

# Practical

guide for  
motorcycle commissaires



*Union Cycliste Internationale*



This guide is a continuation to the UCI road and track practical guide. It is dedicated to national federations' instructors or to any commissaires who wish to improve their skills as motorcycle commissaire.

This guide puts into practice the regulation, it does not replace it! Because the regulation will certainly evolve it may become necessary to adapt this guide accordingly.

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## FUNCTION OF MOTORCYCLE COMMISSAIRES

### 1 Code of conduct

- Motorcycle commissaires (MCs) are valuable auxiliaries in terms of management and sports control of events.
- Just like the principal commissaires, they are involved at various levels, guaranteeing that the event runs smoothly.
- The idea that a MC might be regarded as an “assistant” commissaire with no powers of decision, action or sports control should be ruled out. Quite the contrary - in addition to general monitoring, which constitutes the MC’s basic function, their competence is very often expanded to cover the formation of “roadblocks” or clearing a way through for vehicles, and they are even entitled to **disqualify** a competitor. In such a case the MC informs the president of the panel or nearest principal commissaire as soon as possible (if in doubt, refrain!).
- The MC has an essential function, and their mobility enables them to be rapidly operational in delicate situations - they are always at the centre of the action.

### 2 Formalities prior to the start of the event at race headquarters

**When designations have been made known:**

**Regulatory and information aspects:**

- Proper identification of the type of event so that the relevant regulations can be reviewed.
- As far as possible, try to obtain a copy of the regulations specific to the event in order to check important points (locations, times, meetings, course, profile, riders, teams, etc.).

**Presence at race headquarters when the latter opens** in order to make contact with the organizer, the president of the jury and commissaires.

**Participate in the various tasks** involved in the formalities of issuing body numbers, etc.

**Together with the motorbike rider, check** the radio equipment that enables MCs to fulfil their task efficiently. It is essential that they have access to the following radio links:

- a) a race-radio receiver, in order to receive general race information;
- b) a radio/receiver (internal, commissaires’ radio), which enables them to receive instructions from the president of the panel or C3/C4, to transmit any useful information, to advise of their position (if they are not too far away) and to communicate with the other MCs in order to ascertain their location relative to one another, which guarantees optimum monitoring of the space for which they are responsible.

**Attendance at the commissaires’ and officials’ meeting** in order to note the president’s and officials’ instructions.

**The tasks entrusted and the envisaged positioning during the race will depend:**

- On the tasks to be carried out for the purposes of establishing intermediate classifications (points, best climber, etc.).
- On the commissaires available at the time of the start.
- On the motorbike and vehicle resources available.
- Thus the president will decide which tasks and which position to give to the motorcycle commissaire in coordination with organization.
- However, the obvious top priority is that of sports control, predominantly at the rear, not using the MC to establish intermediate classifications at the front, which can be done by the organization’s supplementary commissaires.

***NB: The motorcycle commissaire will advise his rider of the instructions received above so that he can assess the fundamental importance of the tasks to be carried out, enabling him to be completely available. (These observations require a degree of tact, revealing the teamwork that is essential to proper achievement of the tasks entrusted.)***

**Attendance at the organization and team managers’ meeting** in order to take note of all last-minute information from the organizer and to review certain rules and measures implemented by the president of the panel, in accordance with the special features of the event.

## 3 Definition of tasks and function

### Areas of action of MCs during a race

- Depending on the type of event (one-day or stage event) and its importance, their number varies between 2 and 6 and, for ease of reference, we will call them MC1, MC2, ..., MC6.

### At the start

- MC1 at the front and the others behind the peloton, distributed amongst the line of TMs. In most road stage races, two TM cars are authorized to follow. In this case, half the MCs are positioned amongst the first team vehicles and half amongst the second team vehicles.

### According to how the situation develops

- In principle, MC2, MC3 ... monitor an area stretching from the C4 car as far as the sweep vehicle.
- As the number of stragglers - riders and groups - increases, they allocate the task in accordance with the order set before the start.

**NB:** In stage events, a daily rota is established so that all the MCs take charge of the various portions of the race on a daily changing basis.

### General comments on behaviour during a race

As indicated above, the motorcycle commissaire must be extremely attentive and always examine the race situation in order to anticipate and to:

#### a) Prevent an offence

- by "falling back" or stopping, or;
- by using a hand signal to indicate the offence being committed;
- by directly informing the team managers;
- by means of a short whistle blast or, if necessary, a brief, meaningful but always courteous reminder via radio;
- in the last resort, naturally, noting the offence for the purposes of a sanction.

#### b) Reposition

- as soon as the evolution of the race requires this, do not remain a "spectator" or "observer". Anticipate race situations.

### Before the start

- As appropriate, inspecting the attendance sheet in conjunction with the finish judge.
- Involvement in getting riders and vehicles (depending on the case) to the start area (refer to positioning of vehicles during the race/regulation).

### Fictitious, blocked-path

- Assist the lead commissaire (C2) in order to regulate the blocked-path part and take advantage of this to carry out a radio test, if necessary.
- If necessary, be positioned at km 0 with flag raised for a flying start or riders held back for a standing start.

### Actual start

#### Tasks at the front:

- Coordination with lead commissaire for placing with groups.
- Monitoring intermediate sprints.
- Standing in for the judge (points, best climber).
- Finish - monitoring of the sprint.
- Assisting the judge → classification scoring.  
→ substituting for the judge if there are still groups to arrive.
- Composition of groups formed.

#### a) according to need:

- role of regulator at the front of the race;
- photographer, TV - comply with press specification rules;
- guest car;

## b) grouped peloton :

- MC1 is located in front of the peloton in order to monitor photographers, TV bike;
- role of regulator, etc.

## c) start of a break away :

- MC1 monitors the area between the peloton and the front of the race.

## d) if the gap increases :

- neutral service vehicle 1 + C2 (according to gap);
- MC1 falls back in order to take over any counterattackers + NSV2 (neutral service vehicle).

## e) several groups at the front :

- MC1 will be positioned in accordance with C2's instructions depending on gaps, etc.

## f) level crossing :

- according to information in the technical guide and on race radio;
- get to the front in order to stop and take up position in front of the barriers, give warning of closure by radio (whether likely or not);
- in the event of closure → stop the race by noting down groups and gaps (cf. regulation covering level crossings);
- after reopening → allow all the vehicles and riders through after the level crossing by "freezing" the race together with the organizer and police and then restarting with the groups and gaps if necessary.

## Tasks at the rear:

- Coordination with the president of the jury and C3 and possibly C4 commissaires.
- Coordination with other motorcycle commissaires.

## a) grouped peloton :

- usual placement arrangement, but paying attention to the president, C3 (C4) commissaire.

## b) group of dropped riders :

- in accordance with instructions from C4 or C3, taking charge of group at the rear;
- recording the group (No. of body numbers);
- **if riders stage a comeback, you need to anticipate and not to wait for the riders to rejoin the line of technical vehicles before you react; you must :**
  - ▶ as soon as the gap is under 30 seconds from the last vehicle, alert principal commissaires by internal radio;
  - ▶ move back up the line of team managers and form a "road block" behind the C3, C4 or president's vehicle (according to the situation);
  - ▶ if there is a significant gap, move back up towards C4 or C3;

## c) several groups

- according to the instructions from C4 or C3;
- "roadblocks" to be formed, passage of vehicles in accordance with gaps.

## d) in the mountains

- Firstly: refer to the chapter dealing with race management during a mountain stage.
- MC1 carries out his duties between the front of the race and the main group, possibly assisted in his task by the finish judge.
- He takes charge of isolated racers between these two sections, whether they are at a distance from the lead group or are amongst the main group.
- MC1 may also very usefully act as **regulator** vis-à-vis photographers in order to ensure they comply with the requirements of the "PRESS" specification.
- The other MCs monitor in the space provided. However, during a mountain stage, this area may, **in terms of distance and duration**, be extremely long.
- MCs must be attentive to the profile and to riders' speed for the purposes of creating "roadblocks".
- The number of isolated riders and/or groups of riders is always greater than the number of available MCs.
- To offset the consequences of this situation, MCs work in accordance with the "**slide**" method - this means that they carry out regular **to-and-fro** trips from one to another, from front to rear and vice versa after a stoppage.
- During a climb up to a pass, MCs may decide to stop at carefully chosen points offering a view over a number of bends down below.



## The autobus

- In mountain stages, non-climber riders attempt, from a moment often dictated by race circumstances, to group together as an imposing bunch, termed "**the autobus**" in cycling jargon and the pace of which is often regulated by one or two more experienced competitors.
- Depending on the length of the stage and the distance still to be covered, they make an approximate calculation of the **finish deadline** and impose a sufficiently sustained rhythm so that they do not finish outside of the deadline.
- When an autobus forms in this way, a MC remains **permanently** attached to this group.
- The other MCs then apply the "**slide**" technique, from the sweep vehicle to the autobus and from the autobus to C3 or C4.
- Dropped riders who obviously no longer have a chance of re-joining the peloton will be recorded and left with the sweep vehicle.

## Leaders

- Certain competitors **wearing a leader's jersey** (points, intermediate sprints, best young rider, etc.) may be greatly slowed down in a mountain stage (these riders are rarely good climbers).
- They cannot receive any non-standard assistance (pushing from spectators or team members, slip-streaming, etc.) that might, by virtue of these reprehensible acts, prevent their being eliminated or might keep them in their position as leader.
- It is thus essential for there to be permanent monitoring by a MC over these unfortunate competitors.

## Race incidents

- Puncture, mechanical incident → presence → prevention, do not allow return behind the team managers' vehicle outside of the TMs' line or on the left-hand lane.
- Groups of dropped racers with racers who have suffered a mechanical incident, fall, puncture:
  - ▶ identify the racer or racers concerned for the purposes of his/their position(s) in the overall classification (stage race), assess the distance from the rear and the speed of riders and remove the roadblock, possibly monitor the behaviour of TMs, then follow riders up to the end of the group.

### Falls:

- ▶ take steps to protect the injured;
- ▶ take steps to enable vehicles to pass;
- ▶ note down the riders who have fallen;
- ▶ use the radio to indicate which riders have retired;
- ▶ encourage team managers not to form an unintentional roadblock.
- Mechanical breakdown of riders while cycling, depending on location → be attentive, tolerant, but anticipate in order rapidly to halt this situation.
- Medical assistance while cycling → same as for mechanical breakdown.
- Refreshment area → be alert to retirements.
- Retirements → make a careful note and after confirming a retirement use the radio to forward this information.
- **Case of riders hugging a wheel** → advise the nearest PC of the disqualification.
- Refreshments from TMs' cars → peloton behind the chief commissaire's or PC's car
  - in isolated groups (topography)
  - pay attention to "stuck" drinking bottles.
- TM interview (motorbike reporter) → tolerance depending on the location and distance covered/to be covered.

## At the finish

### Circuit finish:

- ▶ importance of acquiring full information regarding the finish: this enables you to occupy a position at the entry to the circuit, relative to the finish line, in order, if appropriate, to stop groups of stragglers who might be caught up in the leading groups;
- ▶ need to prevent mixing of groups: stragglers must give priority to riders one lap ahead; assistance between riders in the same team can take place only at the same point in the race.
- Advise the finish judge at the podium of the composition of groups.
- Monitor the final sprint on TV if possible; if not, position yourself together with the judge in order to observe, in order to be in a position immediately to indicate to the president if the sprint was above board or not, so that he may view it if necessary.
- Return to race headquarters as soon as possible.
- Draw up a precise report (km, body numbers).
- Wait until the end of the meeting to enable the president to release you (take leave of the organizer).

## Individual or team time trial

- Allocation of a small number of riders (5 to 6), or teams (one to two), leave with the first one, travel a few kilometres then stop at a place with good visibility, move off again with the next one, and so on, then intervene or remain longer if two riders or teams come together.
- Another possibility, undoubtedly the most effective when the course so permits (via an easy return), supervise the second half of the course, rotating MCs, allocating them as above.
- At a fixed station → choose a spot offering sufficient visibility ahead of and behind your station with the list of starters, scoring as riders pass by.
- Intervention in the case of riders cycling together, compliance with distances between riders and TM cars.
- Behaviour of vehicle occupants (no passenger is to lean out of the door for any reason whatsoever).

## 4 Race report

- After each event, the MCs, just like the ICs, must draw up a report on events observed and infringements committed by riders and TMs.
- In the case of an infringement that has been duly observed and may constitute a time penalty, the MC must immediately proceed to the finish podium in order to advise the president or one of the ICs of this.
- Owing to the nature of the task entrusted to them, their mobility during the race and the areas of action in which they operate, it is inevitable that MCs will generally have more to point out. Above all, they should remain level-headed - this is one of their attributes.
- They should relate the facts observed:
  - ▶ by explaining the circumstances precisely and clearly;
  - ▶ by indicating the point in the race when the infringement occurred and the possible duration thereof;
  - ▶ by carefully noting the body numbers involved - any confusion would be regrettable.

**ATTENTION: if in doubt, abstain !**

## Final comment

- As the role of motorcycle commissaire is very important, it requires, at a certain level of event, specific training or refresher courses for commissaires carrying out this function.
- ICs no longer act as motorcycle commissaires. However, as president of the panel they have to be able to give their colleagues the instructions and information necessary to fulfil their task. They must therefore demonstrate that they are capable of judging how the task should be carried out.

## 5 Motorcycle commissaire's equipment

- A conventional helmet (in order to be completely sure that it fits properly).
- Waterproofs.
- A red disc or flag.
- A whistle.
- 2 functioning tape recorders (remember the batteries).
- A lead pencil with eraser.
- A small notebook.
- A stopwatch.

## 6 Summary of a motorcycle commissaire's tasks

Monitoring:

- Intermediate and finish sprints
- Incidents that may occur during the race
- Riders returning to the peloton after a puncture, fall or the like
- Behaviour of following cars (TM, press, guests, etc.)
- A group of straggling riders or between other groups.

**Assistance:**

- Riders' signature at the start.
- Note the precise composition of a group in order to facilitate the judge's task.
- Verification of a particular classification after the finish.
- At the request of a commissaire, intervention regarding badly-positioned vehicles (photographers, TV, reporters, guests, etc.).

**Management:**

- Continuing a roadblock begun by a PC, in the event of pelotons breaking up into a number of groups and progressively allowing the technical and other cars to pass.

**Classification:**

- Replacing the finish judge, establishing an intermediate classification (rush, mountain).

## 7 Examples of race situations taken from the International Commissaire guide

### Race situations - some examples of practical cases

**Notes**

We have set out below some typical race situations which enable solutions to be found, in the light of the composition of the panel of commissaires and the technical assistance resources, for the positioning of vehicles which may of course evolve depending on the topography and kilometrage.

**Race situation No 1**

**Panel of commissaires**

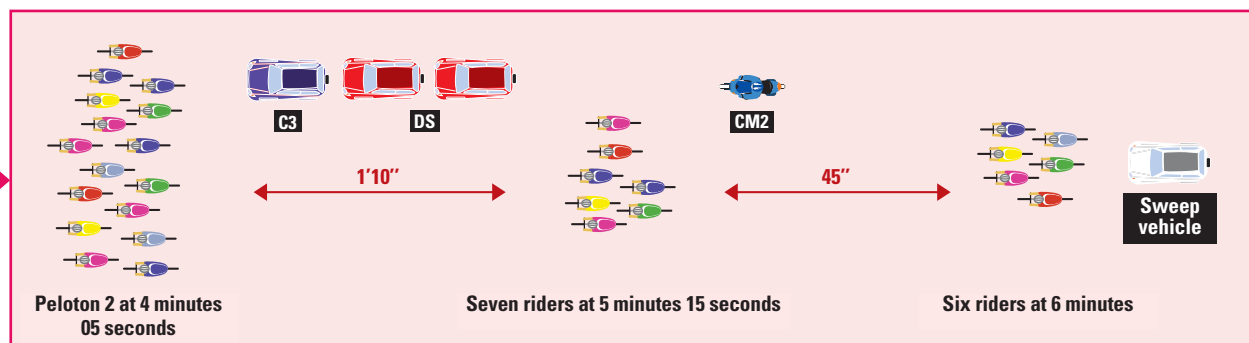
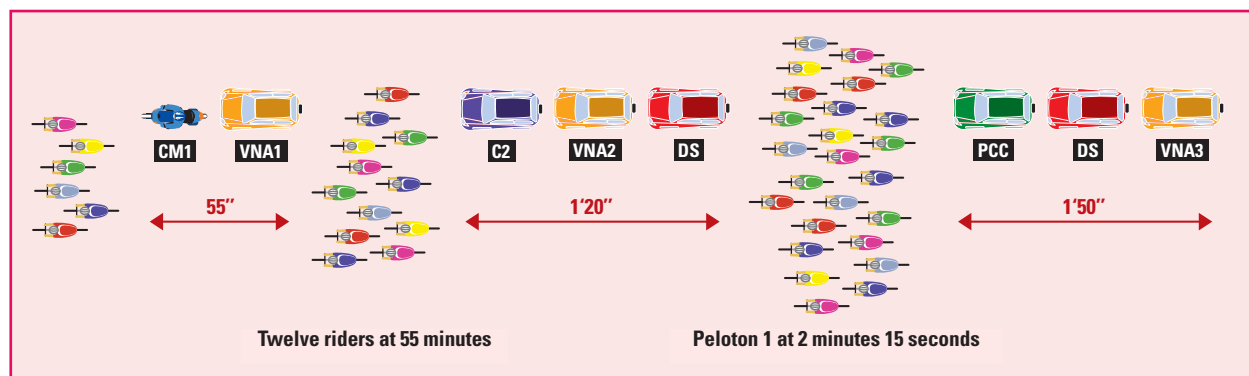
- President of the jury (PCP)
- 2 UCI commissaires
- 2 motorcycle commissaires (MC1, MC2)

**Physiognomy**

- 1 day event
- 6 riders in the lead
- 12 riders at 55"
- Bunch 1 at 2'15"
- Bunch 2 at 4'05"
- 7 riders at 5'15
- Last group (6 riders) at 6'

**Technical assistance**

- 3 neutral assistance cars (NSV)
- 1 broom wagon



## Race situation No 2

### Panel of commissaires

President of the jury (PCP)

2 UCI commissaires (C2, C3)

2 motorcycle commissaires (MC1, MC2)

### Technical assistance

3 neutral assistance cars (NSV)

1 broom wagon

### Physiognomy

#### 1 day event

2 riders

6 riders at 56''

8 riders at 1'59''

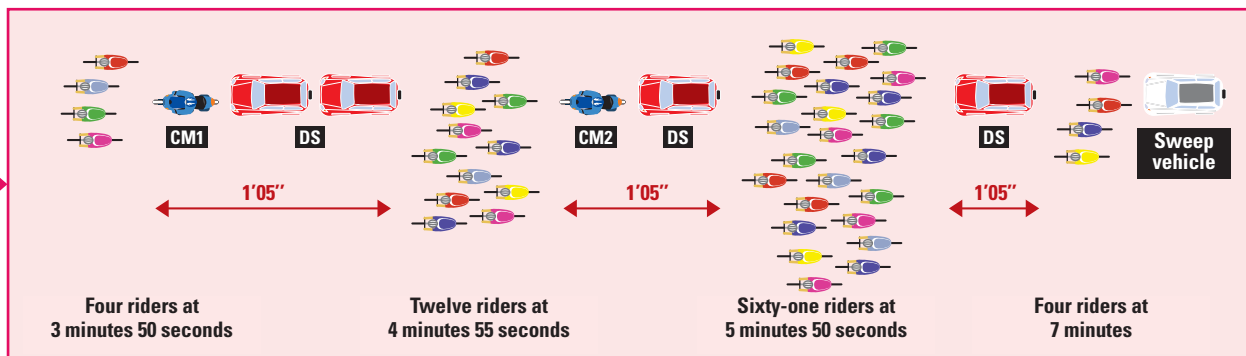
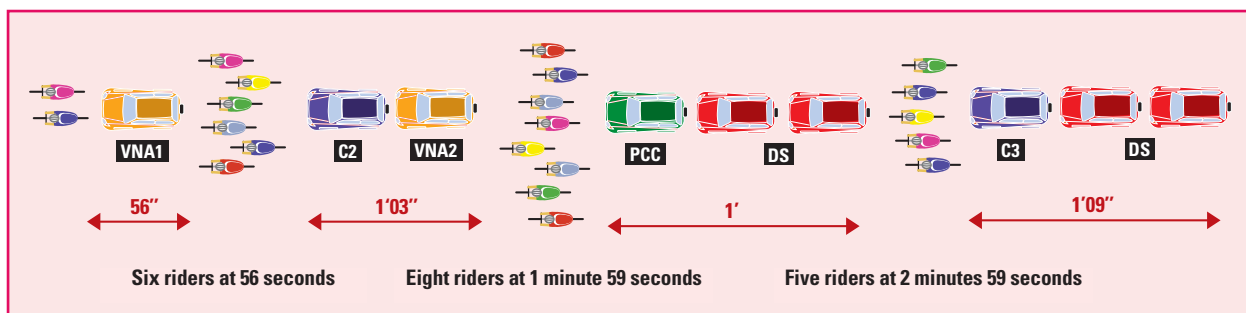
5 riders at 2'59''

4 riders at 3'50''

12 riders at 4'55''

61 riders at 5' 50''

Last group (4 riders) at 7'



## Race situation No 3

### Panel of commissaires

- President of the jury (PCP)
- 2 UCI commissaires (C2, C3)
- 2 motorcycle commissaires (MC1, MC2)

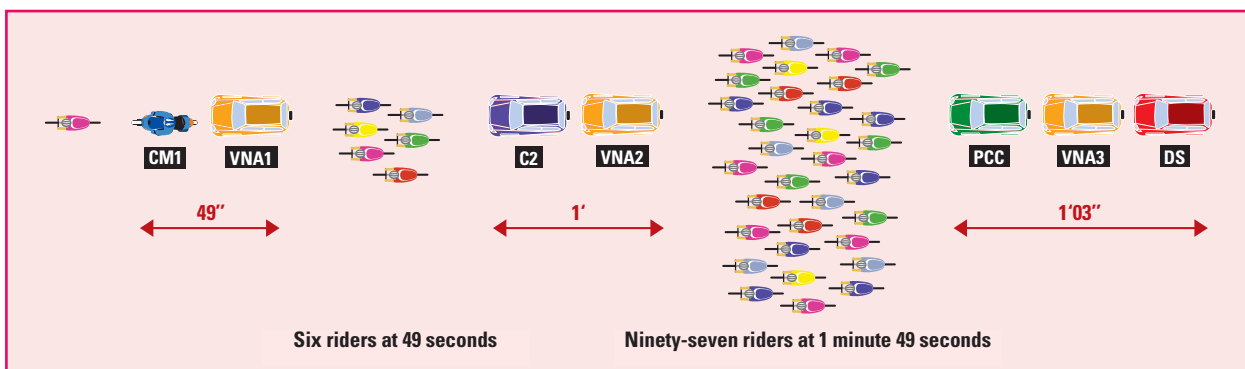
### Technical assistance

- 3 neutral assistance cars (NSV)
- 1 broom wagon

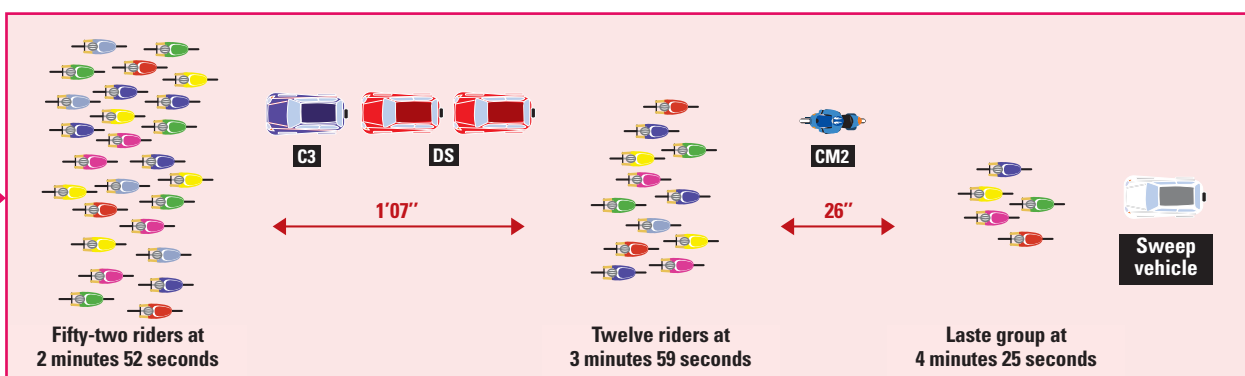
### Physiognomy

#### 1 day event

- 1 leading rider
- 6 riders at 49"
- Bunch 1 at 1'49" (97 riders)
- Bunch 2 at 2'52" (52 riders)
- 12 riders at 3'59"
- Last group at 4'25"



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## Race situation No 4

### Panel of commissaires

President of the jury (PCP)

2 UCI commissaires (C2, C3)

2 motorcycle commissaires (MC1, MC2)

### Technical assistance

3 neutral assistance cars (NSV)

1 broom wagon

### Physiognomy

#### Stage race

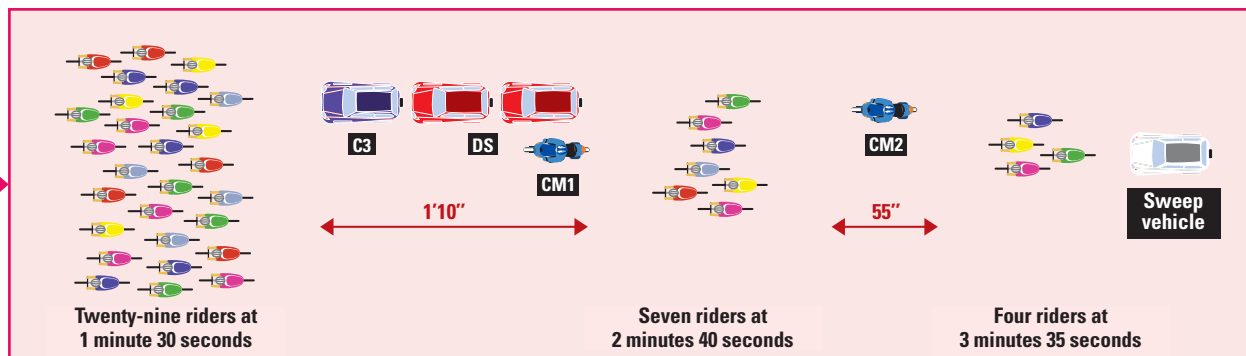
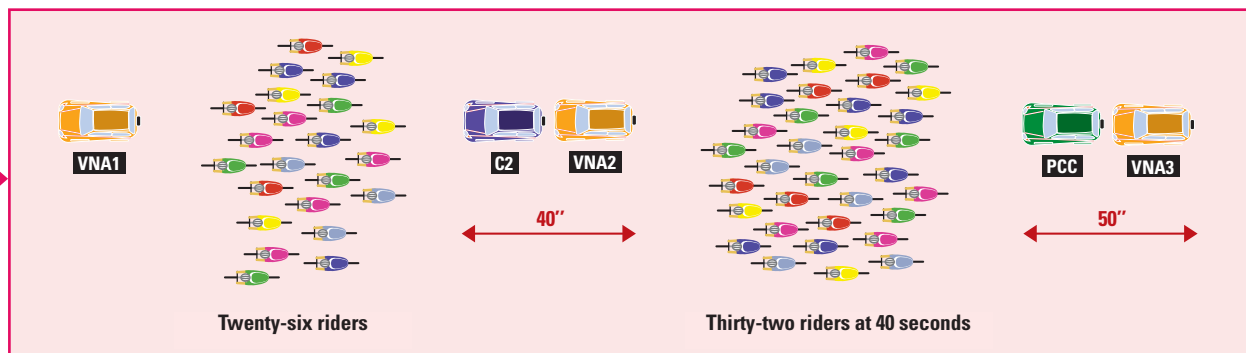
1 bunch of 26 riders

1 bunch of 32 riders at 42"

1 bunch of 29 riders at 1'30"

7 riders at 2'

Last group (4 riders) at 3'35"





## Race situation No 5

### Panel of commissaires

President of the jury (PCP)

2 UCI commissaires (C2, C3)

3 motorcycle commissaires (MC1, MC2, MC3)

### Technical assistance

3 neutral assistance cars (NSV)

2 neutral assistance motorcycles (NSM)

1 broom wagon

### Physiognomy

#### Stage race

1 rider

2 riders at 35"

6 riders at 1'

Leading bunch of 15 riders at 2'05"

Bunch 2 of 26 riders at 2'

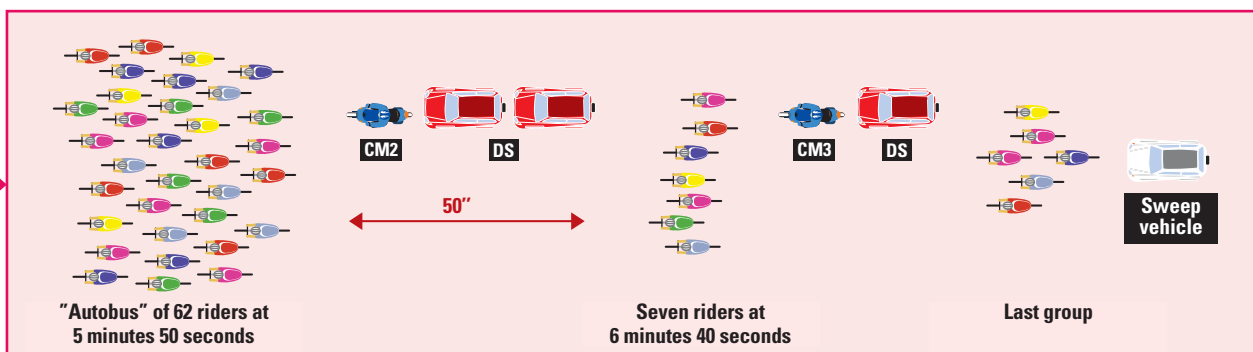
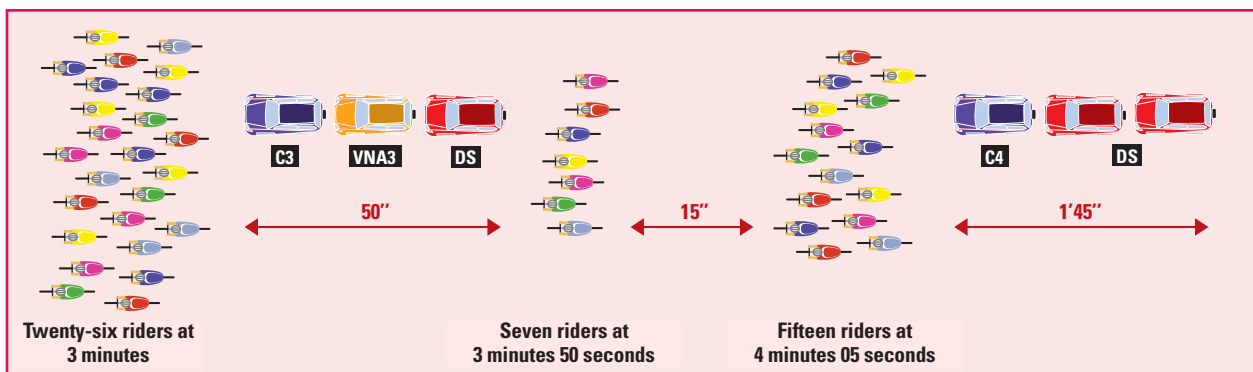
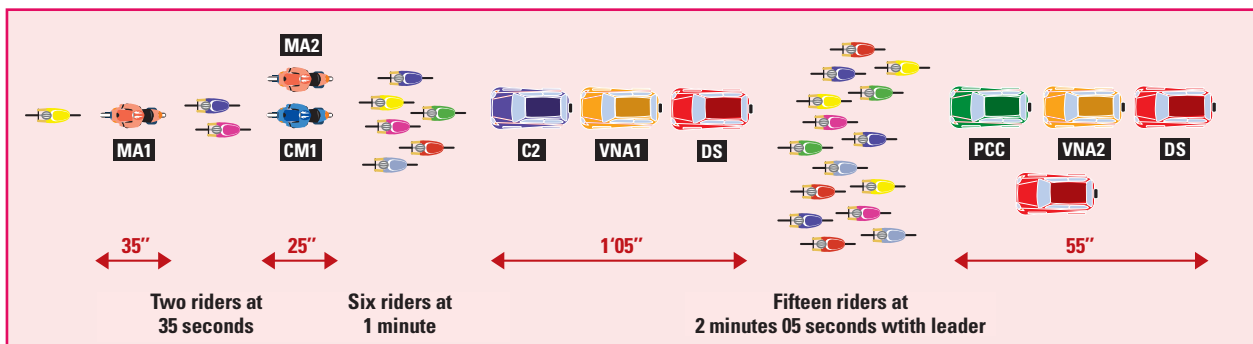
7 riders at 3'50"

15 riders at 4'05"

Bus (62 units) at 5'50"

7 riders at 6'40"

Last group



## 8 Appended document for consultation

### The motorbike regulator

Extract from the "UCI Safety Guide" for use by Road Event Organizers

The motorbike regulator is an organization member familiar with all the systems and structures involved and who has great experience of cycle races. He has become essential to major professional events in the international calendar, in which he manages the increasing number of vehicles involved in the staging of the race. He may be supported by one or even two additional regulators for an event. His role is that of ensuring the safety of riders and following vehicles and also of guaranteeing that the race complies with the rules of the road.

#### The conditions for becoming a regulator are as follows:

- You must belong to the organization or have precise knowledge of its structure and those holding positions of responsibility within it.
- You must have experience of cycle races.
- It is essential that you are familiar with the course of the event.
- You must be familiar with the regulations (race "highway code" for following units).
- You must be in good health.

#### The regulator's tasks arise at various stages in the process.

**Prior to the start:** He will participate in the traditional team managers' meeting.

**At the start of the race:** He will carry out the following tasks:

- checking that all photographer/TV/radio/press motorbikes are able to pick up race radio;
- welcoming teams to the starting areas;
- assembling riders at the departure time;
- ensuring team managers are able to exit the parking area at the start time;
- ensuring that the vehicles at the front (cars, motorbikes) are sufficiently far ahead so as not to disrupt the start and informing organizational management that all is in order for the actual start.

**During the race:** The regulator will manage vehicles travelling with the race, in collaboration with organizational management and race management:

- he will manage the photographers', radio and TV motorbikes travelling with the race, together with the motorcycle commissaire;
- he will anticipate where very dangerous points will be - he will have checked these out during his reconnaissance of the course;
- depending on the race situation (grouped or fragmented peloton) and in accordance with his sound knowledge of the course, he will ask all riders to leave sufficient room to manoeuvre in order to anticipate hazards;
- he will check that all the motorbike riders are wearing their official vests and that the motorbikes themselves have accreditation plates at the front and at the rear;
- at a specific location, a few kilometres before the finish, he will indicate to the photographers'/press/radio motorbikes that they should make their way to the finish;
- he will be in radio contact, via a reserved channel, with the organization's director in order rapidly to carry out the latter's instructions.

**In the event of a fall:** He will ensure good vehicle flow and facilitate the movement of priority vehicles.

**At the finish:** The regulator will be present at the diversion point together with, if appropriate, a member of law enforcement, and will ensure that this set-up is complied with. At race headquarters, he will take part in the debriefing with the organization's director and the race director and will draw up a report on all irregularities observed.











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