

# **British** Inline **Cup**

**BIC Rulebook 2007**

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## **Regulations for Race Organisers**

### **Course**

#### **Surface**

The track should be surfaces with Asphalt and should not have any unskatable surface areas in the racing area. This includes potholes, bumps, rails/tramlines or unsurfaced areas which are not clearly marked off. The track should not be covered with leaves, mud, pebbles or litter.

#### **Obstacles**

No unmarshalled barriers in the middle of the track such as traffic islands are permitted.

#### **Width**

The course should have a minimum width of 6m for its entire length. On a multiple lap course, if there are less than 75 competitors per km of track then a 5m wide track is permitted, except in the start area, which should still be 6m wide for 100m after the start.

Narrowing is only permitted for technical reasons such as funnelling people to the width of the timing equipment. If the width is less than 6m then it must be safe to skate round the outside in the event of an emergency.

#### **Finish**

There must be a run off areas after the finish line of at least 100m

#### **Race Distance**

The recommended minimum distance of a race is 38km. Maximum distance is 46km. 42,195m is the preferred distance to allow records to be set at the recognised marathon distance. Shorter distance races are permitted but may earn fewer points.

#### **Layout**

The course may be multiple lap or point to point. There must be at least one right and one left hand bend on the course.

Any multiple lap courses should have the number of laps fixed for the overall distance to be as close to the preferred distance as possible within the minimum and maximum tolerances.

A single lap must be no shorter than 1,400m and there is a maximum of 30 laps. In a multiple lap race, the maximum number of competitors per km of course is 120. For a point to point course there is no limit. This limit includes all racers not just BIC racers.

The start line does not have to be the same as the finish line.

Downhills  $\geq 4\%$  must not be followed by a sharp bend ( $>30$  degrees of turn)

### **Warm-up Area**

A space suitable for running, stretching and skating. If possible the course is a good place to do the skating warm up. It should be easy to access the warm-up area from the parking area or changing area if one is provided.

### **Secure Baggage Area**

Not an essential requirement but desirable, particularly for competitors who didn't drive to the race. It should be close to the changing area and for a point to point race where the start is not close to the finish, it should be mobile to enable the baggage to be transported to the finish. A system for identifying competitors' luggage by their race number is useful so they don't need to carry a baggage check with them.

### **Equipment**

#### **Timing**

An electronic transponder timing system must be used for all competitors in the BIC. This will give the official times for each competitor though the finish order may be determined by the race officials for the scoring places. Each competitor in the BIC gets the same start time regardless of when they cross the start line.

There must be a lap board on a multiple lap course. A bell must be rung immediately before the lead competitor(s) commence their final lap.

A race clock is desirable. However, most competitors wear watches with a stopwatch facility. If no clock is available then the information should be made to competitors prior to the day of the race.

#### **Starting Blocks**

BIC and other elite competitors will be permitted to start ahead of all recreational racers. Mixed gender starts are permitted if there are less than 200 BIC competitors in total. For more than this number BIC and elite men will start a minimum of 45 seconds and a maximum of 2 minutes before the BIC and elite ladies. The interval to be agreed with the race referee prior to the start.

#### **Announcements**

A PA system or loud hailer should be available to announce instructions to the competitors prior to the race.

#### **Pace Bike(s)**

This is optional. It is a motorcycle or motor-scooter with rider, capable of staying ahead of the lead group at the fastest part of the course but stable enough to be ridden safely at the slowest part of the course. This bike may carry a race official who can look for infringements. Their main purpose is to warn people on the course that they are about to be over taken by the leaders and should move to the side. This should be done by use of the horn.

For multiple lead groups, e.g. men and women, multiple bikes may be used.

## **Finishing equipment**

Photo finish equipment is optional. High speed, colour video is the preferred format that can be played in smooth slow motion and wound backwards and forwards, frame by frame.

## **Services**

### **Race Control**

This is a central point for coordinating anything on the day. It needs to be some one or some people with a radio or telephone whose number is known to all the marshals. Race control must know the location of the nearest hospital with A&E services. It does not have to be a location but it can be useful if it is. This will generally be the race director and/or chief marshal.

### **Marshalling**

Race Marshals need to be out on the circuit with line of sight of major hazard points. Marshals are not race officials. They do not need to be able to judge racing. They are there for safety and, in the case of a road course, indicating the right direction or line. They need to report problems to race control. Things like accidents where a first aider or paramedic is needed, crowd problems. They need to keep an eye out for fast lines so they can tell slower competitors to move to the side of the track. They should be clearly identifiable.

How marshals are organised for contacting problems to race control and where they are positioned, if they are rotated, etc, is down to the race organisers.

It is useful particularly in hot conditions if the marshals can all be equipped with a large bottle of water and some salt to assist racers who experience cramp out on the course. Basic first aid knowledge is preferable but not essential

### **First Aid**

It is important that a qualified first aider be present at the race. For a short multiple lap course, one is okay for a small field but more is always better. For a point to point course one first aider should follow the back of the race and help to sweep up skaters who have stopped through injury. Another should be positioned at the finish to assist skaters who have fallen but continued to the finish. They should not help people across the line. Others can be positioned at key places on the course where potential accidents spots are identified if there are sufficient otherwise marshals can cover those positions and ask for assistance, in which case the first aider needs to be able to get to the scene quickly to assess and assist any casualties. It is the race organiser's responsibility to ensure adequate first aid cover is available.

For large races a stand-by ambulance from the Red Cross or St John's Ambulance Service should be on site.

### **Feeding Station**

Provision can be made for providing competitors with water along the route of the race. BIC racers will probably not use a water station in the course of a race unless conditions are particularly harsh. Provision should be made to allow for track side support people to hand competitors their own energy drinks/supplements during a

race. This needs to be at the side of the course at the widest part(s) away from the racing line.

### **Insurance**

Races need to have third party liability insurance. Under normal circumstances, paying race fees to FISS will cover the organisers under FISS's insurance policy.

### **Race Officials**

#### **Race Director**

Someone appointed by the organisers to delegate jobs, sort problems and liaise with the other organisations such as the officials from FISS or the BIC organisers.

#### **Referee**

Head judge from FISS. They are an experienced judge, conversant with the rules of racing. The referee has the final decision in any race related transgression or discrepancy.

#### **Judges**

Other than the referee, there are two kinds of judge.

Finishing judges record the finishing order and whether the skaters have their lead skate in contact with the ground. There are generally 3 though one of these may be the referee and another may be the lap board turner in a multiple lap race.

Course judges look for transgressions such as illegal blocking, pushing or other illegal contact.

Like the referee, judges are officials from FISS.

#### **Starter**

The starter is the person who starts the race, generally the referee.

#### **Lap Board Operator**

For multiple lap races only. This person flips the lap count on the lap board as the leader crosses the lap line and rings the bell as the leader approaches for their final lap. They do not need to be an official unless they are going to be helping with finishing or looking for rule infringements at the line.

## **Regulations for Competitors**

### **General**

The latest rules published prior to the first race will be applied for the whole series. Where FISS rules apply, the rules published before the start of the first race will apply for the whole series. No rule change of any kind will be applied during the series unless it is introduced for safety reasons.

### **Minimum Age**

To be eligible for BIC entry, each racer must be at least 15 years of age on the date of the first race in the series.

### **Equipment**

A racer not wearing suitable race clothing or equipment may be excluded from the front starting block.

### **Clothing**

Racers registering as from a team must race in team colours. Racers from the same team should be identifiable as such through wearing matching race colours. A team may change their colours mid-series provided all members of the team wear matching colours as other team members in the same race.

### **Helmets**

A protective helmet must be worn at all times while skating on the course including any warm-up/down. Failure to do so may result in exclusion from starting the race or disqualification from the race even if the competitor is not participating in the race at the time.

Other protective equipment is recommended but not compulsory

### **Skates**

Standard FISS racing skate rules apply with respect to the type of skates, frames and wheel size/quantity, etc that may be used in a BIC race to get a classification. Experimental skates which fall outside the rules may be worn, if permitted under the event rules, but no classification in the BIC will be permitted for that race.

### **Other Equipment**

Heart rate monitors, GPS trackers and communication equipment may be used by racers but must be securely fastened to the skater or their clothing for the duration of the race.

The wearing of personal audio devices is strongly discouraged. Should a racer listen to music during the race and disregard instructions given to them by an official or marshal they may be disqualified and made to leave the course for their and others safety.

## Racing Rules

### **Starting**

All competitors should be come to a halt while under starter's orders. If a racer false starts they may incur a points deduction or disqualification.

### **During the Race**

During the race, racers may not pull each other at any time. They may not push each other except from directly behind when a line slows up, in order to prevent a collision, or when the line is gliding down a hill. In either exception the racer making the contact must be in a glide and should not transfer any more momentum than is necessary to maintain a safe distance from the skater in front and must do so with only one hand, i.e. no "Relay pushes"

Racers must not move to block another faster athlete attempting an overtaking manoeuvre. They may not enter a pack from the side unless they match and maintain its speed while doing so.

No physical help can be given to any racer for the purposes of supporting them off the ground or momentum transfer, either by another racer or by a non-racer. Tools and refreshment may be passed from skater to skater and from trackside to skater and back.

If a push is made by one team mate on another with the aim of favouring the team or a member of the team, whether it affects the result or not, then a penalty may be applied to all competitors involved.

In multiple lap races no racer may draft another if the drafting racer has completed more laps than the racer being drafted.

Cross drafting between classifications is permitted where different classes share the same start group. If different classes are separated at the start then no cross-drafting between them is permitted, e.g. men and women starting in the same block may draft each other but if men and women have separate starts then they may not draft each other.

Sanctions for the above may be in the form of a warning, re-classification, points deduction or disqualification at the discretion of the race referee.

### **Finishing/Final Sprint**

Standard FISS rules for finishing apply.

### **Protests and Appeals**

Standard FISS rules for protests and appeals apply

## **Points**

Points are scored by the first 15 racers in each racing class according to the following table:

<b>Points Awarded</b>		
<b>Finish Position</b>	<b>Full Distance</b>	<b>Shorter distance</b>
1 <sup>st</sup>	26	17
2 <sup>nd</sup>	21	14
3 <sup>rd</sup>	17	12
4 <sup>th</sup>	14	10
5 <sup>th</sup>	12	9
6 <sup>th</sup>	10	8
7 <sup>th</sup>	9	7
8 <sup>th</sup>	8	6
9 <sup>th</sup>	7	5
10 <sup>th</sup>	6	4
11 <sup>th</sup>	5	3
12 <sup>th</sup>	4	2
13 <sup>th</sup>	3	1
14 <sup>th</sup>	2	-
15 <sup>th</sup>	1	-

For 2007, the highest 2 race scores for each racer are taken into account for the final ranking. In the event of a tie for points weighting will be giving to events in this order: 1<sup>st</sup> The British Championship Marathon in Preston, 2<sup>nd</sup> the London Inline Marathon, 3<sup>rd</sup> Goodwood Marathon.

## **Prizes**

Medals will be provided for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall in each classification at the end of the last race in the series. A trophy will also be given to the first place in each classification. In 2007 these will be funded by sponsorship.

There will be no entry fees in 2007, hence no prize money unless some is sponsored.

Should sponsors wish to contribute additional prizes for any individual classification or for a team award then they may do so privately and it will be advertised on the website.

## **Classifications for 2007**

There are no age classifications, only male and female. Should the first series prove a great success there may be a veterans (over 35) classification introduced in subsequent years for both men and women and there may be further age categories to follow. There will be a team ranking published though no prizes will be awarded for teams in the BIC 2007 unless someone wishes to sponsor one.

## **Entry Fees**

Free for the inaugural year

## **Glossary of Terms**

BIC..... British Inline Cup

FISS..... Federation of Inline Speed Skating – the UK national federation.

Race Series..... All the races being part of the BIC