

Australian Veteran Cycling Council Inc.

Racing Rules and Regulations As amended 2 May 2009

1. Eligibility

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

b) Riders will not be permitted to start in races, nor racing licences issued to those seeking membership, if bicycle safety standards as set out by the AVCC, are compromised.

c) All State/Territory championships, national championships and open events shall be controlled by AVCC accredited Referees.

2. Age Qualification

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

3. Misconduct

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

4. Judging

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

5. Flags

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is displayed from an official vehicle in a controlled race, no cyclist may pass the vehicle until the flag has been withdrawn.

6. Equipment and Clothing

a) Race numbers must be prominently displayed at all times. Numbers must not be folded or damaged in any way and must be returned after the finish.

b) 'An Australian approved and securely fastened helmet conforming to standard AS/NZ/2063 must be worn on the head at all times while riding'. Australian approved teardrop helmets cannot be used in road races but shall be allowed in road time trials and track time trials and pursuits.

c) Competitors should be neatly attired at the start of a race and at after-race presentations. Racing jerseys must be designed so as to cover the upper arms and shoulders.

d) Only equipment sanctioned and approved by the A.V.C.C. Inc. shall be permitted in races under its patronage. The bicycle shall be a conventional *triangular* frame made from materials suitable for bicycle construction. The maximum length shall not be more than 185cm. and a width of 50cm. Either 650cm, or 700cm wheels, and drop handlebars shall be used.

For Road events two efficient hand brakes with freewheel multiple gear shall be used; Spinacci and 'Tri' bars are not to be used.

For Road Time Trials it may have either a fixed wheel or freewheel system, standard time trial handlebars *with* handlebar extensions *and* elbow rests.

For Track racing, in Sprints and Scratch races it shall have a fixed rear wheel. In Time Trials and Pursuits freewheel multiple gears, handlebar extensions and elbow rests may be used.

'Flat Bars' (Mountain bike style) shall not be permitted in any of the aforementioned disciplines.

Handlebar ends must be plugged.

e) It is an offence to compete on any bicycle unless it is mechanically sound and maintained to the highest safety standards. 'Singles' must be securely glued to the rim and road bicycles must be equipped with two efficient, independent brakes.

f) i. Only conventional racing machines as described in rule 6(d) shall be used in AVCC events and no unfair aerodynamic advantage associated with a bicycle shall be allowed, nor any modifications or construction allowed that jeopardize safety.

ii. Bicycle gear and brake controls may be modified to accommodate individual needs, however, modified controls will be mounted on conventional handlebars on a conventional bicycle.

7. Mechanical Mishaps

a) If a mechanical mishap occurs (a puncture, machine damage or a fall) approaching the finish of a race, the competitor may run with or carry the bicycle over the line and still qualify for a finishing prize.

b) In a criterium race if a mechanical mishap occurs (a puncture, machine damage or a fall), time out shall be allowed. The race referee shall determine the duration of the time out and the information conveyed to the competitors before the race. A competitor taking time out will not be allowed to gain advantage in terms of placing in the field when re-entering the race and must report to the referee to re-enter the race. Any rider who has been

lapped by his/her own grade shall withdraw from the race at the showing of two laps to go board, or at the discretion of the referee. No rider shall take assistance from any grade other than his/her own. In the event of a breakaway lapping their grade, the sprint for minor places will be at the discretion of the referee.

8. General Racing Rules

- a) All competitors are expected to abide by the State/Territory traffic laws, which include keeping to the left of the carriageway on open roads and not crossing double white lines. Competitors should avoid unnecessarily obstructing other traffic.
- b) Dangerous riding, including the practice of saluting by removing one or both hands off the bars at a finish, will not be tolerated and the referee shall discipline any rider whom he/she deems to be guilty of this practice, or any other act that endangers other riders or road users.
- c) At any time during a race that a sprint occurs the sprint rules shall apply whereby sprinting riders shall keep to a straight line. Anyone suddenly veering, pushing or pulling, or in any other way causing dangerous obstruction shall be penalized.
- d) Competitors who receive outside assistance during a road race, such as holding onto or receiving pace from a moving vehicle or from non-or retired competitors or who receive refreshments or bike assistance (unless specifically sanctioned beforehand by the race referee) shall be disqualified.
- e) A competitor who is lapped or caught by another grade other than his/her own in a scratch race must not interfere with, or assist any other competitor nor participate in any sprints. The lapped rider must give way to the passing rider or group. It is a serious offence to sit in a bunch or share pace once lapped.
- (f) Officials and riders are deemed to be always under control of the race referee from the time that he or she enters, and remains present, in the event precinct.

9. Penalties

- a) Any riders breaching the above general racing rules shall be liable for a fine, disqualification, suspension or any combination of the three at the discretion of the referee.
- b) Any competitor fined by any club or State/Territory body shall not be permitted to compete in any race under any body affiliated to the AVCC until such time as the penalty or suspension has been finalized.
- c) Penalties shall be set by the relevant State/Territory body. In AVCC championships the penalties of the promoting State/Territory body shall apply.
- d) Appeals against a referee's decision shall be made in writing within thirty minutes of the decision being announced to the competitor. The process for appeals shall be determined under the rules of the State/Territory body involved.

10. Prizes & Positions

Competitors who believe they have qualified for a prize shall claim their placings with the claims stewards immediately after the finish. Prizewinners shall attend prize-giving ceremonies unless they have been granted dispensation by the race organizer.

Time Trial Rules

- a) The Time Trial shall be preferably held on an out and home course.
- b) It is recommended that riders be graded, youngest starting first, through to oldest starting last.
* In Championships, riders shall be graded in five-year age groups.
- c) It is recommended that ladies start after the completion of the men
- d) It is recommended that riders start at one-minute intervals, and shall be held up by a steward at the start.
- e) If a rider misses his/her start position, then a corresponding time-gap will be left. Under no circumstances will a rider be moved up. Each rider will start at his/her allocated start time. If he/she misses their start, their time will commence at the advertised time, and his/her time will be calculated from the original start position. A rider missing his/her start will be required to stop at the start line and put one foot on the ground before commencing. No flying starts will be permitted.
- f) Riders are requested to be in their start position five-minutes before their allocated start time.
- g) Once they have left the starter's hands, no mechanical failures or punctures will allow a restart.
- h) Once the race has commenced, if a mechanical mishap or puncture occurs to a rider who has not started, that rider must approach the Referee. The Referee may start that riders at the rear of the field. The Referee will advise the timing stewards of the rider's number. The rider's time will be calculated from this revised position.
- i) During the course of the race, a rider must ride alone and unassisted, and shall not take shelter from another rider or vehicle. When overtaking another rider, he/she must pass as widely as safety will permit, and the overtaking/overtaken rider must not receive any drafting benefit from the other rider. When the overtaken rider has been passed, he/she shall drop back at least twenty metres.
- m) The age-standard shall be based on the Australian Time Trial Association's standards (ATTA) as periodically revised.

** In the Australian Championships, the Mockridge Cup Time Trial can be 25km. The handicap section will be calculated from the Age Standards as calculated for the individual rider's age.

The rider with the best adjusted Standard Time will be deemed the winner of the Mockridge Cup section.

The riders with the fastest unadjusted times in each division shall be awarded gold, silver and bronze medals, and cash prizes.

NATIONAL CHAMPIONSHIPS

Age Groupings for Road Championships shall be as follows:

Male riders: 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74 years and in five-year age groupings thereafter.

Female riders: 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74 years and in five-year age groupings thereafter.

Championships' venues shall be decided Special or Annual General Meetings 24 months in advance.

Road Championship distances may be:

Male Riders	35 km	70 years and over	
	45 km	65-69 years	
	45 km	60-64 years	
	75 km	55-59 years	
	75 km	50-54 years	
	85 km	45-49 years	
	85 km	40-44 years	
	100 km	35-39 years	
	Lady riders	35 km	70 years and over
		35 km	65-69 years
35 km		60-64 years	
35 km		55-59 years	
35 km		50-54 years	
45 km		45-49 years	
45 km		40-44 years	
60 km		35-39 years	
60 km	30-34 years		

- All road distances are approximate and will depend on circuit size.
- The promoter shall organize all road championships under age groupings.
- A 25 km Individual Time Trial, a 40 km Road Teams Trial (State Teams), and Criterium Championships may be provided for.
- Medals shall be awarded for the first three places in each age group for all events.

For racing purposes, each grouping shall consist of a minimum of six riders. If there are five or less in a group, those riders will be allotted to ride in the next lower age group. If the total number of riders is still not realised, the process shall continue until the target of six riders is achieved. This shall apply for all groups except the lowest age group. All riders in the composite group will compete for prize-money as originally allotted by the organiser to the lower age group. However, medals will be awarded to riders according to their race placing in their actual five-year age grouping for road races, and ten-year grouping for track races.

Australian Veteran Cycling Council Inc.

Track Racing Rules and Regulations

NATIONAL CHAMPIONSHIPS

Age Groupings for Track Championships shall be as follows:

Male riders: 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74 years and in five-year age groupings thereafter.

Female riders: 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74 years and in five-year age groupings thereafter.

Championships' venues shall be decided Special or Annual General Meetings 24 months in advance.

Male Riders: 1,000m Sprint for all Age Divisions
10,000m Scratch for all Age Divisions up to 54 years
5,000m Scratch for all Age Divisions over 55 years
3,000m Individual Pursuit for all Age Divisions up to 54 years
2,000m Individual Pursuit for all Age Divisions over 55 years
500m Individual Time Trial for all Age Divisions

Female Riders: 1,000m Sprint for all Age Divisions
5,000m scratch for all Age Divisions
2,000m Individual Pursuit for all Age Divisions
500m Individual Time Trial for all Age Divisions

All distances are approximate and will depend on the track dimensions.

- Medals shall be awarded for the first three places in each age group for all events.

For bunch racing purposes, each grouping shall consist of a minimum of six riders. If there are five or less in a group, those riders will be allotted to ride in the next lower age group. If the total number of riders is still not realized, the process shall continue until the target of six riders is achieved. This shall apply for all groups except the lowest age group. All riders in the composite group will compete for prize-money as originally allotted by the organized to the lower age group. However, medals will be awarded to riders according to their race placing in their actual age grouping.

Presentations

All medal presentations should take place as soon after the completion of events as is practically possible. Medal-winners will be expected to be present for the presentation ceremony and the Clerk of Course shall be responsible for ensuring that those involved are ready in time for the presentation.

Sprint Racing Rules

a) Riders shall be seeded according to the time recorded in a 200metre flying time trial with the fastest being matched in the first instance against the slowest. Riders shall proceed with fastest against slowest to the ¼ finals and finals. Each of these rounds shall be run as the best of three heats.

b) Depending on the decision of the organizers, the selection shall be for the top 12 placings, or top 8 placings. In the latter case, riders shall proceed straight to the ¼ finals.

- c) Riders start positions shall be decided after drawing of lots or toss of coin supervised by the Referee in the presence of the riders or their representatives.
- d) For the second round of the sprint the start positions of the riders on the track shall be reversed. If the match goes to three races, start positions shall be determined by the drawing of lots or toss of a coin.
- e) During the final 200m, in a match sprint or a bunch race, even if launched before the final 200m mark, a rider shall remain in his/her lane and shall not overtake a rider on the inside of that rider who is in the sprinters lane. When overtaking, a rider shall ensure that he/she is at least a bicycle length clear before being allowed to drop into the inside lane. Riders shall not be allowed to switch so as to obstruct and prevent opponents from overtaking.
- f) The leader on the track shall not perform a standstill for more than 30 seconds. Any rider doing so shall be disqualified. Stand still will not be allowed in the final lap of the race.

Track Time Trials

- a) Three watches shall be used. Place-getters shall be those who record the three fastest rides. When available, electronic timing may also be used.
- b) Riders must report to the Clerk of the Course and line up for the start five minutes before their allotted time of start. Only if a rider has mechanical trouble after reporting to the Clerk of Course shall a late start be granted. At the decision of the Clerk of Course the rider shall either be placed into a vacant spot, or shall be given a place of start at the end of the age division or field.

Pursuits

- a) Matches shall be determined by times recorded in the Time Trial (500m as per schedule). The fastest rider will be matched against the second fastest, the third against the fourth, the fifth against the sixth and until all riders have been paired, If there is an odd number of competitors, the slowest rider in the time trial shall ride alone.
- b) In round one, riders will be timed over their respective distances. The fastest four riders will ride a second round with the fastest rider in the first round being matched against the second, and the third fastest against the fourth. The fastest and second fastest shall compete for 1st and 2nd places, and the third and fourth fastest for the 3rd and 4th places. The riders who cross the finishing line first shall be declared the winner. A rider who catches and passes his/her opponent will be declared the winner, though the winner might care to continue so as to obtain a time.
- c) If there are four or less competitors, the pursuit shall be run as a time trial over one round with the three fastest over the distance being deemed the place-getters.

General Rules

1. Riders shall not carry on their person or bicycle any object that could drop on to the track.
2. Riders shall not carry on their person or bicycle any audio communication system or a computer.
3. In a time trial or pursuit, riders may if they wish, ride a free wheel. However, they shall not be allowed to change gear once the race has started and shall be disqualified from the race if they do so.
4. Any rider holding up the start for reasons not acceptable to the starter shall not be permitted to start.

5. In a sprint or bunch race the start shall be signified by a warning to be at attention followed by a pistol or blowing of a whistle. In a time trial the starter shall begin a countdown beginning at 10 seconds and shall signal the start by the word 'go'.

6. The starter alone shall judge whether to stop and re-start a race in the case of a false start or incident. Incidents include punctures, equipment failure or breakage. A rider pulling a foot from a pedal in the sprint, time trial or pursuit can, if the starter so deems, have a fresh start. A rider pulling out a foot shall have only one re-start.

If a fall is caused intentionally the guilty rider(s) shall be eliminated from the race. If the fall is not caused intentionally the referees shall decide whether the race is to be restarted, or whether the race is to be started afresh, or whether it should continue with the same order of positions at the time of the accident. In the case of a breakage, the same rule shall apply.

7. At all times, whether there is electronic timing or not, each rider in a pursuit shall be timed manually with two timekeepers placed at the respective finishing lines for each rider.

8. In sprint races, time trials and pursuit, each rider shall be supported by a holder. The holder shall hold but not push the rider and shall not shift his/her feet until the rider has been released.

9. In a pursuit, an official shall stand beside a rider and shall signal with a green flag when the rider is ready to start.

10. In a pursuit the starter shall be positioned in the centre of the track and shall indicate the start by firing a pistol or blowing a whistle after ascertaining that both green flags are being signaled.

11. Laps shall be indicated by a lap counter visible to riders. The final lap shall be signaled by the ringing of a bell.

12. There shall be three judges at the finish of a race. If available, a camera may additionally be employed and consulted if there is any doubt as to the result. A rider or representative shall be allowed to look at the photofinish if he/she believes he/she was wrongly placed.

13. In a bunch race the first lap shall be neutralized. The race proper will be signaled by the blowing of a whistle. Placings will be given in the final sprint but the overall position will be determined by laps and the finishing order.

14. In a bunch race any lapped solo rider overtaken by the main pack must leave the track.

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