

Eastern Veteran's Cycling Club

Course Notes

The following instructions are to be read out to all riders prior to the start of every race by the race controller. The General Instructions are to be read out followed by any course specific instructions.

Bunch Captains should be nominated on the start list and are to be named, any referees riding in the bunch are also to be named and have the same authority as the nominated bunch captain.

Note: details of course locations, as required by emergency services, are listed in the Accident Injury section at the back of this document.

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Criteria

General :

(Just read out the bold points of the following)

1. **The first lap is neutral**
2. **When passing a slower bunch call your intention**
3. **When passing a slower bunch stay to the right until the last rider of your bunch is clear of the first rider of the slower bunch**
- DO NOT CUT DOWN ON THE SLOWER BUNCH
4. **When passing a slower bunch keep the pace up**
(to ensure your bunch passes the slower bunch and gets out of their way so they can race)
5. **When being passed by a faster bunch keep left**
6. **When being passed by a faster bunch back off the pace**
(to allow them to get past and clear)
7. **Bunch passing manoeuvres are 'neutral'.**
(No individual is to take advantage of the passing process to advance their position - from either group. Any rider doing so may be disqualified.)
8. **No rider is to use a different grade to advance their position**
(sitting on a higher grade to get away or re-catch your bunch), any rider doing so will either be returned to their bunch (if away) or be disqualified (if disregards instructions).
9. **UNDER NO CIRCUMSTANCES ARE YOU TO PASS ON THE INSIDE OF A CORNER**
(to the left on a left-hand corner)
10. **In the finish maintain your line.**
(Do not swerve across the road chasing wheels, come off the wheel you are following smoothly and predictably.)
11. **Your bunch captain is you must obey their instructions on the road.**
(The bunch captain has the authority to disqualify riders for breach of rules, they also have the authority to call a neutral period or to stop the race if they consider it too dangerous to continue. Riders disobeying instruction will be punished by disqualification, fine, suspension or any combination of the three.)

Course specific instructions are overleaf - PTO.

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Casey Fields :

None.

Riders are permitted to pass higher grade riders and/or bunches.

Dunlop Road :

1. You are **NOT** permitted to pass a higher grade
2. Dunlop Road is an open road circuit, you must keep left at all times, any rider wilfully riding down the right hand side of the road will be disqualified, any rider riding to the right of the cones marking the corners will be disqualified.
3. Do not pedal through the corners
4. The road will be controlled for the sprint and you may use the right-hand side of the road. **This only applies to the finish straight and all riders must check that the road is clear before using the right hand side of the road.**

METEC :

1. You are **NOT** permitted to pass a higher grade
2. Do not pedal through the corners
3. Riders **MUST NOT** pass a slower bunch on the left-hand corner after the hump.

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Road Races

General :

1. **Turnarounds are neutral (no attacks) 200 metres prior to the turning cone and until the last rider in the bunch is around the cone and back on the bunch for the return.**
Riders at the head of the bunch should roll through and then slow down (brake) to allow the tail to get round.
Riders at the tail of the bunch should make an effort to regain the bunch as soon as possible after the turn and are to call out when they are on.
Riders who have broken away from the bunch do not have to wait for the bunch.
The bunch does not have to wait for dropped riders.
2. **Obey all road rules, stay left of the centre of the road at all times.**
3. **Any rider wilfully riding down the right hand side of the road will be disqualified**
4. Rear riders are to inform leading riders of 'cars back', lead riders to back off and call the cars through at earliest possible opportunity
5. **In the finish maintain your line. Do not swerve across the road chasing wheels, come off the wheel you are following smoothly and predictably.**
6. Your bunch captain is you must obey their instructions. The bunch captain has the authority to disqualify riders for breach of rules, they also have the authority to call a neutral period or to stop the race if they consider it too dangerous to continue. Riders disobeying instruction will be punished by disqualification, fine, suspension or any combination of the three.

Arthurs Creek :

1. The race is neutral to the foot of the first descent - Nankervis Road
2. Take care on subsequent laps on that descent, if the race is together call it as neutral
3. The finish is in Greens Road, the race does **NOT** turn right into Greens Road at any time, on the last lap ride past Greens Road to the turnaround, turn back toward Strathewen then turn left into Greens Road for the finish
4. The road will be controlled for the sprint, riders may use the right hand side of the road. **Riders are not to cross to the right hand side of the road until they can see the finish line**, it is the responsibility of the riders to ensure the road is clear of traffic before crossing to use the right hand side of the road.

Kernot :

1. For those completing more than one lap - take extreme care on the corner by the coffee shop,
 - it is tighter than it looks,
 - it is a blind corner, there may be on-coming traffic,
 - the descent will have you reaching speeds in excess of 50kph - too fast to safely negotiate the bend, **slow down.**
2. The road will be controlled for the sprint, riders may use the right hand side of the road. **Riders are not to cross to the right hand side of the road until they can see the finish line**, it is the responsibility of the riders to ensure the road is clear of traffic before crossing to use the right hand side of the road.

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Killara Road :

1. The road will be controlled for the sprint, riders may use the right hand side of the road. **Riders are not to cross to the right hand side of the road until they can see the finish line**, it is the responsibility of the riders to ensure the road is clear of traffic before crossing to use the right hand side of the road.

Macclesfield :

1. The race is neutral till crossing the finish line for the first time - over the hill
2. The road will be controlled for the sprint, riders may use the right hand side of the road. **Riders are not to cross to the right hand side of the road until they can see the finish line**, it is the responsibility of the riders to ensure the road is clear of traffic before crossing to use the right hand side of the road.

Steels Creek :

1. The race is neutral till crossing the finish line for the first time - over the hill
2. The road will be controlled for the sprint, riders may use the right hand side of the road. **Riders are not to cross to the right hand side of the road until they can see the finish line**, it is the responsibility of the riders to ensure the road is clear of traffic before crossing to use the right hand side of the road.

Yarra Junction :

1. Be careful on the first kilometre of the descent after the bump on the way out. Corners can be deceptive up to and including the Ada Tree turnoff, there may be gravel on that corner.
2. Be careful on the return descent from the bump, in particular the third right-hand bend which has claimed a few cyclists over the years. This corner should be marked with a witches hat but do not rely on that.
3. The road will be controlled for the sprint, riders may use the right hand side of the road. **Riders are not to cross to the right hand side of the road until they can see the finish line**, it is the responsibility of the riders to ensure the road is clear of traffic before crossing to use the right hand side of the road.