



## Guidance for Cycle Race Car Drivers February 2025

### Driving a Lead Car:

1. As a lead car driver you must comply with all road traffic regulations. You have no dispensations in road traffic law. Your role is to act as an advance warning to other road users of the presence of a cycle road race. As such your presence will afford some degree of protection to the competitors involved, you should not however drive in a manner that contravenes road traffic legislation to increase that level of protection.
2. All lead vehicle drivers should be familiar with the route involved and know when geographical hazards, such as bends or junctions, are being approached, so that they can place their vehicle safely and not hinder other road users and the following competitors.
3. All occupants of lead and support vehicles should wear Hi Viz clothing in case it is necessary to get out of the vehicle in an emergency.
4. Fix the magnetic "Cycle Race" sign to the roof of your vehicle, along with a flashing hazard light (when provided). This is normally powered through your cigarette lighter terminal.
5. In any neutralized zone, keep to a steady riding speed, equivalent to about 18 mph on the flat.
6. Always stay far enough ahead of the lead riders to avoid any possibility of drafting / pacing the riders.
7. In general, aim to drive so the bunch comes into clear view of oncoming motorists just as they pass you. Oncoming motorists will slow on seeing you, if you drive further ahead of the bunch than this they will think 'What was that all about?' and accelerate again only to meet the bunch a few seconds later. If you drive closer to the bunch you may not give the oncoming motorist much time to react before meeting the bunch. However, on windy roads, to keep far enough ahead of the bunch, you may not be able to see the riders some of the time.
8. Communications: You should, if possible, have a second person with you in the vehicle, who will be responsible for all communications including mobile phone calls and messages or the use of short-wave or CB radios. At no time should a handheld mobile phone be used by the driver whilst the vehicle is in motion.
9. Be vigilant for any sudden attacks from the peloton, which will usually occur after a drop in race speed, and be prepared to accelerate.
10. Drive with headlights on. As a rule you should not flash your headlights at other motorists unless you are using them as a warning of your presence and of an immediate danger.
11. If any vehicle overtakes the bunch from the rear, pull forwards, indicate left and move over, allowing to them to safely clear the race.

12. When approaching a junction / corner, pull well ahead, negotiate the hazard safely, and avoid the peloton closing on the rear of your vehicle. Riders will often sprint hard out of corners, so be prepared to accelerate away smoothly.
13. Pull well ahead before any long or steep descents, especially if the road is narrow or there are hazards, as the riders may be able to descend faster than you can.
14. If you encounter a hazard such as a slow-moving or wide tractor, or one or more horses, immediately activate your hazard warning lights as a sign to the riders behind you. Only overtake the hazard when it is completely safe to do so. Riders will have been briefed that they must slow down and, in the case of horses, pass wide, and only resume racing once the whole group has passed safely and you have switched off your hazard warning lights. Riders will have been warned that they may be disqualified if they ignore these instructions or overtake the Lead Car. Please ask your companion to record their number or appearance.
15. Any rider who you observe to be repeatedly and / or wilfully crossing a continuous white line, or using the right-hand side of the road without a clear line of sight, will be disqualified. Please ask your companion to record their number or appearance.
16. Riders will be instructed not to overtake the Lead car for their event. Any that do will be disqualified, unless waved through by you due to exceptional circumstances. Please ask your companion to record their number or appearance.
17. If you observe any kind of incident involving another road user or member of the public which could possibly lead to a complaint or a claim, please ask your companion to make a note of the location and time, and any other key information, and pass these to the race organiser after the race.
18. A First Aider, with communications, will follow the last race on the road, and there may be one following your race. If you observe an accident in your rear-view mirror there is no need to stop or pull over, unless the race organiser instructs you to suspend or terminate the race.
19. If you observe that part of the bunch has been held up by a hazard such as a crash or a nervous horse, you should temporarily neutralise the race by slowing down and using your hazard warning lights, until the bunch can re-group.
20. At the finish, pull well ahead then drive carefully through the finish area. IF IT IS SAFE TO DO SO, stop your vehicle 50-100 meters beyond the finish on the right-hand side of the road, with hazard lights on, to prevent on-coming vehicles from driving into the finishing riders.
21. As soon as the main bunch has finished, move well beyond the finish area to avoid riders who may be slowing down after a sprint finish.

THANK YOU FOR YOUR SUPPORT AND ASSISTANCE WITH THIS RACE, WHICH IS GREATLY APPRECIATED BY BMCR AND THE RIDERS

### Driving a Following Car:

1. As a support vehicle driver you must comply with all road traffic regulations. You have no dispensations in road traffic law. Your role is to act as a warning to other road users of the presence of a cycle road race. As such your presence will afford some degree of protection to the competitors involved, you should not however drive in a manner that contravenes road traffic legislation to increase that level of protection.
2. All support vehicle drivers should be familiar with the route involved and know when geographical hazards, such as bends or junctions, are being approached.
3. All occupants of support vehicles should wear Hi Viz clothing in case it is necessary to get out of the vehicle in an emergency.
4. Fix the magnetic "Cycle Race Approaching" sign to the roof of your vehicle, along with a flashing hazard light (when provided). This is normally powered through your cigarette lighter terminal.
5. Stay about 30 metres behind the last riders in your race, or at safe stopping distance if further, and be prepared for the riders slowing down without warning.
6. Stay behind the last group of riders in your race. If riders in ones and twos have been dropped and are clearly not going to rejoin the bunch, pass them when safe to do so.
7. Communications: You should, if possible, have a second person with you in the vehicle, who will be responsible for all communications including mobile phone calls and messages or the use of short-wave or CB radios. At no time should a handheld mobile phone be used by the driver whilst the vehicle is in motion.
8. Be vigilant for any sudden attacks from the peloton, which will usually occur after a drop in race speed, and be prepared to accelerate to close the gap.
9. Drive with headlights on. As a rule you should not flash your headlights at other motorists unless you are using them as a warning of your presence and of an immediate danger.
10. If any vehicle behind you is impatient to overtake the race AND YOU ARE ON A STRETCH OF ROAD WHERE IT IS SAFE FOR THEM TO DO SO, indicate left briefly, leave a large enough gap between you and the race that they can first overtake you and then the race.
11. Drop back on fast descents or anywhere that you cannot see the road and the riders well ahead of you.
12. Any rider who you observe to be repeatedly and / or wilfully crossing a continuous white line, or using the right-hand side of the road without a clear line of sight, will be disqualified. Please ask your companion to record their number or appearance.
13. Riders will be instructed not to overtake the Lead car for their event. Ask your companion to record the number or appearance of any rider you observe doing this.
14. If you observe any kind of incident involving another road user or member of the public which could possibly lead to a complaint or a claim, please ask your companion to make a note of the location and time, and any other key information, and pass these to the race organiser after the race.

15. A First Aider, with communications, will follow the last race on the road, and there may be one following your race.
16. If you are asked by the race organiser to carry spare wheels for riders, when a rider stops for a wheel you or your companion should help them to find their wheel (or a suitable wheel for general use) but it is up to the rider to fit it. You or your companion are not there to act as race mechanics, and the rider must be responsible for the safe fitting of the wheel or any other mechanical intervention.
17. If you stop for a rider with a mechanical problem, you should not pace them back to the bunch unless you and the rider feel entirely safe and competent to do so. A rider should NEVER hold onto your vehicle to be towed back to the bunch.
18. At the finish, hold back in case of a bunch crash in the sprint, then drive carefully through the finish area and stop well beyond the finish so that you do not add to the congestion on the road.

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