  - ▶ 8 in the case of circuits 8 to 12 km long.
- Stage events ending in circuits 5 to 8 km long may, only in the final stage, have more than 5 laps.
- In such a case, the total distance travelled over the circuit may not exceed 100 km.
- Road events organized as a circuit (and apart from rallies) must be at least 12 km long.

## 18. Finishes at a track

- In the event of a finish at a track, organizers may require that the distance between the entry to the track and the finish line plus no more than one complete lap be cycled.
- Times are noted at the entry to the velodrome. Interim classifications may be recorded between the classification noted by the timekeeper and that recorded by the **finish judge**.
- In the event of a track that has become slippery, commissaires and the **finish judge** may double-check against the classification recorded by the timekeeper.
- Commissaires reserve the right to stop any peloton at the entry to the stadium if the track is already very busy on account of the earlier peloton or pelotons. Any peloton that has been stopped will be allowed to continue when the track is clear.

### General rule:

It is strictly prohibited to produce a general classification based on time or points with award of prizes or bonuses on road events. The same applies to an individual classification contested over a number of consecutive days.

## 19. The technical meeting

- In "Elite" international events, the principal commissaires, the **finish judge** and the timekeeper, together with the president of the panel, must meet in the presence of a representative from the organization, the team managers and, if possible, the supplementary commissaires, in order to discuss the race regulations and, if necessary, to decide the vehicle order on the basis of drawing lots.
- The meeting will take place at the following schedules:
  - ▶ at 10 a.m. the day of the event for a start after noon;
  - ▶ at 5 p.m. the day before the event for a start before noon.

## 20. Vehicle order

**In road races, or prior to the first stage, lots are drawn, in the presence of the team managers attending the meeting called, to decide the vehicle order. Absentees will be included in a second drawing of lots.**

- After the prologue, or the first stage, the **finish judge** establishes the order in which technical vehicles will depart, after having consulted the overall individual classification, taking account of the place of the best rider in each team in this classification.
- In events covered by special rules, the order of departure is given in the specific UCI or NF rule.

## 21. Following the race

- In order to be able correctly to perform their task, the three commissaires, the **finish judge** and the timekeeper each have a vehicle at their disposal equipped with a radio receiver.
- The **finish judge** and all the commissaires must, upon arrival at race headquarters on day 1 of a race, enquire about the resources the organizer has provided for them in order to follow the race.
- He must also ascertain what resources have been made available for officials for transporting baggage and returning to the rendezvous point at the start of the race.
- The **finish judge** may follow the race only using a vehicle whose driver/rider has full permission to leave the race at the moment indicated by his passenger (at least 20 km from the finish line).

## 22. Positioning during the race

- All official race vehicles must receive accreditation from the organizer and the latter shall provide them with a distinctive badge, clearly indicating the name of the event in which they are participating. This badge must be affixed to the front and the rear of the vehicle.
- The **finish judge** vehicle must have a distinctive sign on the front authorizing him to cross the finish line (e.g. red circle).
- A parking space must be reserved for the commissaire, **finish judge** or timekeeper.
- The three commissaires, the **finish judge** and the timekeeper may move freely along the course.
- The **finish judge** is ordinarily in the line of vehicles at the front of the race. He may, if appropriate, assist the principal race officials, at the request of the president of the panel, in order to deal with incidents occurring during the race.
- He will establish the intermediate classifications (in accordance with the resources made available to him, he will be required to ride on a motorbike).

## 23. Speed of delivery and reliability of the result

### Intermediate classifications:

- **The finish judge must have at his disposal a motorbike equipped with a radio/receiver. When the intermediate classification has been established, he must very rapidly forward this to race radio for onward communication to the entire retinue.**
- **His classification must be reliable (he may call upon the assistance of his rider for this purpose).**

### Finishing classification:

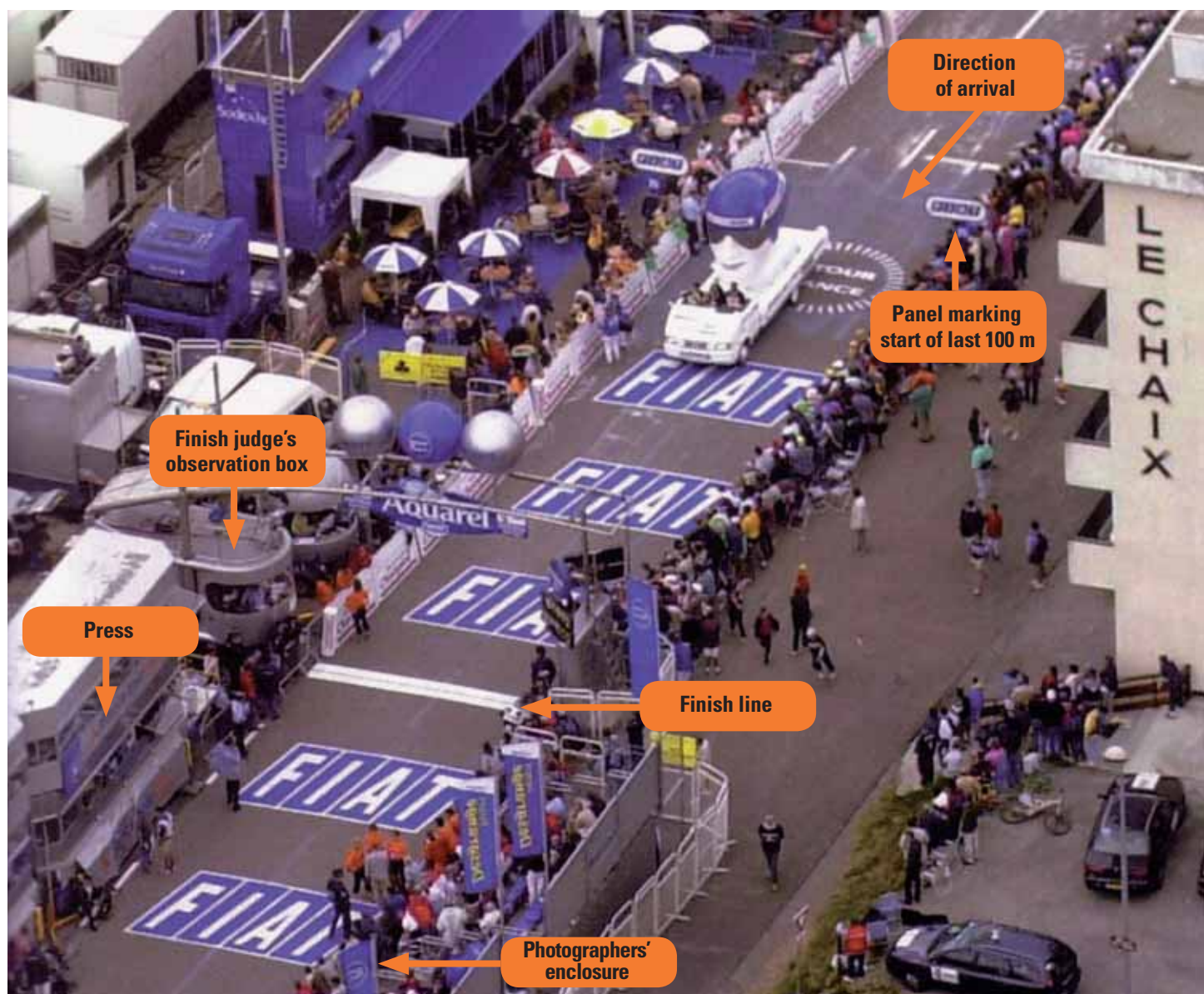
- Before the riders cross the finish line, the **finish judge** will have advised protocol of the leaders of the intermediate classifications (mountains, sprints).
- The **finish judge** announces the event's first 10 finishers as soon as possible to the announcer and the press. His call may be decisive but in the event of doubt he must consult the photo-finish technicians in order to confirm his judgment.
- At a stage finish, as soon as possible, the **finish judge** calculates the points classification with a view to designating the points leader who will have to attend the awards ceremony.
- When finish-line operations have been completed, the **finish judge** establishes his classification and posts up a copy of it for the attention of riders.

## 24. The finish

- The **finish judge** must wait for the last rider and therefore the official sweep vehicle. The sweep-vehicle race official has to hand the **finish judge** the identification numbers of those riders who have abandoned the race as he makes his **mandatory** crossing of the finish line.

- In order to ensure correct procedure during sprints and to prevent serious accidents, the rider or riders who deviate from the sprint lane they have chosen when they start the sprint and who endanger other competitors are subject to the sanctions mentioned in the schedule of penalties.
- In stage races, in the event of an accident or puncture affecting one or more competitors in the final 3 kilometres or after the kite marking the start of the final kilometre, these competitors are classified in the order in which they cross the finish line but will be awarded the time of the group to which they belonged before the incident took place.
- If the peloton should break up owing to a fall, the rider or riders involved in the fall will be awarded the peloton's time (the main group).
- The notion of a "break" arises when the time recorded by the timekeeper, separating the rear wheel of one competitor from the front wheel of the following rider, is equal to or more than one second. In the event of doubt, the photo-finish recording will take precedence.
- The classification is compiled in accordance with the finishing order and the **finish judge** takes no account of bonuses.
- Race regulations governing the event are those of the organizer's country.
- It is this federation that distributes the event prizes, after the results have been approved.

### 25. Finish-line installations





- The organizer must set up a covered podium for the commissaire (**finish judge** and timekeepers) and also for the photo-finish installation. This podium should be high enough for the persons mentioned to be able to look out over the finish-line area, with no obstacles preventing them from carrying out their tasks. This podium may in no event be used for the awards ceremony.
- Generally speaking, the finish of a road race must be judged, if possible, at the end of a straight section of at least 300 m.
- As far as possible, the finish must be arranged so that it is outside built-up areas and away from any railway track. The finish is, if possible, judged at the top of a gradient.
- In a road race, the word "Finish" must be clearly indicated on a banner placed over the finish line, across the roadway.
- Apart from the finish banner, no other banner may be suspended across the roadway after the red kite.
- In the event of problems in fixing the finish banner during bad weather, or in the event of the banner not being available, the finish line is marked by a chequered flag waved by a commissaire. This applies also to all other classifications.
- Before the finish line, organizers have to set up a detour, preferably leading off to the right, that all vehicles must follow other than those of the event's management, commissaires, the doctor and the technical director. The winner arrives separately at least one minute in advance of these vehicles.
- The organizer has to provide a finish enclosure with barriers and ropes in the case of road finishes.
- On the road, an area measuring at least 150 m before and 100 m after the finish line is protected by barriers on both sides of the roadway.
- Obligatory panels indicating the last 25, 20, 10, 5, 4, 3, 2 kilometres and the red flag are arranged over the latter part of the course. These indications must be determined precisely with reference to the finish line or to the time-keeping station. In the case of final laps and according to the mileage (in km), panels will be replaced by a lap counter. Only last 3 kilometres's panels will be there.
- Panels marking the start of the last 100 m will also be set up after the red kite marking the start of the last 3 kilometres.

## 26. Roll call

- The **finish judge** must call out the names of as many riders as possible as they cross the finish line.
- In the case of a group finish, the **finish judge** classifies as many riders as possible without "overlooking" any. All competitors who arrive after that will be regarded as equals until such time as the **finish judge** is able, without interruption, to resume calling out the names of the arrivals at the back of the bunch.
- The classification will be validated after the photo finish has been analysed.
- In the event of an absence or lack of a photo finish, the **finish judge** must rely on his voice recording of the names.
- At a finish, where there is no photo finish, the **finish judge** may classify riders as "dead heats", and "equals", i.e.:

### Dead heat:

- Two racers are classified as "**dead heats**" when they cross the finish line precisely together.
- In the event of a dead heat, for the purposes of awarding a title after a road event, the two riders will be separated in accordance with the following:
  - ▶ if the finish takes place on a road, the two riders will race against one another over a distance of 1000 m, from a standing start;
  - ▶ if the finish takes place on a track, the two riders will race against one another over a distance of 1000 m, from a standing start.
- On a track where the track size does not allow a number of complete laps corresponding to kilometres, a number of laps as close as possible to one kilometre will be chosen.

### Equals:

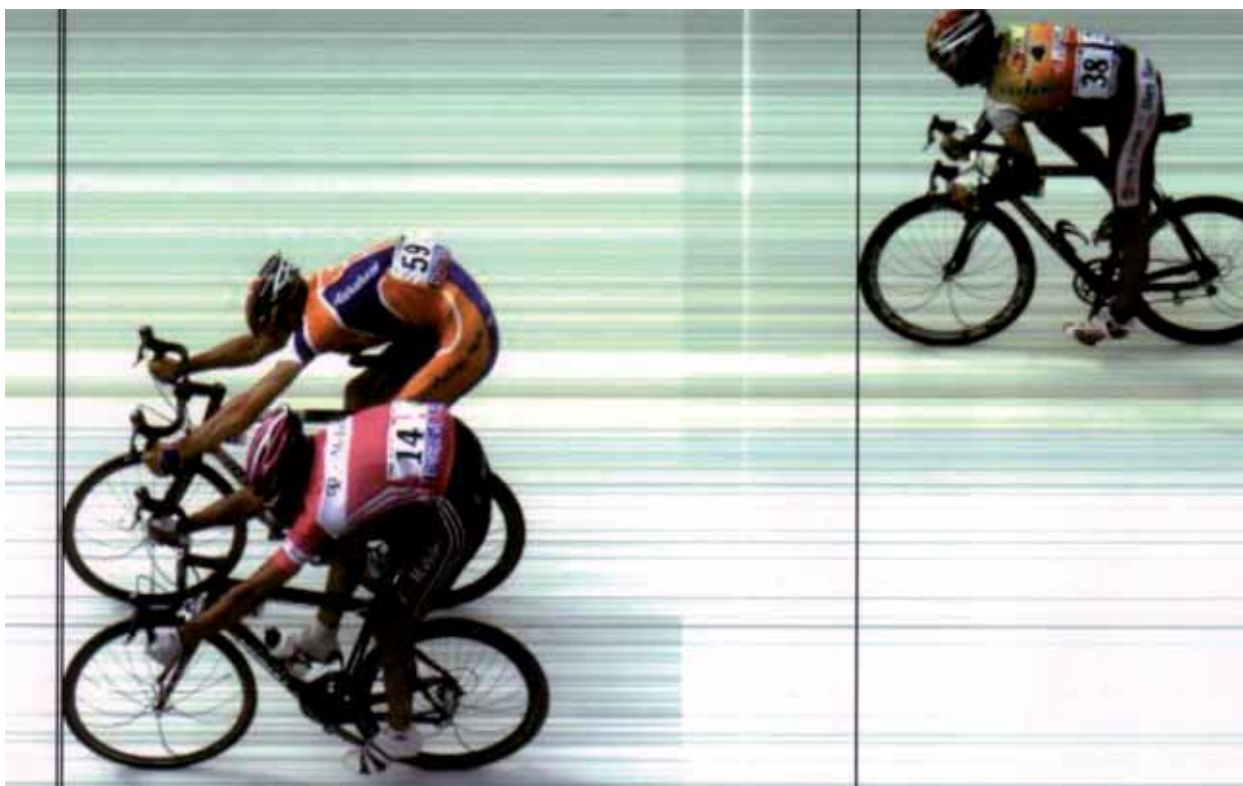
- Riders may be classified as "equals" by the **finish judge**, when, arriving as a group, the **finish judge** has been unable to classify them and there has been no photo finish.

## 27. The finish judge's reservations



- In the event of a large number of riders crossing the finish line simultaneously, and prior to giving his opinion, the **finish judge** must refer to the photo-finish analysis.
- Any irregularity in intermediate or finish sprints must be brought to the attention of the president of the panel, who will take appropriate measures.
- In the event of an ongoing dispute, video recordings will be carefully examined by the college of commissaires, which will include the **finish judge**.

## 28. The photo finish



- The organizer must provide a covered podium at the finish line for the photo finish.
- This apparatus is mandatory in road and stage races and also in events forming part of the World Championships or the Olympic Games.
- If computer-based methods are used (“computer-assisted photo finish” (“Lynx finish” method or other methods)), the **finish judge must himself take part in analysing the images** in order to validate the classification.
- Although fairly reliable, the “video-camera” system is undoubtedly at a disadvantage in the case of very tight finishes, because the speed at which the images run by does not allow an “image-by-image” examination providing a decisive result based on the tyre at the point of tangency with the vertical plane raised above the finish line.
- Any other apparatus or method not located perpendicularly with respect to the finish line cannot be used for a “photo finish”.

## 29. Reading finish recordings

- The photo finish is the only document that confirms the precise finish order.
- The **finish judge** is responsible for the classification. **He must himself examine the film** even if the operator requires use thereof.
- In the event of computer-based “Lynx finish” methods or other methods being used, the **finish judge must take part in examining the images** in order to validate the classification.
- The finish film is retained by the **finish judge** at least until the start of the next stage, in order to address any possible claims.
- If use of the “Lynx finish” system is adopted, the **finish judge** must, as far as possible, borrow a laptop with a copy of the finish recording so that he can examine any possible claim prior to the start of the next stage.

## 30. Classifications

### In all stage events:

- An overall classification based on individual time is mandatory.
- An overall classification based on team time is also mandatory for certain events, as a function of UCI or NF regulations.
- Other, supplementary classifications may be required by the organizer in its own regulations, namely:
  - ▶ overall individual classification based on points;
  - ▶ classification of the best climber;
  - ▶ classification of sprinters (intermediate sprints);
  - ▶ classification of the best young rider, best “combatant” or combined.
- This allows organizers the latitude to award leaders’ jerseys, which are limited in number for certain events (4 to 6), as a function of UCI or NF regulations.
- Classifications based on time are the responsibility of the timekeeper, who will verify monitoring and precision thereof.

**NB: The finish judge will monitor and establish the points classification, the best-climber classification, the sprint classification and the combined classification.**

## 31. Points classification

### In events forming part of the UCI or NF calendar:

- For all road stages or half-stages, the points scoring is as follows:
  - ▶ 25, 20, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, respectively, from the 1st to the 15th.
- In stages or half-stages contested individually against the clock, the points scoring is as follows:
  - ▶ 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, respectively, from 1st to 10th.
- In the case of a dead heat after a stage or half-stage, classified riders are credited with the points that would have been awarded to them, the points being divided by the number of competitors. Points obtained in this way are rounded down to the nearest whole unit.
- If riders are on equal points in the overall classification, they are distinguished as follows:
  - ▶ in terms of their number of stage wins;
  - ▶ then in terms of their number of wins in intermediate sprints that count towards the overall points classification;
  - ▶ and, lastly, in terms of the final overall time classification.

## 32. Classification of the king of the mountains

- The overall classification of the best climber is obtained by adding up points awarded at the top of gradients specified in the regulations.

### If no system is specified, the following scoring system may be adopted:

- **Change in gradient of under 500 m**
  - ▶ Category 1 climb: 10, 8, 6, 2, 1 points to the first 5 classified at the summit;
  - ▶ Category 2 climb: 6, 4, 2, 1 points to the first 4;
  - ▶ Category 3 climb: 4, 2, 1 points to the first 3.
- **Change in gradient of over 500 m**
  - ▶ Category 1 climb: 15, 12, 10, 8, 6, 5, 4, 3, 2, 1 points to the first 10 classified at the summit;
  - ▶ Category 2 climb: 10, 8, 6, 4, 3, 2, 1 points to the first 7;
  - ▶ Category 3 climb: 5, 4, 3, 2, 1 points to the first 5.

### If riders are on equal points in the final overall classification, they are distinguished as follows:

- In terms of their number of wins at the summit of category 1 climbs, then in terms of their number of wins on category 2 climbs, and, if appropriate, on category 3 climbs.
- And, as a last resort, if some riders still have equal points they are distinguished in terms of the final overall time classification.

### 33. Intermediate sprint classification

- The points awarded are 5, 3, 2, 1 points to the first 4 classified in each sprint.
- If riders are on equal points in the overall classification, they are distinguished in terms of the number of first places, then in terms of the number of second places and so on up to 4th place.
- If some riders still have equal points, the last sprint is decisive.

### 34. Combined classification

- This classification is included on an optional basis by the organizer.
- The organizer must make provision for it in its own event regulations.
- The combined classification is the result of adding together the places or points obtained in various classifications.
- If the combined group classifications take a relatively long time to establish (points classification, overall time classification), the award of the leader's jersey should be deferred to before the start of the next stage, in agreement with the organization's director and the president of the panel.

### 35. Results sheet

- The classification for a road race must appear on a blank form entitled "**Results Sheet**".
- In the case of events consisting of two half-stages and stages, a results sheet must be drawn up for each classification and for the final overall classification.
- Special "Results Sheet" forms are provided by the regional bodies or by the NF for the organizer, on request. The organizer must forward them to the president of the panel who will pass them on to the **finish judge**.
- Results sheets are compiled entirely under the responsibility of the **finish judge**, who enters the classification **as he has judged it at the finish line**, without taking account of any decisions by the panel of commissaires, such as relegations or disqualifications.
- The results sheet entirely and perfectly filled in (name of the race, composition of the panel of race officials, length of the race, time, distances, etc.) accompanied by the president of the panel report, the evaluation sheet and, if appropriate, riders' appeals, must be signed by the **finish judge**, the principal commissaire, the timekeeper and the president of the panel.
- It must be sent to the relevant regional body in the form of one copy in the case of regional events, or to the NF in the form of 2 copies in the case of events forming part of the NF and UCI calendar.
- Results sheets for events forming part of the NF and UCI calendar must be typed (monetary penalty for untyped submissions), and must be accompanied by the list of riders who have signed on and a list of actual starters.
- When the number of riders classified as dead heats is very high, which therefore renders the amount of the prize awarded to each of them insignificant, lots may be drawn with a view to restricting the number of recipients to the number of prizes to be distributed.
- For the record, results are posted up in a location accessible to all competitors no later than one hour after the first rider has finished the race.
- The results, together with the list of starters for from Elite events, must be faxed to the national federation and to the UCI as soon as they are ready.
- In the case of stage races, the results must be sent to the UCI and the national federation on a daily basis.

## 36. Classification by team

- In a one-day event, contested on the road or time trial, with individual classification.
- In a one-day event, contested time trial teams.
- In stage events, with classification by team:
  - ▶ in such events, the day's classification is established by adding together the times of the three best-placed riders in each team, at the end of the stage;
  - ▶ in the event of times being equal, the teams are distinguished by adding together the places of the first three riders for the stage.
- The overall team classification is established by adding together the 3 best individual times for each team in all the stages raced. In the event of a dead heat, the classification is determined on the basis of the number of first places in the classification per team on the day, then the number of 2nd places, etc.
- A team down to 2 riders is eliminated.
- The classification for the team prize in a one-day event is established by adding together the points (corresponding to the places) obtained by the three best-placed riders in each club, irrespective of the number of starters.
- In the event of riders being classified as dead heats, the points awarded to each rider are determined by adding together the supposed places of the riders classified as dead heats, divided by the number of riders in question, or using the following formula:
  - ▶ (supposed place of the first dead-heat rider + supposed place of the last dead-heat rider), the result being divided by 2;
  - ▶ the same number of points is awarded to each rider classified as a dead heat.
- If none of the teams entering the team prize has three riders at the finish, the classification may be established on the basis of two riders.
- If two teams achieve the same number of points, the team whose rider is best placed is declared the winner.
- If the best-placed riders in each team were to be classified amongst those involved in the dead heat, the win should be awarded to the team having the greatest number of riders included in the dead heat, e.g.:
  - ▶ team A: 3 riders, 4th dead heat;
  - ▶ team B: 5 riders, 4th dead heat;
  - ▶ team C: 4 riders, 4th dead heat;
  - ▶ team B will be classified ahead of team C, then A.
- If two teams are still dead heats, the team prize will be awarded to the team having the first rider classified after the dead heat.
- When these options are exhausted, lots may be drawn.

## 37. Penalties imposed by the finish judge

- The sanctions that may be applied by the **finish judge**, with the agreement of the president of the panel, are as follows:
  - ▶ Relegation;
  - ▶ Demotion;
  - ▶ Disqualification.
- Any rider arriving at the finish with a body number that is badly placed, badly pinned on, torn or covered by a jersey, by a feeding bag or by waterproofs may be classified in last place in his peloton.
- Riders who do not, in a sporting manner, contest their opportunity to win the race may be subject to sanction. The **finish judge** should draw up a report on any such manoeuvres, for forwarding to the president of the jury.
- A rider who has started an event for which he was not qualified or who is subject to a suspension is automatically disqualified and is not entitled to any prize.

### 38. Appealing against decisions made by the finish judge

- As the rider is alone responsible for retaining and wearing the body number issued to him, he cannot, in the event that he loses his body number, appeal against his not being classified.
- All appeals or disputes concerning solely events occurring during a race must be examined and settled by race officials as soon as possible.
- Only licensed riders are entitled to appeal, but race officials may always make decisions of their own motion if they deem this necessary.
- A person making an appeal must always substantiate that appeal. The person against whom this appeal is directed must be invited to present his defence.
- No appeal is examined if not made in writing and personally signed by the appellant.
- An appeal concerning the classification must be accompanied by all the desirable control means, such as photographs or other substantiating documents.
- In the case of an incident occurring during a race and having an influence on the classification of a rider in an individual race, the appeal must be lodged by the rider himself.
- In the case of a team race in which a dispute relates to a team prize or classification, the appeal may be lodged by the technical director of the team or club.
- **In road events**, appeals concerning the classification must be lodged with the commissaires within 30 minutes of the classification being posted up.
- **In the case of stage events**, appeals concerning the classification must be lodged with the commissaires no later than before the start of the next stage.
- In the case of appeals concerning the final overall classification, these must be lodged with the commissaires within 30 minutes of being posted up.

### 39. Changing a decision made by the finish judge

- Only the **finish judge** may change a finish or intermediate classification.
- Upon presentation of a photographic document or of any substantiating document, the **finish judge** is duty-bound to review his decision and, if appropriate, to change the finish order if the facts are accepted.

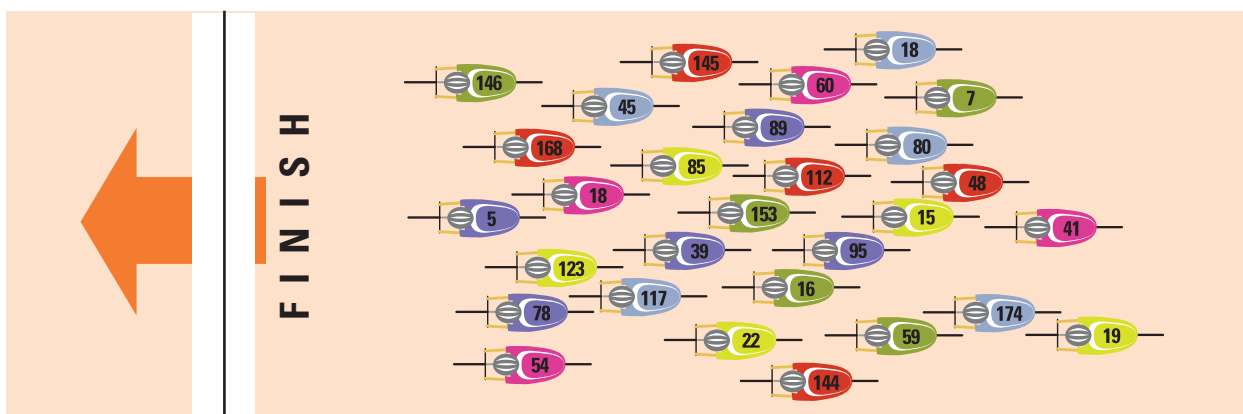
### 40. Test of alertness and visual logic

#### Practical aptitude test

The numbers in the boxes represent body numbers to be classified in the correct order, it being understood that there is no dead heat.

Equip yourself with a tape recorder.

You have 20 seconds in which to establish the roll call of riders!



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Reproduce the finish order recorded in the following boxes :

1	2	3	4	5	6	7	8	9	10
—	—	—	—	—	—	—	—	—	—
11	12	13	14	15	16	17	18	19	20
—	—	—	—	—	—	—	—	—	—
21	22	23	24	25	26	27	28	29	30
—	—	—	—	—	—	—	—	—	—

For each additional second: 2 penalty points

For each body number not in place: 1 penalty point

#### Test result

146-5-54-78-168-123-18-45-117-85-39-145-22-153-89-16-112-144-60-95-59-18-80-15-7-48-174-41-19

**From 1 to 4 points**  
Excellent

**From 5 to 8 points**  
Very good

**From 9 to 12 points**  
Good

**From 13 to 15 points**  
Acceptable

**16 points and over**  
Mediocre











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