



**CYCLING
IRELAND**

Cycling Ireland Organisers Guide

CI0G_2022_1

Cycling Ireland National Road Series Organisers Guide



Version 2

Date 09/03/2022

Document History

Date	Author	Comments / Updates	Version
22/02/2022	Garry Nugent	Original Version Presented	
09/03/2022	Paul Watson	Document formatted to CI Std Layout Changes listed for future Versions Additions and modification to Guide	V2

Index

	Title	Page
1	Introduction	4
2	Race Programme	4
3	Circuits	4
4	Start / Finish Area	6
5	Race Headquarters	7
6	Transport & Official Vehicles	7
7	Medical Services	7
8	Cycling Ireland Support	8
9	COVID-19	8
10	2022 Series	8
11	Series Leader Jersey	10

1. Introduction

The Cycling Ireland National Road Series organisation guide stipulates the obligations of the Organising Committee and is an integral part of the organisation agreement between Cycling Ireland and the Organising Committee for each National Road Series Event.

It is the Organising Committee's (OC) responsibility to adapt the measures in the organisation guide to its own environment.

The Organising Committee must also comply with Cycling Ireland rules, and any other applicable laws and rules.

2. RACE PROGRAMME

Cycling Ireland National Road Series

The Road Series can take place on a Saturday or a Sunday and should consist of the following events

Senior Men Road Race
Elite Women Road Race
Junior Men Road Race
Junior Women Road Race

All events are pre-entry only and must be through the Cycling Ireland online entry system.

3. CIRCUITS

1 – Distances

In accordance with Cycling Ireland regulations the maximum distance shall be as follows:

CATEGORY	ROAD RACE
Senior Women (&U23)	min. 90km - max. 140 km
Senior Men	min. 110km – max. 200 km
Junior Men	min. 90km – max. 140km
Junior Women	min 60km – max. 80km

Junior riders in road races shall be restricted to a maximum gear roll out of 7.93 meters.

2 – Choice of circuits

When designing circuits, several factors will be taken into consideration for the choice of venues:

- Sporting interest
- Impact on traffic
- Impact on residents
- Good access to venues
- Public car parks

Road races to be organised on a circuit with an ideal distance of 16-20km

The circuit must be or have:

1. of a sporting nature
2. distances to be as per General Administrative and Technical Regulations
3. 5, 3, 2 and 1-kilometer countdown boards
4. 500, 300, 200 and 100 metre countdown markers
5. a suitable area to deviate race vehicles of the finish area

The last kilometres of the race must not include major obstacles (dangerous bends, narrowing of the road, roundabouts.).

3 – Barriers on the circuit

The installation of barriers on the circuit may be necessary:

- for safety reasons
- or as a support for sponsors' advertising banners at the event.

Barriers that encroach on the road are a danger for riders and must be avoided.

4 – Signage

Signposting

The circuit must be fully signposted. The signposting must be directionally clear. The signposting for each circuit is done several days before the start of competitions. It must be checked by the Organising Committee each morning before competitions.

Signposts for corners should also indicate Corner Numbers to enable identification of points on the circuit for Organisers, Race Officials and Medical Staff.

Kilometre signposting

It can be done using panels or banners.

Signposting of dangerous points

The installation of specific warning panels at each dangerous point is obligatory (level crossing, island, narrowing, tight bend,). These panels must be installed 100m before the danger and at the dangerous point.

Sponsors signage on the circuit

Banners which may be blown over by the wind must be anchored down on the entire circuit and must be installed more than 50 cm from the edge of the road. All barriers with advertising banners or those that may be blown down by the wind must be anchored down or be wind-resistant barriers.

4. START/FINISH AREA

1 – General points

The choice of venue will be based on the following criteria:

- Sporting interest
- Access
- Area available to install infrastructure: Judges stands, Photofinish, Announcer, Podium, Car Parking etc

2 – Access to the start/finish area

Access and evacuation of the start/finish area must be possible for accredited vehicles, even during competitions.

The visibility and coherence of access signposting to the venue is vital. This signposting must be clearly visible and displayed at least from the entrance into the town. It is important all vehicles know exactly where they must be located prior to the start of the event. Differentiate between forward vehicles area and rear vehicles area.

3 – Finish area

The finish area must not have any obstacles before or after the line (dangerous bend, narrowing, roundabout, speed bump, etc.).

The road surface must be in an excellent state.

The deviation point for vehicles that are not permitted to cross the finish line must be located more than 200 metres before the finish line. From this deviation point, the route that leads to the teams' car park must be secured and signposted.

There should be a finish arch or finish banner across the road at a height suitable to allow vehicles to safely pass under even with spare bikes mounted on the roof, the finish line should be a black stripe with a thickness of 4cm, in the middle of a white stripe with an overall width of 72 cm, i.e. 34 cm each side of the black line.

A lap board, bell and Chequered flag must also be available.

An Elevated sheltered area for judges to operate and photo- finish equipment with floor height of at least 1.5 metres and 15 sq. metres in area with shelter from the elements.

4 – Timing

The timing service provider used by the Organising Committee must install and operate the entire timing system the photo finish, transponders, display, rankings. The service must be compliant with the UCI rules and be of the highest possible standard.

5 – Barriers

From a minimum 50m before and until 50m after the finish line, barriers must be fitted.

All barriers with advertising banners and which may get blown over in the wind must be anchored down or be wind-resistant.

6 – Photographers Line

A Photographers line must be installed after the finish line in consultation with the Commissaire President for the event – this line should be positioned with reference to UCI Regulations. Organiser must allocate at least one marshal to ensure photographers stay behind the line.

5. RACE HEADQUARTERS

Meeting rooms, Check in

Two meeting rooms must be provided at the race headquarters:

- 1 room for the technical meeting (approx. 40 people) with chairs
- 1 room for the license check in with a minimum of 3 tables and 6 chairs

Toilets, Changing and Shower facilities

- Separate toilets, changing rooms and showers for men and women
- Adequate number of toilets, changing rooms and showers

6. TRANSPORT & OFFICIAL VEHICLES

Official vehicles

Official vehicles must be provided by the Organising Committee.

The vehicles to be provided for each race by the Organising Committee are as follows:

- 3 Lead vehicles with appropriate signage and lights
- 2 saloon cars with drivers – Commissaires – preferably with opening roof
- 2 motorbikes commissaires – confirm motorbike commissaires may bring their own motorcycle
- 2 motorbikes for photographers
- 2 neutral service vehicles

Note – these vehicle numbers are a minimum.

7. MEDICAL SERVICES

The Organising Committee must provide a high-quality medical service, providing optimal treatment for any riders, officials, team members, organisation staff 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. It is impossible to define rules to apply in all cases.

High-quality medical assistance includes professional medical assistance, the support of voluntary paramedics is possible.

First-aid personnel on duty and with an ambulance/Medical Estate, a minimum of 2 ambulances/Medical Estates should be in attendance, at least one following the race, the other can be on standby on the circuit. Nearest hospital and quickest routes should be identified.

Doctor/Paramedic should be in attendance

Medical assistance during races

Medical assistance to competitors during the race

- On the ground
- If needed transport to hospital

The Organising Committee must provide teams, commissaires and the race headquarters with addresses, access plans, office opening hours (medical surgeries, hospitals, etc.) and useful telephone numbers.

8. CYCLING IRELAND SUPPORT

Cycling Ireland will provide PR/Marketing to the event, as outlined below:

- Written race preview and report for each race day.
- Live Facebook and Twitter updates throughout each race day from venue – including video and photos.
- Video reactions before and after each race, published on social media.
- Audio sent to local radio stations.
- Support for club PROs to ensure coordination.
- All club promotion of races should reference/use the hashtag #NRS2022, as well as a race specific hashtag of their choosing.
For example, #TheDes2022 or #DonalCrowley or #thebeggs.

Cycling Ireland will also send a branding team on the day to Brand Event in line with Cycling Ireland Branding Guidelines

As a requirement it is essential, Cycling Ireland Event Officer receives the top 20 result for all races as soon as they finish.

9. COVID-19

Cycling Ireland will advise on any COVID-19 restrictions in place at the time of any event and all events will fall into line with the relevant government health guidelines.

10. 2022 Series

Date	Event	Promoting Club
20/03/2022	2022 National Road Series Rd 1 - Des Hanlon Memorial	Carlow RCC
09/04/2022	2022 National Road Series Rd 2 - Darach McCarthy & Co. Solicitors RR	Newcastle West Wheelers
22/05/2022	2022 National Road Series Rd 3 - Meath Grand Prix	Navan Road Club
29/05/2022	2022 National Road Series Rd 4 - Brian O'Loughlin Memorial	Cunga CC
20/08/2022	2022 National Road Series Rd 5 - John Beggs Memorial	Banbridge CC

Points will be allocated for the SM, SW, JM & JW events as follows:

Per Event			
Place	Points	Place	Points
1 st	40	11 th	13
2 nd	35	12 th	11
3 rd	30	13 th	10
4 th	25	14 th	9
5 th	20	15 th	8
6 th	19	16 th	7
7 th	18	17 th	6
8 th	17	18 th	5
9 th	16	19 th	4
10 th	15	20 th	3

Team Classification Prize Fund – SM & SW only

1st place - €300

Points amassed on the first three team riders in each category. Team riders must be wearing team clothing (except should a team member be series leader)

The team classification shall be calculated on the basis of the sum of the 3 highest placings in each round.

Where two or more teams have the same points then the following criteria shall be applied in order until the teams are separated.

- (a) The sum of the places acquired by the three best placed riders in the event.
- (b) The placing of their best rider on the event.

Overall Prize Fund SM, SW Per Series

Position	Amount
1st	€ 600
2nd	€ 400
3rd	€ 300
4th	€ 220
5th	€ 200
6th	€ 160
7th	€ 130
8th	€ 120
9th	€ 110
10th	€ 100
Total	€ 2,340

Overall Prize Fund JM, JW Per Series

Position	Amount
1st	€300
2nd	€200
3rd	€150
4th	€110
5th	€100
6th	€80
7th	€65
8th	€60
9th	€55
10th	€50
Total	€1,170

There is overall parity prize lists for both Men and Women Series.

11. Series Leader Jersey

Series Leader must wear the Series leader jersey in the next round.

