

Previewing the course

"Based on rules 3.7.1.2 and 3.7.1.3- At the discretion of the Chief Referee, racers are permitted to preview the course at the following times:

1. When the leader finishes his/her race, racers may preview by following the last rider on course until 5 min before the next scheduled race start.
2. After the final rider starts, the racer may preview following that last rider for 1-2 laps (see below)

This means riders previewing may only do so behind the last rider and in front of the race leader. The course will be closed to non-racers after 2 laps have been completed OR EARLIER BASED ON CHIEF REFEREE'S DISCRETION. If a rider is unsure about the course status they should check with officials at either the start or finish before entering the course. Racers who violate these procedures (including passing the last rider or previewing within sight of the race leader) will:

1. Be kindly asked to remove themselves from the course by an official or course marshal.
2. If a rider fails to exit the course after being asked to do so he/she will be sanctioned based on rule 14.3 which includes disqualification and/or suspension"

Mechanics of enforcement: Riders will be allowed on course just passed the finish line after the lead rider finishes, however, they may not pass the last rider finishing their event. Previewing riders will be held at the starting area beginning 5 min before the next race start. They will be released from the start 30-seconds to 1 min after the last racer exits the grid. After the first 2 laps of a race the course is closed (or earlier based on CR discretion). Anyone caught previewing will be subject to CR discipline.

Call-ups

- Regulations state **Cross Cup Call-up** lists are normally generated once per weekend, so a Saturday and Sunday will use the same call-ups. However, many times CX Cup standings are updated that evening, so it is at the CR's discretion if he/she chooses to use a more updated version. (CX Cup standings are based on points obtained in CX Cup events).
- The first CX Cup event (Frisco on October 1) will use overall results from the 2010 CX Cup events.

NON-CX Cup Call-up lists are produced by CrossResults.com and can be downloaded at this link: <http://www.crossresults.com/acacallups.php> . Standings are updated following a weekend, given to the ACA by Wednesday, and reviewed by our Chief Referees before the next weekend. (Cross Results.com results compare riders to riders, not just the accumulation of points. The lower the points the better.

- Call-ups for the first NON-Cup race weekend, will be based upon results from the 2010 season.
- Call-ups for all subsequent NON-Cup race weekends will be based only on 2011 results.
- **Top 40** riders are called up, then the rest are in order of registration. (See page 40 in ACA Promoters Handbook for specifics)
- Essential for officials to maintain control of grid – prevent rider from weaseling in or hanging out on edges

Race Start

- NO countdown so as to prevent false starts
- Say: 1 minute, 30 seconds, 15 seconds, then whistle

Finish Area

- If transponders are going to be used, need to insure bypass so that non-racing riders don't trigger data acquisition. Ideally, bypass should go behind the D & L Trailer, but if not possible then it should be at least 15 feet from mat.

Pit Area

- Placed at running sections or very slow riding sections of course.
- Set up so that a rider going into and exiting the pit is not penalized for doing so, or gains advantage.
- Should be double-sided

Feeding Area

- CR can choose specific location or allow anywhere as long as it doesn't interfere with race

Registration

- Promoters encouraged to use online pre-registration to minimize day-of-race entry.
- Close Pre-registration on a Thursday for a Saturday race; close on Friday for a Sunday race.
- Close day-of-race registration 30 minutes prior to race.
- A standardize number sequence is available for races following the Cross Cup schedule, with options for dealing with more than 700 riders. (See last page)
- Pre-registered riders should receive lowest number in their race group.
- Promoters must separate juniors by age and gender on registration sheets if they are giving separate prize lists and/or if it is a Cross Cup race.

Chip Races

- If rider has 2 bikes, the chip must be on the ankle.
- If a rider has only one bike, the chip can be either on the ankle or the bike. If on bike, place on head tube facing forward.
- Camera will verify any discrepancies caused by ankle vs. bike chip placement errors.

Courses

All venues and courses MUST meet and provide the following items:

- CO Cross Cup courses are required to be inspected 2 weeks prior to race day by a Course Technical Adviser (CTA). The CTA will confirm the lap length and width requirements. A list of CTAs is available from the ACA.
- CTAs will be paid a \$25 fee by ACA, and the promoter will provide them with a complimentary entry fee or similar value for their services.
- The course must meet distance, width and safety requirements. For distance, the course must be at least a 7 minute lap for the SM Open category. The entire course should be at least 3 rideable meters in width (ultimately needs to provide reasonable and safe passing for the duration of the lap).
- Chief Referees have been advised to delay race starts if the first race of the day has lap times under 7 minutes. This delay will be in place until the promoting group(s) lengthens the course to be longer than 7 minutes.
- Course set-up should be completed 30 min prior to first race using that course
- For staging, an off -Course, fenced start grid as outlined in the ACA Promoters Handbook (pg 39) on a firm surface should be provided
- Race staff to assist in control of start grid and assist Referee(s) with staging/call-up
- At least 200 meters of firm surface after the start must be free of obstructions and sharp turns
- All open area turns shall be marked with "caution" tape, fencing or cones (cones for pavement/roads only). Surveyors flags/tape do not meet this criteria
- Finish must be on a firm surface and free of obstructions and sharp turns for final 100 meters
- Must have a clearly marked finish line bypass for riders warming up.

Starting Grid

The starting stretch should be a minimum of 300-500 meters in length and at least 6 meters wide to allow the field to stretch out properly. It shall be as straight as possible and flat or slightly uphill. The first narrowing or obstacle after the starting stretch may not be abrupt but shall allow the riders to pass easily. The start section does not have to contain the finish line and does not even have to be part of the regular lap. The purpose of the start section is to allow the field to string out before the first dismount or technical section.

Materials needed would include:

- 30 to 40 cones
- tape measure
- duct tape or spray chalk (if venue allows its use)

Procedure:

1. Establish the baseline of the grid. This is usually one of the 2 perimeter lines. Orientate this line to allow room for the grid and line the grid up for the straightest course possible after the start line. Line should be 25 to 30 feet long.
2. After baseline is established, put cones up on this line.
3. Tape out 7 parallel lines to the baseline, 30 inches apart.
4. Establish opposite perimeter line 30 inches from final grid line. This creates 8 racer lanes.
5. Put cones on second perimeter line and behind grid to create a single gate for access to the start grid.
6. Put in start line perpendicular to the race lanes and you're all set.

The finishing stretch shall be a straight line. It shall have a minimum length of 200 meters free of obstacles or barriers and a minimum width of 6 meters (20 feet). It shall be flat or uphill. The finish line should be set up as noted, free of obstacles or barriers, and wide enough for a group sprint.

A tent of some kind should be set up next to the finish line. It is shelter for the officials in the case of bad weather and points out to racers and spectators the finish area. A banner spread above the finish line with your sponsor's name is a nice professional touch.

Additionally, an (one) alternative path around either side of the finish line must be constructed. This is to prevent riders who are warming-up from crossing the finish line while another race is in progress.

Suggested Number Sequence for CX

	Max #	Number Range	Extra Number Options
JM 10-12	25	35-59	} Numbers 750-799
JW 10-12	10	25-34	
JM 8-9	15	10-24	
JW 8-9	9	1-9	
JM 17-18	15	120-134	} 1. Numbers 30-49 leftover from younger juniors 2. Numbers 730-749
JW 17-18	5	115-119	
JM 15-16	20	95-114	
JW 15-16	5	90-94	
JM 13-14	25	65-89	
JW 13-14	5	60-64	
SM 35+,4	100	135-234	Numbers 701-799
SM 35+	35	465-499	} 1. Numbers 55-64 from juniors 2. Numbers 755-764
SM 35+, 3	55	500-554	
SM 45+	55	410-464	Numbers 65 -99 from juniors
SW Open	35	605-639	1. Numbers 1-4, 40-54, 80-100 from juniors 2. Numbers 540-554 from SM 35+,3; 480-499 from SM 35+
SW 35+	25	555-579	
SM Open	61	640-700	} 1. Either 1-39 -OR- 101-134 from juniors, NOT BOTH 2. Numbers 605-539 from SW Open
SM 55+	25	580-604	} 1. Numbers 5-34 and 75-79 -OR- 105-129 from juniors 2. Numbers 605-634 from SW Open
SW 4	40	235-274	
SM 4	75	335-409	} 1. Numbers 10-34 -OR- 110-134 from juniors, NOT BOTH 2. Numbers 610-634 from SW Open
SM 3	35	300-334	} 1. Numbers 35-74 from juniors 2. Numbers 535-554 from SM 35+,3; 555-574 from SW 35+ 3. Numbers 735 -774
SS	25	275-299	
TOTAL	700		

For Call Up purposes and as an incentive to pre-register, pre-registered riders should received the lowest bib number in their race group

Please return all unused numbers to Yvonne or CJ at the end of the race