



1ST SOUTH EAST ASIAN GP TRACK 2018 10th – 11th October 2018

1. GENERAL TERMS AND SPECIFIC REGULATION

The confirmation of the riders done on 9TH September 2018 is final; nevertheless, Team Managers will have the opportunity to forward modifications to the Secretary of panel of Commissaires until 1500hrs the day before each event (except Team Pursuit and Team Sprint). Any rider replacement to a confirmed selection may only come from the list of already registered riders.

Any Team Pursuit modification must be provided to the secretary of the commissaires panel at least 1 hour before the relevant competition round start (article 3.2.079).

Any Team Sprint modification must be provided to the secretary of the commissaires panel at least 30 minutes before the relevant competition round start (article 3.2.149).

Only riders who are competing in the upcoming session may use the track during the pre-session warm up time.

The wearing of an approved rigid safety helmet, done up in a correct manner, is mandatory for riders at all times when riding on the track surface and safety zone.

The use of shoe covers is prohibited during events on a covered track (article 1.3.033).

Riders may not wear headphones attached to devices such as radios, music players, telephone, etc., while riding on the track.

The use of the derny and the use of starting blocks during the official training are not permitted.

Standing starts are permitted one rider at a time only in the sprinters lane on the home straight and only with the assistance of someone waving a flag at the exit of the bend.

Riders are reminded that they must wear their national team jerseys during the races as well as during award ceremonies.

Riders participating in the awards ceremony must present themselves in due time, bare-headed and without headband or glasses, wearing proper footwear, until after they leave the official ceremony enclosure.

Riders are reminded of the instructions from the UCI, that article 1.3.031 selection 3 regarding helmet condition and modifications must be respected. Riders arriving at the start line with a non-compliant helmet will not be permitted to start.

The wearing of an approved rigid safety helmet, done up in a correct manner, is mandatory for riders at all times when riding on the track surfaces and safety zone.



Riders are reminded that art. 3.2.003 (modified on 14.10.16) must be respected. When an event is being televised, riders are not permitted to wear tinted visor or glasses that would prevent them from being clearly identified while seated in the waiting area. Riders shall only put on their tinted visor or glasses when heading on to the track only. Any rider breaching this article shall be sanctioned by a fine.

Teams are reminded that in the awards ceremony of team events, the riders that raced in the finals are allowed on the podium only (Team Pursuit max. 4, Team Sprint Men max. 3, Team Sprint Women max. 2).

Riders shall ensure that the body number is visible and legible at all times. The body number shall be well fixed and may not be folded or altered. When two numbers are required to be worn, these should be placed low down and on either side of the back. When a single number is required to be worn, this should be placed low down in the centre of the back. Body numbers will be distributed at the Team Manager's meeting.

All bicycle measurement checking shall be carried out in the equipment check area before entering the track.

Riders must come for bicycle-check in adequate time prior to their start. Checking will also be carried out 15 minutes prior to commencing each stage of the competition. Commissaires are entitled to double check positions after the race. Should the bicycle or position have been modified in contravention of the regulations, the rider may be disqualified.

The plane passing through the highest points at the front and rear of the saddle can have a maximum angle of nine degrees from horizontal (1.3.014).

On board technology equipment that has the ability and purpose to collect or transmit data, information or images are authorized (art. introduced on 01.01.16). Conditions of utilizations are defined in the art. 1.3.024.

Any rider who considers that he needs to use a bicycle that presents a technical innovation or particularity must inform the Commissaire's Panel.

Riders are reminded that only one exemption is permitted (1.3.023).

Bicycles or other equipment may not be left on the safety zone of the track.

Any drinks or food is not allowed on the safety zone of the track.

Teams are also reminded that only the coaches of the riders currently on the track are permitted on the safety zone. This is also limited to one coach per rider. No other people are permitted in this zone.

The access to the track from the ramp must be kept clear at any moment to ensure quick access for the medical service.

Any offence not specifically penalized and any unsporting behaviour shall be punished by a warning, indicated by a yellow flag, or by disqualification from the race, indicated by a red flag, according to the gravity of the fault. A rider receives only one warning prior to disqualification.

The warning and disqualification are relative to each specific competition only. If a rider is relegated in a competition, that relegation may also carry with it a

warning, depending on the gravity, intent and impact of the fault. A rider receiving a second warning, or being relegated for the third time, is disqualified.

The starters' podium access is only for officials. All others are asked not to use this podium. Access to the awards ceremony podium is forbidden except for official ceremonies.

If a rider or team is disqualified from one round of a particular event, no rider or team from a previous round of that event will have their ranking advanced.

If riders wearing the same team clothing ride in the same race, they shall bear some item to clearly distinguish between them.

Riders may carry no object on them or on their bicycles that could drop onto the track. Cameras are forbidden and electronic device with a display must be hidden from the rider's sight so that it cannot be read by the rider while riding.

Road bikes are not allowed on the track, including the safety zone.

While riding on the track, riders shall at all time be in firm control of the bicycle and have at least one hand on the handlebar (or extension).

In bunch events, the riders shall enter the track from the stairs (home straight) and leave the track from the ramp (back straight).

A system calculating false start is now installed for time trials. The Commissaire will decide to stop the race and a restart will be directly rerun. One restart per team is allowed.

2. Handlebar and saddle position

All riders will be entitled to one of the exemptions as regards the position of the saddle or handlebar extensions for the events covered in 1.3.013 and 1.3.023. No additional exemption will be granted. For the handlebar extension, the height different between the elbow support points and the highest and lowest points of the handlebar extension must be less than 10cm.

3. Team Sprint

The riders of each team shall start side by side behind the start line. The lateral distance between riders shall be 1.5 metres.

At the completion of his lap, the leading edge of the leading rider's front wheel must cross the pursuit line ahead of the leading edge of the front wheel of the following rider. Thereafter, the leading rider must draw aside immediately and ride above the sprinter's line no later than within 15 meters after the pursuit line. (art. 3.2.153 as of 14.10.16)

4. Sprint & 200 meter Time Trial

Riders shall wear both number panels during the 200 meters Time Trial.

In case of a dead heat, the riders concerned will be classified according to the best time in the last 100 metres. In the case that the riders are still tied, the riders concerned will be classified by drawing lots.

5. Keirin

The competition will be organized according to the tables as shown in article 3.2.135 of the UCI Regulations. The event is run over a total distance of 1.5 km (6 laps). The motorized pacer leaves the track 3 laps to go at the pursuit line on the home straight. (art. 3.2.134 as of 14.10.16).

The speed for women is now equal to the speed for men, starting at 30kmph and gradually reach 50kmph. (art. 3.2.137 as of 14.10.16). At the start, riders shall take their positions determined by the draw, directly behind the pacer, for at least the first lap, failing which the race shall be stopped and riders that failed to comply shall be disqualified. (art. 3.2.139 as of 14.10.16).

The riders must not pass the leading edge of the front wheel of the pacer before the pursuit line when he leaves the track. If not, the race will be stopped and rerun without the rider(s) at fault, which will be disqualified. (art. 3.2.140 as of 14.10.16)

6. Team Pursuit

The men's event is run over four (4) kilometres by teams of four (4) riders.

This event shall be organised in two series:

- The qualifying rounds to select the best teams on the basis of their times.
- The finals

During qualifying round, each team will ride alone.

The team of a rider that has stopped following a mishap shall restart at the end of the qualifying rounds, where applicable with another team in the same situation. If a team suffers a mishap during its subsequent ride, it shall continue with 3 riders or be disqualified. During the qualifying and the first round in case of one team catching another, the commissaires will show a red flag to the team being caught, from this moment the team is not allowed to do a relay on pain of disqualification (art. 3.2.097).

In the qualifying and the first round all teams need to cover the full distance to record a time. The seeding may be determined taking into account the targeted time communicated by the team manager at the rider confirmation (art. 3.2.083 as of 14.10.16).

The riders of each team shall start side by side behind the start line. The lateral distance between riders shall be one metre.

7. Scratch

Final race shall be run over 10 km & 7.5 km for MJ & WJ respectively.

Riders suffering a recognised mishap shall be entitled to neutralization during 5 laps.

On returning to the track, he shall resume the position he occupied before the mishap.

Neutralised riders may not return to the track within the last kilometre. Any rider not ending the race will not be placed.

8. Omnium

Riders shall bear two body numbers in all events in the Omnium competition.

The omnium is made of four events held over one day: Scratch, Tempo Race, Elimination and Points Race.

The Tempo Race has been introduced on 14.10.16 (§ 18 in chapter II of Part 3 of the UCI Regulations).

In the case of the Scratch Race and of the Tempo Race, any rider not finishing due to a fall, or due to the fact that he may not return to the track in the final kilometre, will be allocated the next available ranking (and points) considering the number of riders remaining on the track at this moment (art. 3.2.251 modified on 14.10.16).

In the case of the Points Race, the rider not being able to return to the track during the final kilometre will have its place in the last sprint determined in consideration of the number of riders remaining on the track at this moment. (art. 3.2.251 as of 14.10.16).

Riders shall be lined up in single file along the railing and in the sprinters lane in the order listed on the start list.

This order shall be based on the current Omnium ranking.

Any rider abandoning any of the events shall be considered to have abandoned the competition and shall be recorded in the final classification after the last placed rider with the provision "DNF" (did not finish).

9. Elimination(For Omnium Purpose)

During the start, holders are allowed to push their riders, but are not allowed to move from their places in order to avoid crashes at the start.

After each sprint the last rider, according to the position of his rear wheel on the finishing line, shall be eliminated.

If one or more riders are lapped or abandon the race between sprints, they shall be the riders eliminated in the next sprint.

In certain cases, the commissaires may decide to eliminate a rider other than the last rider in the sprint (for example, if a rider passes on the blue band).

In all cases, the decision on which riders shall be eliminated must be made and announced prior to the riders crossing the pursuit line on the back straight after the elimination sprint. If no decision can be made by this time, then no riders shall be eliminated until the next sprint.

An eliminated rider shall leave the track immediately, failing which he shall be disqualified from the entire Omnium event.

Riders eliminated shall be placed in inverse order according to the time of their elimination (for example, the first rider eliminated is placed last, the second rider eliminated is placed second last, etc.).

In the case of a recognized mishap by one or more riders, as decided by the President of the Commissaires Panel, the race shall immediately be neutralized for a maximum distance of 5 laps to allow the affected riders to return to the bunch. In the case where all riders on the track suffer a recognized mishap, the race shall be neutralized for a maximum of 3 minutes to allow the affected riders to return to the race. The neutralization shall be indicated by a yellow flag on the start line and all riders on the track shall ride in a compact group at a moderate speed. No account shall be taken of the position of any riders off the front or back of the bunch at the time of the mishap.

The race shall be restarted by the withdrawal of the yellow flag and the firing of the starter's pistol. Any riders not able to re-join the race at this point shall be eliminated and their position determined according to the time of their elimination. The bell shall be rung the following lap to indicate the start of a sprint lap.

Except in the case when all riders on the track suffer a recognized mishap, once four or fewer riders remain on the track, no neutralization shall be granted, and any riders not finishing shall be eliminated and their position determined according to the time of their elimination.

In the event of collusion between riders, they shall be disqualified.

Coaches or Managers who instruct or encourage their rider to continue racing following the announcement of their elimination, will be penalised by a fine of CHF 200 as per UCI Regulation 12.1.007.

Should a Coach or Manager commit a second offence of incorrect behaviour, he/she will be fined CHF 500 and will have their accreditation immediately revoked. Subject to the same penalties, no team representative can approach or try to dispute any decision made by Commissaires during the course of the race.

10. Points Race (For Omnium Purpose)

Final race shall be run over 25 km, 100 laps with 10 sprints (every 10 laps) for MJ and over 20 km, 80 laps with 8 sprints (every 10 laps) for WJ.

In the case of recognised mishap, the rider shall be entitled to neutralization during 5 laps. On returning to the track, he shall resume the position he occupied before the mishap.

A rider suffering a recognised mishap in the last five laps may not return to the track but shall nevertheless appear in the final placings, depending on the laps won or lost and the points accumulated prior to the mishap.

Points awarded in the last sprint after the full distance will be doubled (10 points, 6 points, 4 points, 2 points). (art. 3.2.118 as of 14.10.16).

11. Omnium ranking

A full result shall be produced for the first three events. For these three events only, each winner shall be awarded 40 points, each second place shall be awarded 38 points, each third place shall be awarded 36 points, etc.



Riders ranked 21st and below shall each be awarded 1 point.

Prior to the start of the Points Race, a current ranking with the points totals shall be drawn up, and riders will start the Points Race with these points accrued over the first three events. Riders shall add to, and lose from, their points totals based on laps gained and lost, and points won in sprints, during the Points Race.

The winner of the Omnium shall be the rider who has obtained the highest total of points.

In the event of a tie in the final ranking, the places in the final sprints of the last event, the Points Race, shall break the tie.

Any team that gains a lap on the main bunch is awarded 20 points. Any team that loses a lap on the main bunch is deducted 20 points (art. 3.2.162 modified on 14.10.16).

Points awarded in the last sprint after the full distance will be doubled (10 points, 6 points, 4 points, 2 points). (art. 3.2.118 as of 14.10.16).

Riders wearing the same team clothing in the same race shall wear some item to clearly distinguish between them.

12. The UCI penalty is applicable

13. Doping control is done by WADA.