

Event Organisers Guide Section 3 - Cyclo-cross





Welcome

Conducting an AusCycling standard event means making a commitment to safety, quality standards and regulations. This booklet is designed to support Cyclo-cross race organisation and support the standard delivery of the key areas of the operation to ensure safe and fair events.

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The Discipline of Cyclo-cross

Cyclo-cross ('CX') is a unique, non-Olympic discipline of cycling that can best be described as a cross between road cycling, mountain biking and criterium racing. Races consist of many laps of a short (2.5–3.5 km) course featuring pavement, wooded trails, grass, steep hills and obstacles requiring the rider to quickly dismount, carry the bike while navigating the obstruction and remount.

Races are generally between 40 minutes and an hour, with the distance varying depending on the ground conditions. There are many stories about the origins of cyclo-cross. One is that European road racers in the early 1900s would race each other to the next town over from them and that they were allowed to cut through farmers' fields or over fences, or take any other shortcuts, in order to make it to the next town first. This was a way for them to stay in shape during

the winter months and put a twist on road racing. In addition, riding off-road in more difficult conditions than smooth pavement increased the intensity at which the cyclists were riding and improved their on-the-road bike handling abilities. Forced running sections, or portage, were incorporated to help deliver warm blood to the feet and toes, as well as exercise other groups of muscles.

Cyclo-cross season traditionally takes place during the winter months, races are often plagued with adverse weather conditions such as snow, rain, wind, and mud all of which add to the sport's allure.

Weather conditions aside, cyclo-cross racing is a very spectator friendly discipline of competitive cycling given the short, closed course, the fast pace, the unique equipment, and the interesting obstacles the competitors are faced with.



Categories of Races

AusCycling has developed the following event classifications. Each level has a varying requirement and expectation of their management. The following tables outline the levels of categories for all events in domestic level events that are sanctioned in Australia.

Level	Description	Features/Eligibility
Platinum	National Championships and UCI events	Pinnacle Events on the National Calendar UCI Categorised Events (1, .2) AusCycling Race Members (All Discipline/Off-Road) with UCI ID
Gold	Major National Events	National Series AusCycling Race Member (All Discipline/Off-Road)
Silver	State/Territory Level Competition	State/Territory Series, Championships AusCycling Race Member (All Discipline/Off-Road)
Bronze	Club and Interclub Competition	Intra-club and Interclub competition AusCycling Race Members (All Disciplines), 4 week free trial, Day Race Members

International level events are classified by the UCI. For more information on registering UCI events please see the [AusCycling Guide to International Events](#).



Scheduling and Date Protection

- National Championship dates are reserved as block-out dates. No other National (Gold) or State/Territory Level (Silver) cyclo-cross event of the same discipline will be conducted over these dates anywhere in Australia. Additionally, no Club (Bronze) events will be accepted in the same State/Territory in which the Championships are held.
- Only one National Series (Gold) or UCI sanctioned cyclo-cross event can be held on a day anywhere in Australia. No Silver events can be held on these dates.
- Only one State/Territory (Silver) cyclo-cross event can be held on the same date within each State or Territory.
- Club (Bronze) cyclo-cross event can be held at any time in any location (except for during National Championships).



The planning of most Cyclo-cross events requires approval from land managers (private land manager/owner, parks department, state/territory government and/or local government).

Planning for a cyclo-cross event needs to consider the riders needs, course/trail preparation and spectators. As a result, approvals generally take more time and

depending on the level of event, requirements of the land manager and local legislation requirements. Between one (1) to six (6) months should be allowed for approvals.

Minimum Standard

All events must have approval from the land manager/owner.



Venue Repatriation

A major concern of many landowners for a cyclo-cross events is the potential impact on the natural landscape. A plan should be developed in conjunction with the land manager/owner to ensure that the venue can continue to be used.

USA Cycling have developed a [*Landscape and Cyclo-cross*](#) which provides an overview of potential issues and mitigation strategies.



Cyclo-cross events can have a variety of courses depending on terrain local conditions, geography, weather/time of year, obstacles and topography.

A cyclo-cross course should include road, country and forest paths and meadowland alternating in such a way as to ensure changes in the pace of the race and allowing riders to recuperate after difficult sections.

The course shall be usable in all circumstances, whatever the weather conditions. Clay or easily flooded areas and agricultural land should be avoided. Before the start and during the event, the organiser must check the condition of the course periodically and carry out any repairs required.

Minimum Standard

For National Championships, a parallel course is required for sections of the course which deteriorate easily.

For Platinum and Gold level events the course must form a closed circuit of a minimum length of 2.5 km and maximum 3.5km, of which at least 90% shall be rideable.

At most Cyclo-cross races, riders will likely find themselves running with their bike. The inclusion of obstacles and varied terrain help set Cyclo-cross apart from other bike racing disciplines. Beneath it all, cyclo-cross is a bike race, but specific features (natural and artificial) can really give some personality to a particular course.

Many courses will have barriers (wooden plank) section. In most cases, this describes a part of the course that has a set of two vertical boards running horizontally across the course. Racers must either dismount and lift their bikes up and over these barriers, bunny-hop them, or try a combination of both.

Run-ups are typically hills that are too steep, sandy or muddy to ride up, forcing racers to dismount, then push, carry or drag their machines up before riding on. Deep mud may also be encountered and is often sought by organisers.

Depending on your geographical location, big tree roots might be a part of the course, as could sand pits or sandy beach sections.

Stairs and flyovers are other common man-made features. Stairs may be built into the side of a hill as a way of forcing riders to dismount and break up the race a bit. Exceptional bike handlers may attempt to just ride them.

Cyclo-cross venues are typically places with easy access and lots of parking such as schools, parks, or showgrounds. The type of terrain nearby can give an advantage to certain types of rider. For instance, a grass or dirt course that's relatively flat may favour a road rider, whereas a course with technical sections in the woods with slick roots and big ruts may provide an advantage to mountain bikers.

Most course designers try not to skew their layout one way or the other. With a little creative thinking, even a flatter venue can have some technical bits built in like twisty chicanes or U-turns. On the contrary, the entry to a slick muddy section could be a straight gravel road requiring a big engine to motor through.



The course also needs to keep spectator accessibility in mind. Alternative routes for spectators should be designed which give access to viewing areas. These routes should be clearly marked using directional signs. The design of the course that it doesn't need to be used to access spectator points. If there are natural obstacles or interesting sections on the course be sure to provide easy access for the spectators to maximize the effect of such sections.

Training is only to occur after the course has been declared safe and properly marked by the Technical Delegate or President of the Commissaire Panel and for safety reasons only during official training periods to ensure that marshals and first aid are in place.

U-turns

U-turns on the course shall be installed and protected such as riders may not hold on the pole or on the barrier in the centre of the U-turns.

Call-up Zone

An assembly area for starters (call-up zone) should be provided and marked off with barriers behind the start line.

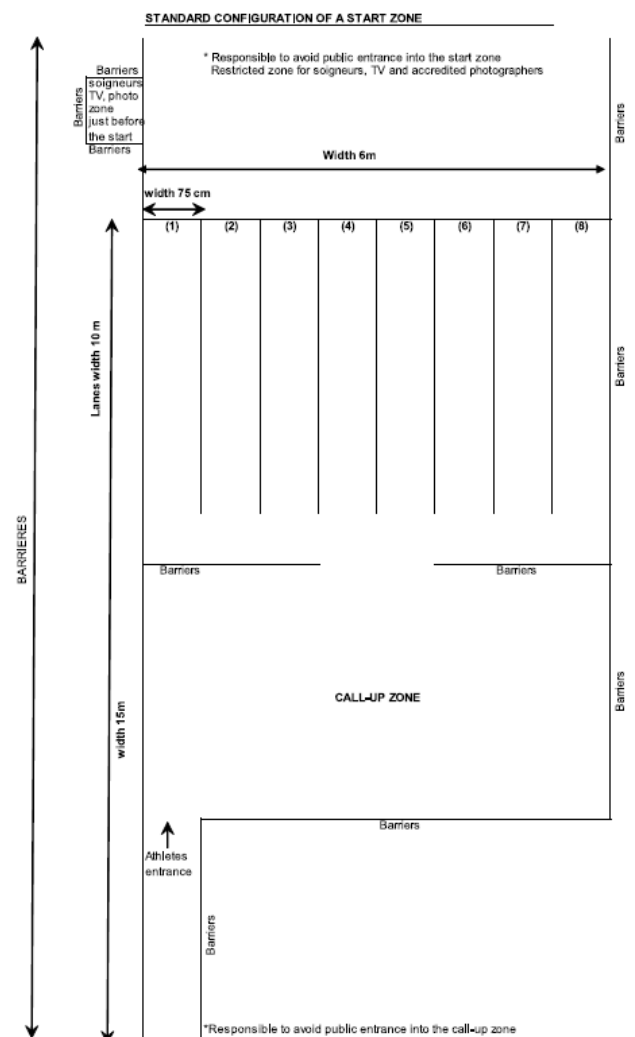
Minimum Standard

For Platinum and Gold level events eight lanes with a width of 75 cm and a length of 10m shall be marked out on the ground at right angles to the start line in order to facilitate organising the riders into starting order.

Start Zone

The start zone should have the following features:

- It should be on firm ground and have a length of at least 150 meters and a width of at least 6 meters.
- It must be as straight as possible and not include any descent.
- The first narrowing or obstacle after the start section should not be abrupt, it must be such as to allow all the riders to pass easily.
- The angle of the first corner must be greater than 90 degrees.
- The start and finish sections must be free of obstacles.



Obstacles

The course may include no more than six artificial obstacles. Obstacle shall mean any part of the course where riders are likely (but not required) to dismount.

The artificial obstacles allowed on a cyclo-cross course are restricted to:

- planks;
- steps;
- non natural sand pits.

No other artificial obstacles are allowed.

The length of an obstacle may not exceed 80 meters and the height may not exceed 40 cm. The total length of obstacles may not exceed 10% of the course.

Non-natural sand pits should be located on a straight section and have a level entrance and exit.

Descents of flights of steps may not be used.

The course may include a single section of planks. This obstacle must consist of two planks placed minimum 4 meters and maximum 6 meters apart and placed on a straight section. The planks must be solid for their entire height, without sharp edges and not made of metal. They must have a maximum height of 40 cm and extend the entire width of the course.

In the event that the course is abnormally slippery, the plank section must be removed on the decision of the PCP in consultation with the organiser and, should he be present, the technical delegate.

Either or both of the planks referenced above may be replaced by one or two tree logs which ever the case may be. If a tree log is used, its maximum thickness shall be below 40cm. Otherwise, all rules applicable to the specifications of planks shall apply to tree logs as well.

The course may pass over bridges or footbridges as long as they are at least 3 meters wide and have protective barriers on both sides. Bridges or footbridges shall be covered with an anti-slip surface (matting, mesh or anti-slip paint).

A separate footbridge for spectators must be provided.

Pit Areas

The pit area is the part of the course where riders can change wheels or bicycles.

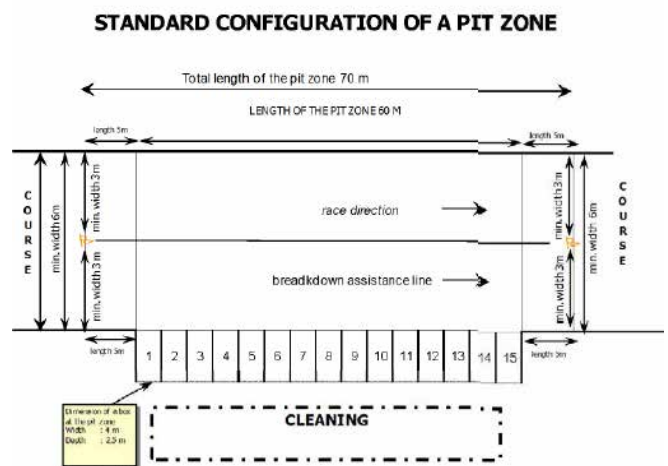
The pit areas must be straight and may not include an obstacle.

They must be located on a part of the course where the speed is not high, excluding gravelled sections and descents.

Minimum Standard

At Platinum and Gold sanctioned events the pit areas must be at least 60 meters long.

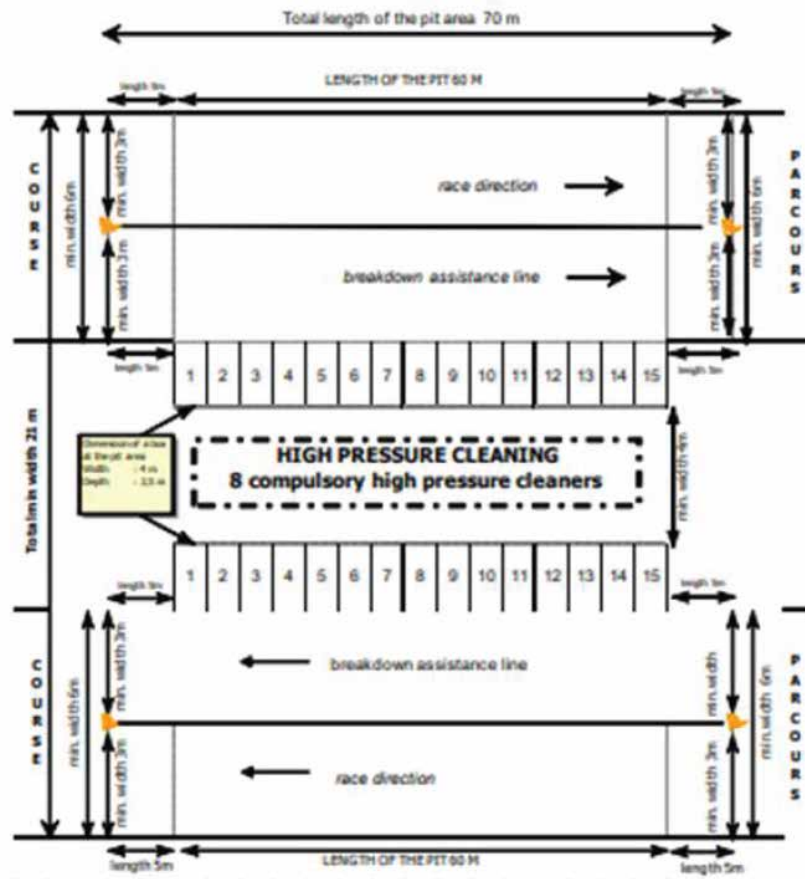
A double pit area is compulsory for Platinum and Gold sanctioned events.



If it is not possible to design a course such that a double pit area can be set up, two single pits may be utilised.



STANDARD CONFIGURATION OF A DOUBLE PIT AREA



The double pit area must be set up in an area where two sections of the course are close enough together and the distance along the course between the successive pits is more or less equal each way.

Minimum Standard

In Silver and Bronze sanctioned events, the organiser must make provision for a double pit area or two single pit areas located at suitable distances around the course.

For the whole length of the pits the racing lane and the pit lane must be separated, using barriers and marker tape.

The pit area must be signalled and marked precisely with a yellow flag at the beginning and the end of the separation between the two lanes.

At the side of the pit lane a zone at least 2 meters deep shall be set aside for riders' mechanics and their equipment.

In double pit areas provision must be made for a water supply for cleaning of equipment.

For single pit areas, the water supply must be in the immediate proximity such that mechanics do not have to cross the course to access it. If a water tank or connections for high pressure cleaning apparatus are provided, they must be made freely available.



Bike Wash

An area for bike washing is ideal for any event. This area is best if set it up on asphalt. Wooden pallets make a good floor if the area becomes too muddy due to rain or high usage of the water jets.

Minimum Standard

All State and Territory (Silver) events and above must have at least 2 bike wash areas available.

Finish Section

The finish section should run straight for at least 100 meters. The width must be at least 4 meters. The finish section must be flat or uphill. If a finish banner is utilised, it shall be erected at least 2.5 m above the ground over the finish line and shall cover the whole width of the course.

Security/Safety/Course Marking

The course should be at least 3 meters wide and be clearly defined and protected over the entire circuit by tape, barriers or safety netting. It is acceptable to use cones, flags, arrows or other markers where the course is well defined, for Silver and Bronze level events and where fields are small.

For Platinum and Gold sanctioned events the course must be at least 3 meters wide throughout and clearly marked and protected on both sides.

The use of dangerous elements such as sharp or uncapped metal stakes or wires of any kind is forbidden, and the course must be routed away from any object which presents danger to the riders or the object must be made safe.

From 5 minutes before the start of the race, the course may not be ridden by anyone other than the riders in the race.

The organiser should provide ample crossing points for spectators to safely travel around the course.

The race organiser must provide enough marshals to ensure the safety of the riders and spectators during competition and official training sessions.

Inflatable Arches

The use of inflatable arches which cross the course is forbidden. Inflatable arches may be used around the course to add aesthetics or sponsorship activation.

Race Length

The target race length should be:

Category (Men & Women)	Eligible Ages	Distances
A	J19, Elite, Masters	60 minutes
B	J19, Elite, Masters	40 minutes
C	J19, Elite, Masters	30 minutes
Junior	Junior 17 & 15	30 minutes

For Championship events the event times are as follows:

Category (Men & Women)	Distances
Junior Men and Women/Masters	40 minutes
Women Under 23	40 minutes
Men Under 23	50 minutes
Women Elite	50 minutes
Men Elite	60 minutes

For women races where women elite, women junior or women under 23 ride together, the duration must be between 40 and 50 minutes.

The number of laps will be calculated and announced at the end of the second lap.



Minimum Standard

For all Gold Events and above, the women and men elite races must be organised as stand alone races. Meaning that no other categories should be added nor any kind of delayed start for another race or category shall be allowed for women and men elite races.

For all other events and races, it is permitted that at the discretion of the organiser and PCP to run more than one race on the course at the same time, with a short interval separating the start of each field.

Start Procedure

The best way to achieve an organised start is to use a call-up with a system of call-up boxes (the number of boxes varying according to the numbers of starters; the number of riders by boxes varying according to the space available). Those boxes should be numbered and at the entrance of each box, a panel indicates which riders should be in each box (by posting the race numbers and potentially the names) according to call-up order. This system also allows easy verification if there are riders that are on the start list but are not present at the start. Those names will appear on the results as Did Not Start (DNS).

Rider Call Up

This procedure requires coordination between the announcer and the responsible commissaire at the exit of the boxes.

Call-up should not start too early prior to the race start (to be respectful for the riders who have warmed-up). The earliest that the procedure may start is twenty minutes prior to the race start when there is a large field of riders. This timeframe should generally be shorter depending upon the number of starters.

Riders will go to the start line in the order they are called and may choose for themselves a position from the remaining available places on their line. The commissaires must make sure that all riders have at least one foot on the ground before the start.

Starting Order

The riders shall assemble in the call-up zone at least 10 minutes before the start.

Riders must wait for the start with at least one foot on the ground or be penalised by being sent back to the last place in their start lane.

Minimum Standard

The start order of Platinum and Gold level events is determined as follows:

- The defending format class National Champion;
- Recognised UCI World Champion in the format;
- Any rider ranked in the top 200 UCI World
- Rankings in ranking order;
- Riders ranked in the top 30 of the currently prescribed National ranking protocol;
- All other riders by entry sequence.

All State/Territory Series events call ups will be conducted in line with the Series Guide.

All other events will be done at the discretion of the event organiser.

Official Practice/Training

The course should be open to competitors for training one hour before the first competition of the day.

It is permissible for competitors to train on the course during any breaks in the racing program, however, they must exit the course prior to the commencement of the following event.

Minimum Standard

Platinum Events the course must be open to competitors for training for at least 1 hour before the first day of competition.

For Gold and Silver events the course must be open for at least 20 minutes on the day of competition.



Having the appropriate key personnel will help deliver a successful cyclo-cross event irrespective of the size of the event. The following key personnel are not required for all events but should be considered based on the event level.

Technical Delegate

All Gold and above level events must have a Technical Delegate. The Technical Delegate will be appointed by AusCycling. The Technical Delegate must not be an event participant.

Responsibilities

- Overall responsibility for the course.
- Conduct an inspection of the venue a minimum of one month before the event. Provide a written report to event organisers following this inspection, no later than five working days from the inspection.
- Conduct a pre-event inspection, a minimum of 24hrs before the start of official practice.
- Provide a report of this inspection to the race organisers and the President of the Commissaire Panel (PCP).
- Oversee any changes required as detailed in the report. Liaison between the event organisers and AusCycling.
- Assist the President of the Commissaire Panel (PCP) in their duties. Provide a confidential post-race report.

Race Director

The race director, in conjunction with the PCP is responsible for delivering the race components of the event. At bronze level events this role can be shared by a committee, and some roles may be delegated at larger events. All events must have a Race Director. The Race Director must be approved by all National Championship and all Gold and above Events. The Race Director must not be an event participant.

The Race Director will have the overall responsibility for the delivery of the event.

Event Manager

All events must have an appointed Event Manager – this person may also be the Race Director. The Event Manager must be approved by AusCycling for all Gold and above level events. Often this role may be taken up by the Race Director.

- The Event Manager has responsibility for the event preparation including the event bump in and bump out.
- The organisation and provision of all event infrastructure including but not limited to: crowd control barriers, tents and shelters and food providers.
- Liaise with the Technical Delegate or President of the Commissaire Panel (PCP) in the set-up of the event village area.
- Liaise with the Technical Delegate or President of the Commissaire Panel (PCP) in the set-up of the course start and finishes and their interaction with the race village.

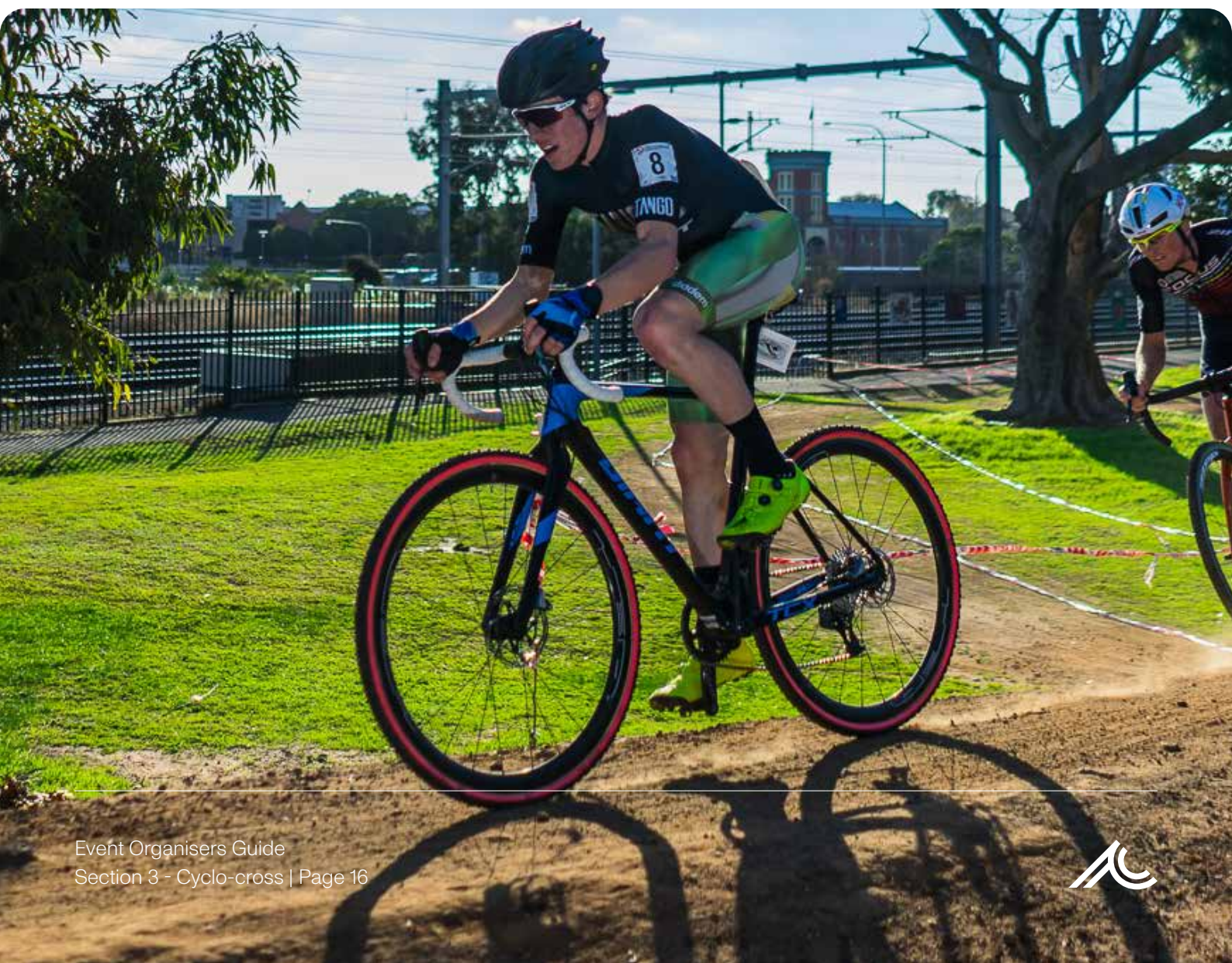
Commissaires and Officials

The Commissaires oversee ensuring races run in a timely manner; however, as the race organiser it is important to make sure this is all running smoothly and to time. The following table identifies the minimum number of Commissaires required at each level of event.

Minimum Standard

CX	PCP	Panel	Finish Judge	Comms	AC Total
UCI CL1, CL2	UCI	1*	1	2/3	4-5
Continental Championships	UCI	1*	1	4	6
National Championships	1*	1*	1	3	6
State & Territory Championships	1	1	1	0	3
Club/Interclub	1				1

Note: A Commissaire cannot act as a Commissaire and race at the same time.



President of the Commissaire Panel (PCP)

All events must have a President of the Commissaire Panel (PCP) also known as the “Chief Commissaire”.

The appointment of the President of the Commissaire Panel (PCP) is the responsibility of AusCycling for all Gold above level events.

The President of the Commissaire Panel (PCP) must not be a race participant.

The PCP has the overall responsibility for the overall competition. This role specifically:

- Supervises the start arrangements, other commissaires, the officials and the results service.
- Ensures the application and respect of the regulations in all circumstances and collaborates with the Race Director in the conducting of his/her duties.
- Will discuss any penalties with the appropriate officials. Receives complaints/protests from competitors.

Assistant Commissaires

Depending on the level of event Assistant Commissaires may be appointed in line with the AusCycling Technical Regulations – Cyclo-cross. Other Commissaires may be appointed to the roles including Race Secretary, Assistant Commissaire, Judge, Start Commissaire.

Course Manager

All events which are State/Territory level and above must have a Course Manager Course Managers will be appointed by the host.

Each course manager will be responsible to the Race Director and the Technical Delegate or President of the Commissaire Panel (PCP). The Course manager must not be an event participant.

The role is responsible for:

- The provision, set up and marking of the course.
- Enact on any course changes as directed by the Technical Delegate or President of the Commissaire Panel (PCP).
- Conduct frequent course inspections throughout the event.
- Undertake or delegate any repairs to the course and course marking during the event.
- The Course Manager is responsible for setting and placing course marshals as directed by the Technical Delegate or President of the Commissaire Panel (PCP).

Security

For events with over 500 spectators a security plan should be in place to deal with any spectator issues that may arise.

This is a particular requirement important for any event that is selling alcohol (as dictated in the sales permit).

For smaller events one person should be responsible for any security issues.

Other Potential Roles

- Volunteer Co-ordinator
- Marshal Co-ordinator
- Registration Co-ordinator
- Timekeeper
- Caller/Spotter



Ceremony Area

Awards for all events should take place as soon as possible. Organisers are only required to post the top finishers in the categories in order to progress to the protest period and awards ceremony.

In the larger categories, the rule of thumb will be Top 3, or within 15 minutes of the winning time, whichever comes first.

It's good practice to have prizes pre-sorted and labelled in order to avoid confusion and delays. The awards ceremony is also a good time to thank all the people who helped in the event such as volunteers, sponsors, landowners, participants, etc.

If you have a morning race, it's good practice to have the awards ceremony for the morning race either before the afternoon race, or while the afternoon race is going on to allow morning participants (the youngest categories and consequently their parents) to head home if they wish to do so.

The ceremony area can vary dramatically based on the level of the event. Some considerations for any organiser:

- The ceremony platform must be large enough to accommodate the riders, officials, partners, and master of ceremonies.
- The organiser can put a backdrop in place behind podium. This can be used to advertise any event partners.
- For larger events a photographers area below the front of the podium. This is required for major events attended by large numbers of photographers.
- It may be the case that the official ceremony takes place before all the riders have finished. This is likely in mountain stages where the time gaps can be considerable. In this case, the organiser must make sure that a corridor is kept clear so that riders can pass in safety. Spectators tend to take over the

roadway during official ceremonies in order to get as close to the podium as possible. It is essential that the road is kept unobstructed until the last rider has arrived.

Parking

Parking arrangements are crucial to the successful organisation of a start area.

Given that all the vehicles involved in the event will be in the same place at the same time, sufficient space is required so that they can all park, manoeuvre and move away.

The organiser must evaluate the space required taking into account the size and needs of the race.

Parking areas can be set up on any type of surface suitable for vehicles. Setting up parking areas in fields or on land that may deteriorate in bad weather is strongly advised against.

As far as possible, parking areas should be free of obstacles, including height and width restrictions (barriers) as well as kerbs and street furniture, such that all vehicles can park without problem.

The organiser should put up signs to allow the various groups to easily find their parking areas.

The arrangement of the parking areas should correspond to the position of the vehicles during the race. However, the organiser is free to arrange the vehicles in any way desired. There is no standard solution; the arrangement of vehicles and parking areas depends on the event, the configuration of the start area and the organisers preference.



Spectator Parking

This is parking for the general public or other people attending the start who do not have authorisation to access the reserved parking areas. The organiser should provide parking near to the start area to accommodate these vehicles. If there is no other choice, these parking areas may be slightly further away, although pedestrian signs should be put in place to allow spectators to walk to the start.

Riders' Confirmation/Registration

Appropriate space for rider registration should be setup which has tables and chairs to provide sufficiently smooth registration procedures.

VIP and Hospitality

At major events, National Championships and above, VIP and hospitality programmes are vital in order to attract local authorities, politicians, executives, sponsors and sponsors clients. VIP facilities, including a dedicated VIP room, shall be prepared and made available by each organiser.



A high-quality medical service is a vital element of a cycle race, providing optimal treatment for any riders, officials, team members, organisation staff, media representatives or other accredited persons who are victims of an accident or illness.

The medical service should be in operation at least one hour before the start of the event and until one hour after the finish.

Each intervention by the medical services varies in terms of the number of patients, the seriousness of the injuries, the methods of evacuation and the proximity to hospitals or clinics. Nevertheless, the following basic principles should apply to all types of intervention:

The major objective at the site of an accident is to provide care in order to stabilise a rider's condition. Medical care should be available as soon as possible after an accident or the appearance of symptoms: this is the first intervention time.

All events must have a medical plan. When establishing this plan, the following should be considered:

- Type of event
- Courses
- Number of competitors
- Proximity to hospital
- These factors will determine the first aid requirement for the event.
- Riders who will be participating (age, ability).

Minimum Standard

Platinum and Gold level events require:

- A minimum of one trained doctor or paramedic to be on site for the duration of the event.
- There must be a clearly defined first aid area in the main event village.
- The first aid area must be manned continuously over the duration of the event (for both practice and competition).

Silver and Bronze level events require:

- For all events, at least one fully qualified first aid officer must be in attendance.
- This person may be undertaking other roles at the event but must not be a race participant.
- A first aid kit/supplies must be on site at all times.
- This kit must be capable of dealing with basic injuries such as; grazes, cuts, plus fractures and dislocations.



Numbers

Each participating rider need a bib number to be identified during the races.

The Organiser shall provide enough bib numbers (+ safety pins) to conduct the event.

Minimum Standard

Level	Standard
Platinum, Gold, Silver	See below
Bronze	1 number that can be seen by the judge.

The standard dimensions of the rider numbers are:

Height	18 cm
Width	16 cm
Numbers	10 cm
Thickness of line	min 1.5 cm
Advertising	Max height 6 cm on the lower part

Shoulder numbers are highly recommended for all cyclo-cross races.



Finish Camera

Photo-finish equipment is desirable for all cyclo-cross events and is the only way to accurately judge a close or crowded finish.

Minimum Standard

A photo finish is required at all National Championships and UCI events.

Starting Gun/Whistle

Starting guns may not be legal in some jurisdictions. In these situations whistles, airhorns, electronic start guns, or clappers may be used.

Bell

A bell is required to signify the final lap of any race.

Electronic and Manual Timekeeping

Electronic timekeeping is done by a specialist company or by timekeepers sourced by the organiser. Even if using electronic timekeeping manual timekeeping must be undertaken with stopwatches.

Minimum Standard

Electronic Timing is required at all Championship (National) events. It is highly recommended at all State/Territory Level events.

Radios

Radios are critical to ensure that communication can be transmitted quickly between officials.

Minimum Standard

Level	Standard
Platinum, Gold	One per Commissaire, First Aid, Results, Venue Manager, Race Director
Silver	One per Commissaire and First Aid
Bronze	None

Other Key Equipment

- Red Flags (for marshals)
- Checked Flag (Finish)
- Fluro Vests (marshals)
- Pens, Sharpies, Paper, tape
- Caution Tape and Marking Paint (for final adjustments to course if needed)
- Whistles
- First Aid Kit
- Lap Counter
- Radios – sufficient for all Commissaires, Marshals, Medical and event staff
- Marquees (for timekeepers and Commissaires)
- Tables and Chairs
- Stop Watches
- Course Tape (x times the course length)
- Course Marking Pegs

Resources:

[UCI Cyclo-cross Regulations](#)

[AusCycling Cyclo-cross Technical Regulations](#)

[Cyclo-cross Quick Reference Guide](#)



