



OVER 55 CYCLING CLUB INC.

Perth – Western AUSTRALIA.

MEMBER'S HANDBOOK

OUR HISTORY

The Inaugural Meeting of the Over 55 Cycling Club Inc. was held at Perry Lakes Stadium on Tuesday, November 13, 1984 with 42 interested people attending. It was recorded at that meeting that the first bike ride would be on Friday, November 16. at 10.00 am from the Causeway Car Park taking the route around the river and Mounts Bay Road.

The original committee consisted of: - Bert Silver (President), Fred Watson (Vice President), Mona MacIntosh (Secretary), Ted James (Asst. Secretary), Edna Silver (Treasurer), Cath Coppin (Asst. Treasurer), Des Jones (Club Captain), Bill Clues (Asst. Club Captain).

From the modest beginning in 1984. The O55CC has grown in stature and numbers. Club Membership reached 200 in 1999, and 350 in 2016. Regular Club Rides now occur on Mondays, Wednesdays and Saturdays, with a choice of up to eleven divisions with varying standards of fitness levels, and distances covered. Regular Tours, Camps and overnight rides are also a club initiative.

Today the Over 55 Cycling Club has more than 400 members, who enjoy both the cycling and the social activities of the Club. We are very mindful of the safety and well-being of all our members, both as active cyclists and participants in our group rides. We are permanent members of the WestCycle member committee, which gives us a voice in the wider community issues of riding safety, health and advocacy.

INFORMATION FOR MEMBERS

1. STRUCTURE AND MANAGEMENT OF THE CLUB

- 1.1** The OVER 55 CYCLING CLUB INC is a non- profit body incorporated under the Western Australia Associations Incorporation Act 2015.
- 1.2** The Club is managed by a committee elected annually at the Annual General Meeting.
- 1.3** The Club operates in accordance with a Constitution and By-Laws, both of which have been approved by a General Meeting of the club.
- 1.4** The By-Laws are contained in this booklet and should be read by all Members as they contain important provisions applying to the conduct of rides.
- 1.5** The following notes should be read in conjunction with the By-Laws.

2. RIDE SCHEDULES

- 2.1** Regular Club rides are conducted each Monday, Wednesday and Saturday morning, departing from a variety of locations and returning to the departure point for a picnic lunch (not Saturday). These rides are graded to suit a range of riding capabilities. A morning tea/coffee break is included.
- 2.2** Rides are conducted in accordance with an Annual Ride Program issued in advance. Information on departure times and locations is contained in this program. Details of upcoming rides are also listed on the Club's website.
- 2.3** From time to time the Club conducts cycling camps and country tours of varying duration.
- 2.4** If the official temperature forecast on the evening before a scheduled ride is 38 degrees or higher, the ride is automatically cancelled.
- 2.5** Rides may be cancelled in the event of inclement weather. As the severity of the weather is difficult to predict, rides are not cancelled for this reason until the scheduled start time.

3. RIDE MANAGEMENT

- 3.1** The Ride Captain is the overall manager of Club Rides, the Deputy Ride Captain assist with organization and the Ride Leaders control the individual rides.
- 3.2** The objective of the By-Laws (as they apply to Ride Management and Safe Riding) is to endeavour to ensure that Club's rides are orderly, enjoyable and safe. Achievement of this objective requires that Members co-operate fully in observing the By-Laws.
- 3.3** Rides are scheduled to return to the starting point by 11.30 am (summer schedule) and 12 noon (winter schedule) so that Members may socialise, hear announcements, refer to the notice-board, etc. Ride Leaders should alter the route of rides if necessary to meet this timing.
- 3.4** Ride Leaders may alter the route of a ride at their discretion, without notice. Members must join a ride at the designated starting point.

3.5 Riders are required to remain with the group for the duration of the ride. If a rider must leave the group then they are required to notify their intention to the Ride Leader or the Tail-end Rider. The Club accepts no responsibility for any rider once the rider has left the ride.

3.6 A wide range of rides is provided to cater for different levels of fitness and ability. Riders should choose rides that suit their own capacity and not expect a ride to be modified to suit them.

There is no need for a Member to remain on the one ride level. Members may ride at any level which suits their circumstances on any given day, but if they consistently experience difficulty in one group, it is recommended that they change groups.

3.7 The following whistle signals are used:

One blast – Stop or to call the group to order

Two blasts – To start or resume riding.

3.8 Any problems encountered by a rider should be reported to the Ride Leader. If necessary, the problem can be referred to the Ride Captain.

4. SOCIAL EVENTS

4.1 The Club conducts a number of social events each year. Details are announced after scheduled rides.

4.2 Members are encouraged to wear their name tags to Club social events as well as on Club rides.

5. SAFE RIDING

5.1 Riding in a large group is different and more dangerous than riding alone or with two or three friends. Members should modify their riding accordingly. The Club sets great store by safety. The Safe Riding By-Laws take this aspect into account and their objective is to maximise safety. Members should read the By-Laws carefully and observe them at all times during Club rides.

5.2 The following Notes are supplementary to the By-Laws.

5.3 In addition to the items specified in the By-Laws, it is recommended that Members carry first aid equipment and, for longer rides, food and extra water as they consider desirable.

5.4 Although riding two abreast is permissible on roadways, single file is recommended and is safer. If adverse conditions arise when riding two abreast, the rider nearest the road centre should pull in behind the rider nearest the kerb.

5.5 It is essential that when a call indicating a hazard is given (e.g. "Bike up", "Walker up", "Stopping") that riders pass the call on down the group as appropriate. It is the responsibility of ALL riders in the group to pass on warning calls.

5.6 The call of "Clear" should not be used.

5.7 Care is necessary when stopping to avoid running into the rider ahead. Riders should endeavour to anticipate sudden stops.

5.8 Riders should visualise how the group of riders will appear to motorists. Failure of some members of the group to observe a traffic signal or unexpected departure by a rider from the route taken by the rest of the group will create uncertainty in the mind of the motorist.

6. DUTY OF CARE

6.1 Officers and other Members responsible for Club activities have a legal obligation to exercise a duty of care in accordance with the laws of Australia and Western Australia. These laws are extensive and complex. These Notes do not attempt to detail all the requirements of these laws.

6.2 Riders are responsible for their own health and safety.

7. INSURANCE

7.1 The Club carries insurance to protect the Club, its officers and other Members responsible for Club activities. The validity of the insurance cover depends in those concerned exercising an appropriate level of care. It is therefore essential that the relevant By- Laws are observed.

7.2 **The Club's insurance does not provide cover for personal injury or damage to Members' bicycles.** Members requiring cover of this nature should make private arrangements.

8. ACHIEVEMENT DAY

8.1 The Club may include an Achievement Day in its Annual Ride Program and award badges to Members recognising their achievements on the day by completing a ride over a designated distance in a specified time.

8.2 The choice of which Achievement Ride is attempted rests with the individual Member, bearing in mind that Member's condition of health and physical fitness level.

8.3 All rides offered on Achievement Day can be very stressful, therefore before attempting them, it is recommended that riders complete an adequate preparation training program. Advice for this can be obtained from the Ride Captain. If at any time during the event riders become unduly fatigued or ill, then they should abort the ride and call for assistance, rather than risk damage to their health.

8.4 Achievement Rides should not be conducted alone. For safety reasons a minimum of four (4) and a maximum of ten (10) riders constitute an Achievement Ride Group. This helps to ensure the correct course is traversed and thus the integrity of the Ride is maintained.

8.5 Separate rides are conducted over distances and terrain decided by the Ride Captain in consultation with the ride committee. In any year, participants may only nominate for one of the rides and the ride must be completed on the designated route.

8.6 For all rides, Members should carry food, drink and repair equipment additional to that carried on normal Club rides, appropriate to the duration of the event.

8.7 Achievement Day rides must be commenced at the time and place scheduled and participants must report to the officiating marshals at the commencement and completion of their rides. It is the responsibility of the Member to ensure that the ride is duly recorded. A ride will not be recognised for award of a badge unless these provisions are met.

8.8 For a member to have successfully completed their Achievement Ride they must have completed their chosen distance and returned to the starting venue by 5.00 pm on the day of the Ride.

8.9 Members must register for their chosen Achievement Ride 7 days before the Achievement Day. This is a strict deadline and no registrations will be accepted after this time.