

Core Training

OBRA Officials Training

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1. Overview of OBRA

The Oregon Bicycle Racing Association (OBRA) is a registered non-profit organization dedicated to encouraging and assisting bicycle racing in Oregon (OBRA races have also been seen in southern Washington and northern California).

1.1 Mission Statement

The mission of OBRA is to promote and develop the sport of bicycle racing in Oregon by providing the tools and resources necessary for competition. OBRA values safety, participation, sportsmanship, teamwork, camaraderie and fun.

1.2 A Quick History

Founded in the late 1970's as the Oregon Cycling Association (OCA)

The Oregon Cycling Association was a district association for U.S.A Cycling

Focus turned to assisting promoters make events happen

OBRA centralized equipment purchasing and insurance

In 1998, Oregon cycling clubs voted to separate from USAC

1.3 The Structure of OBRA

The Board of Directors is comprised of a six member board of directors, each serving a 3 year term and is elected by a majority of clubs at the annual OBRA meeting held in January.

Current directors are

- Meg Mautner-Membership Services
- Mike Murray-Equipment
- Clark Ritchie-Marketing
- Glen Gann-Venue Development/Protection
- Jeff Lorenzen-Athlete Development
- Brad Ross-Mountain bike

The day-to-day operations of OBRA are handled by an Executive Director, currently Kenji Sugahara. The assistant director is Candi Murray.

Other positions include Webmaster (Cheryl Willson), Membership Coordinator (Kenji), and Equipment Manager (Dan Carleson).

1.4 The Types of Events OBRA Sanctions

OBRA sanctions a number of different kinds of racing events. Sanctioning gives the organizers access to equipment, insurance, and officials from OBRA.

- Road Events
 - Stage Races (multi-day event)
 - Road Race (including circuit races)
 - Criterium
 - Time Trial
 - Ultra distance
- Track,
- Cyclo-cross
- Mountain Bike
 - Cross-country
 - Downhill
 - Super-d
 - Ultra distance

2. Cycling Officials Code of Ethics

unofficial draft

The following code is generally accepted by all sports for their officials and is adapted here for cycling officials.

- Cycling officials will maintain the utmost respect for the sport of competitive cycling.
- Cycling officials will conduct themselves honorably at all times and maintain the dignity of their position.
- Cycling officials must maintain impartial and fair judging of sports competitions. Without equivocation, race decisions which are slanted by personal bias are dishonest and unacceptable.
- Cycling officials have a responsibility to continuously seek self-improvement through study of the game, rules, mechanics and the techniques of race management. They have a responsibility to accurately represent their qualifications and abilities when requesting or accepting officiating assignments.
- Cycling officials will honor assignments or any other contractual obligation.
- Cycling officials will strive to achieve maximum teamwork with fellow officials.
- Cycling officials have an obligation to treat other officials with professional dignity and courtesy and recognize that it is inappropriate to criticize other officials publicly.
- Cycling officials shall protect the public (fans, administrators, coaches, athletes, et al.) from inappropriate conduct and shall attempt to eliminate from the officiating avocation/profession all practices which bring discredit to it.

3. Priorities

1. Safety

If there is anything that jeopardizes safety (including racer, volunteer, official, spectator, or civilian), it is your responsibility to mitigate it. Primarily, you will make it known to the Chief Referee, and they will handle the problem. If this is not possible, other actions may need to be taken, including stopping the race.

Safety is everyone's first job.

2. Fair Competition

Fair and impartial enforcement of rules and judgments are critical. If you witness irregularities or violations, it is your job to make them known to the Chief Judge and/or the Chief Referee.

3. Integrity

Integrity means that you help ensure the good name of OBRA and the event. Making sure that advertised prize lists are honored, and that rules that affect public opinion (public urination, foul language) are being observed. This is important and should receive attention as time permits.

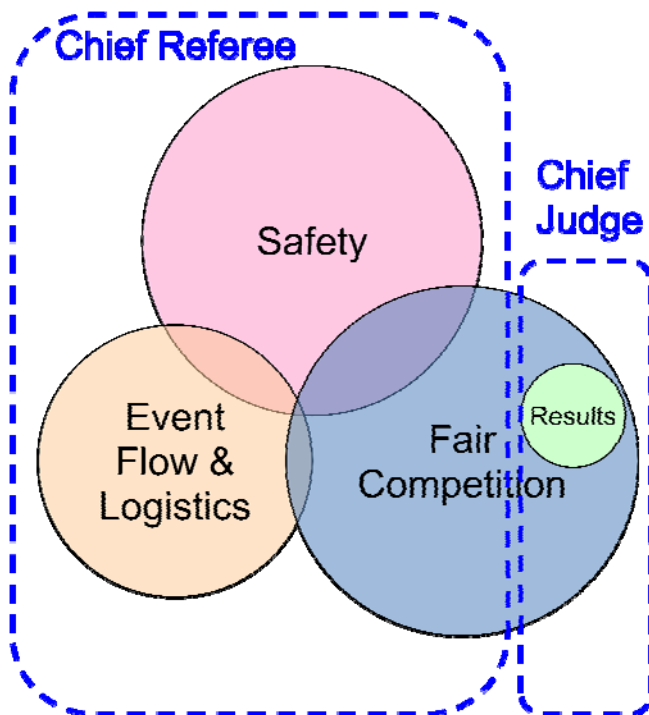
4. Positions

Every race must have at least 3 different people present.

1. Chief Referee (OBRA)
2. Chief Judge (OBRA)
3. Race Promoter

Each position has different roles and responsibilities.

Race promoters are responsible for venue, equipment, volunteer, and other related issues.



4.1 Chief Referee

The Chief Referee (CR) is the person who is in charge of interpreting and enforcing all the rules.

The Chief Referee supervises the general conduct of the race and is empowered to make rulings on any point that is not specifically covered in the rules.

The duties of the Chief Referee includes

- Event safety
- Competition fairness
- Race categories

- Prize lists
- Race schedule
- Course issues
- Protests
- The general running of the race
- Feed zones

The Chief Referee works with the promoter to verify that they have met the commitments that were advertised on the race flier.

4.2 Chief Judge / Chief Timer

The Chief Judge and Chief Timer are almost always the same position at OBRA events.

The Chief Judge is responsible for

- All of the paperwork
- Collecting reports from the other officials
- Filing them for the Chief Referee
- Keeping the results process flowing
- Answering protests
- Counting heads for insurance and other OBRA fees

This boils down to managing

- results
- timing
- and competition fairness

The chief judge is the ultimate authority on results and timing.

4.3 Assistant Referees, Starters,

Assistant referees fill a variety of roles based on the event. These roles will be assigned by the Chief Referee.

- Road Races:
 - follow vehicle referee
 - feed zone referee
 - roll out referee
- Criterium:
 - service pit referee
 - lead vehicle referee (on motorcycle or in car)

- follow vehicle referee
 - roving referee
 - sprint referee
- Time Trials
 - stager/whip
 - holder
 - turnaround referee
 - course referee

Most of these positions have similar duties. In the end, the Assistant Referees are the eyes and ears of the Chief Referee. They make sure that rules are being followed and that things are being conducted safely.

4.4 Assistant Judges / Timers

Assistant Judges are assigned by the Chief Judge to handle a variety of roles. Most assistants will do many things over the course of a race.

Roles include:

- Scoring
- Data entry
- Downstream judging

4.5 Motor Referees

Motor referees are on motorcycles and have more maneuverability in road events.

4.6 Registrars

Registrars are most often not officials. They are usually organized by the race promoter for handling registration and sign-in. They will work closely with the officials to make sure the registration and rider information is passed along smoothly during the event.

5. General Information

5.1 Event chain of command

The Chief Referee oversees all Assistant Referees, Starters, Motor Referees and any issues related to rules and safety.

The Chief Judge oversees all Assistant Judges, Timers and any issues related to results, scores and timing.

The Chief Judge and Referee both work with the registrars and the promoter to make sure the event flow is maintained and registration is made accessible to the judges.

5.2 Officials Uniforms

OBRA officials need to be identified as such. OBRA uses a distinctive yellow in its uniforms. OBRA provides officials with shirts and vests which will help clearly identify you.

If you don't have an OBRA shirt, wearing yellow will help others identify you as an official

5.3 Equipment

Some equipment is universally needed by all officials. This includes a

- Stopwatch
- Whistle
- Rule book
- Pens
- Pencils
- Clipboard
- Paper
- Race schedule
- Watch
- Forms

Specific positions have other requirements including voice recorder, FRS radio, calculator, etc.

5.4 Officials' Fees and Reimbursements

5.4.1 Race Fees

Officials' fees are based on the number of riders. The current fee schedule is in the table below. This is the base rate per day of racing.

NUMBER OF RIDERS UP TO:	CR&CJ	ASST
100	\$40	\$35
150	\$45	\$40
200	\$50	\$45
250	\$60	\$50
300	\$75	\$60
350	\$80	\$65
400	\$85	\$70
450	\$90	\$75
500	\$100	\$80
550	\$110	\$85
600	\$120	\$90
650	\$130	\$95
700	\$140	\$100
750	\$150	\$105
800	\$160	\$110

Weekend events are a minimum of \$60.

On top of the base rate, officials can receive overtime pay. Overtime fees begin at 8 hours, is cumulative, and is calculated in the following manner:

- 9th hour - \$10 per official
- 10th hour - \$15 per official
- 11th hour - \$20 per official
- Maximum of \$100 of "overtime" per official per day

Example – You are an assistant judge at a race with 300 riders and work 10 hours. Your compensation will be

$$\$65 \text{ (base rate)} + \$10 \text{ (for the 9}^{\text{th}} \text{ hour)} + \$15 \text{ (for the 10}^{\text{th}} \text{ hour)} = \$90.$$

5.4.2 Mileage

Officials are reimbursed for all the miles that they drive to, from, and during the race. Be sure to record your mileage before you leave your house and report it to the Chief Referee. Mileage is currently reimbursed at 45 cents per mile.

5.4.3 Meals

For races longer than 5 hours the promoter will provide a meal or pay a per diem fee of \$10 to each official.

For a full day stage race, the promoter will provide two meals or pay a per diem fee of \$30 to each official.

5.4.4 Lodging

Lodging is to be provided and paid for by the race promoter.

5.4.5 Other Expenses

Race organizers must reimburse other expenses that are reasonable and necessary for the officials' duties.

5.5 Insurance & Liability

(This is not a legal opinion)

OBRA does have insurance policy that covers officials to a \$1M/\$3M limit. In the last 28 years, there has been only one lawsuit personally against an official, and only 2 related to bike racing in Oregon; so they are pretty rare.

If you feel you need extra coverage, check with your insurance company for an Umbrella Policy. Depending on your current insurance, you may be eligible for one a little cost.

Another option is to become a member of the National Association of Sports Officials (NASO, <http://www.naso.org/>). The NASO coverage is NOT an umbrella policy. It doesn't protect you against all liability claims. That said it does protect you during all of your officiating duties. Their coverage includes:

- \$3 million per occurrence for personal liability
- Covers you for any and all sports that you may participate in. This is good if you officiate across disciplines.
- Coverage for all officiating duties including at events, camps, and clinics
- If you stop officiating and drop your NASO coverage, you are still protected against claims made for events that occurred during your coverage period.
- There is no deductible (except a \$250 deductible for assault-related medical expenses)
- Covers all legal fees. This is covered in addition to the \$3 million liability fee (it doesn't come out of that limit)
- Covers liability from participants and spectators
- Covers you if you use reasonable force to protect yourself (physical contact)
- Has \$50,000/incident for defense against game-calls
- Has \$50,000/incident coverage against discrimination suits (from other officials)
- Coverage extends beyond the US border, if your officiating internationally
- Non US citizens are also covered
- Has a \$5000 cardiac death benefit if you die on the job

All NASO members automatically receive this coverage. Membership fees are \$94/year.

5.6 Handling Difficult People

It is **NEVER** ok for a rider, coach, or other official to yell, verbally abuse, use obscenities, or threaten you.

Don't stand for it; don't take it.

- Keep a cool head.
- Be patient.
- Be the authority figure and stay in control of the situation.
- Don't take things personally; it's not you they are mad at.

When people are visibly upset and agitated, invite them to walk away and cool down. They can then discussing the issue with you civilly.

If someone does yell at you, collect as much information about the person and situation as you can and report it to the Chief Referee. Penalties and suspensions should be implemented effectively and immediately.

If you feel threatened, immediately remove yourself from the situation, and report it to the Chief Referee. Authorities may need to be called.

6. Rules

6.1 Clothing & Equipment

- Helmets are always required
- Riders cannot wear clothes of a team or club they are not eligible to represent
 - For lower categories (4/5), this is generally disregarded.
 - This is more heavily enforced for higher categories, and especially at stage races.
- No headphones
- No radios (except in certain pro/1/2 races)
- Numbers
 - Only those provided by OBRA shall be used
 - Number can't be folded or cut
 - Numbers must be placed properly and be readable or rider may not be placed

6.2 General Race

- Races cannot start prior to the time shown on fliers

6.3 Conduct

- Riders are responsible for their own conduct
- Any misconduct may be punished at the Chief Referee's discretion

6.4 Penalties

- Penalties are specific to the type of event being raced
- All penalties may be appealed to the Chief Referee
- Penalties can be applied to both individual riders and teams

6.5 Protests

- Protests can only be made by and against racers in the same event
- All protests must be made in writing
- Order of finish protests will go the Chief Judge, whose decision is final (no fee needed)
- All other protests are directed to the Chief Referee
- Protests filed by riders concerning events during the race require a \$10 fee be paid to OBRA
 - The fee will be refunded if the protest is upheld
- Protests concerning results must be made before results are finalized

- Results are finalized 15 minutes after posting for all events except stage races
 - Results are finalized at the end of the next sign-in period for stage race events
- Judgments may be appealed to the OBRA executive director with a \$25 fee, whose decision will be final

6.6 **Anti-doping**

- Don't Dope
- Don't have or use any substance banned by the World Anti-Doping Agency (WADA)
- Exceptions are made for prescription
 - Upon request, racers will need to be able to provide a doctor's note or prescription

Appendix A – Upgrade Rules

As found at http://www.obra.org/upgrade_rules.html

Road/Track riders may not upgrade without the express consent of the Executive Director.
To speed processing, please include a race resume or other documentation with all requests.
Please send all upgrade requests to **upgrades@obra.org**.

For an upgrade, all points may not come from a weekly series.

Points for combined fields will only count for an upgrade if the majority of riders are from the category you are moving out of. For example, in a combined 3/4 field, a majority of the riders must be Cat 3 for upgrade points to count toward an upgrade to Cat 2.

Guidelines and Notes by Category:

5→4: Experience in 10 mass start races or 15 points.

4→3: 20 points in the previous 12 months; or experience in 25 races. 30 points in 12 months is an automatic upgrade.

3→2: 25 points in the previous 12 months
40 points in 12 months is an automatic upgrade

2→1: 30 points in the previous 12 months
50 points in 12 months is an automatic upgrade

Qualifying Distances for each category

To qualify for upgrading points, races must meet distance standards. Races shorter than the minimum distance do not qualify for upgrading. However, if a road race is less than the road race minimum but above the criterium minimum, it will count for upgrading using the criterium points schedule.

Category	Class	RR	Criterium and Circuit
5 to 4	Men	15 mi.	10 mi.
4 to 3	Men	25 mi.	20 mi.
	Women	25 mi.	15 mi.
	Junior	25 mi.	15 mi.
3 to 2	Men	50 mi.	20 mi.
	Women	40 mi.	15 mi.

2 to 1	Men	80 mi.	30 mi.
	Women	50 mi.	20 mi.

For information on the number of points awarded for races, see the OBRA upgrade page.

For points earned in stage races, GC and stage places both count for points, but only up to a maximum of 20 points for a cat 1 upgrade or 15 points for a cat 2 upgrade from a single stage race. When deciding whether a rider qualifies for an upgrade, an administrator will take into account points earned in qualifying events per the table above. In the case of a rider who is marginally qualified, the quality of the events and the level of competition may be taken into account.

Road Downgrades

A rider who wishes to downgrade may request a downgrade. Such requests will be evaluated individually. **In no case will a rider be allowed to downgrade to category 5.**