



Masters and Ladies Cycling Club

Rules and Regulations

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A. Introduction

By virtue of our Club's (mandatory) affiliation to (ECC) East Cape Cycling, which forms part of (CSA) Cycling South Africa, the Rules of Cycling as laid down in the latest UCI (Union Cycliste Internationale) Rule Book supersede any club, provincial or national rule.

B. Cycling SA Licensing

1. CSA License can be taken out through the club. The following options are available:.
2. A Full Racing Cycling SA license will allow you to:
 - participate in National and Provincial Championships.
 - participate in the licensed sections of the Argus, Herald and other classic races, and be eligible for prize money.
3. A CSA Membership License will allow you to:
 - participate in Provincial Championships and ride for your club in inter-club competitions
 - participate in the seeded sections of National Classic Races and do not have to take out a Day License
4. A Day License will allow you to:
 - participate in the OPEN sections of National Classic Races and is only required if you do not have and Full Racing or CSA Membership.
5. Ignorance of the rules and regulations is neither sufficient excuse for transgression, nor grounds for mitigation.
6. Communication with any cycling body (ECC, Cycling SA etc) must be through the club (member to club, club to provincial body, provincial body to national body etc).

C. General Club Rules

1. Only paid-up members will qualify for the following:
 - Voting rights at the AGM.

D. General Conduct

1. No member, whilst involved in any cycling related activity, such as training, racing, attending a club meeting or any outside cycling event, etc., may behave in a manner which impairs the dignity of another member, official, visitor, spectator or anyone else, or behave in any manner which may bring the club, or the sport of cycling, into disrepute.
2. The dress code for the Prize Giving is smart casual. (No jeans or takkies or t-shirts)
3. Members who participate in club or any other races are required to:
 - a. Dress properly both on and off the cycle.
 - b. Behave correctly in all circumstances, even when not racing.
 - c. Refrain from any acts of violence, threats or insults, or any other improper behavior.
 - d. Refrain from placing others in danger.
 - e. Not, by way of swearing or gesture, harm the reputation or dignity of others.
 - f. Compete in a fair and sporting manner.
 - g. Not draft (wheel sit) behind a vehicle or hang on to a vehicle so as to gain an unfair advantage.
 - h. Not collude with other cyclists (e.g. A lady cyclist asking a male strong cyclist from another racing group to pace her in a race, so that she may beat the other lady opponents).
 - i. Ride with caution.
 - j. Obey the rules of the road and observe the legislation of the country.
 - k. Keep left at all times, crossing of a solid barrier line is not allowed.
 - l. Respect other road users and do not display any arrogant behavior toward others.

E. Marshalling

1. Each member is required to perform a minimum of two marshalling duties as and when appointed by the club secretary. This excludes committee members as they will be required to perform the function of Race Organiser.
2. Only club members may perform marshalling duties and cannot get an outside non-member to substitute in his or her place. The reasons for this are:
 - a. The clubs road clearances received from the traffic authorities states that our marshals must be adult, and no minors are allowed. Children can assist at the duty point to sweep the road and set-up the corner for safe cycling, but children are not allowed to do point duty and direct traffic. All minor children must be supervised by an adult.
 - b. The club's public liability insurance, covers the member doing marshalling and not family or friends doing the duty.
 - c. The race organiser schedules and allocates persons to certain point duty from the allocated marshals list. When last minute changes take place this disrupts the scheduling and organisation of the race. One such example is that the club does not allow a lady to do duty on her own. If she is a last minute substitute for a male member that is scheduled to be on a marshalling point on his own, this disrupts the allocation of persons at the last minute. In some cases it would require an additional marshal so that a lady does not do duty on her own.
 - d. Some members do not notify the race organiser of substitutes, which causes problems with results, marshalling points and records.
 - e. In many instances the substitute marshals have little or no experience with marshalling and / or cycling in general. We require that the person doing marshalling has some cycling background and understands the racing situations and possible problems that may arise at a marshalling point.
 - f. All members must make themselves familiar with the process and procedure of marshalling in order to be competent to carry out this task effectively.
3. If you have indicated that you are not available to do a particular marshal duty, you may not ride that particular race.
4. To be eligible as a prize winner in the Handicap Points Competition, you MUST have done a minimum of one marshalling duty.
5. To be eligible as a contender as Cyclist of the Year, you MUST have done a minimum of one marshalling duty.
6. Marshals MUST contact the club secretary at least 14 days before the event to confirm availability. It is the member's duty to contact the club secretary.
7. Marshals must arrive at the race starting venue a minimum of 45 to 30 minutes before the scheduled start of the race.
8. Marshals must report to the race organizer at the starting venue to receive further instructions regarding the race.
9. Marshals must equip themselves with the following items which are available from the club trailer
 - a. Luminous Yellow safety jacket
 - b. Red flag
 - c. Broom
10. All items removed from the trailer must be returned to the trailer immediately after the conclusion of the race.
11. All marshals must study the marshalling guidelines e-mailed to the member before the event. This guideline explains the duty to be performed in detail and equips the marshal with a clear understanding of what is expected from him or her on the day of the event.
12. Corners where marshalling duty is to be performed must be swept to remove as much debris as possible that may cause a danger to cyclist taking the turn.
13. Marshals must direct traffic using the correct methods and actions. See diagram at the end of this document.
14. Marshals must be assertive in their actions and duties of directing and controlling of traffic. Safety is of utmost importance for the cyclist taking part in the race as well as the motorist making use of the same road as the race route.
15. **Marshals must stay at their marshal points until the last riders have passed that point.** The sweep vehicle will advise who the last rider is. After the last rider has passed, return to the start along the race route to ensure that no participants are stranded on the side of the road. Stranded cyclists must be picked up or the race organiser must be contacted to arrange for a pick up vehicle for the stranded cyclist.

13. Before leaving the venue, each marshal must report to the race organiser and report any problems with riders or traffic control.

14. The marshal that has contributed the most towards marshalling duties during the season receives the Marshall of the Year Award at the yearly Prize Giving.

F. Race Points

1. Only members whose subscriptions are paid-up for the current season by the first formal event (Race 1 at the end of September / beginning of October) will qualify for race points. If subs are subsequently paid only points for races after such payment will be taken into account in the Handicap Points Competition and Age Group Competition.

2. A member that does not do a minimum of one marshaling duty, cannot win or be placed in the top three of the Handicap Points Competition.

3. There are two points competitions where points are awarded for. 1- Handicap Points Competition and 2- Age Group Points Competition.

4. Points will be awarded to each member for completing "Marshal Duty", the number of points to be determined by the committee from time to time.

5. Each member will only be allowed to accumulate "Marshal Points" for each event they marshal to a maximum of two events.

6. Points are allocated to the tandem combination and not to the riders individually.

Handicap Points Competition

7. The number of handicap races points that will be used for the handicap competition will be the number of handicap races held less the number of marshal duties that a person must do. Example, if there is 15 handicap races held and a minimum of 2 marshal duties must be done, the number of races that count towards the points will be 13.

8. Marshalling points are added to the overall season points as bonus points.

9. Prizes are awarded for the Handicap Points Competition per racing group as well as the top three overall, irrespective of racing group.

10. A rider's points are accumulated from all race points irrespective of which racing group the points were achieved in. When a rider is promoted or demoted to another group, the points accumulated in the group from which the rider moves are carried over into the new promoted or demoted race group.

Age Group Competition

11. Four identified races are used for this competition i.e. Age Group Race (hills), Dolphin Circuit (flat), Time Trial (flat) and Hill Climb (hills).

12. The best 3 of the 4 races points are used to determine the overall positions per Age Group with a minimum of 2 events needed to have been participated in to qualify for the competition.

13. No handicaps will be applied to these races.

14. Marshalling points are not included in the Age Group Competition.

G. Races

1. Masters & Ladies' races are for males 30 years and females 10 years and older. The safety of young girls is the responsibility of their guardians, but must be considered by the organizer and the marshals. Elite and junior riders' presence can affect the judgement of riders when chasing/defending their handicap positions.

2. Visitors may compete in races on condition that point 1 above is complied with. Visitors are required to pay an entry fee applicable per race and will not be awarded any racing points or be in contention for any prizes or recognition.

3. Races are staged regardless of weather conditions as far as possible, but the final decision to cancel / postpone an event lies with the race organizer. The riders may, however, elect and decide not to race, but such decision may only be taken at the venue itself in consultation with the Race Organizer and / or any Committee members present.

4. Races that do not take place because of adverse weather conditions will be rescheduled within the season if suitable date and road clearances are obtained.
5. Should a race organizer decide not to continue with a scheduled race event because of weather conditions that make the race unsafe, the decision to postpone will only be taken at the scheduled start time of the event and not before.
6. Riders that do turn up at the starting venue when a race is postponed will not receive any race points for the postponed event.
7. Marshals that turn up at the starting venue when a race is postponed will receive the marshaling points for the postponed event. This is to encourage and reward marshalling duty, without which no race can take place.
8. A rescheduled race is open to all members and visitors and is not restricted to only those members and visitors that turned up at the original event that was postponed.
9. A race may not be stopped due to weather conditions after the race has started, unless there is a real danger to the riders' safety. This is the decision of the race organizer who should, if possible, consult some of the more experienced riders and any Committee members present.
10. A race must be stopped immediately if so instructed by a Traffic Officer.
11. Riders may be disqualified for the following:
 - a. Dangerous riding
 - b. Obscene language and behavior
 - c. Not keeping to the left of the road
 - d. Breaking any recognized cycling rules
 - e. Failing to obey the instructions of a race official
 - f. Generally behaving in a manner not befitting the interest of the Club
 - g. Not wearing a club number or visitors number during the race
 - h. Starting in the wrong racing group
 - i. Littering
 - j. Rejoining the race after crossing the finish line and so doing cross the finish line twice
 - k. Turning around before the designated turning point in a race that involves an out, turnaround and return route
12. Riders must start in their correct racing group. A rider may not decide that because of personal reasons e.g. not training regularly, feeling a bit ill on the day, wanting to ride with a friend etc, he or she wants to ride in another group other than his or her allocated group.
13. Should a rider "drop out" of a race for any reason, the rider will be classified as DNF (Did Not Finish). Such a rider may not under any circumstances rejoin the race, and use the event as a "training" ride. The rider must withdraw from the route completely. This ruling is particularly applicable to races that take the format of a couple of laps over the same course.
14. If you arrive late for your starting group, you must proceed onto the route and not wait to start with a lower group. If it happens that you do start at the same time or you start just after a slower group and catch the group within a couple hundred meters or very soon into the race, you are not allowed to pull the slower group by doing the pacing. If you cannot make a clean break from the group and ride away from them without "pulling" some riders along, you must remain at the back of the bunch for the race and not take part in any sprinting or pace setting for that group.
15. On a circuit that is run over a number of laps, any rider or groups of riders that are lapped by a faster racing group, may not "hook onto" the faster bunch and so doing gain additional pace or create a break away in the bunch.
16. When a rider or group of riders have a mechanical problem on route and rejoin the race after rectifying their problem may not pace or "pull" a slower group that has passed during the time when the mechanical breakdown was rectified. If a clean break from the slower group cannot be done, the stronger grouped rider must remain at the back of the bunch and not participate in any pacing of the group or be involved in the sprint finish.
17. When slower riders in a higher racing group are caught by faster riders from a lower racing group and are in the bunch at the finish, the slower riders from the higher group must not take part in the sprint finish. The faster riders of the lower group must be allowed to sprint unhindered by the higher group's riders.
18. A rider may not after finishing a race, ride back on the circuit and cross the finish line again with another group or as an individual rider. This will result in disqualification.

19. Littering during the race or at the start / finish venue is not permitted. Only article that may be thrown into the bushes is banana peels or any fruit matter that degrades. Any plastic, e.g. gel sachets, must be placed in the riders pocket and discarded at home. The club trailer is also not a dustbin and empty tins, gel sachets etc may not be left in the trailer.

20. Emergency Assistance Cell Phone Number. The race organizer carries the Emergency Phone with him or her. The number for this phone is: 072 130 9471. Please preprogram into your cell phone. The number is also displayed on the reverse of your Start / Finish card.

21. Should there be an on-the-spot investigation of an incident, the rider(s) involved have the right to appeal to the club committee. The rider(s) have a 48 hour period after the investigation within which to lodge the appeal to the club committee.

22. All riders, including those who do not officially finish the race, must return their race cards to the organiser. This will prevent unnecessary searches for "lost" riders.

23. A visitor will not be able to claim an official Course Record should he or she break the current record. It will be seen as an un-official Course Record.

H. Equipment

1. Protective helmets and race numbers are a mandatory requirement for all races held under the auspices of the Masters & Ladies Cycling Club. Suitable cycling attire is also required to be worn.

2. All members / riders are encouraged to purchase and wear club cycling shirts for club races.

3. Each person shall ensure that his/her equipment and other devices fitted (headgear, apparel etc) do not by virtue of their quality, materials or design, constitute any danger to him/herself or others.

4. A cyclist's bicycle (including tandems) shall comply with the spirit and principle of cycling as a sport. The spirit suggests that cyclists compete in competition on an equal footing. No tri-bars, time-trial bars allowed irrespective if they are used or not, or disc wheels may be used in bunch races.

5. Tri-bars and / or disk wheels and /or aerodynamic helmets are allowed in the Time Trial.

6. Mountain bikes are permitted.

7. The use of earphones for I-pods, cell phones or any music device to listen to music, even only in one ear, while racing is not permitted.

I. Tandems

1. Tandems are classified as one bicycle in the results, although there are two riders taking part.

2. Only Mixed Tandems or Female / Female combinations are allowed. No Male / Male combinations are allowed.

3. Points are allocated to the tandem combination and not to the riders individually.

4. Tandems compete against other tandems for points and awards, although they start and are classified in the same groups as individual riders.

5. A tandem is given a separate race number from the number allocated to the individual rider that makes up the tandem combination.

6. When a tandem combination is split and competes in a race as individual riders, the number allocated to the individual must be worn and not the number allocated to the tandem combination. Example: Joe Soap and Jill Soap compete regularly as a tandem. The number 123 is allocated to the tandem. When Joe Soap competes as an individual, he will wear his individual number of 456 and when Jill Soap competes as an individual she will wear her individual number of 234.

7. A tandem combination will have a separate race card to the individual race card that will be used when competing as an individual.

8. It is the tandem rider's responsibility to ensure that they wear the correct numbers and use the correct race cards depending if they are riding as a tandem or single.

J. Special Races

1. Steak Race

- This event will be the clubs contribution towards a charity, in that the proceeds from the visitors entry fee plus an additional amount to be determined by the committee, will be donated to a charity.
- No Handicap points are applied to this race
- No Racing points are awarded to this race
- Trophy will be awarded to 1st place (M&L member) Male and Female on Actual Time
- Visitors will be encouraged to participate in this event

K. Seeding

1. Seeding into racing groups will be done by the Seeding Committee. Their decision is final and the moved rider must move into the new racing group.

2. Riders that have been moved up or down a group, must indicate this by changing the race group letter on their cloth numbers.

3. Riders will be seeded according to ability, past and present performances. Race results, performance index's, result analysis and general knowledge / judgement by the committee of the rider in question, will be used to base a riders seeding on.

4. Riders moving up or down a race group will be identified on the rider's race card with a brightly coloured sticker indicating the new race group. It is all riders' responsibility to check their race cards every time they remove it from the storage pocket before a race start.

5. Riders must start in their new race group, as the new race group handicap will be applied with immediate affect when a rider is moved. Ignorance to knowing that a rider has been moved up or down a group is no excuse for not starting in the correct group, nor grounds for mitigation.

6. Seeding of riders will continuously take place during the season. All efforts will be made to quickly identify a "high-flyer" that needs promotion and a "low-flyer" that needs to be moved down a group. The seeding committee will endeavour to move riders before they gain too many racing points in the wrong group or are being disadvantaged by not getting enough points when in a too strong group.

Marshalling– What signals to use to direct vehicle

Your Primary duty is to control and direct vehicle traffic. You do not have to indicate the route to the cyclists. It is each cyclists responsibility to know the route.



Marshalling– Where to place “Beware of Cyclists”

Place the signs on the road that joins into the route that the cyclists ride. Do not place on the road that is in the same direction as the cyclist route.

