



Mildura - Coomealla Cycling Club

Handbook

2018



Contents

Page

Introduction	2
Aims	2
Responsibility of Members	2
Membership	2
Member protection policy	2
Club contact details	3
Club Executive	3
Club Commissaires	3
Club meetings	4
Club sponsors	4
Local group rides	5
Obligations of Club Officials in Conducting a Race	6
Race Panel Role	6 & 7
Determining a Race	7
Procedure for Determining if a Race is to Proceed	7
Race Day Duty	8
Race Nominations and Signing-On	8
MyLaps Timing System	9
Incident Management	10
Recognised Mishaps	11
Specific Race information	12 & 13
Race Prizes	14
Rider of the Year	14
M-CCC Club Races Summer Series – Points Allocation	14
M-CCC Club Races Winter Series – Points Allocation	14
ITT age based "Standard" times for over 40's	15
Rider Of The Year / Summer & Winter Series Points	16
Special Trophies	17
Championship Trophies	18
Awarded Trophies	19
Club Executive	20
Club Officials	21
Bunch riding etiquette	20
Racing tips	23 - 29
Attachment 1 Race Set-up & Race Secretary Duties	30
Attachment 2 Application of UCI Equipment Regulations	31 & 32

Introduction

Mildura – Coomealla Cycling Club Incorporated (the Club) is a properly constituted and incorporated sporting club. It is affiliated with Cycling South Australia (CSA), which is the state representative organisation of Cycling Australia (CA), the national governing body of cycling in Australia and as such is bound by the rules and policies of these two bodies. The Club is an intra-club of the Coomealla Memorial Sporting Club (CMSC) and administration is encumbered within the CMSC, at Dareton NSW. The club website, www.m-ccc.com.au contains up to date information on Club activities and contacts, also many valuable links to cycling information, rules and policies.

Aims

- To conduct competitive cycling events in accordance with the rules, by laws and policies established by the sport's governing bodies (UCI, CA, CSA).
- To conduct itself in accordance with the properly established constitution and by-laws of the Club (described herein) and CSA.
- To promote cycling as a healthy sport for its members.
- To encourage safe riding practices and promote the health, safety and welfare of all persons involved in Club events through established safety procedures.
- To encourage members to treat each other fairly and equally, and with respect as members of a team.
- To recognise the needs and goals of individual athlete's by providing accredited coaching.

Responsibility of Members

- To treat each other with the respect afforded between athletes.
- To show a duty of care to other members when involved in Club sanctioned activities.
- To conduct themselves in a socially acceptable manner whilst representing the Club.

Membership

- Membership is obtained by joining the Coomealla Memorial Sporting Club and taking out intra-club membership of the Cycling Club. Membership and race licence is not valid until the prescribed fee has been paid to the Coomealla Memorial Sporting Club. Membership must be renewed each year.
- CMSC membership falls due in September each year.
- Race participation is governed by the requirement to hold a "Race" CA licence, at either Regional or Open level available through the Membership process on-line at the CA web site (www.cycling.org.au), and must be renewed annually. CA licences expire on 31 December of each year. Restricted "Ride" and "Non-Riding" memberships are also available. Holders of a CA Ride Licence are eligible to participate in "Club Level" Time Trial events.

Member Protection Policy

Cycling Australia has an extensive "National Member Protection Policy" document that applies to this Club and all members of this Club as an "Affiliated Club". This policy covers a broad range of topics such as Complaints Procedure, Mediation, Cyber Bullying/Safety, Social Networking Websites Policy. This document can be found at on the Cycling Australia web site, www.cycling.org.au or be found at <http://www.cycling.org.au/Portals/10/Rules%20and%20Policies/Cycling%20Australia%20Member%20Protection%20Policy.pdf> The M-CCC Complaints Officer is the Club President. Additionally, Cycling SA has released a "Social media Policy Statement", that can be found at <http://www.sa.cycling.org.au/Portals/15/PDF's/013%20Social%20Media%20policy%202013.pdf>

Club Contact Details

The Club has a website (www.m-ccc.com.au) that is regularly updated with results and news. Follow the Club on Twitter at [@MilduraCoomieCC](https://twitter.com/MilduraCoomieCC) or on Facebook. (Search for mildura coomealla cycling club inc.) The postal address for the Club is: PO Box 1355, Mildura, VIC 3502.

Club Executive

The following positions, with the exception of the President and Secretary who are elected for a two year term (alternate years), are elected at the Club's Annual General Meeting, which is held in September each year.

The Club officials for 2018 are:

Position	Name	Contact Details
President	Chris Schilling	0418 502 064
Vice President	Rob Symons	0427 627 465
Secretary	Alison Curry	0408 257 155
Assistant Secretary	Darryn Taylor	0432 014 128
Treasurer	Ben Chatfield	0408 396 756
Club Executive	Above Officers plus:	
	Tom Athorn	0417 234 071
	Jeremy Johns	0417 366 002
	John (Yap) Williams	0427 236 446
	Matt Hissey	0427 050 054
	Tim Williams	0428 789 998
Race Panel	Adrian Lloyd	0429 778 129
	Ash Dawson	0417 958 255
	Chris Schilling	0418 502 064
	Tom Athorn	0417 234 071
	John (Yap) Williams	0427 236 446
	Jeremy Johns	0417 366 002
	Darryn Taylor	0432 014 128
Chief Handicapper	Barry Pollock	0428 296 474
Assistant Handicapper	Tom Athorn	0417 234 071
	Chris Schilling	0418 502 064
Race Secretary	Alison Curry	0408 257 155
Available accredited Coaches	Rob Symons (Level 0 "Club only")	0427 627 465
	Ash Dawson (Level 0 "Club only")	0417 958 255
	Brad Dawson (Level 0 "Club only")	0417 353 361
	Tom Athorn (Level 0 "Club only")	0417 234 071
Chief Scrutineer	Tom Athorn	0417 234 071
Publicity Officer	Matt Hissey	

Club Commissaires







The Club has several qualified Club Level Commissaires who officiate at MCCC races.

Chris Schilling	0418 502 064	Richard Hale	0437 462 303
Tom Athorn	0417 234 071	John Fisher	0417 242 414
Dave Priest	0448 687 564	Michael Smith	0437 353 449
Yap Williams	0427 236 446	Craig Cameron	0428 112 500
Adrian Lloyd	0429 778 129		

Meetings

General meetings are held bi-monthly and Executive meetings are held every other month on the second Monday night of the month at 7:30 pm. Meetings are normally held at the club house, located at Riverside Golf Club, Nichols Point.

Club Sponsors

<p>Coomealla Memorial Sporting Club Parent Club www.coomeallaclub.com.au admin@coomeallaclub.com.au Ph: (03) 50 274505</p>	
<p>Pizza Café Major Sponsor 2013 - 2019 www.pizzacafe.com.au info@pizzacafe.com.au Ph: (03) 50 222223 Fax: (03) 50 235911</p> 	<p>G1 Logistics Major Sponsor 2017 - 2019 Interstate Road Line haul Transport 564-580 Benetook Avenue, Mildura Ph: (03) 50 221999</p> 
<p>Cycling Mythology Minor Sponsor 2017 - 2019 Ph: 0437 462 303</p> 	<p>Nash Lane Coffee Co Minor Sponsor 2017 - 2019 Ph: (03) 50 700555</p> <p>NASH LANE COFFEE CO.</p>
<p>Medina Legal Minor Sponsor 2017 - 2019 43 Pine Ave Mildura Ph: 40 090066</p> 	<p>Atek Solutions Minor Sponsor 2017 - 2019 Ph: 0408 351 667</p> 

Local Group Rides

MCCC members regularly participate in various local rides.

- Members are to conduct themselves in accordance with the spirit of each ride.
- The actions of non-members are to be ignored at all times.
- Riders are required to use appropriate front & rear lighting.
- Common sense and courtesy should prevail at all Club supported activities. Check twitter @MilduraCoomieCC or Facebook for up-to-date ride information.

Lower intensity or "Recovery" rides

All year around:

- Friday morning "Coffee Ride" 6:00am, leaving from Madden Ave & 10th St approximately 40km.
- Tuesday evening 6:30pm, leaving from the "Bicycle and visitor Hub" car park Pine Ave near 9th Street approximately 45 km
- Wednesday evening 5:15pm, leaving from the "Water Tower" Tenth Street & Orange Ave (via "Palms" round-a-bout at approximately 5:20pm) approximately 45km.

Summer (Daylight Saving time):

- Saturday morning 6:30am, leaving from 15th St & Walnut Ave approximately 45 km.
- Saturday morning 8:00am leaving from the George Chaffey Bridge, approximately 60km.

Winter (Non-daylight Saving time):

- Sunday morning 8:00am leaving from the George Chaffey Bridge, approximately 60 km.

Higher intensity rides

All year around:

- Monday - Thursday 6:00am, leaving from Madden Ave & 10th Street approximately 45 km.
Note that if the temperature at 6:00 am will be 4 degrees Celsius or less this group does not ride

Summer (Daylight Saving time):

- Thursday 5:30pm at Cureton Ave & Cowra Ave roundabout approximately 90 mins duration.

Winter (Non-daylight Saving time):

- Tuesday & Thursday 5:30pm at Cureton Ave & Cowra Ave roundabout approximately 90 mins duration.

Obligations of Club Officials in Conducting a Race

- At all times the safety of participants must be of paramount importance, this includes officials and spectators.
- All Club members must be given a fair and equitable opportunity to race without disadvantage.
- Where the conduct of a race is called into question by a member of the Club, the Race Panel will be deemed to be the first point of appeal. If an agreed outcome is not reached it shall be referred to the Club Executive, and if required to CSA, for determination.
- The paramount interest of all riders must be toward the Club itself, and for its betterment. The individual concerns of riders therefore must be considered in the Club's interest, and not to the outcome for individual reward. If situations arise where the Club has no clear policy or acknowledged protocol, then it shall be dealt with at Club Executive level in the best interests of the Club. Policy development would logically follow.

Race Panel Role

General philosophy – what happens on race day is dealt with on race day.

The Race Panel (in the absence of a Commissaire) is in charge of all aspects of racing from the time the first rider arrives until the last rider departs the race venue. Where specific duties have been allocated by the Club, e.g. handicapper, starter, duty members etc, these operate with the Race Panel. If these positions are vacant at a particular race, the Race Panel delegates these duties as needed.

Once at the race venue the Race Panel has the powers described below.

Conduct racing with due care:

- Ensure the circuit is safe;
- Change the circuit or venue if necessary;
- Delay the start time; and
- Change the nature of the race - upon request of the handicapper, insufficient numbers, safety concerns etc.

Enforce the CA Rules of Cycling and Club Rules including:

- Start time;
- Late arrivals;
- During a race; and
- Off bike etiquette – e.g. keeping the road clear.

Hear and Adjudicate on Complaints from Officials or Competitors:

- Officials may make a complaint against a rider;
- Riders may make a complaint against other riders; and
- Handicap or grade complaints go to the Race Panel, but are usually addressed after the race.

Apply Penalties, with the Range of Penalties including:

- No action necessary – e.g. a minor dispute that is settled amicably;
- Official warning;
- Relegation in placing – e.g. rider not holding his/her line in a sprint;
- Points deduction for that race;
- Disqualification;
- Fine; and
- Referral to the Club Executive.

Refer Matters to the Club Executive:

- Major problems or clarification of rules or procedures e.g. consistent complaints against the handicapping or a particular rider; and
- Concerns about the safety of a particular circuit.

When the Club has an accredited Commissaire he/she takes on the conduct of the race, enforces the rules, applies set penalties and takes other incidents to the Race Panel.

Any judgement made by the Race Panel is subject to appeal. Such appeal is to be in writing to the Club Executive by the end of the second day after race day (cooling off period).

Any judgement made by the Club Executive (or its appointed Disputes Committee) is subject to appeal to CSA. See CSA By-laws.

The Race Panel has a role in deciding individual cyclists' handicaps on the occasions when the nominated Club Handicappers are not available.

The Race Panel may decide on the race type and distance on the day if circumstances require amendments to the written program. It will also be responsible for determining if a race is to be postponed or cancelled.

The Race Panel operates as the appropriate forum for any dispute lodged by a rider over the decision of a handicap or race placing. The dispute may be in writing or verbal. Any decision by the Race Panel may be appealed against to the Club Executive and further, to CSA if necessary.

Membership of the Race Panel is open to nomination, and election at the Club's Annual General Meeting.

Determining a Race

The conditions that may determine if a scheduled race is to be cancelled may include:

- Unsafe road conditions due to road works, traffic, or unsafe surfaces.
- Unsafe conditions due to rain, where the safety of riders is jeopardised by low visibility, thunderstorm etc.
- Where no provision is made to identify riders with a race number.
- No road signage alerting other road users of a cycling event in progress.
- Where a situation arises during a race, e.g. an accident, which necessitates cancellation of the race.

Note that a scheduled evening event is automatically cancelled if the forecast temperature issued by the Bureau of Meteorology on the afternoon prior to the event is 39°C or greater.

Procedure for Determining if a Race is to Proceed

The Race Panel will decide if the race will proceed, based on the climatic conditions. For wet weather it may cancel the race up to two hours before the start time, so that riders may make contact before having to leave for the race venue, or it will make a decision at the race venue prior to the start. If wet weather is the cause for concern, then Club members have two options:

- Contact a member of the Race Panel for direction at least 2 hours beforehand; or
- Turn up at the race destination and await a decision.

Race Day Duty

The Club Executive prepares a race day duty roster for both the Summer and Winter competitions. Members rostered for duty are to bring the Club trailer to the event and set-up for the race. Set-up includes placement of signs and cones, sweeping of corners, set-up of race secretary's area and packing up after the event. A safety checklist is to be completed as part of each set-up. Copies of the checklist form are stored in the Race Secretaries storage tub. Members undertaking race set-up duties must wear a high visibility vest when setting-up and packing-up after the event.

Race set-up is to be completed no later than 30 minutes before the scheduled start time of the event. If there is nobody to fill the Race Secretary role on the day, then it is the responsibility of the Race Day Duty people rostered on for that day.

If a member can't attend rostered duty then they must arrange a replacement. Members rostered for race duty receive a penalty of 15 race points for each duty missed, or for not arranging a replacement. Competitors not finishing a race are required to stay until the completion of a race to assist with race timing and race pack-up.

A full description of the race set-up duties, and also those of the Race Secretary, is attached (Attachment 1) to this handbook. Any query regarding the duties should be directed to a member of the Club Executive.

Race Nominations and Signing-On

Members intending to enter a Club race must lodge their nomination online at www.m-ccc.com.au/. Nominations for Tuesday events close at 12 midnight on the preceding Sunday. Nominations for Saturday and Sunday events close at 12 midnight on the preceding Thursday. Result for the event can be seen at MyLaps. When registering for an accounts on Mylaps, members should use the following format for their username: **FirstName.Surname** www.mylaps.com/

Race competitors must sign-on to the race start sheet, pay the race nomination fee and provide their CA licence number, at least 15 minutes prior to the scheduled race start time. Riders who have not signed on at least 15 minutes before the scheduled race start time will only be allowed to race at the discretion of the Race Panel.

Rider's who fail to nominate for a handicap event, but turn up at least 15 minutes before the scheduled start time, will be given a 30 second penalty added to their time at the end of the race.

Riders who have nominated for a handicap event, but fail to turn up on race day without notifying the handicapper at least 1 hour before the scheduled start time, will be given a 30 second penalty at the end of their next race.

Riders are responsible for ensuring that their bicycle is in a safe condition to race and that it complies with the current CA Technical Regulations.

Riders are responsible for ensuring that their MyLaps timing chip is attached and secured to their bike.

- For Road and Criterium races, the centre of the timing chip is to be located 42cm from a line perpendicular to the front of the front tyre.
- For TT events, the timing chip may be placed anywhere on the bike frame at the riders discretion.

MyLaps Timing System

The MyLaps system is a state of the art timing system and consists of the following:

- A transponder chip that is fitted to each bike.
- A decoder box, which records signals from the individual transponders.
- A cable loop attached to the road surface and connected back to the decoder box. When a bike fitted with a transponder crosses the cable a signal is sent to the decoder box.
- The system software (Orbits4 & Orbits Cycling), is installed on the Club's laptop computer and is used to download the results (places and times) from the decoder box.

The benefits of the MyLaps system include:

- Accurate placing of riders at the end of a race & provision of accurate race times & splits for each rider on circuit type courses. This information is made available to riders and the handicappers.
- Less stress on race officials as they no longer have to try and record place finishes and rider times. Anyone who has ever helped out at a race finish will appreciate how difficult this can be!

The MyLaps system and the transponders are expensive, so the following process is in place to ensure the systems remains in good condition:

New Members (after January 2011):

- New members are required to purchase/lease a transponder. Transponders can be obtained directly from www.mylaps.com/en/products/prochip/151

Existing Members (prior to January 2011):

- Members who joined the Club prior to 2011 were required to lodge a \$50 deposit for a Club transponder. If a member decides to leave the Club, or to cease racing, provided they return their transponder intact they will be refunded their deposit. The Club will absorb the cost of damage incurred to a transponder as a result of an accident (crash) during a race or whilst training. In this case the member concerned will be refunded with their \$50 deposit on return of the damaged unit. The member must then purchase/lease a replacement transponder directly from MyLaps (www.MyLaps.com); and
- In the event of a member losing their transponder, their deposit will be forfeited and the member must purchase/lease a transponder directly from MyLaps (www.MyLaps.com).

Requirements Applicable to All Members:

- Members are permitted to swap their transponder between their bikes as required;
- Members are not permitted to loan their transponder to another rider, as each transponder will be registered to the rider in the Orbits4 software;
- Riders will only receive a placing (and time) in a race if they have a transponder fitted. In the event of a member not having a transponder fitted to their bike then no points, time or position will be awarded to that rider in Club events. A rider will not be loaned a Club transponder if they fail to bring their own to a race;
- The transponders will be mounted on rider's bike using self adhesive Velcro affixed by the Chief Scrutineer, plus a cable tie (or similar). If a rider owns multiple bikes a portion of Velcro is to be attached to each bike. Riders are at liberty to relocate their transponder between bikes, but must not tamper with the position of the Velcro fixed to the bike; and
- The transponders are to be positioned on the front fork of the bike, 420 mm from the front edge of the front tyre. Time trial specific bikes may have the transponder positioned anywhere on the frame.

Visiting Riders:

- Transponders will be provided to visiting riders on submission of their race licence. The licence will only be returned if the transponder is returned intact. If the transponder is not returned, the visiting rider will only receive their licence after paying the full cost of a new transponder (\$150).

The set-up of the MyLaps timing system at events a duty of the members rostered on race set-up duty. Training of members in setting up the system on at events is conducted by Committee members.

Incident Management

All riders acknowledge that there are inherent risks associated with cycling and that accidents do happen from time to time. As such, all riders are responsible for the cost of any ambulance transport that may be required. This may be covered by the ambulance subscriber scheme, Pensioner Health Benefit card, payment of fee for service as required, or in some circumstances, the Transport Accident Commission.

There are a number of people with either first aid training, or with medical, nursing, or paramedic qualifications present at Club events, to provide first aid management if required.

All riders who have “signed on” will be accounted for at the conclusion of any event. In the event of an accident during a race, the procedures described below are to be followed.

There is a Shock Advisory External Defibrillator (SAED) device located in the Race trailer and a number of Club members have been trained in its application and use, although use this device is simple enough that untrained persons would be able to utilise it in a resuscitation situation.

Communication:

- Communication is primarily achieved by cell phone. In road race, time trial and criterium events the Race Secretaries are contactable via cell phone. For road races, at least one cell phone shall be carried in each starting group A, B, C, D, and Junior.
- Any special emergency procedures for the event shall be explained by a Club Official prior to the start of each race.
- In the case of elective withdrawal after the start of an event, or withdrawal due to mechanical failure, each rider is responsible for their own return to the start/finish area. Courtesy and mutual assistance principles apply.

Rider Fall / Involuntary Dismount:

This may be as a result of a medical emergency or trauma incident. All of the group, and following riders, must stop and render whatever assistance they are qualified to provide, unless the finish line is in sight, or a final sprint situation exists. The extent of the injury will be assessed and appropriate action decided on. This will primarily be determined by the injured rider.

No Injury or Minor Injury and the Rider is Able to Resume Event:

If the rider is able to resume the event the group will continue on with the event. The fallen rider may elect to voluntarily withdraw from the event at this or any subsequent time.

More Serious Injury Causing Involuntary Withdrawal from the Event: If the injury involves:

- uncontrolled bleeding;
- loss of consciousness or period of disorientation;
- probable fractures; or
- penetrating injury,

The rider must withdraw from the event and Ambulance Victoria called (000). The Race Panel will rule on the allocation of points following such an incident.

Records:

Cycling Australia Accident Report Forms are available from the Race Secretary. This form must be completed following any involuntary dismount, and returned to the Club Secretary within two working days of the event.

Recognised Mishaps

The following three circumstances only, shall be considered recognised mishaps:

- A fall;
 - A puncture; or
 - The breakage of an essential part of the bicycle.
-
- In the event of a rider or riders falling during an event, the entire group that rider is currently with must stop and determine if assistance is required. If a rider falls and is on his or her own at the time, the next group on the road must stop and determine if assistance is required;
 - If a junior rider falls, in addition to other junior riders stopping as above, the next senior group on the road must also stop and determine if assistance is required;
 - These requirements MUST be respected even if this results in a perceived or real advantage or disadvantage to individual riders;

Road Races:

- If a rider rejoins the race following a recognised mishap and he/she intends completing the full race distance, the rider may use following riders to move up the field and contest the finish. In the case of a graded scratch event, the rider may only use following riders of the same grade; and
- If a rider rejoins the race following a recognised mishap one or more laps down on the other riders (or is last on the road in the case of an out/back course), and he/she doesn't intend completing the full race distance, then the rider is able to rejoin but not contribute i.e. can sit on the back of a group but not contest the finish. The rider concerned will be awarded a DNF in this circumstance.

criteriums:

- In the case of a criterium circuit length less than 1,000 metres, a rider is allowed two laps out of the race following a recognised mishap. In the case of a criterium circuit length 1,000 – 3,000 metres, a rider is allowed one lap out of the race following a recognised mishap;
- In the event of a recognised mishap, the riders will be allowed the above "lap out" considerations to rejoin the field, up to five kilometres (distance specified events) or 8 minutes (time specified events) to go. After five kilometres (distance specified events) or 8 minutes (time specified events) to go, no free laps will be given;
- A rider must report to the start officials to request free lap/laps. A rider who is granted free lap/laps must return to the race in the position held at the time the mishap occurred. A rider who was in a group shall return to the same group when re-joining the race;
- Following a recognised mishap in a Points Criterium, a rider resuming the race shall not earn any points in the following sprint; and
- If the event is an Elimination Criterium, no free laps will be given.

Time Trials:

- In the event of a recognised mishap in the first 100 metres of a time trial, a restart may be granted, with the rider re-starting after the last scheduled competitor. No restart shall be permitted after the first 100 metres and only two starts shall be permitted; and
- A late starter may not commence from a flying start and cannot start within 10 seconds of another competitor. Late starters shall not be permitted a restart. The late starter's time commences from his/her original start time.

Specific Race information

Club Championship Road Races (Junior & Senior)

This race is restricted to Club Members who have qualified by competing in a minimum of 5 MCCC races since the previous Club Road Race Championship event. Unqualified Club members or visiting riders are not permitted to ride in the race.

Prizes are paid to:

- The first 4 place getters.
- The Ladies Champion
- The first unplaced B Grade rider.
- The first unplaced C Grade rider.
- The first unplaced D Grade rider.
- The first unplaced Under 19 rider

Trophys are awarded to:

- The winner. "Club Champion"
- The Ladies Champion
- The first B Grade rider.
- The first C Grade rider.
- The first D Grade rider.
- The Junior Club Champion.

Club Championship Criterium Races (Junior & Senior)

Prizes are paid to:

- The first 3 place getters.
- The first unplaced:
B Grade rider; C Grade rider; D Grade rider; U/19 rider; Female rider.

Club Championship Individual Time Trial Races (Junior & Senior)

Prizes are paid to:

- The first 3 place getters.
- The first unplaced:
B Grade rider; C Grade rider; D Grade rider; U/19 rider; Female rider.

Special Trophies Races (Counts toward season trophies as a "Scratch Race")

Prizes are paid to 1st place for each race.

"A" grade riders are encouraged to compete in the Whizzer White Open but may elect to compete in any other race for which they are eligible. Eligibility for the various races is aligned to race licence categories.

- Whizzer Junior is for all Juniors up to and including Under 17.
- Whizzer White Open is for all riders Under 19 and above.
- Ladies Perpetual is for female riders U19 and above.
- Ned Kelly is for riders with a Masters 1 to Masters 4 Licence.
- Ralph Morrish Over 50's is for riders with a Masters 5 and 6 licence.
- Over 60's is for riders with a Masters 7 licence and above.

Spring Tour (Counts toward season trophies as one race with points based on overall position.)

A 16 km ITT followed by a 40km Handicap Road Race, with approximately 1 hour between events. Traditionally held at the Riverside short course circuit.

- Handicaps set by standard handicapping system
- UCI legal TT bike allowed for ITT
- Points accumulate for each event. If any tie on points situation exists then ITT position will determine count back.

Prizes are paid to:

- The first 3 place getters overall.
- First place Road Race
- The first unplaced:
B Grade rider; C Grade rider; D Grade rider; U/19 rider; Female rider.
- First place Time Trial.
- Fastest Time Road Race

Autumn Classic (6 laps)

Full Distance groups will race 108km:

Lap 1= Riverside to Red Cliffs via Bruce's Bend and back via the Palms round-a-bout.

Lap 2 = Riverside to Red Cliffs via Bruce's Bend and to the Palms round-a-bout, U turn and back to the Scout Hall and then to Start/Finish line.

Laps 3-6 = 4 X Riverside Short Course laps.

Time/Distance groups will race 80km:

Lap 1 = Riverside to Red Cliffs via Bruce's Bend and to the Palms round-a-bout, "U" turn and back to the Scout Hall and then on to Start/Finish line.

Laps 2-6 = 5 X Riverside Short Course laps.

Prizes are paid to:

- The first 3 place getters overall.
- The first unplaced:
B Grade rider; C Grade rider; D Grade rider; U/19 rider; Female rider.
- Fastest Time

Points Criterium

Points are awarded (5, 3, 1) for the first 3 riders across the line at the end of each 5th lap with double points awarded at the end of the final lap. Each rider outside the first 3 on the final lap will be awarded 1 point.

- A whistle will signify the next time around to the finish line is a sprint lap.
- At the end of the allocated time a bell will signify 1 lap to go for the final sprint.
- Final lap placing will be use to determine a "count back" for riders tied on final points.

Elimination Criterium

- At the end of the 5th lap, then, at the end of each subsequent lap that the front of the field completes, the last rider will be eliminated.
- If riders are lapped then there may be 2 riders eliminated as they cross the finish line on a particular lap for them.

Unspecified Club Handicap Races

Prizes are paid to:

- The first 3 place getters.
- Fastest Time
- The first unplaced: B Grade rider; C Grade rider; D Grade rider; Female rider

Unspecified Club Scratch Races

Prizes are paid to:

- The first 3 place getters.
- The first unplaced:
B Grade rider; C Grade rider; D Grade rider; U/19 rider; Female rider.

Unspecified Club Graded Scratch Races

Prizes are paid to:

- The first 3 place getters in each grade contested.

Riverside to Red Cliffs Variations

- Riverside to Red cliffs Via Bruce's Bend = 17km.
- Riverside to Red Cliffs via Palm round-a-bout = 19km.
- Red Cliffs to Palms round-a-bout, then "U" turn to Scout Hall, then on to the Start/finish line = 23km.

Race Prizes

The Club awards prize money and/or prizes for various Summer & Winter series races as nominated by the Club Executive. Events attracting prize money and/or prizes are shown on the race programs. For those events attracting prize money, the places listed in the preceding pages "Specific Race Information" are usually awarded (depending on numbers):

Rider of the Year

This is an annual trophy awarded at the end of each Winter series. A pre-requisite is that 5 summer events and 5 winter events must be contested at local club races in order to qualify. It is the rider's responsibility to notify the Club Secretary of results in non-Club events. Points are awarded as per the table on the following page. Points accumulate all year in the following events:

- Winter Series, all events; - including the Club Championship double points;
- Summer Series, overall result only;
- Open Races;
- State Titles;
- National Titles;
- World Titles; and
- Graded Events (Masters, Under 19 etc.).

M-CCC Club Races Summer Series – Points Allocation

A rider's best 7 events for each half of the Summer series aggregates to the Summer series trophy award with the following restrictions:

- 2 events must be time trials;
- 3 events must be road races.

If riders are tied at the end of the season then the rider with the highest points aggregate from the Criterium Championship and the Time Trial Championship will be the winner.

M-CCC Club Races Winter Series – Points Allocation

A rider's best 11 events aggregate to the Winter series trophy award with the following restrictions:

- 1 event must be an all in scratch race; - The AB and CD scratch races and Special Trophy races are included here
- 1 event must be a graded scratch race; and
- 5 events must be handicaps.

If riders are tied at the end of the season then the rider with the highest points from the Club Championship road race will be the winner.

Notes related to both Summer & Winter Series:

- Fastest time if outside the first 3 placings in a handicap road race will be awarded 3 bonus points;
- Riders setting a new PB for an ITT on a designated "PB Night" will be awarded 3 bonus points;
- For the Summer series time trials, points will be awarded on an all in basis (i.e. not graded); and
- The Summer series overall result per grade will be awarded points based on the "M-CCC Club Races" points allocation (overall result counts towards Rider of the Year tally).

Individual Time Trial Age based "Standards"

The following "Standards" provide age based ITT PB targets for riders over 40 years of age for MCCC usual ITT course distances and come to the Club courtesy of Dave Priest 2017

MALE Rider

Age	1 Lap	2 Lap	3 Lap	38Km
40	12:31	25:10	37:57	1:02:14
41	12:34	25:15	38:05	1:02:27
42	12:36	25:20	38:12	1:02:39
43	12:38	25:25	38:19	1:02:51
44	12:41	25:29	38:26	1:03:02
45	12:43	25:33	38:33	1:03:14
46	12:45	25:36	38:39	1:03:25
47	12:47	25:39	38:46	1:03:36
48	12:49	25:43	38:53	1:03:47
49	12:51	25:47	38:59	1:03:58
50	12:53	25:51	39:06	1:04:09
51	12:56	25:55	39:13	1:04:20
52	12:58	26:00	39:20	1:04:32
53	13:00	26:04	39:27	1:04:44
54	13:02	26:09	39:34	1:04:56
55	13:05	26:14	39:41	1:05:09
56	13:07	26:19	39:49	1:05:22
57	13:10	26:24	39:57	1:05:35
58	13:13	26:29	40:06	1:05:49
59	13:16	26:35	40:15	1:06:04
60	13:19	26:40	40:24	1:06:20
61	13:22	26:46	40:34	1:06:36
62	13:25	26:53	40:44	1:06:53
63	13:28	26:59	40:55	1:07:11
64	13:32	27:07	41:06	1:07:31
65	13:36	27:14	41:18	1:07:51
66	13:40	27:22	41:31	1:08:12
67	13:44	27:39	41:44	1:08:35
68	13:49	27:48	41:58	1:08:59
69	13:54	27:58	42:13	1:09:24
70	13:59	28:08	42:29	1:09:51
71	14:04	28:18	42:46	1:10:18
72	14:10	28:29	43:05	1:10:46
73	14:16	28:40	43:25	1:11:25
74	14:22	28:52	43:46	1:11:56
75	14:29	29:05	44:09	1:12:28
76	14:36	29:19	44:33	1:13:01
77	14:43	29:34	44:59	1:13:36

Female Rider

Age	1 Lap	2 Lap	3 Lap	38Km
40	13:31	27:10	40:58	1:07:10
41	13:34	27:16	41:06	1:07:24
42	13:36	27:21	41:14	1:07:38
43	13:39	27:26	41:22	1:07:51
44	13:41	27:31	41:29	1:08:03
45	13:44	27:36	41:37	1:08:16
46	13:46	27:41	41:45	1:08:28
47	13:48	27:45	41:52	1:08:40
48	13:50	27:50	41:59	1:08:52
49	13:53	27:55	42:06	1:09:04
50	13:55	28:00	42:13	1:09:17
51	13:58	28:04	42:21	1:09:29
52	14:00	28:09	42:28	1:09:42
53	14:03	28:15	42:36	1:09:55
54	14:05	28:20	42:44	1:10:08
55	14:08	28:25	42:52	1:10:22
56	14:11	28:31	43:01	1:10:36
57	14:13	28:37	43:10	1:10:51
58	14:16	28:43	43:19	1:11:07
59	14:20	28:49	43:29	1:11:23
60	14:23	28:56	43:39	1:11:40
61	14:26	29:03	43:50	1:11:58
62	14:30	29:10	44:01	1:12:17
63	14:34	29:18	44:13	1:12:37
64	14:38	29:26	44:25	1:12:58
65	14:42	29:35	44:38	1:13:20
66	14:46	29:44	44:52	1:13:44
67	14:51	29:53	45:07	1:14:08
68	14:56	30:03	45:23	1:14:35
69	15:01	30:14	45:39	1:15:03
70	15:07	30:26	45:57	1:15:32
71	15:13	30:39	46:16	1:16:02
72	15:19	30:53	46:36	1:16:33
73	15:25	31:09	46:58	1:17:05
74	15:32	31:26	47:21	1:17:39
75	15:39	31:44	47:45	1:18:14
76	15:46	32:04	48:10	1:18:50
77	15:54	32:25	48:37	1:19:28

Rider Of The Year / Summer & Winter Series Points

Club Races		Club Championship Races		Open Races		State Titles (All Categories)		National Titles (All Categories)	
1	50	1	100	1	75	1	100	1	150
2	46	2	92	2	69	2	92	2	138
3	43	3	86	3	65	3	86	3	129
4	41	4	82	4	62	4	82	4	123
5	40	5	80	5	60	5	80	5	120
6	39	6	78	6	59	6	78	6	117
7	38	7	76	7	57	7	76	7	114
8	37	8	74	8	56	8	74	8	111
9	36	9	72	9	54	9	72	9	108
10	35	10	70	10	53	10	70	10	105
11	34	11	68	11	51	11	68	11	102
12	33	12	66	12	50	12	66	12	99
13	32	13	64	13	48	13	64	13	96
14	31	14	62	14	47	14	62	14	93
15	30	15	60	15	45	15	60	15	90
16	29	16	58	16	44	16	58	16	87
17	28	17	56	17	42	17	56	17	84
18	27	18	54	18	41	18	54	18	81
19	26	19	52	19	39	19	52	19	78
20	25	20	50	20	38	20	50	20	75
21	24	21	48	21	36	21	48	21	72
22	23	22	46	22	35	22	46	22	69
23	22	23	44	23	33	23	44	23	66
24	21	24	42	24	32	24	42	24	63
25	20	25	40	25	30	25	40	25	60
26	19	26	38	26	29	26	38	26	58
27	18	27	36	27	27	27	36	27	54
28	17	28	34	28	26	28	34	28	51
29	16	29	32	29	24	29	32	29	48
30	15	30	30	30	23	30	30	30	45
31	14	31	28	31	21	31	28	31	42
32	13	32	26	32	20	32	26	32	39
33	12	33	24	33	18	33	24	33	36
34	11	34	22	34	17	34	22	34	33
35	10	35	20	35	15	35	20	35	30
36	9	36	18	36	14	36	18	36	27
37	8	37	16	37	12	37	16	37	24
38	7	38	14	38	11	38	14	38	21
39	6	39	12	39	9	39	12	39	18
40	5	40	10	40	8	40	10	40	15
41	4	41	8	41	6	41	8	41	12
42	3	42	6	42	5	42	6	42	9
43 & on	2	43 & on	4	43 & on	3	43 & on	4	43 & on	6
F/T	3	F/T	3	F/T	3	F/T	3	F/T	3
DNF	1	DNF	2	DNF	2	DNF	2	DNF	3

Special Trophies

YEAR	Whizzer White	Whizzer Junior	Ladies Perpetual	Ned Kelly Veterans	Ralph Morrish Over 50's
2018					
2017	A. McGregor	F. Williams	N. Kelly	D. Stefani	B. Little
2016	B. Chatfield	Not Contested	N. Kelly	Darryn Taylor	A. Lloyd
2015	B. Chatfield	C. Dawson	A. Curry	Dean Taylor	M. Allford
2014	B. Chatfield	Not Contested	A. Curry	I. Beruldsen	C. Schilling
2013	N. Jordan	T. Beruldsen	A. Curry	I. Beruldsen	R. Hale
2012	T. Heather	N. Jordan		A. Dawson	T. Athorn
2011	R. Hale	T. Allford	A. Curry	I. Beruldsen	T. Athorn
2010	G. Henderson	J. Burge	M. Hale	A. Lloyd	T. Athorn
2009	G. Henderson	B. Athorn	T. Heather	I. Beruldsen	T. Athorn
2008	C. Parrot	A. Ryan	S. Frawley	I. Beruldsen	T. Athorn
2007	G. Henderson	A. Ryan		I. Beruldsen	A. Anderson
2006	P. Mulhearn	A. Penington		I. Beruldsen	J. Lokan
2005	M. Murdoch	K. Mitchell		R. Akermans	Started 2006
2004	N. Floramo	D. Bassi-Anstee		M. Busch	
2003	N. Welsh	D. Bassi-Anstee		M. Shippides	
2002	C. Baudry			I. Beruldsen	
2001	R. McNally			J. Lokan	
2000	L. Westcott			K. Tankard	
1999	N. Summerhayes			B. Pollock	
1998	L. Westcott			M. Young	
1997	D. Stefani			M. Young	
1996				M. Young	
1995				M. Young	
1994				B. Pollock	
1993	M. Murdoch				

Championship Trophies

YEAR	Club Champion	Junior Champion	L & V Westcott Autumn Classic	L & V Westcott Spring Tour	Time Trial Champion	Criterion Champion
2018				H. Askew (Kilkenny)		
2017	D. Strike	C. Symons	T. Allford	J. Mitchell	B Chatfield	T. Beruldsen
2016	A. Dawson	Not Contested	T. Athorn	T. Allford	S. Kilmister	S. Kilmister
2015	T. Allford	C. Symons	T. Vandenberg	Race Abandoned	S. Kilmister	S. Kilmister
2014	A. Dawson	B. Watson	T. Allford	B. Chatfield B. Dawson	A. Dawson	T. Allford
2013	T. Sutcliffe	Not Contested	A. Curry	K. Tankard	K. Tankard	K. Tankard
2012	S. Barnden	N. Jordan	I. Beruldsen	K. Tankard	K. Tankard	Dean Taylor
2011	Dean Taylor	T. Allford	R. Hanlin	K. Tankard	Started 2012	Started 2012
2010	K. Tankard	B. Athorn	B. Pollock	<i>Not awarded</i>		
2009	G. Henderson	Started 2010	G. Henderson	K. Tankard		
2008	K. Tankard		K. Tankard	G. Henderson		
2007	C. Parrott		B. Liddle	K. Tankard		
2006	T. Sutcliffe		M. Murdoch	G. Henderson		
2005	M. Murdoch		S. Gallagher	R. Akkermans		
2004	E. Schmidt		I. Beruldsen	K. Tankard		
2003	R. McNally		S. Gallagher	P. Mulhearn M. Busch D. Bassi- Anstee		
2002	K. Tankard		M. Phillips	I. Beruldsen		
2001	C. Baudry		K. Gregory	A. Wightwick		
2000				D. Tozer		
1999				L. Westcott		
1998 1988	Not awarded between 1988 - 1998					
1987	M. Busch					
1986						
1985	J. Hartl					
1984	M. Busch					
1983	M. Busch					
1982	M. Busch					
1981	M. Busch					

Awarded Trophies

YEAR	Les Julian Most Improved Rider	Barry Pollock Coaches Award (Sen)	Barry Pollock Coaches Award (Jun)	Club Person Of the Year	Rider of the Year
2018					
2017	D. Strike	J. Johns	F. Williams	A. Curry	J. Johns
2016	C. Symons	J. Johns	C. Symons	A. Curry	J. Johns
2015	Darryn Taylor	A. McGregor	C. Symons	R. Kilmister	T. Allford
2014	A. Dawson	A. Dawson	Not Awarded	C. Cameron	A. Dawson
2013	T. Allford	T. Allford	Not Awarded	R. Hale	T. Heather
2012	S. Barnden	Ben Athorn	N. Jordan	R. Hale	T. Heather
2011	Ben Athorn T. Allford	R. Hale	T. Allford	P. Hale	T. Heather
2010	T. Heather	T. Heather	M. Hale T. Allford	B. Pollock	G. Henderson
2009	G. Henderson	D. Taylor	T. Henderson	G. Pitt	G. Henderson
2008	M. Phillips	H. Robbins	Started 2009	R. Hale	R. Hale
2007	G. Henderson	T. Athorn		T. Athorn	S. Frawley
2006	T. Athorn	P. Mulhearn		P. Hale	S. Frawley
2005	R. Hale	G. Scott		K. Tankard	J. Lokan
2004	S. Giles	P. Doody		R. Morrish	N. Floramo
2003	Started 2004	A. Lloyd K. Tankard		P. Winton	R. McNally
2002		R. McNally		J. Lokan	R. McNally
2001				D. Tozer	K. Tankard
2000				K. Gregory	A. Wightwick
1999				I. Beruldsen	I. Beruldsen
1998				R. Morrish	D. Stefani
1997				C. Stefani	D. Stefani
1996				R. Pollock	J. Pollock
1995				B. Pollock	J. Pollock
1994				M. Young	J. Pollock
1993				J. Tilley	M. Murdoch
1992				G. Dickinson	M. Young
1991				E. Young	G. Dickinson

Club Executive

YEAR	President	Vice President	Secretary	Treasurer	Assistant Secretary	Executive Committee				
2019										
2018	C. Schilling	R. Symons	A. Curry	B. Chatfield	Darryn Taylor	T. Athorn	J. Johns	J. Williams	M. Hissey	T. Williams
2017	C. Schilling	R. Symons	A. Dawson	B. Chatfield	A. Curry	T. Athorn	J. Johns	Darryn Taylor	B. Dawson	P. Doody
2016	R. Kilmister	C. Schilling	M. Smith	G. Scott	A. Curry	T. Athorn	T. Sutcliffe	B. Chatfield	R. Symons	D. Priest
2015	R. Kilmister	Dean Taylor	M. Smith	G. Scott	A. Curry	G. Simpson	T. Sutcliffe	K. Dean	C. Schilling	D. Priest
2014	R. Kilmister	Dean Taylor	C. Cameron	G. Scott	M. Smith	T. Athorn	A. Lloyd	G. Henderson	C. Schilling	M. Allford
2013	M. Allford	Dean Taylor	R. Hale	G. Scott	M. Smith	R. Hanlin	A. Lloyd	G. Henderson	C. Schilling	C. Cameron
2012	M. Allford	Dean Taylor	R. Hale	G. Scott	M. Smith	D. Digby	A. Lloyd	G. Henderson	C. Schilling	G. Pitt
2011	M. Phillips	Dean Taylor	R. Hale	G. Scott	T. Athorn	D. Digby	A. Lloyd	M. Allford	M. Murdoch	G. Pitt
2010	M. Phillips	Dean Taylor	R. Hale	G. Scott	T. Athorn	D. Digby	A. Lloyd	S. Wilkinson	M. Murdoch	G. Pitt
2009	R. Hale	M. Phillips	P. Mulhern	G. Scott	I. Brade	D. Digby	J. Mitchell	B. Nicholson	Dean Taylor	D. Priest
2008	R. Hale	T. Athorn	P. Mulhern	G. Scott	I. Brade	D. Digby	J. Mitchell	B. Nicholson	P. Mills	D. Priest
2007	R. Hale	T. Athorn	P. Mulhern	G. Scott	I. Brade	D. Digby	J. Mitchell	P. Robbins	M. Murdoch	E. Schmidt
2006	R. Hale	T. Athorn	P. Mulhern	R. Morrish	I. Brade	J. Lokan	D.Bassi-Anstee	P. Robbins	M. Murdoch	S. Giles
2005	P. Mulhern									
2004	P. Mulhern									
2003	P. Winton									
2002	P. Winton									
2001	P. Winton									
2000	I. Beruldsen									

Club Presidents prior to 2000

YEAR	President
1999	Barry Pollock
1998	I. Beruldsen
1997	I. Beruldsen
1996	Bob Pollock
1995	S. Rohde
1994	J. Caldwell
1993	C. Smith

YEAR	President
1992	G. Dickinson
1991	G. Dickinson
1990	A. Caldwell
1989	Matthew Cook
1988	E. Schmidt
1987	M. Irwin
1986	J. Hartl

YEAR	President
1985	J. Hartl
1984	J. Hartl
1983	J. Anderson
1982	J. Hartl
1981	G. Busch
1980	P. Cormick
1979	P. Cormick

YEAR	President
1978	P. Cormick
1977	P. Cormick
1954	Bill Goonan
1952	O. Connor
1951	L. Handcock
1945	Les Julian

Club Officials

YEAR	Coach	Handicapper	Assistant Handicapper	Race Secretary	Scrutineer	Publicity Officer
2019						
2018	R. Symons B. Dawson A. Dawson	Barry Pollock	T. Athorn & C. Schilling	A. Curry	T. Athorn	M. Hissey
2017	Barry Pollock	Barry Pollock	D. Priest	A. Curry	T. Athorn	D. Priest
2016	Barry Pollock	K.Tankard	D. Priest & R. Hale	C. Cameron & M. Smith	T. Athorn	<i>UN FILLED</i>
2015	Barry Pollock	K.Tankard	D. Priest & R. Hale	C. Cameron & M. Smith	R. Hale	<i>UN FILLED</i>
2014	Barry Pollock	K.Tankard	T. Athorn & R. Hale	P. Hale & W. Allford	T. Athorn	<i>UN FILLED</i>
2013	Barry Pollock	K.Tankard	T. Athorn & R Akkermans	P. Hale & W. Allford	T. Athorn	<i>UN FILLED</i>
2012	Barry Pollock	K.Tankard	T. Athorn & R. Hale	P. Hale & J. Ryan	T. Athorn	G. Henderson
2011	Barry Pollock	Barry Pollock	A. Anderson & K. Tankard & R. Akkermans	P. Hale & J. Ryan	T. Athorn	G. Henderson
2010	Barry Pollock	Barry Pollock	A. Anderson & K. Tankard & R. Akkermans	P. Hale & J. Ryan	T. Athorn	<i>UN FILLED</i>
2009	Barry Pollock	Barry Pollock	A. Anderson & K. Tankard & R. Akkermans	P. Hale & J. Ryan	T. Athorn	B. Hale
2008	Barry Pollock	Barry Pollock	K. Tankard & D. Priest	P. Hale & J. Ryan	Started 2009	P. Winton
2007	<i>UN FILLED</i>	K. Tankard	D. Priest & M. Murdoch	P. Hale		P. Winton
2006	J. Lokan	M. Murdoch	K. Tankard & J. Lokan	Started 2007		
2005						
2004						

Bunch Riding Etiquette

If you are new to bunch riding or new to group training, there are a few points you should be aware of to avoid falls and to gain the confidence of others around you:

- Be predictable with all your actions. Maintain a steady straight line and avoid braking or changing direction suddenly, especially if contesting a sprint. Remember that there are riders following you closely from behind. To slow down, gradually move out into the wind and slot back into your position in the bunch.
- Point out and call out any road hazards ahead. These include potholes, drain grates, stray animals, opening car doors, parked cars, etc.
- Don't overlap wheels. A slight direction change or gust of wind could easily cause you to touch wheels and fall.
- Never attempt to put your hand on another rider and give them a push.
- Pedal down hill when you are at the head of the bunch. Cyclists dislike having to ride constantly under brakes.
- Stay to the left when in front to allow room for others to pass safely on your right, particularly in traffic or low light conditions. Pass other riders on their right hand side whenever possible.
- Be smooth with your turn at the front of a group. Avoid surges unless trying to break from the bunch. A group will travel quicker when turns are completed smoothly.
- Avoid leaving gaps when following wheels. Cyclists save about 25% of their energy at high speed by following a wheel. Each time you leave a gap you are forcing yourself to ride alone to bridge it. Also, riders behind you will become annoyed and ride around you which can create confusion and un-necessary danger.
- Don't panic if you bump shoulders, hands or bars with another rider. Try to stay relaxed in your upper body to absorb any bumps. This is a part of cycling in close bunches and is quite safe provided riders do not panic, brake or change direction.
- When climbing hills be especially attentive of the rear wheel of the rider in front and avoid following a wheel too closely. Many riders often lose their momentum when rising out of the saddle on a hill, which can cause a sudden deceleration. This can often catch a rider who is following too closely, resulting in a fall from a wheel touch. When getting out of the saddle, shift to a harder gear to avoid the bike moving back onto other riders.
- If anyone has a crash, the whole bunch should stop to assist in any way they can until the situation is under control. If anyone has a flat or a mechanical or any other problem during a training ride, the bunch should stop and wait or assist.
- Remember the law – we are entitled to ride two abreast. Never take up more of the road than is needed and never cross the middle lines.
- When a cycle lane is provided (such as over the George Chaffey Bridge) you should ride single file to allow traffic to get by without undue stress. Call out to the rest of the bunch when traffic is approaching.
- Stereo headphones should not be used in any bunch rides or races as they don't allow you to hear what is going on around you. Mobile phones should not be used whilst riding in a bunch. This is against the law, unless you have a single hands- free earpiece.
- Aero-bars should not be used in a bunch as they make it unsafe. If you want to use them, get out of the bunch and drop at least 10 m to the back.

There are a lot more minor points that could be mentioned here as becoming a proficient bunch rider takes time and experience to achieve. The most important point however is to be aware of others around you and respect other riders, your actions will have a direct response on their safety as well as your own.

MCCC RACING TIPS

Introduction

We are a relatively small competitive racing club, and while we have a limited number of Commissaires, we do not have an "umpire" in each group to call the fouls and associated penalties as most other sports do, it is up to everyone to behave safely and compete in a spirited but honourable fashion. After all, everyone wants to go home at the end of the day having had "fair go" and feeling satisfied.

Each season we run races over about 20 weeks there are few prize money days, and no "Sheep Stations" up for grabs here. In addition to providing excellent local racing, we are a proven spring board or training ground for those with ambitions at an "Open" or "State" level, where racing may be more "cut throat" and pressurised.

Every time you go out to race you have a decision to make. Do you try win the race at any cost OR do you win respect by the way you ride and maybe win the race. Either way you may win, but one is a short term win, the other is a long term win.

There are many riders that everyone is comfortable riding with because they have earned respect and can be relied upon to ride smoothly and in a way that considers the safety of the whole group. Think about what type of rider/racer you want to be known as and behave accordingly.

Try to remember that this is "Club Level" racing and whilst we love the competition, there is also a lot to be gained from the feeling of having had a good workout and doing your personal best.

If you are new to the sport and are unsure of how things work on race day, ask the race secretary at sign on to identify someone that can help explain expectations and answer your questions.

Rules That Must Be Obeyed

Centre line: Do not cross the centre line and ride on the right hand side of the roadway unless it is a closed road event. If an echelon forms and you cannot get cover from the wind on the correct side of the road then you will have to consider forming a second echelon behind the first one. If you do cross the centre line in the last 200 metres leading up to a sprint point or race finish point, you will be relegated to the last position of the group that you are riding with at the time.

Being lapped: As a general rule you can only ride with other riders who are on the same lap as yourself and in the same race as yourself.

- In a Graded Scratch Race you are not permitted to ride with riders competing in another grade, unless that Grade was started as a mass start event with your Grade.
- In a Scratch Race, if you are being lapped by a faster rider or group of riders, you are not permitted to join with those riders.
- In a Handicap Race, if you are being lapped, rather than being caught, by a faster rider or group of riders, you are not permitted to join with those riders. This also applies to situations where you have completed a lap before a faster group start their race, and that group passes you, in effect "un-lapping" themselves. If a faster group e.g. "Scratch", catch you, and you are all on the same lap, then you are permitted to ride with them if you are able to do so.

Etiquette That Should Be Observed

Sprinting in the finale: The road is only wide enough for a certain number of riders, it may be that 2 or 3 can effectively block the road in a sprint completely. Sitting on the group 2 or 3 rows back from the front is all well and good, but if that is where you are in the last few hundred metres of a race then there is a good chance that you will be boxed in or unable to find a safe way through to get clear air to the finish line. If that happens then you need to accept that this is not your day to win. Barging through gaps that are not wide enough is dangerous and will see you relegated to last position in the bunch or potentially disqualified from the race. Do not use your head/helmet, hips, elbows or shoulders to push another rider off their line.

There is a racing regulation that requires riders to "hold their line" in a sprint. This means maintaining a line that is parallel to the edge of the road, not varying left or right. Failure to "hold your line" in a sprint will likely see you relegated to the last position of the bunch that you are in.

Cornering safety: Riders will take a variety of lines through corners for various reasons. Sometimes the rider in front of you will start shallow into a corner and drift wide on the exit, others will start wide and close down tight on the apex. A corner is not the place to try and improve your position in the group, "bombing" up the inside of a rider in a corner will quite often end in disaster. The smart thing is to maintain your position into the corner and move up as the group accelerates out the exit side.

Moving up into a better position: If you want to move forward in the group, pay attention to what is happening a few riders in front of yourself, gaps are always opening throughout the peloton and there will be ample opportunity to move up safely into one of these gaps. It may be that the moving up on the windward side of an echelon is your best option, particularly if you think you are good enough to stay there until the next direction change in the road.

Grabbing/Holding other riders or changing your line to block other riders: Simply put, DON'T DO IT!!!

Overlapping wheels: This is when a rider allows their front wheel to partly overlap a rider in front's rear wheel. If there is a big peloton with riders more than 2 abreast (and we know that this is only permitted on closed roads) then overlapping will unavoidably occur. If there is a single line or double line of riders, then there should be no overlapping of wheels, this is dangerous, particularly in windy conditions or if riders are using deep section or aero wheels that can catch a wind gust or be pushed by the wind in a change of direction causing riders to suddenly change their line.

Remain in control of your bike: If you need to stretch, stand up off your saddle, take a drink, retrieve items from your pocket or put items away, do this when you are on the back of the group not when you are on the front or near the front of the group as you will be putting other riders and yourself at risk.

Losing the wheel: It is encouraged that if you are at the point where you cannot hold the wheel of the rider in front of you that you signal to the riders behind you to move up and safely move out of the pace line, (move to the windward side of the lane) to allow them through without having to close an unreasonable gap. You can drop to the back of the bunch and sit on, remembering to call riders into the pace line in front of yourself as they move off from the front after their turn of pace.

Terminology

Echelon: A line of riders that are in a formation that shelters them from the wind unless they are the one on the front of the line.

Up the road: Either refers to a rider or group of riders that are ahead of you in the race. **OR** alternatively as described below.

Move up the road: Move to your Right, towards the centre line.

Move down the road: Move to your LEFT, towards the road edge or gutter.

Pulling a turn: Taking your turn at riding on the front of the group providing a wind block for the others in the group, then roll off the front towards the direction of the wind and make your way to the back of the working group. There may be two riders, or any larger number of riders, "pulling turns".

Working: Doing a regular share of turns on the front of the group.

Sitting on: Not working. Riding at the back of the working group without coming through to the front to take a turn in the wind. If you are sitting on the back of a group, you should call to each rider as they come to the back of the group to move into the working lane in front of you. This will help cause minimum disruption to their rhythm.

Making a gap or "Gapping": When the rider moving to the front of the group accelerates and opens a gap to the second rider in line leaving that rider to also push into the wind.

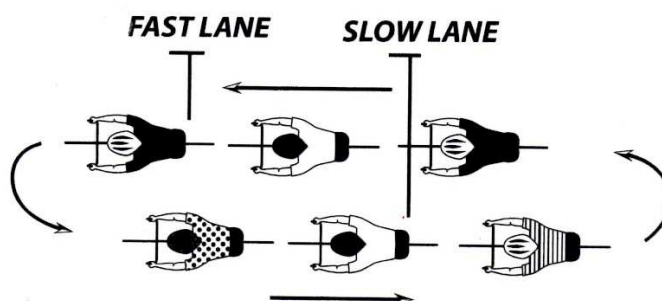
Holding the wheel: Maintaining a close distance to the rider in front. Not allowing a gap to open.

Losing the wheel: Failing to maintain a close distance to the rider in front. Allowing a gap to open.

Letting the wheel in front go: This occurs when a rider deliberately allows a gap to open up between them self and the next rider in front. An unfriendly or unappreciated act if another rider then has to do extra work to close the gap to avoid being dropped.

"Fast lane" or "Shelter side": In a rolling pace line formation, the side that has shelter from a cross wind, where riders move from the back to the front of the group. Usually about 1 kph faster than the slow lane.

"Slow lane" or "The windward side": In a rolling pace line formation, the side that has the wind blowing onto it where riders move off to the back of the group. Usually about 1 kph slower than the fast lane.



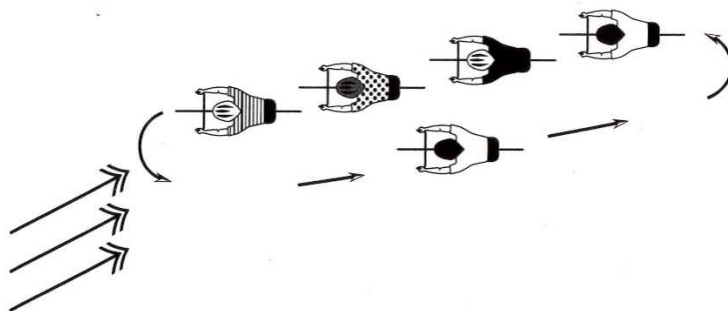
Limit: The first group away in a Handicap race. The group that are expected to be the slowest group.

Chopping Block: The second last group away in a Handicap race.

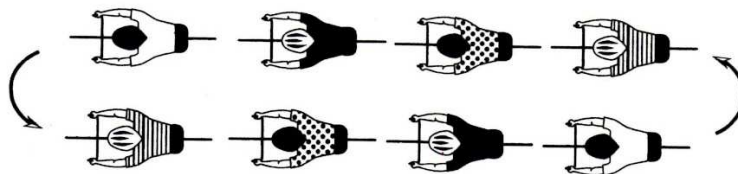
Scratch: The last group away in a Handicap race. The group that are expected to be the fastest group.

Time Trial Turns: Riding in a single line with the rider on the front pulling for a period of time then rolling off to the back leaving the rider who was second in line to take a turn in the wind, and so on. When you decide to roll off the front, always peel off into the wind and "flick" your elbow on the side that you expect the next rider to come past you. TT turns usually works best if there are 7 or less riders working. The key here is to only stay on the front while you can maintain speed, slowing down and speeding up is counter-productive to the group's progress.

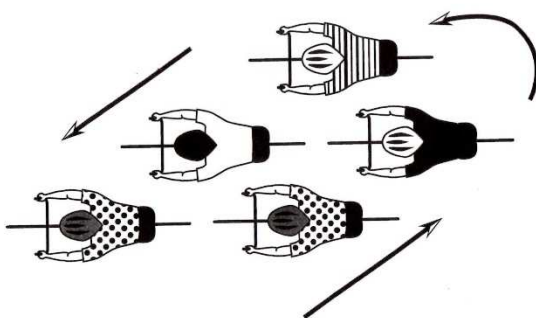
If you find that you can no longer work at the speed the group is travelling and you are going to sit on the back to recover, remember to call to the riders as they are rolling back, to move across in front of you.



Rolling Turns or Rolling Pace line: A double row of riders rolling through to the front then off to the slow lane like a continuous chain. Usually works best with 8 or more riders working. The key here is to keep the speed consistent and smooth without accelerations.



The shape of the group may change if the wind is hitting the group from the side (Cross wind), but the principle is the same. Move up on the protected side and move back on the windward side.

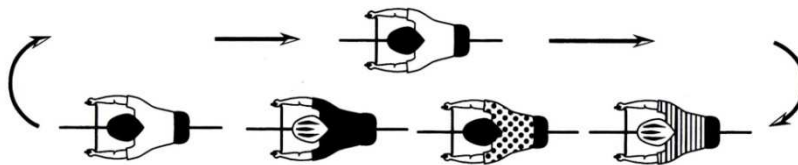


If you find that you can no longer work at the speed the group is travelling and you are going to sit on the back to recover, remember to call to the riders as they are rolling back, to move across in front of you.

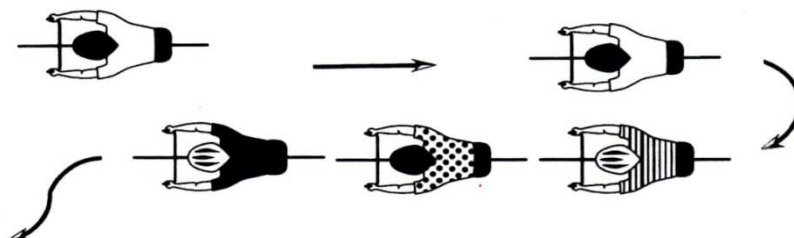
Rolling Paceline Change of Direction

When riding in a rolling pace line formation, i.e. two rows, (Fast lane & Slow lane), the rotation is either “Clockwise” or Anti-clockwise”. There will be times when a change of direction of the rotation is called for due to a change in the road direction and therefore a change in the direction that the wind is blowing onto the peloton. By utilising this change of direction technique, the pace line continues in a smooth, uninterrupted manner, without any rider having to take an additional or “double” turn.

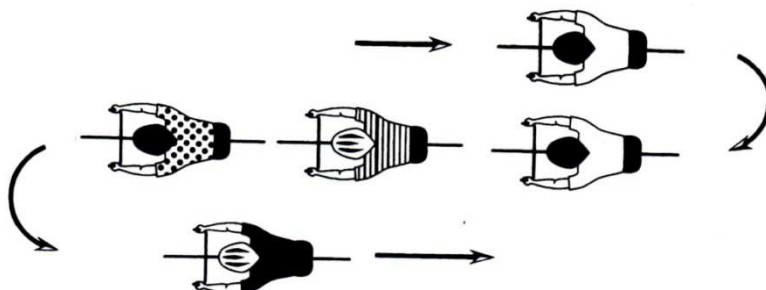
The group is rolling in a Clockwise direction



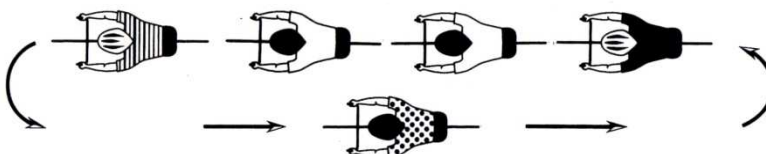
The road direction changes and the rider in the black jersey decides to change the direction of the rotation to Anti-clockwise. The rider in black moves to the left side of the road instead of following the rider in white down the right side of the road.



The rider in polka dots continues on through the centre then moves to the right side of the road following the rider in black. At the same time the rider in white continues to move to the back of the line, and for the period of the transition, riders are 3 abreast on the road



The rider in black moves to the back of the line, completing the transition from Clockwise rotation to Anti-clockwise rotation.



The same process applies, but in reverse, when the rotation needs to change in the opposite direction.

Scratch Races

In a Scratch race, everyone starts together at the same time. Also termed an “All In” race. The winner will either come from a break-away group, or be a sprinter with the best finish who has been strong enough to not be dropped by the group in the process of the race.

Graded or Age Group Scratch Races

These are separate races, on the same course, that are started in order of the anticipated "fastest grade or age group first". i.e. A grade, then B Grade, then C Grade, then D Grade. Again, the winner of each race will either come from a break-away group, or be a sprinter with the best finish who has been strong enough to not be dropped by the group in the process of the race. You are not permitted to sit on, or gain benefit from, another Grade. e.g.

- Riders from C Grade catch up to riders from B grade. Riders from the two grades cannot work together to gain advantage over other riders in their grades, these are 2 separate races.
- Riders from a faster grade lap riders in a slower grade. The lapped riders cannot ride with the riders from the faster grade to gain an advantage on others in their grade.

When 2 or more grades are combined into 1 race, this becomes 1 race for all purposes, the exception being that it may be specified that the results will be "Graded Results".

Handicap Races

The handicapper will break the race into groups comprising riders who are at approximately the same level on the day, and set staggered starting times with the aim of all groups coming together at the finish line. Any group that works exceptionally well together will be able to ride faster than the Handicapper anticipated and so have a better chance of winning the race. Each group effectively become a "team" for this race with the primary goal of catching all other teams that start in front of them and staying away from the teams that start after them. This gives the members of your team, including yourself, the best chance of filling the top finish positions for the race. There will always be stronger and weaker riders in a group. If you are feeling particularly strong then when you come to the front, raise the speed gradually, then stay on the front maintaining that speed for at least 30 seconds. The group speed needs to be such that the majority of the group can stay together (there is strength in numbers) while some individuals may not be able ride at that pace and be dropped from the group.

Behaviour that would be considered legitimate race tactics in a Scratch race will probably be "**UNAPPRECIATED**" in a Handicap race, e.g.

- Leaving a gap and making another rider work to fill it.
- Letting the wheel in front of you go and allowing a gap happen then sprinting across leaving riders behind to either drop or work harder to close the gap down.
- Causing the group speed to fluctuate rapidly by accelerations.
- Making the race hard for others in your team where the terrain suits your characteristics as a rider. Instead you will be "**APPRECIATED**" if you are a climber and take the front on climbs but without setting a speed that the bulk of the group cannot maintain. If you are stronger on the flat, again take the front, and run the speed up gradually without "breaking" the group up.

At the end of a race, if you have not been able to work with the group you are finishing with then it is unethical to contest the sprint, particularly if you are with the Scratch bunch. Sitting on for the last 10km and then sprinting will be unappreciated by those that have continued to work and you will gain an unwanted reputation. The Scratch riders will probably be racing for fastest time, so if you haven't worked with them, keep out of their way and let them sort out fastest time on the day. If you decide to contest the finish with the group that you are in, then you are also sending a message to the Handicapper that you consider yourself strong enough, and would like to start with the strongest of that group in the next race.

Towards the end of a handicap race, usually in the last kilometre or so, or when "Scratch" has caught all riders in front of them, the race effectively changes into a Scratch race.

Advice if you aren't at the top of your game OR you're in a group that is overall stronger than yourself

If you do this you will "**Win respect**" and be able to consider it a good day!

1. Work for your team until you have no more to give. Then Sit on if you can and get a lift home.
2. Don't contest the sprint because you have not earned that "right" today.

Sample of a typical Race Briefing

The course today is We are racing on open roads so the standard road rules apply to us as they do to any other road user. Give Way to traffic at "Give Way" signed intersection and round-a-bouts. If a traffic marshal is positioned at an intersection they are there to stop you as riders, not the traffic with right of way.

- Don't ride on the Right Hand Side of the centre line at any time during the race. Crossing the centre line in the last 200 metres of the race will see you relegated to the last position in the bunch.
- Don't ride more than two abreast on the roadway unless you are overtaking and it is safe to do so.
- You must have a rear flashing red light in operation that is visible from 200 metres throughout the race.
- Don't push, pull or interfere with the progress of another rider. This includes swerving or changing your line to deliberately block another rider.
- Hold your line during the sprint and don't interfere with the progress of any other rider. You must ride a parallel course to the shoulder/edge of the road surface.
- In the event of a fall during the race, all of the group and following riders, must stop and render assistance, unless a final sprint situation exists. The extent of injuries will dictate the action to be taken. This will primarily be determined by the injured rider. If the race is at the Austlink circuit, or another closed circuit that is entirely visible from the finish line, then riders don't need to stop, the finish line officials will attend to assistance if required.

Scratch Race

- If you are lapped then you must not ride with anyone who is not on the same lap as yourself.

Graded Scratch Race / Criterium

In addition to Scratch Race briefing:

- There are __ separate races on the course at the same time today. You must not ride with riders from any other race /grade unless you are the last in your race and just making your way to the finish.

Criterium (Austlink)

In addition to Scratch Race briefing:

- If you have a mechanical problem or a fall then you can have 2 laps out to fix problems. You must report to the Start/Finish line to claim your laps out and re-join the race with the group you were with when you had the problem. Laps out are not available in the final 5 minutes of the race.

Handicap Race

- You must not ride with anyone who is not on the same lap as yourself. If you are being lapped, rather than being caught, by a faster rider or group of riders, you are not permitted to join with those riders. This also applies to situations where you have completed a lap before a faster group start their race, and that group passes you, in effect "un-lapping" themselves. If a faster group e.g. "Scratch" catch you, and you are all on the same lap, then you are permitted to ride with them if you are able to.
- The primary goal of each group is to catch all other riders that have started in front of them and stay away from all other riders that start after them.
- At the end of a race, if you have not been able to work with the strongest of the group you are finishing with, then it is up to your own morals and sense of what is right to decide if you will contest the sprint.

Individual Time Trial

- If one rider is caught up by another, neither may lead nor follow in the slipstream of the other.
- A rider catching up with another must keep a lateral gap of at least 2 metres to the other rider.
- After 1 km, the rider caught up must ride at least 25 m away from the other.

Attachment 1

Race Set-up & Race Secretary Duties

This attachment describes the duties required of Club members when they are rostered for Race Set-up Duty or Race Secretary Duty.

If a member rostered for either duty cannot attend their rostered duty, then they must arrange a replacement. Members not completing their rostered duty, or for failing to arrange for a replacement (or for their replacement failing to attend), receive a penalty of 15 race points.

Race Set-up Duties

1. The rostered members are to determine the location of the Club trailer prior to race day and make arrangements to collect the trailer. Note that the key to the trailer is kept in the key safe (combination 0417) located on the front of the trailer.
2. Fill the esky with one or two bags of ice and soft drinks, depending on the temperature of the day and the number of participating riders. Members will be reimbursed the cost of the ice and drinks by the Race Secretary (keep receipts).
3. Members rostered for race set-up duty are to bring the Club trailer to the event and set-up for the race. Set-up includes placement of cones (start/finish line, criterium courses) & warning signs (on intersections or approach roads as appropriate), sweeping of corners and set-up of the Race Secretary's area. The first aid equipment must be placed in the Race Secretary's area or readily accessible on the race trailer.
4. The Club marquee (or trailer awning) is to be set-up for all road races, or whenever shelter from the elements is required for the comfort of race officials (rain or shade protection).
5. The MyLaps timing system must be set up by the members on duty as well. This includes the generator, extension lead, timing cable, decoder box and computer.
6. Race set-up must be completed no later than 30 mins before the scheduled start time of the event.
7. Pack-up all Club equipment after the event, ensuring that the Club trailer is packed neatly. Faulty or missing equipment (e.g. used first aid equipment) should be reported to the President.
8. Return the Club trailer to the storage yard at Riverside Golf Club if a mutually agreed transfer has not been arranged with the next rostered members.

Race Secretary Duties

1. Receive race season nomination fees, mark off on the "*MCCC Cash Tin Sheet*" form the rider as having paid, and provide a receipt.
2. Receive single race nomination fees and mark off on the "*MCCC Cash Tin Sheet*" form the rider as having paid (a receipt is not required to be provided).
3. All monies received are to be kept in the Club cash box, which will be provided by the Club Treasurer. Reimburse those members on set-up duty who may have purchased ice and/or drinks.
4. Ensure all competing riders sign onto the "*MCCC Race Sign-on Sheet*".
5. In conjunction with the Chief Handicapper, prepare the "*MCCC Race Starting Sheet*" and assign race numbers to the starters.
6. Ensure MyLaps timing system has been set-up correctly and is ready for the race start.
7. Collect and file race numbers at the end of the event.
8. In conjunction with the Chief Handicapper, ensure that the race results are entered onto the "*MCCC Race Starting Sheet*" and that the sheet is passed to the Race Secretary for the assigning of points. Riders not completing their rostered duty are to be marked on this sheet for the deduction of 15 points.

Attachment 2

Application of UCI Equipment Regulations

The Club Executive adopted (or re-affirmed in the case of previously adopted regulations) the following application of the UCI equipment regulations at an Executive meeting held on 11 February 2013: The following are "Adopted and currently enforced".

Helmets

Helmets must have an Australian Standards sticker (AS/NZS 2063: 2008). This is a road law and must be complied with. Helmets purchased overseas **donot** comply with this and are therefore illegal.

Wheels

Non-standard wheels i.e. deeper than 24 mm profile that are not on the UCI approved list have not been "destruction tested" and may present a risk to all in the peloton and must **not** be used in a mass start race. These wheels are permitted for time trials.

Aero Profile 3:1 Ratio "Unfair Advantage"

Equipment that does not comply with the 3:1 profile rule is not allowed to have any impact on the results of a race. i.e. not be allowed in any mass start race and TT results will not count for points, PB's, course records or race results. The Club provides a "Timed Participation Classification" at TT events for riders with non-conforming bikes that do not appear to introduce a hazard to any person.

Rider Position "Unfair Advantage"

The relevant issues here are the seat forward position and the TT bar length. Positioning achieved by being "out of range" with these items can provide an unfair advantage to the individual that is not available to a rider that complies by being "within range". The Club provides a "Timed Participation Classification" at TT events for riders with non-conforming bikes that do not appear to introduce a hazard to any person.

Hydration

Bottles can only be carried attached to the down tube or the seat tube on the inside of the frame and not integrated into the frame (i.e. no bottles on handlebars or seats). Bottles must have cross section measurements of between 4-10 cm and a capacity between 400-800 ml.

Saddles

Saddles must be 24-30 cm in length and not modified from the manufacturers length. Saddles must be within +/- 3 degrees from the horizontal, which can also be measured as front to back within +/- 10 mm variation from horizontal. Saddle set back must meet the required specification.

Protective Screens/Fairings

This regulation excludes protective screens and/or fairings that could result in an unfair advantage. Typical applications include the following:

- A credit card thickness must exist between the rear wheel and the seat tube;
- Bottles must not be integrated into the frame (such as the Cervelo P4); and
- Tape cannot be used to cover bolts or holes other than the valve hole in a disc wheel.

Clothing

Clothing must be of a "plain textile material" or "open mesh fabric" (it cannot be plasticised). This regulation does not apply to shoe covers, gloves or rain gear. Compression garments are not permitted to be worn during mass start events or TT's. Adding a removable cover to a helmet is not permitted. Helmet visors are permitted if they are produced specifically for the helmet. It is forbidden to incorporate electronic systems into apparel or helmets.

Frames and Equipment Labels

Frame modifications are not permitted such as filing off dropout tabs. It is not permitted to add tape or otherwise modify any part to comply with the 3:1 rule. Tape may be added to provide a better grip for the hands but it must be identifiable and used solely as the locations for the hands.

All **new** models of frames and forks produced after 1 January 2011 are to have a UCI approved label. The label is 3 cm tall, visible, indelible and cannot be removed from the frame. Models on the market, at the production stage, or already manufactured on 1 January 2011 are not required to carry the label however they must comply with the UCI technical regulations.

The approval label has a coded designation in 3 parts:

Manufacturer: 3-4 Alpha/Numeric

Model: 3-4 Alpha/Numeric

Discipline: 2 Alpha

For example a Fondriest TF3 road bike would have the designation FOND-TF3-RD. There is a list of UCI approved frames and forks on the UCI web site Adopted and currently enforced.