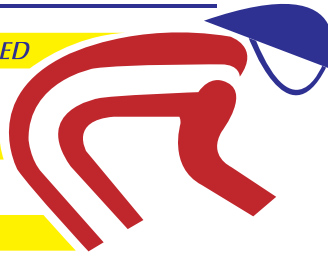

Central
Victorian
Veterans
Cycling
Club
Inc.

BENDIGO BASED



V.V.C.C. Affiliated
ESTABLISHED 1994

Central Victorian Veteran Cycling Club Inc.

REG No. A0029664D

Handbook for New Members

Table of Contents

| | |
|--------------------------|----|
| Committee | 3 |
| Central Victorian V.C.C. | 4 |
| The V.V.C.C. | 6 |
| The A.V.C.C. | 7 |
| Insurance | 8 |
| Racing | 9 |
| Steward Duty | 11 |
| Riders Note | 12 |
| A.V.C.C. Rules | 13 |
| V.V.C.C. Rules | 15 |
| C.V.V.C.C. Rules | 17 |
| Other Secretaries | 19 |

Central Victorian Veteran Cycling Club Inc.

The Central Victorian Cycling Club was founded in April 1994 and became an incorporated body in June 1994. The club is affiliated with the Victorian Veteran Cycling Council Inc. (State Body) and also with the National body, the Australian Veteran Cycling Council Inc.

At the initial meeting on the 9th April '94 there were 14 persons in attendance. This meeting set the standard for the club as we know it today, with a strong band of office bearers and organic structure which comprises of:

- * Handicapper
- * Referee
- * Appeals Committee
- * Judge/Time Keeper
- * Race Committee

Currently the Club has 87 members who reside in Bendigo and surrounding areas. The Club's home base is Woodstock Hall where all events start and finish. The locality is Woodstock on Loddon, some 24kms from the Bendigo centre.

Cyclists become eligible for Membership in the year in which the age of 35 is reached for males, and 30 years for females.

To race with the club, or any veteran club, it is mandatory that a VVCC (Victorian Veteran Cycling Council) licence be held. The cost of a licence is \$45.00 also covers the cost of insurance (see later section on insurance). The club annual membership fee is \$10.00. **Membership fees are due on or before 31st December each year.**

The Club Captain's role is similar to that of a captain of a golf club in that he sets an example to other members through his conduct and demeanour. The Club Captain is usually the person who greets new members, inspects their bike for race worthiness and introduces them to club activities.

The Handicapper's main task is in attempting to ensure all riders compete at a level commensurate with their ability. He assigns an initial grade for new riders and monitors their performance while they settle in to racing at the club. He also decides when it is time for a rider to be moved up or down a grade by maintaining a list of the performances of all riders. This list is also used in assigning marks to groups of similarly-performed riders in the occasional handicap races by the club.

MONTHLY GENREAL MEETING

- (1) Monthly General Meeting shall be convened for all Members on the second racing day of each month.
- (2) Where a monthly Meeting falls on a Public holiday, the Meeting shall be deferred until the following race day.

The Annual General Meeting is held AUGUST.

Club championships are held once a year. Handicapper to grade event into three divisions.

For riders to be eligible to ride the Club championships they must be a financial member and have had 5 rides with the Club from the start of the current calendar year – 1st January – 31st December.

The club's main venue for racing is at Woodstock Melways Ref, 509-B-4.

The Club also races various other venues throughout the year and have been fortunate to have full support from both the Victorian Police and respective Councils. These alternative courses vary in the degree of difficulty and present conditions suitable for styles.

Other venues are: - Kyneton
Rushworth
Harcourt
Castlemaine
Rochester – Elmore
Maryborough
Charlton
Strathfieldsaye (*Daylight saving*)

The club is will equipped to hole road races being possession of all mandatory safety equipment (marshall jackets, road signs, flags etc.), a portable address system, a B.B.Q. which is housed at the Woodstock hall.

The supplies of first aid equipment are always kept well stocked.

The VVCC

The Victorian Veteran Cycling Council Inc. is the governing body for Veteran Cyclists in Victoria. It is comprised of 10 affiliated veteran cycling clubs spread throughout Victoria with over 900 registered riders in total. The other clubs apart from Central Victoria are:

Ballarat Veteran Cycling Club Inc.
Colac Veteran Cycling Club Inc.
Eastern Veteran Cycling Club Inc.
Geelong Veteran Cycling Club Inc.
Grampians Veteran Cycling Associations Inc.
Italo-Australia Veterans Club
Northern Veterans Cycling Association Inc.
Southern Veterans Cycling Club Inc.
Warrnambool & District Veteran Cycling Club Inc.

Each of the affiliated clubs provides delegates who make up the Victorian Veteran Cycling Council.

Except in special circumstances, such as closed Club Championships, all clubs welcome riders from other affiliated veteran cycling clubs in their races. The graded structure, A-F, is replicated at the other clubs.

Most Clubs race every weekend although midweek racing is also common during the months of daylight saving. Emphasis is placed on providing competitive racing in as safe conditions as possible. All local council and Police permits are obtained at all times. Off road circuits are used where possible. The length of the race can vary but generally during winter months can last from 45 to 75 km and during summer months 1 – 2 hours.

The VVCC oversees the conduct of the annual State road criterium championships. These are run in 5 year age groups with medals and/or sashes awarded to the place getters. Southern is usually the host club for criterium championships as they are generally held at Waverly Park. Hosting the road championships is generally shared between the other member clubs.

Each year the VVCC determines the composition of the races which make up the VicHealth Barry Waddell Road Aggregate. Points are awarded for place getters in each of the races that make up the series. The series consists mainly of handicaps with few graded scratch races as well as the state road championships.

Insurance

Approximately half of the licence fee is paid by each rider is used in providing insurance through Insurance Exchange of Australia. The underwriter for the insurance is Union des Assurances de Paris (UAP). This cover is provided through the AVCC.

The policy covers the following:

1. Disablement benefit:

Dependant on the type of disablement to a maximum of \$50,000 for death or permanent total disablement.

2. Medical expense:

50% of non-Medicare expenses with a \$50 excess to a maximum of \$1,500 per injury. These non-Medicare expenses are for private hospital, dental, chiropractor, physiotherapy, osteopath, naturopath, massage, ambulance and orthodontics prescribed by a surgeon.

Due to Government legislation, Medicare accounts are NOT covered. i.e. doctors, surgeons, anaesthetics and X-ray.

3. Loss on Income benefits:

\$200 per week loss of income for 52 weeks if a person is unable to engage in their normal employment and is not reimbursed any sickness benefits from their employer 7 days excess applies.

4. \$10 Million Sports Liability: (applicable to each club and its officials rather than individuals).

- First-aid Treatment Risk covering liability for medical treatment or advice.
- Products Liability for food, drink and equipment sold or supplied.
- Care, Custody and Control of grounds, clubhouse, stands and pavilions (\$500 excess applies)

In particular you should note that 50% of ambulance expenses are covered. Cycling can be a dangerous sport and full ambulance cover is strongly advisable. In the event of an accident it is the officials and first aiders who attend the scene who decide whether or not ambulance attendance is warranted. If they do err it will be the side of caution. Even a short ambulance trip can cost several hundred dollars which makes this relatively small amount payable for full ambulance cover a wise investment.

Cover is limited to injury sustained whilst a rider is:

- racing in events under the control of an affiliated club
or
- participating in training or practice sessions or official functions arranged by an affiliated club
or
- travelling to or from events, training or practice sessions or official functions arranged by an affiliated club except where benefits can be claimed pursuant to any State or Commonwealth Act.

Insurance claim forms are available from Club Secretary as are full copies of the policy. After filling out the form it must then be returned to the secretary who adds the required Club declaration.

Racing

The majority of races which Central Vic conducts are handicaps with graded scratch races.

Other race formats are:

- Handicaps in which riders of varying ability compete together in the one race. The different abilities are allowed for by the best riders on scratch conceding starts of varying amounts to all others.
- Points score – where points are awarded for intermediate and final sprints with the winner being one to accumulate the most points.
- Time trial – a race against the clock for solo riders or a team of riders.

In handicap races it is usual practice for each bunch to work together to evenly share the time spent at the front facing the wind. This is normally achieved by riding in a paceline in which the riders form themselves into 2 lines side by side. Riders in one of the lines are moving forward relative to riders in the other line. AS the rider in the forward moving line hits the front he moves across to the other line and slightly eases his pedalling. At the rear of the paceline the last rider moves across to take up his position in the forward moving line. When viewed from above the paceline is seen to be continually rotating.

The direction of rotations is dependent on the direction of the wind. It is preferable for the forward moving line to be more sheltered from the wind. After rounding a corner and the direction of the wind relative to the bunch changes, and experienced wider in the bunch will often 'suggest' (quite forcefully at times) that the direction of rotation changes by instructing the bunch work up the road or down the road.

Paceline are a feature of successful handicap riding although they can also form during scratch races. Another feature of all types of group racing in sidewind conditions are echelons. In an echelon riders are positioned slightly offset compared to the wheel in front in order to gain maximum benefit from drafting.

Although bicycle riding can be a dangerous activity – a fall all can literally occur any moment - there are several ways in which sensible riding can minimise the danger.

- When poor road conditions, such as pot holes or rough surface are encountered, assist following riders by pointing to the ground as soon as possible before approaching the area in question. This will give them as much time to react as possible. The same applies when approaching other hazards such as parked cars or when passing lone riders.
- Be aware of your position in relation to the wheel in front. In particular ensure you don't overlap wheels with the rider in front.
- Be ready to take evasive action if the rider/s in front suddenly shift position. The preferred method of taking evasive action when in the middle of a bunch is to roll up either side of the rider in front, applying brakes only if absolutely necessary and then only as gently as the situation requires. The alternative of swerving should be avoided whenever possible as it can initiate a wave of swerving back through the bunch and force riders off the road.
- Evasive action can also be necessary when the rider in front gets off his seat to accelerate or push up hill but does not keep pedalling in the interim. You can avoid being the cause of such disturbances to the bunch by making sure there is room before moving sideways. When riding in a bunch do nothing unexpected which may force others to take evasive action.
- Exercise caution when cornering, especially in the wet. Corners are usually swept before races but this cannot be guaranteed. Vigilance is required when taking any corner for the first time and care thereafter.
- If you intend to miss your turn when riding a paceline, tell the rider in front by calling in whether by name or by number. For this reason it is important that you remember what number you are wearing every time you race.
- Signal to other riders that you have punctured by calling out and raising your arm.
- The Referee cannot be everywhere at once. Blatant dangerous riding by riders will not be tolerated and should be reported to the Referee or other officials after the race. It is the Referee's duty to then decide what action, if any, should be taken.

Steward Duty

- A Police permit states:
1. Marshalls are to be suitably identified and **must** wear right orange jackets.
 2. Marshalls are to be provided at all points where conflict with motorists may occur.

Your role is to control the **safety of the riders** at the corner allotted to you. Your judgment is not to be questioned.

Position yourself with regard to your own safety, whilst still being visible to road users and riders. If you think it is too dangerous for a bunch to proceed, you **must stop the bunch** until it is safe to proceed. To stop the riders hold the Red Flag up so that there can be no doubt of your intention. When it is clear for the bunch to proceed remove the red flag and direct the riders with your free hand.

Do not under any circumstance use the Red Flag to direct riders, only show the red flag when you want the riders to stop.

If a rider or bunch refuses to obey your signal to stop they must be reported to the Referee, it is for their safety. Above all the Marshalls judgement is not to be questioned.

MARSHALLS HAVE NO AUTHORITY TO STOP OTHER TRAFFIC.

If the day you are rostered does not suit you, **you must arrange for someone to take your place.**

All corner stewards will be given a red jacket, plus tube containing a road sign and a red flag. The sign is to be placed so that motorists entering the circuit will see that racing cyclists may be on the road. This equipment must be returned to whoever issued it.

IF YOU DO NOT DO YOUR CORNER YOU WILL NOT BE ALLOWED TO RACE UNTIL IT IS DONE.

ALL RIDERS PLEASE NOTE

- ON RACE DAY EACH RIDER IS ISSUED WITH A NUMBER. THE NUMBER MUST BE RETURNED AFTER THE RACE OTHERWISE THE OFFENDING RIDER WILL BE FINED \$10.
- ENTRIES ON THE DAY TO BE NO LATER THAN 15 MINUTES BEFORE START OF EVENT. OTHERWISE WILL BE PENALISED BEHIND NORMAL RIDING BUNCH.
- VOLUNTEER ROSTER
AFTERNOON TEA/DUTY AS JUDGE (IF NEEDED) STILL BRING BIKE AND GEAR.

IF UNABLE TO ATTEND ON YOUR ROSTERED DAY, PLEASE ARRANGE FOR ANOTHER MEMBER TO CHANGE PLACES WITH YOU.

THANK YOU.

AFTERNOON TEA CAN BE SANDWICHES (1-2 LOAVES), OR SAUSAGE SIZZLE - YOUR CHOICE.

- PRESENTATION WITHIN 30 MINUTES OF FINISH. RIDERS NOT PRESENT TO CLAIM PRIZE/S, (WITHOUT VALID REASON) WILL FORFEIT PRIZE/S, TO THE CLUB.

A.V.C.C. Race Rules & Regulations

1. Eligibility:

To be eligible to compete in any event under the jurisdiction of the A.V.C.C., the competitor must be a financial member of a State/Territory body affiliated to the A.V.C.C. and must be covered by a racing insurance.

2. Age qualification:

Membership of A.V.C.C. is accepted on 1st January of the year in which a male reaches 35 years of age, or a female 30 years of age.

3. Misconduct:

A competitor who is guilty of misconduct, disobeying an official, using undesirable language, striking or attempting to strike another member during the progress of an event, or at a place where the event is being conducted, shall be suspended, or fined, or both.

4. Judging:

The finish of a race shall be judged by the first part of the bike that reaches an 'imaginary' line approximately 343mm above finish line.

5. Flags:

A black and white chequered flag shall denote a race finish. A red flag denotes danger and cyclists must stop if directed by the official displaying the flag. If a red flag is displayed from an official vehicle in a controlled race, no cyclist may pass the vehicle until the flag has been withdrawn.

6. Equipment and Clothing:

- a) Race numbers must be prominently displayed at all time. Numbers must not be folded or damaged in any way and must be returned after the race.
- b) An approved and securely fastened helmet must be worn at all times while riding
- c) Competitors should be neatly attired at the start of a race and at after-race presentations. Racing jerseys must be designed so as to cover the upper arms and shoulders.
- d) Only dropped handlebars and bars such as 'Spincai' bars specifically sanctioned by the U.C.I. shall be permitted in races while Tri bars shall only be used in time trials. Handle bar ends must be unplugged.

9. (a) Singles must be securely stuck to the rim.
 - (b) No Tri Bars for Handicaps or Scratch races.
10. Having entered for an event, it is the rider's responsibility to ensure that entry money is paid, whether he/she competes or not.
11. At the start of any race, riders must line up two abreast at the extreme left of the road.
12. All riders at the start of any race must have one foot on the ground.
13. All riders must keep their finishing sprint to the left side of the road and obey the following rules:
 - (a) When sprinting to the finish line, any riders(s) who cross over the WHITE LINE down the centre of the road, or ride in any position contrary to the accepted boundaries of the course, may be fined and/or disqualified.
 - (b) Any rider/s who FORCE other riders over the WHITE LINE down the centre of the road shall be deemed to be the offender/s, and may be fined and/or disqualified if in the opinion of the Referee and Stewards any advantage was gained, or disadvantaged caused to the riders, due to careless and/or dangerous riding.
14. For riders to be eligible to ride Club championships they must be a financial member and have had 5 rides with the club from the start of the current calendar year 1st January – 31st December.
15. In finishing sprints, all riders must maintain both hands on the handlebars at all times. **THERE WILL BE NO VICTORY SALUTES.**
16. In Scratch races, a rider or riders being overtaken. It is the responsibility of those being overtaken to ensure that this rule is adhered to.
17. Any race where a section is neutralised, riders must proceed at the speed of the slowest riders of the bunch.
18. Riders are expected to do their share of pacemaking where possible.
19. in 'out and home', races not going to the turn, but remaining with any bunch , disqualification, suspension or any combination of the three at the discretions of the referee
 - (b) Any competitor fined by his/her club State/Territory body shall not be permitted to compete in any race under any body affiliated to the A.V.C.C. until such time as the penalty or suspension has been finalised.

- c) Penalties shall be set by the relevant State/Territory body. In A.V.C.C. championships the penalties of the promoting State/Territory body shall apply.
 - d) Appeals against a referee's decision shall be made in writing within thirty minutes of the decision being announced to the competitor. The process for appeals shall be determined under the rules of the State/Territory body involved.
10. **Prizes and Positions:**
Competitors who believe they have qualified for a prize shall claim their placings with the claims stewards immediately after the finish. Prize-winners shall attend prize-giving ceremonies unless they have been granted dispensation by the race organiser.

V.V.C.C. Inc. Race Rules & Regulations

To be eligible to compete in a club race, the cyclist must be a financial member of an affiliated club to the V.V.C.C prior to entering for events and must have an insurance cover with the V.V.C.C.

1. Veteran cycling is for individuals (unless events are classified 'Team Races') and cyclists guilty of illegal teaming will be disqualified.
2. **The Law:** Competitors must obey the State road laws at all times.
3. **Race Numbers:** Must be prominently displayed at all times whilst racing, not to be folded when worn or damaged in any way and must be returned after the race finish.
4. **Appearance:** Competitors must be neatly attired to the referee's satisfaction.
5. **Race Start:** Competitors must present themselves to the start 2 minutes before their starting time.
6. **Misconduct:** A cyclist or club member, who misconducts themselves, disobeys an official, uses undesirable language, strikes or attempts to strike another member, during the progress of an event, or at a place where the event is being conducted shall be suspended or fined and/or both.
7. **Judging:** The finish of a race shall be judged by the first part of the bike that reached and imaginary line approximately 343mm above the finish line
8. **Mechanical mishap:** If a competitor's bike is damaged or has suffered a mishap approaching the finish the cyclist may run with or carry the bike over the line and still qualify for a finishing place.

9. **Dangerous Racing:** Will not be tolerated – cyclists must not suddenly change course, brake quickly, swerve dangerously, look behind or remove their hands from the handlebars, use hand or hip slings or otherwise behave in such a manner, which in the opinion of the referee is likely to endanger other competitors. A winning victory wave is not acceptable.
10. Removal of one or both hands from the handlebars in a Victory Gesture may be classed as dangerous riding.
11. **Helmets:** An approved helmet, securely fastened, must be worn at all times.
12. **Safety Rules:** It is an offence to compete in a race on a mechanically unsound bike, tyres (singles) must be securely glued to the rim, handlebar plugs must be fitted and road bikes must be equipped with 2 efficient independent brakes.
13. **Outside Assistance:** Cyclists who receive outside assistance during a road race such as holding onto or receiving pace from a moving vehicle or a non or retired competitor or receives refreshments or bike equipment will be disqualified.
14. **Lapped Riders:** A cyclist who is lapped or caught by another grade other than his own in a scratch race must not interfere with, or assist any other cyclist. The lapped cyclist must give way to the passing rider or group – it is a serious offence to sit on or share pace once lapped.
15. **Warning flags:** Black and white chequered flags denotes race finish. Red flag denotes danger and cyclists stop if directed by the official displaying the flag.
16. **Race Control Flag:** Whenever a 'Red Flag' is displayed from an official vehicle this means the race is under control and no cyclist is permitted to pass the vehicle until the flag has been withdrawn.
17. **Prizes must be claimed:** Cyclists finishing in the prize list must claim their prize with the claim stewards immediately after the finish.
18. **Penalties:** Cyclists fined their clubs or the V.V.C.C. will not be permitted to compete in any race until such time as the penalties or suspension has been finalised.
19. **Appeals:** If the protest is dismissed, the cyclist has the right to lodge an appeal to the 'Race Jury' – the appeal fee for a club race is \$25. Cyclists have the right to appeal against the referee's decision within thirty minutes of the event.

20. Any breach of the above rules shall be liable for a fine, suspension, disqualification or any combination of the three, at the discretion of the referee.

C.V.V.C.C. Inc. Race Rules & Regulations

To be eligible to compete a C.V.V.C.C. Club race, the cyclist must be a financial member of an affiliated Club to the V.V.C.C. prior to entering for events and must have insurance cover with the V.V.C.C.

1. Veteran cycling is for individuals, (unless events are classified 'Team Races') and any cyclist guilty of illegal teaming will be disqualified.
2. All members of the Club must be financial, and riders must also hold current V.V.C.C. licence.
3. All riding members are recommended to be members of an Ambulance Fund. The Club accepts no responsibility for Ambulance and/or medical expenses.
4. Riders must obey all current road rules at all times.
5. When a steward offers the RED FLAG to riders, all riders must stop until the RED FLAG is withdrawn.
6. Any rider or riders ignoring a RED FLAG will be disqualified and fined \$20.00
7. Warning flags: Black and white chequered flag denotes race finish.
Red flag denotes danger – see Rule No.5.
8. Cycles must be fitted with two efficient brakes.
9. a) Singles must be securely stuck to the rim.
b) No Tri Bars for Handicaps or Scratch races.
10. Having entered for an event, it is the rider's responsibility to ensure that entry money is paid, whether he/she competes or not.
11. At the start of any race, riders must line up two abreast at the extreme left of the road.
12. All riders at the start of any race must have one foot on the ground.
13. Riders must keep their finishing sprint to the left side of the road and obey the following rules:

- (a) When sprinting to the finish line, any rider(s) who cross over the WHITE LINE down the centre of the road, or ride in any position contrary to the accepted boundaries of the course, may be fined and/or disqualified.

 - b) Any rider/s who FORCE other riders over the WHITE LINE down the centre of the road shall be deemed to be the offender/s, and may be fined and/or disqualified if in the opinion of the Referee and Stewards any advantage was gained, or disadvantaged caused to other riders, due to careless and/or dangerous riding.
- 14. For riders to be eligible to ride Club championships they must be a financial member and have had 5 rides with the Club from the start of the current calendar year – 1st January – 31st December.
 - 15. In finishing sprints, all riders must maintain both hands on the handlebars at all times. **THERE WILL BE NO VICTORY SALUTES.**
 - 16. In scratch races, a rider or riders from any one grade, or joint grades, cannot mingle with a rider or riders being over taken. It is the responsibility of those being overtaken to ensure that this rule is adhered to.
 - 17. Any race where a section is neutralised, riders must proceed at the speed of the slowest rider of the bunch.
 - 18. Riders are expected to do their share of pacemaking where possible.
 - 19. In ‘out and home’ races, riders not going to the turn, but returning with any bunch,

19. In 'out and home' races, riders not going to the turn, but returning with any bunch, must remove their number and take no further part in the race.
20. Should an official or officials not be in attendance at the turning point of an 'out and back' race, the Referee and Stewards have full power to declare a 'non race'.
21. RACE NUMBERS must be prominently displayed at all time whilst racing, not to be folded when worn or damaged in any way and must be returned after the race finish. Failing to do so, riders will be fined a sum on no less than \$10.00 for each offence. (This rule does not apply to any competitor meeting with an accident during the course of the race).
22. A cyclist or Club member, who misconduct themselves, disobeys an official, uses undesirable language, strikes or attempts to strike another member, during the progress of an event, or at the place where the event is being conducted, shall be suspended or fined or both.
23. Any rider, on being fined for any infringement, will not be permitted to start in any race until that fine is paid.
24. Any rider, on being penalised for any infringement, has the right of appeal on the payment of \$10.00, which amount may be forfeited if the Appeals Committee considers the appeal frivolous.
25. Handicaps may be altered without notice by the Handicapper.
26. The appearance of the competitors must be neatly attired to the Referee's satisfaction.
27. Approved crash helmets must be worn at all times.
28. Failure to obey any of these rules can lead to riders being fined, disqualified.
29. In cases not provided for in the foregoing rules, the Referee and Stewards have full power to legislate and arrange as necessary.