

# **The 2004 Wisconsin Cycling Association's Cyclocross Series: Technical Guide**

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## **Part 1: Overview**

### **A. Introduction**

This document is intended as a guidebook, rules and regulations for the 2004 Wisconsin Cycling Association's Cyclocross Series. Additionally we hope it will promote consistency throughout the WCA Cyclocross Series and to help promoter's design safe, exciting and up-to-date USA Cycling/USCF legal racecourses.

**Some guidelines described are recommendations, but others are stated as rules, mainly to ensure rider safety and to abide by USA Cycling Rules.**

This document will be made available as a reference to other cyclocross promoters to assist in the continued growth and promotion of Cyclocross nationwide.

### **B. Series Goals and Philosophy**

Cyclocross, as many of you know, was developed and has a large following in Northern Europe. In recent years its popularity in this country has risen tremendously. In the East Coast, Rocky Mountain States and West Coast of this country, large and prestigious Cyclocross Race Series have evolved.

Here in Wisconsin, cyclocross has grown steadily since the 1980s when 30-50 die-hard racers would attend, to present day race attendance between 100-125 racers common. Due to our location, far from the large cyclocross Series East and West of here, we need to develop our own brand of "Midwest Cyclocross." The WCA and its race promoters should be open to working with other regional cyclocross and cycling (mountain biking, for example) events and Series, to avoid conflicts and promote cyclocross in the region as a whole.

The goal of the WCA Cyclocross Series Technical Guide is to provide race promoters with the rules and philosophy of cyclocross course design; and developing a Series "standard" for categories, race times, minimum cash prize lists, course design and course setup.

## **Part 2: Series Guidelines**

### **A. Series Costs & Benefits**

1. Series Costs:
  - a. USCF Registered Team with USA Cycling.
  - b. Wisconsin Cycling Association Registered Team.
  - c. USA Cycling Race Permit and Insurance.
  - d. WCA Rider Fees (\$1.25/rider).
  
2. Series Benefits:
  - a. Increased rider turnout (Average Attendance in 2003: ~90 Riders)
  - b. Overall Bianchi Sponsored Series Leaders Prize List (\$2,500).

- c. Assistance in securing of racecourse location.
- d. Increased event cachet. Being part of the WCA Series will increase your ability to sell your individual event to sponsors.
- e. Increased event coverage in local, regional and national media.
- f. Series advertising.
- g. Promotional and technical support/assistance/ideas from the community of Series Promoters.
- h. Ability to share, or rent, cyclocross specific equipment (such as barricades, staking, signage, ribbons, etc.) from other Series promoters.
- i. Series Sponsorship Proposal.
- j. Services from the WCA, such as advertising on the WCA website and posting of Series results on the WCA website.

## **B. Series & Individual Promoter Responsibilities**

### 3. Series Responsibilities

- a. Provide Series overall winner's trophies, cups, prizes and/or prize money.
- b. Provide Series Standings, posted online within 4 days following each event.
- c. Administer the placing of Series Schedule in VeloNews, Silent Sports, Windy City Sports, and other targeted media.
- d. Pursue and secure Series sponsorship.
- e. Maintain WCA Cyclocross website, including schedule, standings, links, and content.
- f. Provide technical coordination and assistance.
- g. Provide results coordination and assistance.

### 4. Promoter Responsibilities

- a. All items listed in 2.A.1., "Series Costs."
- b. Obtain and complete USA Cycling race permit by August 31<sup>st</sup>.
- c. Secure a venue, including facilities for registration, bathrooms, adequate parking, and water source-if available. If possible an enclosed and heated building for registration is preferred.
- d. Schedule start times and categories per Series Standard, preferred.
- e. Provide a minimum prize list per Series Standard, preferred.
- f. Provide quick, complete results to the WCA within 2 days of the event's completion.

## **Part 3: Race Categories and Details**

**A major goal of the WCA Cyclocross Race Series is to provide equal start times, race durations, entry fees and minimum payouts for all Series Races.**

### **A. Race Categories**

1. The WCA Cyclocross Race Series will recognize the following categories:
  - a. C Men (Beginner)
  - b. C Women (Beginner)
  - c. Juniors (18 & Under)
  - d. B Men (Intermediate)
  - e. A/B Women (Elite)
  - f. A Men (Elite)
  - g. Masters Men 30+
  - h. Masters Men 40+

2. Promoters must detail the Category Rankings on their race flyers, and at registration. This is to avoid any confusion, as Cyclocross categories are different than normal USCF categories. We recommend the following wording:
- Category C: USCF 4/5/Citizen, NORBA beginner, or anyone trying cyclocross for the first time.
  - Category B: USCF 3/4, NORBA sport, or any intermediate cyclocross racer. Racers who have placed well in C races.
  - Category A: USCF 1/2/3, and NORBA Expert/Pro. Any racer with cyclocross experience desiring to compete at the highest level. Racers who have placed well in B races.

**B. Race Start Times, Entry Fees and Race Duration (Recommended)**

<b>Start Time</b>	<b>Categories</b>	<b>Race Duration</b>	<b>Entry Fee</b>
10:00 AM	C Men Juniors C Women	30 Minutes + 1 lap	\$ 18.00 \$ 12.00 \$ 18.00
11:00 AM	B Men 40+ Masters Men	40 Minutes + 1 lap	\$ 20.00 \$ 20.00
12:30 PM	30+ Masters Men A/B Women	45 Minutes + 1 lap	\$ 20.00 \$ 20.00
2:15 PM	A Men	55 Minutes + 1 Lap	\$ 20.00

The C Men, Juniors and C Women will line up and start together (mixed, not separated), but will race for separate prizes and finish results. If the field is large the USA Cycling Officials may split up the groups and stagger start times.

The 40+ Masters Men will start approximately 20-45 seconds after the B Men. They will all race for separate prizes and finish results. The B Men and 40+ Masters Men will all finish on the same lap as the leader, after the leader. If turnout is low, the B Men 40+ Masters Men can all line up and start together (mixed, not separated), but will race for separate prizes and finish results.

The A/B Women will start approximately 20-45 seconds after the 30+ Masters Men and race on the same course the same time; and they will race for their own separate prizes and finish results. The 30+ Masters Men and A/B Women will all finish on the same lap as the leader, after the leader. Even if the turnout is low, The A/B Women will not start together with the Masters Men, unless approved by the USA Cycling officials.

Adequate warm-up time on the course will be allowed between races.

There should be NO cash rewards in the Category C & Juniors race, in order to discourage "sandbagging" and encourage the C race as an introduction to new and less experienced racers.

Entry fees shall include all USAC surcharges, WCA fees and any other fees charged to event organizers by local entities (i.e. park usage fees/rider). Entry fees do not include any late entry fees, which may be added at the discretion of the event organizers.

It is encouraged to waive entry fees, or offer reduced entry fees, to current State Cyclocross Champions, if they race in their State Champion jersey.

### C. Prize List

***The following is a Recommended Series Minimum Cash Prize List.*** Larger and “deeper” Cash Prize Lists are encouraged. We feel a Standard Series Minimum Cash Prize List will add to consistency to the Series and higher cash prizes will encourage higher quality racers to attend events. Total Recommended Minimum “Cash” Prize List per Event: \$ 420.00

<b><u>C Men</u></b>	<b>Place</b>	<b>Prize</b>
	1 <sup>st</sup>	Merchandise or Ribbon/Medal
	2 <sup>nd</sup>	Merchandise or Ribbon/Medal
	3 <sup>rd</sup>	Merchandise or Ribbon/Medal
<b><u>Juniors</u></b>	<b>Place</b>	<b>Prize</b>
	1 <sup>st</sup>	Merchandise or Ribbon/Medal
	2 <sup>nd</sup>	Merchandise or Ribbon/Medal
	3 <sup>rd</sup>	Merchandise or Ribbon/Medal
<b><u>C Women</u></b>	<b>Place</b>	<b>Prize</b>
	1 <sup>st</sup>	Merchandise or Ribbon/Medal
	2 <sup>nd</sup>	Merchandise or Ribbon/Medal
	3 <sup>rd</sup>	Merchandise or Ribbon/Medal
<b><u>B Men</u></b>	<b>Place</b>	<b>Prize</b>
\$ 80 / 4 deep	1 <sup>st</sup>	\$ 30
	2 <sup>nd</sup>	\$ 23
	3 <sup>rd</sup>	\$ 15
	4 <sup>th</sup>	\$ 12
<b><u>30+ Masters Men</u></b>	<b>Place</b>	<b>Prize</b>
\$ 80 / 4 deep	1 <sup>st</sup>	\$ 30
	2 <sup>nd</sup>	\$ 23
	3 <sup>rd</sup>	\$ 15
	4 <sup>th</sup>	\$ 12
<b><u>40+ Masters Men</u></b>	<b>Place</b>	<b>Prize</b>
\$ 75 / 4 deep	1 <sup>st</sup>	\$ 28
	2 <sup>nd</sup>	\$ 22
	3 <sup>rd</sup>	\$ 15
	4 <sup>th</sup>	\$ 10
<b><u>A/B Women</u></b>	<b>Place</b>	<b>Prize</b>
\$ 80 / 4 deep	1 <sup>st</sup>	\$ 30
	2 <sup>nd</sup>	\$ 23
	3 <sup>rd</sup>	\$ 15
	4 <sup>th</sup>	\$ 12
<b><u>A Men</u></b>	<b>Place</b>	<b>Prize</b>
\$ 105 / 5 deep	1 <sup>st</sup>	\$ 35
	2 <sup>nd</sup>	\$ 25
	3 <sup>rd</sup>	\$ 20
	4 <sup>th</sup>	\$ 15
	5 <sup>th</sup>	\$ 10

## D. Scoring (Series Points)

(Place-Points Awarded)

1 <sup>st</sup> -30	8 <sup>th</sup> -11	15 <sup>th</sup> -4
2 <sup>nd</sup> -25	9 <sup>th</sup> -10	16 <sup>th</sup> -3
3 <sup>rd</sup> -20	10 <sup>th</sup> -9	17 <sup>th</sup> -2
4 <sup>th</sup> -15	11 <sup>th</sup> -8	18 <sup>th</sup> -1
5 <sup>th</sup> -14	12 <sup>th</sup> -7	19 <sup>th</sup> -1
6 <sup>th</sup> -13	13 <sup>th</sup> -6	20 <sup>th</sup> -1
7 <sup>th</sup> -12	14 <sup>th</sup> -5	

## Part 4: Course Design

### A. General Cyclocross Course Design Philosophy

For better or worse, the 2004 USAC rules and regulations for course design strongly reflect the new UCI cyclocross rules and regulations. **USA Cycling has allowed the WCA to use the following format concerning obstacles, for the 2004 cyclocross season: courses are to include, a maximum of 4 obstacles total, and 2 sets of artificial barriers, maximum.** The 2004 USA Cycling rules still allow for fast and exciting cyclocross races for racers and spectators. The WCA Series Technical Staff will work with the individual race promoters to ensure that the WCA Series races follow the rules and the intentions of the USAC rules.

Cyclocross is a unique bicycle sport. It is not a variation of either mountain biking or road racing. There are some common aspects of both those sports in cyclocross, but it is a mistake to view cyclocross with a road or mountain bike bias in either course design or race preparation. Cyclocross is a race of transitions: on and off the bike over natural and/or artificial barriers, quick entry and exiting of the corners, onto hard pavement or hard ground from soft ground, handling tricky off-camber sections, and or sprinting from a remount. Course design should emphasize these aspects of cyclocross.

In general, a cyclocross course should be 2.5-3.5 kilometers in length (1.5 – 2.2 miles). A 1 km course lap could be designed, but the laps would be very fast, it would be very hard on the officials for scoring and would be both dizzying and boring. For these reasons it should be avoided. Also, a 4+ km course lap could be designed, but would be very boring for both racers and spectators. For these reasons it should be avoided. Lap times at race speed with good conditions are ideally 5-9 minutes in duration. Laps times for the A Men's race should be around 5-7 minutes. If turns out to be exceptionally wet and muddy on race day, shortening up the lap lengths is recommended, if possible.

Courses should be designed with 2 "artificial" barrier sections maximum, per lap and 2 or 3 additional "natural" barriers per lap (totaling a maximum of 4 obstacles). Common "natural" barriers are sandpits (volleyball pits work great), extremely technical sections (uphill or downhill) and exceptionally steep run-up sections; or any section that may require riders to dismount their bike. Artificial barrier sections, or "barricades," can be placed on a climb or flat part of the course. A flat and fast barrier section, easily visible on the course, is recommended to encourage spectating.

The amount of pavement run on a cross course should be none to 3/5 of the racecourse. At least 1/3 to 1/2 of the course should be over firm ground (pavement, hard dirt roads and paths, hard

packed trails, or firm grass fields). In general, at most, 10% of the lap time should be spent off the bike.

Courses should be designed with the racer and spectator in mind. A course that allows one to stand at one part of the course and see riders at different parts of the course is great. The ability to walk to different parts of the course quickly and easily is excellent, too.

The course should be designed so that it is dividable into thirds or quarters. Each of these sections having a physically hard or technical section/feature and a section that allows the riders to rest a bit. Remember, "a race of transitions." This allows the riders to maintain a faster pace and prevents the race from turning into a boring grind.

**Single Track is not appropriate for cyclocross!** Wooded sections with adequate width can be a great addition to a cyclocross race, but exceptionally tight, technical, rocky, or rooted singletrack is not suitable for a cyclocross race. Remember the course should be designed for a skinny tired cyclocross bike, not a full suspension mountain bike.

## **B. Hurdle, Barrier and Run Design**

The purpose of barricades in cyclocross is to force a dismount, not to test a rider's ability to bunny-hop. The current WCA/USAC regulations for hurdle design and placement are clear: "The course may comprise of 1 or 2 sets of artificial barriers. These artificial barriers shall consist of wooden planks, or uniform material, placed no less than 4 meters apart. They must be 40 cm high (15.7 inches) and shall stretch the full width of the course." 40 cm high barriers are used to prevent bunny-hopping.

Hurdles/Barriers may be placed on inclines to insure a running section. However, keep in mind that not all inclines need barricades to force run ups, and that a barely rideable hill can be a good test of cross skills. Also, not all hurdle/barriers sections need to be placed on hills and a fast barrier section placed on flat terrain makes for exciting racing. Hurdles/Barriers should be set at a width of 10 feet minimum, so that a number of riders can pass over them at the same time. 6-8 foot wide barriers are not recommended, as they prevent faster riders the ability pass. Barriers should NOT be set downhill, for safety reasons.

The overall length of obstacle, or barrier section, shall be no longer than 80 meters (262 feet), in accordance with USAC rules. Distance between hurdles should be set at 4 meters (13 feet) minimum, mainly to discourage bunny-hopping. The number of hurdles per section should be 2-6, but 3 to 4 are recommended.

On climbs, where bunny hopping is difficult anyways, hurdles can be spaced further apart. On long or steep climbs, barriers may be deemed unsafe; and a single barrier at the bottom of the climb may be all that is needed to force riders to run up the climb.

Climbing of wide stairs/steps can be used as a natural obstacle, but descent of flights of stairs is prohibited.

If the course conditions are poor, due to rain, ongoing wetness, or snow, it may be a good idea to shorten long running sections, as runs in poor conditions may slow the race, fatigue the racers beyond reason, or create an unsafe situation.

A barrier section, natural or artificial, should be placed on the course only if a wide, flat, or slightly uphill area is available for remounting onto the bike. A "remount" part of the course should NOT be technical, exceptionally rooted or rocky, skinny, or downhill, to ensure rider safety.

The hurdles need to be of solid construction. No PVC, no lattice work, and no gaps from top to bottom. They should also be of substantial thickness, i.e. no plywood. A light yet strong barrier can be constructed of a 2x4 framework with a plywood face to cover the openings and add strength. Two barriers between 6-8 feet in length can be set up end-to-end to stretch the entire width of the course. The anchoring of the hurdles is an important subject. Experience has found that the best way to secure a hurdle into the ground is to drive "re-bar" down behind them as bracing. The re-bar should be driven down far enough so that no bits are sticking up! Electrical conduit brackets are inexpensive and work well for securing the re-bar to the barrier. Be sure to use at least 2 brackets per re-bar rod, but more may be required. **Barriers shall be supported so that no metal poles, driving stakes, etc. shall protrude from the barrier!**

### C. Course Width

The course should be wide enough throughout the entire length of the lap for riders to pass one another. USAC rules clearly state that the entire course shall be wider than 3 meters (9.8 feet). Sections this narrow shall be short, not placed so that race bottlenecks are caused and at only a few spots on the course. In general the course width should be at least 4-5 meters wide. The first 300-500 meters of the course should be extra wide (up to 30 meters (100 feet) if possible) and free of obstacles or barriers. The first 1/3 of the course should be extra wide and may include wide obstacles or barriers.

**Again, Single Track is not appropriate for cyclocross!** Somewhat technical wooded sections with adequate width can be a great addition to a cyclocross race, but tight, very technical, rooted or rocky singletrack is not suitable for a cyclocross race.

One exception on course width is rider safety. For example, a small section of the course may need to be "skinny" to avoid a hole, drop-off, rock(s), large tree or branch, etc. Use your better judgement, and/or refer to the official on race day.

### D. Course Material

The surface of a cyclocross course can be quite variable, but certain conditions should be avoided: rocky ground or heavily rooted ground, "too much" soft, grassy or mulchy ground, which when dry tends to be too bouncy and when wet turns into a complete quagmire. Some is good and an entire course of it is not. Intentionally wetting the course to create mud is prohibited. Sandy sections are acceptable, but too much can ruin a race. Use good judgement; cyclocross should be a fast race of transitions. Wide wooded paths, gravel and dirt roads, grass fields, pavement, mud and plain old all-American dirt are all good for cyclocross racing. The more variety the better.

### E. Course Marking

In an ideal world the entire course would be marked with tape. That's not practical, or even required. The purpose of marking the course is to direct racers, and prevents spectators from crossing the course and/or getting run over by a cyclist.

Key areas of the course should be taped off such as, start finish areas, path crossings, curves, dangerous parts of the course, etc. **Metal poles should NOT be used to hold the marking**

**tape. If they are used, cover the tops with foam, plastic cover, etc.** Oak surveyor stakes work great and should be angled away from the course to reduce the risk of injury. **The tape should be set up at least 1-2 feet wider than the course, if possible, to prevent it from interfering with the racers.**

## **F. Start and Finish Areas**

In reference to the starting stretch, USAC rules state that, "The starting stretch shall 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 not downhill. 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.

In reference to the finishing stretch, USAC rules state that, "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 sponsors name is a nice professional touch.

## **G. Equipment Pits and Feeding Areas**

The pit(s) shall be placed at running sections or very slow riding sections of the course, and should have separate lanes for riders choosing to change bikes or wheels. One option is to place the Pit parallel to the flat barrier section, allowing riders using the pit to 'bypass' the barriers. Bike and wheels exchanges may only be made in the equipment pits. They should be set up so that a rider going into and exiting the pit is not penalized for doing so. Be sure to allow for plenty of room for spare bikes and wheels. **Equipment pits should be placed close to the officials and should be clearly marked with tape and signage.** If a hose with water pressure is available it should be available in or near the equipment pit(s). If space is tight for one large equipment pit, two equipment pits may be placed on the course.

All WCA Cyclocross Series races will allow for feeding on the course in all category races. Feed zones shall be clearly marked with signage. They should be placed at wide and slower riding sections of the course and should not interfere with the equipment pits, finish area, or other racers not taking a feed.

## **H. Other Key Points and Rules**

**The use of sharp or uncapped metals poles, for trail marking or to hold up barriers, shall be forbidden.** All staking used to mark the course shall be placed angling away from the course, to reduce the risk of rider injury.

**The course shall not be placed near any object that could constitute a danger for riders.** An exception to the course minimum width rule, and other rules, may be considered if it takes rider safety into consideration. Consult with the official(s) on race day if you have any questions.

Again, Barriers shall be supported so that **NO** metal poles, driving stakes, etc. shall protrude from the barrier.

Be creative in your course designs/layouts; designing a challenging, yet safe, course with the racers, spectators and officials in mind.

**Part 5: Series Schedule**

- For the up to date WCA Cyclocross Series Schedule, and links to race flyers and promoters, go to the Cyclocross Section of the Wisconsin Cycling Association’s website: **www.wicycling.org**.

<b>2004 Wisconsin Cycling Association Bianchi Cyclocross Series Schedule</b>					
<b>Race Date</b>		<b>Race Location</b>	<b>Contact(s)</b>	<b>Telephone</b>	<b>E-Mail</b>
# 1	19-Sep	Lapham Peak S.P. Delafield, WI	Chris Setter	262.560.1382	bigwheels_c@yahoo.com
# 2	3-Oct	Badger Prairie Park Verona, WI	Kelly Campbell	608.251.0057	kell8888bell@yahoo.com
# 3	17-Oct	Cam-Rock Park Cambridge, WI	Paul Roltgen & Travis Goodlund	608.839.9889 608.838.8417	twowheels@tds.net jentrav@terracom.net
# 4	24-Oct	UWW Campus Whitewater, WI	Chris Gerber & Ben Milano	651.270.4944	uwwcycling@yahoo.com
# 5	31-Oct	Washington Park Milwaukee, WI	Steve Roeder	414.940.2511	steve@spotfilmworks.com
# 6	7-Nov	Estabrook Park Milwaukee, WI	Jerry Pearce	414.961.1110	cross@rainbowjersey.com
# 7	<b>WISCONSIN CX CHAMPIONSHIPS</b>		John Ericsson Paul Roltgen	608.438.6707 608.839.9889	cx@brazendropouts.org twowheels@tds.net
	14-Nov	Angell Park Speedway Sun Prairie, WI			
# 8	21-Nov	Evergreen Park Sheboygan, WI	Rob Boldt	920.452.9561	mtbcoach@charter.net

**Part 6: Bianchi Sponsored Series Leaders Prize List:**

<b><u>2004 Payouts for WCA-Cyclocross Series Points</u></b>								
<b>Category</b>	<b><u>Men A</u></b>	<b><u>Women A/B</u></b>	<b><u>Men B</u></b>	<b><u>Masters Men 30+</u></b>	<b><u>Masters Men 40+</u></b>	<b><u>Men C</u></b>	<b><u>Women C</u></b>	<b><u>Juniors</u></b>
<b>1st</b>	\$150	\$100	\$100	\$120	\$80	\$50	\$50	\$50
<b>2nd</b>	\$125	\$80	\$80	\$100	\$65	\$40	\$40	\$40
<b>3rd</b>	\$100	\$65	\$65	\$80	\$50	\$30	\$30	\$35
<b>4th</b>	\$80	\$50	\$50	\$65	\$40	\$25	\$25	\$30
<b>5th</b>	\$65	\$40	\$40	\$50	\$35			\$25
<b>6th</b>	\$50	\$35	\$35	\$35				
<b>Total \$</b>	<b>\$570</b>	<b>\$370</b>	<b>\$370</b>	<b>\$450</b>	<b>\$270</b>	<b>\$145</b>	<b>\$145</b>	<b>\$180</b>
<b>Bianchi Sponsored Total Series Payouts: \$2,500</b>								

**Part 7: WCA Cyclocross Series Contacts**

- For up to date listings of WCA Cyclocross Series Contacts, go to the Cyclocross Section of the Wisconsin Cycling Association's website: [www.wicycling.org](http://www.wicycling.org).
  - 1. Jerry Pearce: Hampshire Cycling Club, Milwaukee**
    - a. 414.961.1110**
    - b. [cross@rainbowjersey.com](mailto:cross@rainbowjersey.com)**
  - 2. John Ericsson: Brazen Dropouts Cycling Club, Madison**
    - a. 608.438.6707**
    - b. [jpebikes@yahoo.com](mailto:jpebikes@yahoo.com)**