



Members Handbook



(GSCC Group Photo - Warrnambool Open Race 2019)

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Geelong & Surf Coast Cycling Club Inc

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Introduction

Welcome to our Members handbook.

The Board discovered a Handbook issued to members of Geelong Veterans Cycling Club in the early 90's and decided it was high time to reinstate the document.

Of course, back then it was a printed document and we are now keen to trial both print & electronic media.

We hope you enjoy the contents and welcome feedback to improve future updates.

Organisation of Geelong & Surf Coast Cycling Club Inc.

Board of Directors: The club took up a new AusCycling inspired Constitution in 2021 and is now administered by a Board of Directors, with Directors elected for a two year term, by financial members. An Annual General Meeting is held in December each year, at which time, three retiring Directors positions are up for election.

The Board comprises 6 Elected Directors, plus up to 3 Directors appointed by the Board and an appointed Secretary.

Our Board allocates one Director to each of the following positions for a one year term:

- President
- Treasurer

In addition to the elected Board, the Club has the following Appointed Positions:

- Club Handicapper
- Mylaps Operator
- Sunday Marshal Coordinator
- SuperVets Coordinator
- Commissaire Coordinator

Board Meetings

Meetings are generally held on the first Tuesday of the month.

The Board will hold informal "Information Members Meetings" from time to time.

These meetings provide an opportunity to come along and have a hand in the running of your club, and discuss issues directly affecting the way the Club organises events for you.

The club is an incorporated association and meets all the requirements of the Associations Incorporation Reform Act 2012.

The club is affiliated with AusCycling as a "Masters Club", open to members aged 30yrs & over.

Club Membership

Club Membership is open to cyclists aged 30 years or over (Masters age), and is subject to Rule 6 of the club's constitution.

The club is affiliated with peak cycling body AusCycling and registration of members is processed through the AusCycling website "Membership" page, by selecting Geelong & Surfcoast Cycling Club as your nominated club. See ([AusCycling | Memberships](#)) for full details & current membership fees.

Several membership options are available, and include the club annual fee of \$25 :-

1. Race All Discipline Membership.

This membership is for all cyclists wishing to compete in club and affiliated cycle events, across all cycling disciplines and provides insurance including cover while racing, plus other member benefits.

Members must choose option 1 if they wish to enter club races.

2. LifeStyle Membership.

Lifestyle membership is for cyclists who wish to enjoy all the benefits of being a club member, including various levels of insurance, but do not wish to race.

3. Official / Non-Racing Membership

This membership is for those people who do not ride, but perhaps support, volunteer or officiate and want to be involved with the club as a member. There is no riding insurance with this option.

4. Add On Membership

Once you have joined your "Primary" or voting club, AusCycling allows you to join multiple clubs by Adding On additional club memberships upon payment of the subject club fee. This is particularly relevant when racing across various disciplines (ie Road & Track, BMX, Mountain Bike, CX etc)

Only Members who join GSCC as their primary club, have club voting rights, however all members are expected to complete race marshalling duties.

5. Concessions

Concessional AusCycling membership fees are available to members aged 65 and over at the time of joining, under options 1 & 2 above.

Life Members

Life membership may be awarded by the Board from time to time and enjoy the same voting rights as the above member classes, as outlined in the club's constitution.

Year	Life Member
1982	Pop Marriner **
1983	Reg Marriner **
1983	Stan Howard **
1983	Dave Scarsi **
1984	Vic Maurer **
1985	Harold Barley **
1985	John Windsor **
1991	Alex Maurer **
1992	Chris di Crescezo
1992	Tom Finning
1998	Marilyn Harbison **
2000	Neil Freeman
2007	Jack Griffin**
2010	Richard Buckwell
2010	Brian Long
2011	Bill Mantova **
2011	Gil Wright
2011	Val Bent
2011	Len Bent
2012	Joe Gulino
2012	Paul Bird
2013	Colin Hooper
2015	Marcus Coppock
2016	Ross West
2018	Ian Sumner
2019	David Robinson
2019	David Phillips

(** Indicates life members are deceased)

Club History

The beginning

When veteran cycling commenced in Victoria there was no club in the Geelong area specifically catering for veteran riders.

A number of Geelong riders were competing in veteran events, particularly those being organised by the Northern Veterans Cycling Club.

As interest in the sport grew in the Geelong area larger numbers of riders began to travel to races, some of these riders got together and decided that there may be a chance of starting a veterans' club in our area.

A meeting was held at the Geelong West Cycling Club rooms on the 14th of October 1977.

Fifteen people attended the meeting which was chaired by Mr. J.J.Stewart from the Northern Vets. Club.

At the conclusion of proceedings, the Geelong Veteran Cycling Club was up and running with an elected committee and a bank account containing twenty dollars thanks to a donation from the Northern Vets.

Reg Marriner was elected the first President, Stan Howard took on the Vice-President's role, and Neville Densley became the Secretary of the new club

The first race run by the club was held on the 3rd of November 1977.

It was a graded scratch event, held on a Thursday evening at 6:30 p.m. starting on the Fyansford-Gheringhap Rd., Stonehaven, riders competed in three grades.

The results are included for your interest

'A' Grade - 16 Km.

- 1st Neville Densley 2nd Bill Mantova 3rd John Elliot

'B' Grade 16 Km.

- 1st Stan Rasani 2nd Ray Aldridge, 3rd Michael Mitten

'C' Grade 8 Km.

- 1st Hans Schwidlewski 2nd John Windsor 3rd Harold Barley

The first handicap race run by the club was the 1977 Christmas Handicap held at Stonehaven over a 16 km course.

This event was won by Lance Hamilton, with Wal Hazelwood coming in second and Paul Foster third. & Fastest time honours went to Syd Jennings.

The early days

Ten weeks after the commencement of racing thirty riders were turning out for the Thursday twilight scratch races and a fourth group, 'D' grade, was added to the program.

At this stage of the club's development it is interesting that almost half of the members were Alcoa employees.

For many of these riders training was riding to and from work with their mates, the Alcoa employee's newsletter regularly included articles about the exploits of their veteran cyclists.

Alcoa also aided the club by way of donations, a perpetual trophy was one of these donations and the 'Alcoa' aggregate was keenly contested over the winter season.

This trophy bears the inscription "To the Geelong Veteran Cyclists, from the Ex-Yanks of Alcoa"

Geelong & Surf Coast Cycling Club Inc

The Alcoa company still has a number of riders involved with the club and subsequently made a generous contribution of five hundred dollars to the 'Dunny Money fund' to assist us construct new toilets at our Paraparap headquarters.

Sunday morning races commenced on the 15th of March 1978 at the Robbs Rd. circuit at Sutherlands Creek.

No race took place on the 26th of March. Instead riders met at Waurn Ponds and rode to Paraparap to investigate a proposed circuit and decide if it would be a suitable venue for future events.

The following Sunday saw the first race by veteran cyclists at the Paraparap course.

A growing club

By September of 1978 the club had grown to the point where it was able to host the Veteran State Titles.

This event was held at Queenscliff and attracted a large field of riders.

The best performed Geelong entrant was Bill Mantova who won the 50-54 age group race, the organisation of this event drew much praise from those competing and gained a good deal of media exposure for the sport, the Geelong Veterans club had truly come of age.

In the early days of racing at Paraparap the finishing line was in Grays Rd, near the turn off to Hendy Main Rd.

To provide some comfort for riders and spectators an "amenity building" was constructed near this intersection.

This was known as 'Daves Dunny' in honour of its designer, Dave Scarsi, for some considerable time this was the only facility available to club members, as numbers increased this proved to be rather inadequate.

The next big step for the club was the development of permanent clubrooms at the site we use today.

Lance Hamilton, while he was president of the club, was able to secure the use of the land where our present buildings stand.

The land was controlled by the Moriac School and use of it through their agreement, 'Daves Dunny' was relocated to its new home and the efforts of a dedicated group of workers saw the construction of the shed which today holds our mower, signs and other equipment.

In honour of his contribution to this project the shed was dedicated to Alec Maurer when it was opened in 1987.

The second shed was added a couple of years later, much of the ground work and construction of this shed was due to the efforts of Geoff Regan, who with a bunch of willing helpers got the project completed, by 1992 the club membership had grown to more than one hundred.

This made the Geelong Veteran Cycling Club one of the largest cycling clubs in the country.

The club is well known and respected throughout the competitive cycling community. When Jack Griffin, Brian Stephens, Alf Ewins and Tony Spark set a new record for a round Australia trip by bicycle they made sure that the name of the Geelong Vets. was also in people's minds when they think of this outstanding effort.

All of the benefits that we enjoy as members of the club are due to the dedication and hard work of those members who have given up their time, money and effort to provide for them.

The facilities certainly help make our Sunday races more enjoyable for all concerned. Visiting riders often comment that we are very lucky to have such good rooms. It seems that the

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harder we work the 'luckier' we get!

December 2014

In December 2014 the club changed its name to Geelong & Surf Coast Cycling Club.

Club members owe a great debt to those people in the club who raise money, construct and maintain the rooms, organise races and social events, officiate on the road, cook, clean up, and serve drinks week after week so that riders can enjoy a Sunday race.

Never forget that all of these people are volunteers. Please don't expect all this work to just happen as if by magic! Every one of us can help in some way.

Join in. It's your club too!

Thank You!

(The information used for this article was supplied by "unofficial club historians, Vic Maurer and Reg Marriner – This article is a direct extract from the 1994 edition of The GVCC Handbook)

Super Vets

The Club has a SuperVets group, which races Wednesday mornings and is open to our more mature members, the group commenced in June 1992 for men aged 60+ and now includes women aged 50+

The older members were looking for a “fun” and somewhat social outing with the initial “races” being 3 laps of the home circuit, but with the first 2 neutral.

The first race had 7 members, was won by Neil Freeman and fastest time Billy Mantova.

The membership of the Super Vets steadily built to 15 / 20 riders, with an entry fee of \$3 and only paid 1st, 2nd & 3rd.

This group continues to thrive today and is an important and successful part of the club.

December 2020

With the introduction of AusCycling, the club moved affiliation from Veteran Cycling Victoria & the Australian Veteran Cycling Council to AusCycling, becoming a “Masters Club”.

Covid-19 Environment

The club has a Covid-19 Safety Plan, providing details that allows the club to stage events during the pandemic, ensure you have read the plan and understand the requirements for attending competitions at Paraparap & the Belmont Criterium Track

Riders Responsibilities & Races / Entries

Membership Fees

It is the rider's responsibility to ensure their annual membership fees are paid prior to racing.

No rider can compete in any event unless they are financially up to date and have the necessary insurance cover, this protects both the rider and the club in the event of an accident.

Transponders

The club uses the Mylaps timing system for Sunday Road races and Criteriums, members are required to have a working transponder on their bike prior to racing.

Sunday Road Races & Thursday Night Criteriums

It is the rider's responsibility to ensure that their entry is in on time.

Entry & race fees for these events are submitted through Entry Boss Software; you are able to nominate a grade, however the handicapper reviews & decides where you will ride.

SuperVets

Paraparap Wednesday mornings throughout the year.

Open to females 50 + and males 60 +, entry and race fees are submitted through Entry Boss Software, you are able to nominate a grade, however the handicapper reviews & decides where you will ride.

Other Events

Such as inter club races, combines, opens and championships generally require entry prior to the event and pre-payment of the entry fee.

Notice of these events are usually given at club races and via various club communication channels, and are often listed on EntryBoss home page.

If you are in doubt, ask a club official for details regarding the particular race you are interested in.

Race day

On race day riders should ensure that they allow enough time to register, collect their race number, check the course and arrive at the start on time 3 minutes before the scheduled start time.

It is the rider's responsibility to know which bunch they are riding in. It is the rider's responsibility to know what time their bunch is starting. It is the rider's responsibility to know the course.

Despite all the best planning by club officials, changes sometimes have to be made to race programs previously published.

Riders should always check when collecting their race number that the course actually is what they think it is.

Remember that sometimes not enough volunteers are available to stand on every corner, every week, and riders should be aware of the course they will be covering. Please, don't blame someone else if you get lost!

Riders must know the racing rules and regulations.

All events conducted by the Geelong & Surfcoast Cycling Club are held under the rules of AusCycling. Directions on where to locate these documents, is included later in this publication .

Please note the Race Commissaire has full control of the race from the time members arrive at the race precinct until they clear the area.

The club uses the Mylaps timing system for Sunday Road races and Criteriums, members are required to have a working transponder on their bike prior to racing.

Our Mylaps Coordinator has transponders for hire (\$5 per race) on race days, to assist new riders.

Marshals Responsibilities

It is the Board's expectation that every racing member completes at least 1/2 Sunday marshal duty per half.

The "Sunday & Wednesday Marshalling Roster" can be found on the Club Website (gsc.net.au) under "Marshal Rosters" & Duty Marshals will receive a reminder email during the week prior to their scheduled duty.

If you ride on Wednesdays & Sundays, you will be required to marshal at both events.

Marshals should arrive at the venue **30 mins prior to race start** to receive duty allocation, attend Commissaire Marshal briefing and proceed to their position. An outline of duties follows,

If in any doubt, ask the Commissaire for clarification.

Corner Marshal	<p>Collect: Fluro vest, Red & Green Flag, Broom, 2 Witches Hats</p> <p>Check: Your mobile phone has charge and the Commissaires mobile number</p> <p>Recommend: You download the Emergency APP</p> <p>Check: Warning signs are displayed in your area</p> <p>Park: Car away from the corner so as not to obstruct the intersection in any way</p> <p>Place: Witches hats 5/10m either side of your car</p> <p>Sweep: Corner to ensure free of stones / debris</p> <p>Do Not: Stand on the road or place yourself in danger</p> <p>Hold: Flags open to ensure riders see / observe the flag</p> <p>Communicate: with the riders as much as possible</p> <p>Make: Clear decisions Stop/Go, if in doubt stop the riders</p> <p>Race Over: Collect any warning signs and close fold out signs in your area</p>
Lead Car	<p>Collect: Fluro vest, Amber flashing light, Warning sign</p> <p>Secure: Amber flashing light to the roof of your vehicle, check it works and warning sign</p> <p>Check: Your mobile phone has charge, collect a radio if they are used, your headlights are on</p> <p>Know: The course and the Commissaires mobile number</p> <p>Drive: 50m to 100m in front of the lead rider / bunch, do not unduly hinder traffic</p> <p>Report: Any concerns to the Commissaire</p>
Follow Car	<p>** If the Moto rider(s) are at the race, the follow car driver does not need to be First Aid Trained</p> <p>Collect: Fluro vest, Amber flashing light, Warning sign, First Aid kit, Defibrillator & Blankets</p> <p>Check: Equipment & Defibrillator green light</p> <p>Secure: Amber flashing light to the roof of your vehicle, check it works and warning sign</p> <p>Check: Your mobile phone has charge, collect a radio if they are used, your headlights are on</p> <p>Know: The course and the Commissaires mobile number</p> <p>Drive: 50m to 100m behind the last rider, do not unduly hinder traffic</p> <p>Report: Any concerns to the Commissaire</p> <p>Advise: The Commissaire (at opportunity) if last rider withdraws & move up on the next rider</p> <p>Respond: To any emergency, as observed or advised, if you are first aid trained, provide within your skills & knowledge</p> <p>Communicate: With the Commissaire</p> <p>Assist: The Moto rider with additional first aid equipment if needed</p> <p>Cling Wrap: Don't try to clean gravel rash, use cling wrap to any bleeding pending hospital treatment</p> <p>Last Lap: Advise the corner marshals to withdraw & collect signage, once last rider is clear of the intersection</p>

Club Racing

Club Aggregate

The Club runs an annual aggregate competition for selected Sunday handicap races (Ray Aldridge Aggregate Shield) and also for the Wednesday SuperVet competition. In addition, annual Age Group Championships are held late each year.

The Ray Aldridge aggregate shield was named after Life Member Ray Aldridge

Aggregate points are awarded to riders for nominated Club Sunday road handicap races on the following basis: -

- o First - 7 pts
- o Second - 5 pts
- o Third - 4 pts
- o Fourth - 3 pts
- o Fifth - 2 pts
- o All other starters - 1 pts
- o Race day marshals/officials - 1 pts

Conditions - riders must start the race, don't have to finish to earn 1 point & no points are awarded if disqualified from the race.

Aggregate points accumulate over the period of the road season and the rider with the most points at year end is crowned the Winner of the Ray Aldridge Aggregate Shield, with second and third places also being recognised."

Race Prizes

Generally, 70% of the race entry fees less the race day costs, form the prize pool, which is then distributed to the Winners, Fastest Male & Female, the depth of payments (1st, 2nd, 3rd etc) depends on the number of race entries received.

Sponsored races throughout the year generally have trophies and additional cash added to the prize pool

All payments are awarded at the conclusion of the race.

Race Safety

The Club's mantra is all about safe racing, we are required to apply for and conduct each of our races under a specific Victorian Police Permit, rules of AusCycling, Vic Roads & Surf Coast Shire requirements.

The permit specifies placement of corner marshals / signage and use of marked lead & follow cars to ensure other road users are aware they are in an event zone.

In addition, the Club nominates a first aid officer for every event, who is generally located in the follow car carrying medical supplies and a defibrillator.

At GSCC we regularly enjoy the volunteer services of 2 Moto Riders (both qualified first aiders), who provide an additional layer of safety around the course on race day.

AusCycling Governance, Rules & Policies

GSCC is affiliated with AusCycling, therefore we are bound by their Governance, Rules & Policies, unless there is a specific reason to deviate, all of these documents can be found on the AusCycling website (www.auscycling.org.au/page/about/governance-rules-policies)

The following list indicates many of the documents that are applicable to GSCC

Ethics & Integrity

- Australian National Anti-Doping Policy
- Anti-Match Fixing & Gambling Policy
- Disciplinary Policy
- National Member Protection Policy – Part A
- National Member Protection Policy – Part B Code of Conduct
- National Member Protection policy – Part D – Complaint Handling Policy •

National Member Protection Policy – Part E – Reporting Requirements

Codes of Conduct

- Code of Conduct General (including officials)
- Coach & Instructor Code of Behaviour

Diversity & Inclusion

- Inclusion Policy Statement

Sport Policies & Technical Regulations

- Technical Regulations – General
- Technical Regulations – Road
- Extreme Weather Policy
- Drone Policy

Privacy & Other Policies

- Privacy Policy
- Membership Terms & Conditions
- Copyright Statement
- Concussion Policy
- Terms of Use Statement
- Social Media Policy
- Refund Policy

Racing Rules & Etiquette

By Ray Aldridge

Generally speaking, races are divided into three sections: Handicaps, Scratch Races and Time Trials.

Handicap Races

Handicaps can be considered like team races with each handicap group teaming together to either try to catch the group in front or to hold off a bunch behind or both, the difference is that there are individual prizes at the end.

Because of the need for a team effort over most of the race, it is very poor form to not pull your weight in the team and then beat those who have worked to get you into a winning position.

In other words, if you "sit on" most of the race, etiquette would demand that you also sit on at the finish.

Doing turns and working efficiently is most important in this type of race, a very strong rider can often be a disadvantage to a bunch if that rider is not prepared to ride at the speed of the rest of the bunch.

A fast-even speed is much more desirable than a speed that surges and slackens, likewise, it is not good for a strong hill-climber to force the pace on a hill, as often the pace will drop right off after the hill as the rest of the bunch looks for a recovery period.

Working within the bunch is very much a matter of knowing exactly where the wind is coming from and being able to take advantage of the rest of the riders in the bunch.

You should always keep the bulk (body) of the rider in front of you between yourself and the wind. This means you may be riding alongside the rider (in a side wind situation), half a length behind (side-head wind), or directly behind (head wind).

When moving to the front for your turn, you take the place of the previous front rider who will have dropped directly back.

It is not necessary to swing across the road either when starting or completing a turn of pace, this can be unsettling to the bunch and dangerous in traffic.

The rider dropping back should slip into position behind the new front rider and follow that rider back through the bunch sliding off this wheel onto the wheel of the rider he/she is following forward.

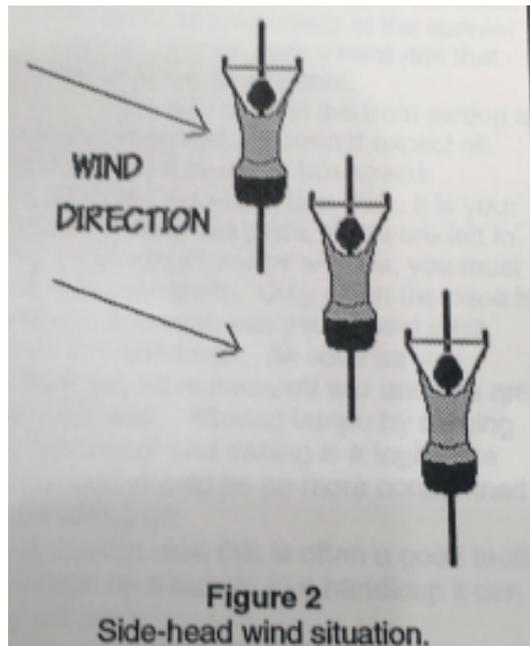
This is the most efficient way to team even in a direct head wind, as dropping straight from the front to the back alters the rhythm to a slow-go rather than an even pace.

Two straight short lines are much more compact and efficient, a rider should only be off a wheel and facing the wind when in front and doing the turn of pace.

You should always be aware of the position of other riders in front and behind you;

- Is there a rider overlapping your back wheel?
- Which side is the rider behind you?
- Is a rider directly behind?

You should be able to tell this from the wind direction and bunch formation without looking around.



These riders are working "Down the Road" due to the prevailing wind direction.

If the wind was blowing from the right-hand side these riders would be working "up the road" to maximise their efficiency.

Scratch Races

Tactics and also etiquette are entirely different for scratch events than they are for handicaps.

For example, sitting on becomes tactic to be overcome rather than something to condemn.

In scratch races, a fast sprinter will not want to have to thrash himself out on the road and so dull his sprint, a strong rider who is not so fast at the finish will either try to break clear of the sprinter or give the sprinter such a hard ride that his sprint is not so effective.

If a rider is up in the front setting a really hard tempo, he cannot expect all riders to want to match this speed. Remember, if you are that rider, it is your choice to force the pace, if you are left in front you cannot abuse anyone, you must change your tactic.

Only when the pace is smooth and even can you expect each rider to roll through, as soon as you attack you have declared war and you are on your own.

Altering tempo by surging or "jamming" and easing is a legitimate tactic and should be no more condemned than sitting on.

In a scratch race this is often a good tactic to break up a bunch in a handicap it can be suicide.

Swinging or propping are the most common causes of falls out the road.

Be aware of the fact that you have riders around you who are relying on you to do the right thing, when overtaking another bunch care should be taken to ensure that ALL riders have room to ride on the road.

Cutting in sharply in front of a bunch being overtaken achieves nothing except a fall. * NO

MOVEMENTS IN A BUNCH SHOULD BE MADE SUDDENLY.

Most importantly we should remember exactly what we are; veteran riders in varying degrees of being "over the hill", out to enjoy some healthy, friendly competition.

Time Trials.

These are races against the clock and may be over any distance

It is usual for the No. 1 rider to start first followed by the No. 2 and so on, gaps between riders are usually one or two minutes.

The theory being that it is less likely to get riders catching riders in front of them if the start is in reverse handicap order.

No assistance of any kind is permitted in a time trail. If a rider does catch another rider he must go straight past and the rider being overtaken must stay clear of the other rider.

It is a pretty weak argument to say you had to sit on a rider who has passed you because he was going at the same speed, if that rider has already made up at least a minute on you.

Sprinting

Having done all, you can tactically go out on the road without getting away on your own, you are faced with the sprint finish.

The sprint is not merely a charge to the line with the fastest rider winning every time, tactics can be almost as important as speed, whatever tactics are used however, they should not include hampering the progress of another rider.

Crashes in sprints are usually the most serious, once the sprint starts riders should maintain a straight line.

A sprint should be an all-out effort to the line exerting maximum energy, this maximum effort can be maintained only for a relatively short distance, the trick therefore is to know your own fitness level, ability and roughly how far you can maintain this effort.

Successfully putting all of this together means that you should still be at maximum effort and speed when you reach the line, this may mean dwelling on a wheel for a bit longer or in fact leading out yourself.

Once you decide you are within that maximum effort distance from the line and having summed up your position in the bunch, distance from the leader, availability of shelter from the wind and who may be waiting for you to move, you then feed this information into the computer between your ears and react accordingly.

The Handicap System

Probably the most discussed, abused, used and manipulated aspect of bike racing, but also the most interesting.

In theory, the objective is to give each rider in the race an equal chance of finishing first.

In practice, however, I believe it is more realistic to say that the object is to give each rider a chance of winning or at least running a place over a given period of time, say for example a season.

Given that this is accepted as the true object of handicapping, it is unreal for a rider or a bunch to complain if they go a couple of weeks without being in at the finish.

In a Club of about a hundred riders with about 20 handicap races a season at least 80 riders are going to have to put up with not winning during the season, in fact, if this line of reasoning is carried through with each rider getting a chance of winning, in a Club of 100 you could expect to possibly go five seasons (two and a half years) without winning.

The scratch bunch have the best chance of scoring a high percentage of wins. Not only because they are the strongest bunch but also in most cases) it is the only bunch that retains its strength after a win.

The Chop

I feel that I cannot let an opportunity to write about etiquette, etc. go by without mentioning "The Chop".

No, not a lamb chop for those bbq fans, in this case it is the practice of a group of riders pooling and then sharing prize money won.

Sounds generous and the right thing to do perhaps and sometimes it may be, but can also become open to abuse, cause ganging up on riders not in the chop and can cause a lot of trouble in a Club.

Then there is the shyster who is always about at the finish, never wins, gets his share of the chop and is there to collect again next week while the sucker who has shared their winnings has been dragged a couple of bunches and gets nothing.

If you win, you are the one who will do your mark, so you should collect the bulk of the prize money.

The Commissaire

This person is the boss on race days, he or she has total control over other officials and riders. Most rules and penalties are "...at the discretion of the Commissaire".

So even though a rule and penalty may be prescribed, it can usually be interpreted by the Commissaire.

The Commissaire is the one who decides on fines and disqualifications, other Stewards or Officials may report incidents to the Commissaire and recommend that certain actions be taken, but the final decision on action rests with the Commissaire.

The Commissaire is expected to write a report for the controlling body detailing any breaches of rules or incidents and the actions taken.

A rider may appeal the decision of a Commissaire, this must be in writing and be accompanied by a deposit of \$50 and lodged within 30 minutes after the race.

The appeal is heard by a duly appointed appeal board who may uphold, alter or dismiss the penalty imposed by the Commissaire, if the appeal is upheld, the rider is refunded his deposit, if the appeal is dismissed it is up to the appeal board whether the deposit is returned or forfeited.

Reminders to Riders regarding the Commissaire

Riders should remember that a Commissaire would be unnecessary if every rider did the right thing at all times.

This applies particularly to observing the road rules, when bunches of riders get carried away with the excitement of racing, they sometimes forget that other people use the road at the same time as we do.

The AusCycling racing rules are written to make racing as safe as possible for all competitors and also to minimise the effect that our sport has on other road users, remember that when you are in a race your behaviour reflects on the entire club. The Commissaire has the power to "remind you that you have done the wrong thing.

Cycling tips and tricks

Contact Points

Hands – Wear gloves, move your hand position, if they get numb, check your body position

Feet – Get shoes that fit and have your cleat position checked, this can cause sore feet

Bottom – Invest in good quality knicks, make sure your saddle width matches your sit bones, avoid wearing underwear under your knicks to prevent pressure sores

Saddle height – Get your saddle height, forward / back position checked, this can make riding pleasurable rather than painful (Consider a professional bike fit or use a local bike shop to check your setup)

Tyres – Buy the best you can afford, and keep them in good condition, they are the only thing between you and the road

Chain & Gears – Clean & oil your chain constantly, it will last longer, be more efficient and make changing gears smoother

Training

- Just ride, short, long, fast, slow, with others or alone
- Always use flashing front and rear lights, visibility makes the difference
- Check the pressure in your tyres before each ride
- Always acknowledge other riders on the ride, you never know when you might need help
- Always have a water bottle, drink throughout a ride even if it's cold
- Eat a little often, your choice of snacks on a ride
- Practice clipping in and out of cleats, check the condition of your cleats and change them when worn as they could come out of the pedal when sprinting
- In Australia always put your left leg on the ground when stopping (if you use your right leg and fall it will be into the vehicle lane)
- Always carry enough cash to get home if get in trouble
- Start slowly, gradually build up, ensure you recover well after each ride
- When starting out concentrate on cadence rather than speed, keep your cadence high, i.e. above 80rpm, learn to spin
- Focus on time rather than distance, it will come as you ride more
- Make use of your gears, try to keep an even cadence
- Ride through the top of a climb
- Don't be afraid of traffic, keep a car doors width from parked cars, be confident and make sure drivers see you, positively acknowledge a driver that gives you right of way
- Don't avoid hills, take them easy, the more you ride them the stronger you will get
- Always carry a tube and tools in case you have a puncture

Riding in a bunch

- Communicate your intentions with others
- Take your turn on the front without surging
- Do not overlap wheels
- Do not change direction suddenly
- Learn to brake less, give a little room in front of you
- Point out significant road problems
- Give the person ahead of you on a climb a little more room to stand up
- Stand up smoothly and don't throw your bike back.
- Keep both hands on the bars (unless taking a drink)
- Maintain your line and keep left unless overtaking
- Practice drinking from your bidon (don't laugh, many riders either slow down and or swerve when taking a drink from their bidon)

Riding in the wet

- Keep your bike as upright as possible when cornering
- Watch out for painted lines
- Watch out for oil / slippery surfaces especially when it just starts to rain

Climbing

- For short hills, pedal over the top, change gears and keep pedalling down the other side, especially if you are in front, otherwise riders behind will have to brake
- For long climbs, don't go too hard early, ensure you keep your own pace, cadence high and arms relaxed

Cornering

- Always brake before a corner, never in it, accelerate out of the corner
- Hold your line in a corner.
- Avoid pedalling through corners unless you are confident your pedal will not hit the ground

Braking

- Where possible use both front and back brakes, never use the front brake only at speed

Finish of a race

- Keep a straight line when sprinting
- Keep both hands on the bars

criterium Racing

A Criterium or "Crit" is a short circuit race, typically on a road circuit between 800m to 3km in length, GSCC usually uses the Belmont Common criterium track for their races.

Crits are short, fast races often involving technical courses (lots of corners) with close competition.

- Usually the duration is set by time + 2 laps, i.e. 30 mins + 2 laps etc
- Best to remove lights, frame pumps, mirrors or anything that can come loose
- Take one bidon, it's all you will need
- Gloves (mitts) are not mandatory, but it is wise to wear them

Before the race

- Arrive approx. 30 mins before the start
- Sign in, you will be allocated a grade and a coloured cap to go over your helmet
- Toilets are available at the basketball centre or at the GCC clubrooms, do not stop and urinate in the bushes around the course
- Give yourself enough time to warm up, crits start fast and often do not let up

During the Race

Crit racing is fast and the Belmont Crit track has very technical corners, ease into cornering when you first start, you may be a bike length or 2 coming out of the corner, but it's better than running off the course or falling due to not taking the best line.

- Ride as smoothly as possible, it takes time to master especially if you are tired, but worth it in the end
- Do not overlap wheels or change direction suddenly
- Learn to brake less, give a little room in front of you
- Stand up smoothly and don't throw your bike back
- Keep both hands on the bars (unless taking a drink, then keep one hand on the bars)
- Maintain your line & keep left unless overtaking
- Always brake before a corner, never in it, accelerate out of the corner
- Hold your line in a corner, do not pass underneath in a corner
- Avoid pedalling through corners unless you have enough experience that you will not hit your pedal on the ground

Sprinting (intermediate or at the end)

- If you are not confident in the sprint, take time to watch from behind, as you become stronger you will gain confidence
- Sprint in a straight line once out of the final corner
- Keep both hands on the bars

Geelong & Surf Coast Cycling Club Inc

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