

SDVLCC RACING RULES

Stay left of the centre line at all times. Riding on the wrong side of the road to gain a wind advantage is not permitted. Where there is no centre line stay left as much as possible.

(This instruction has resulted from some complaints from motorists who have been unable to pass groups on occasions)

Bunch Riding

Ride smoothly and predictably at all times, and communicate road conditions to your bunch - SAFETY FIRST !

Sprint Finishes

(on Blewitt Springs Road and on Hunt Road – regular sprint finish roads)

1. Follow Road Rules, generally staying left except when overtaking
2. Keep straight lines and don't change direction or slow abruptly.
3. No sprinting past cars in the home straight - in this unlikely situation all riders in the bunch would get the same time and split prizemoney
4. If there is an oncoming car within 500m of the bunch during a sprint finish, riders at the front are to clearly call out 'car front' or 'car ahead' or 'car up' at least twice. In this case passing on the right hand side of the road is absolutely not allowed (this is about rider safety not about trying to keep riders behind during a finish).

Equipment

Keep your bike in good condition – chains and gears should be good so that they do not break or slip.

Pedals and cleats should be tight and not too worn (cleats are cheap, skin is not!) - this is very important while sprinting.

Bunch Riding

Obey the law:

Familiarise yourself with the State road rules regarding cyclists and obey them, in particular, only riding 2 abreast (and no more than 1.5m apart), keeping to the left as much as possible and riding in a bike lane if provided (but none of our courses are on roads with bike lanes). Racing does not exempt you from the road rules.

Single pace line:

Moving to the front of the group happens continuously. The lead rider generally pulls off to the side the wind is coming from, allowing the riders approaching the front some shelter.

Anticipate:

Sudden movements create problems for everyone around you. Don't look down at the rear wheel in front of you, but use the back of the rider as your target while regularly glancing 3-5 riders ahead, and also up the road to see problems before they occur.

Safety zone:

Maintain a small area directly in front of yourself as a safety zone in the event that there is a need to brake quickly. Allow a half to one metre space in front of you as a safety

margin. Alternately, if the group is irregular, place yourself in between the two riders in front of you and half a metre back.

Do not "half-wheel" the rider in front of you. "Half-wheeling" means sitting (ie not passing or being passed) where your front wheel overlaps the rear wheel of the rider in front. If the front rider is forced to, or inadvertently moves to the side where you are, there will be a clash of wheels and in all probability you and perhaps several riders behind you will be on the ground.

In windy conditions, leave larger gaps between riders and concentrate on riding as smoothly as possible. It is particularly important in windy conditions not to "half-wheel".

Do not try to hold the wheel of a faster rider who might change direction during an attack if it means you will swerve in front of

another rider behind. If you want to hold a wheel always check that you are not forcing another rider to move out of the way to avoid you (and consequently putting all those behind at risk). There are several club members who are notorious for this, particularly (but not only) during a sprint finish.

Signal hazards:

The riders behind you often cannot see the obstacles in front of the group. The lead riders have the responsibility to alert following riders of potholes, glass, fallen branches, debris and slower riders that may cause a fall or necessitate a change of direction by the bunch. This is done by calling out "hole" or similar, or by clearly pointing to the obstacle. If the group has to change course for a parked car or a slower rider, a sideways hand and arm wave can be used to direct riders away from the obstacle. The hazard should continue to be pointed out by the riders progressively down the group; this ensures that all have a chance to take evasive action. It is not necessary to point every irregularity out, only those things that are potentially a hazard for the riders.

Move early and progressively to avoid a hazard, not at the last moment.

The last riders should advise the group of approaching traffic by calling out "car back!" or similar, and signal any other traffic activity that affects the bunch.

Stop if shown the stop sign by a marshal. Look very carefully at the marshal. If they don't seem very clear with their instruction use extra caution (call out "SLOWING")

SUMMARY OF THE MAIN POINTS:

- obey the law,
- check out what is happening around and ahead of yourself, don't look at the wheel in front - only the back of the rider & beyond,
- if you are leading the group, act responsibly for the sake of all the riders behind you, not just yourself,
- keep your braking, changing direction and other movements smooth and progressive,
- signal hazards to the other riders of your group,

- place yourself to maintain a safety run-out directly in front,
- when in front, remember you have the responsibility of guiding the whole group who are following along behind you.

RESPECT OTHER ROAD USERS

BE POLITE TO MOTORISTS - even when they are in error treat them with respect and we will receive that respect back.

It is important that we don't yell at or abuse drivers if we encounter them while racing - we need to control our aggression and simply let the bunch know early of the hazard and safely pass (or STOP if unsafe to pass).

If we can't race and be accommodating to drivers then we would only be able to race on tracks, or very occasionally when given police permission to close roads (and this would need many club members as organizers).

Remember it is a privilege that the Police and the community let us conduct races on public roads without road closures, so we need to respect the road rules and motorists..... *Have you ever come across riders while driving and thought.....'I wish they would take notice and move left '?*

Please take notice of drivers, yell out 'car back' and keep left as much as practical

In South Australia we have fewer restrictions to organising races than other states. If we are lucky this will remain so. Our behaviour on the roads may determine this. If the police receive complaints about our riding (*such as "they were all over the road officer"*) then they will be compelled to act and question the safety of our races.

You will not be disqualified for occasional use of the right lane only at the end of a final sprint where there are NO ONCOMING CARS, and only when it is done for safety when overtaking another rider.

Our racing is fantastic! Promote safe riding within your groups.

Marshalled Corners

When corners on the various SDV&LCC courses are designated by the Safety Committee as requiring marshals it is because they have limited visibility of approaching cars with consideration of the speed cars might be travelling on the joining road. All riders are therefore required to exercise extra caution on these corners, and follow marshal's directions without question.

The following procedures will apply to all marshalled corners.

While the marshal displays a STOP sign, riders are not permitted to cross an imaginary line demarking the nearest boundary of the intersecting road. The penalty for not obeying this race rule is disqualification for a first offence and subsequent transgressions may also incur a fine and/or disqualification from entry to some future races.

If a SLOW sign is displayed, riders are still required to check for themselves that it is safe to proceed into the corner and should warn other riders if they observe an approaching car which may have been missed by the marshal. Look very carefully at the marshal. If they don't seem very clear with their instruction use extra caution (call out "SLOWING")

Marshalled corners will be designated 'neutral' whether or not a STOP is displayed. This is to encourage riders to exercise extra caution without the worry that others may try to gain a race advantage because of this extra caution. 'Neutral' means that riders should not attack on the corner, should not pass other riders within 50 m either side of the corner and should wait for any rider, who may have had to un-cleat or otherwise slow, to rejoin the bunch. This rule will be self-policed in the spirit of safety and sportsmanship.

Where cones are placed at a marshalled corner, to designate a slip lane for left-hand turns or to prevent corner cutting on right-hand turns, these must be adhered to by keeping to the left of the cones. The penalty for transgression is disqualification.

