



Lead Car 1 & 2 Procedure

Lead car 1 is the car that is always in front of the leading riders in the race. Outside the race HQ Lead Car 1 lines up behind Lead Car 2 but in front of the main bunch of riders. If there is a shortage of race signage Lead Car 1 should have priority over other race vehicles.

Lead car 2 is the second lead car in the race convoy. When the race starts Lead Car 2 should depart in front of Lead Car 1 and proceed in that order until the race matures and a breakaway group reaches a one-minute advantage. When the break has this gap the Chief Commissaire will instruct Lead Car 2 to wait by the side of the road until the bunch approaches.

Type of Vehicles

The vehicle used as a Lead Car should be a saloon, hatchback or estate car. Vans or people carriers should not be used as they can obscure the bunch from other road users and the riders.

1. Lead Cars should be fitted with the following:
 - 'Caution Cycle Race Approaching' sign facing to the front.
 - Flashing amber roof light. (Note: This is when escorting a group of riders)
 - CB (race radio) fitted as per instructions.
 - BC Cycle Race Official sticker, if available, on the windscreen.
2. Please note that as soon as the Chief Commissaire takes control of the race you are under his/her instruction.
3. Lead Car drivers to attend the briefing with the Chief Commissaire.
4. Check CB (race radio) with other race vehicles. Chief Commissaire will do a radio check before setting off.
5. Position your vehicle at the head of the race with engine running and dipped headlights to await the Commissaires instructions. (Note: Police Authorities in the South East do not like drivers to use flashing hazard lights.)
6. Upon instruction proceed to the agreed de-neutralisation point at not more than 20 mph.
7. Upon the signal from the Commissaire set your mileage trip, accelerate and maintain a gap of approximately 200m to the front rider.

8. If marshals have CB radios make contact with the first point to inform them that the race has started.
9. After each junction wait approximately 150m from the junction, towards the crown of the road, to warn oncoming traffic. Be ready to accelerate as soon as the first rider appears.
10. Contact the Commissaire to inform him/her of any breaks and the approximate number of riders involved.
11. If you are forced to stop riders should also stop and line up behind you. If riders overtake you need to take a note of their numbers, as they should be subject to further discipline by the Chief Commissaire
12. At the Finish continue for approximately 50 to 100m past the finish line and stop on your side of the road to warn oncoming traffic. Check your mileage. Also check with the Commissaire over the radio of the approximate time gap between break and bunch as this will help the Assistant and Chief Commissaire. Request traffic to stop if the bunch finish is imminent. Warn the traffic of the possible hazard further down the road if and if they are annoyed engage them in conversation for as long as possible.
13. Be courteous at all times.