

**Intro: Attendance-**

- Sully, Joe, Alan Atwood
- Army: Nick Garcia, James, Tom
- MIT: Zach Cambri
- BU: Rob Winnet, Christina
- Penn State: Bert and Ernie
- UDel: Jake, Jay, Arthur (Host housing)
- Harvard: Josh-Coach
- RPI:
- Drexel: Tim, Calahan
- Dartmouth: Izea, Michael Rae
- Columbia: Coach- Rob Rowan
- Stevens
- Villanova
- Tufts
- Kutztown: Charlie Hanlon
- UNH: Allison, Pat
- NYU: Dave
- Bucknell: Kelly and Brian
- Yale:
- Princeton
- Rutgers
- UVM: Tristan
- NU: Maggie

**Highlight People:**

- All volunteers
- Caitlin, out of town
- Sully- Assistant Director
- Allan Atwood- Races, reviews permits, flyers, etc... Road Promoters Guide
- Arthur: Host Housing Coordinator
- Maggie: Women's Racing/ Intros
- Michael Rae: Commenting/behind the scenes, NEBRA
- Rob Rowan: Columbia coach, behind scenes, problems and issues...
- Hamlin: Year long seasonal overall winner.

**Anyone new to the ECCC?** Kutztown leader

**ECCC Highlights/Definitions:**

- All student athletes, team leaders need to police this, don't want to see it progress.

- 1:11 conferences
- Currently have 69 teams, same as last year.
  - Lost some small ones, gained others (Union, Mt Holyoke)...
  - How do we reach out to more teams?
  - Not always that a Team is bringing more racers, but that more Teams are showing up.
- Riders: 22-24% of all collegiate licenses (~1100).
  - No real growth, but was growing. Thinking what caused the stagnation, since continued growth will only help to build a stronger conference
- General 2010 Changes:
  - 2<sup>nd</sup> Feb meeting, not huge attendance, but great discussion.
  - ECCC inc has a non-profit out of Pennsylvania
  - Now have conference bank account.
    - Race fee increase \$1- should accrue ~\$2000-3000 by end of year.
  - ROAD 2010:
    - Combined D1/D2 rankings, still cool- ex: MIT v. UVM
    - Race day schedules much more consistent/efficient
    - Aero rules- now not a big deal, passed to non-issue
    - ECCC News Network/ blogs, etc...
    - Road promoter's guide: Allan Atwood has recently updated
      - Used as main guide across the board in USAC
    - Women's category changes: Per event avg: 75, max: 100, min 38. Good change.
    - Starts tracked: staying successful/steady
  - MOUNTAIN 2010:
    - Ran Super D, Cluster Huck and Team Relay very successfully for 2<sup>nd</sup> year.
    - Team Relay: very successful, not large attendance due to teams lacking women, but the team format draws interest and hopefully will carry over to other conferences.
    - Intro Clinics: struggled due to loss of coaches/injuries, but still popular and successful.
    - 5<sup>th</sup> year of having recent Alumni do the event scoring, works well, better than with external people.
    - Lift tickets caps helped promoters self-control= direct increase in gravity season.
    - Slalom increased participation but causes logistic issues with daylight.
    - MTB participation: increased in 2010.
      - All races should be sustainable
      - 2 races (UNH and UVM) broke attendance records.
    - Downside: Women's is high quality, low numbers.
  - Cyclocross 2010:

- Seems smaller, need to wait until end of season to get numbers/assess.
- Different focus on scheduling: less high profile, more affordable, some more collegiate promoted events
- *Possibly looking for new Cyclocross coordinator for Fall 2011!*
- Track 2010:
  - Going nowhere, need someone to step up if it is going to be a real season.
  - Seems like riders are out there, but facing difficulties for scheduling and promoting.
- 2010 Recap: Joe's take-
  - Held steady, pretty good year, have more sustainable footing now, volunteer pool, funding, etc...
  - Women's Road improvements are huge.
  - Joe can be reached at: [jkopena@usacycling.org](mailto:jkopena@usacycling.org)
- Questions:
  - Hamlin: some women in mtn season think having a course cut off to lessen technical stuff in the women's B fields.

#### **WEBSITE:**

- Lots of effort going into improving the site
- Aiming to have a bundle for organization for Parents, highschool students, promoters, etc...
- Basically writing to be done.
- *No web/html knowledge required to do this: if you are willing to write please get involved.*

#### **ECCC News Network:**

- Goals: to bring in people from outside the ECCC and let them know what is going on, since rest of cycling world doesn't always know how cool the collegiate scene is. Provide info/flavor for incoming people.
- Previous years: only covered road season (~1200 hits/day) pretty awesome.
- Once into the season, usually only do race reports, but also have Tech and Social pieces—interviews, write ups of neat bikes, etc.
- *More contributors would be a good thing, the options of what to cover are endless.*

#### **501c3 Status- Federal Non-Profit Status:**

- Not currently recognized as a 501c3 now, must start in a state first, we still have time, but want to get this resolved before Road season takes off.
- Need this status so that the ECCC doesn't have to pay Federal Taxes, currently we just are not paying State Taxes (Pennsylvania)
- To obtain this must file application: show societal benefit as to why you should not be taxed.
- Significant project that needs to happen over this winter

- *If anyone has friends, teammates, family, etc... who would be willing to help, comment review, we need all the help we can get.*

### **Officiating of Races:**

- Have a lot of good officials, but in a region where there are a bunch of other races as well.
- For the most part our top officials, Race Official, Chiefs, etc... are very good
- By having younger, newer officials who have raced within the ECCC and now the culture, it would help increase the officiating pool and hopefully the ECCC's retention of good officials.
- Issues with how some races are run, etc... will only be changed by changing the people.
- Sully has compiled a list of previously interested kids, but if anyone else is, please talk to him at meeting or email at: [ian.sullivan.1986@gmail.com](mailto:ian.sullivan.1986@gmail.com)
- By having a larger pool, if officials live closer, it helps race promoters by minimizing expenses of traveling, etc..
- You GET PAID!!!! Also very educational for racers to study these fields, etc..
- Training usually held in Jan/Feb. Ultimate goal would be to set up our own ECCC Clinic—lots of politics to get into, but would help to have promoters with an increased awareness of:
  - Basic safety
  - Logistics (tricky corner, traffic, etc...)
  - People that race have better understanding of bike physics, when to have/not have neutral starts, etc...
  - Keeping races on schedule
  - Tone/attitude, not always on the radar.
  -
- Looking for someone to run a program to educate promoters and address issues of safety, logistics, etc...
  - Would be looking for someone who is:
    - An experienced (high level) official
    - Has done race promoting
    - Knows ECCC
    - Probably Allan Atwood
  - If organized these clinics/made program would be looking to spend a decent chunk of the ECCC budget, does this raise issues?
    - Is there a way to measure success/outcomes? Qualitative for most part, but could see how many people sign up for program and their opinions of how successful/helpful it was.

### **Equipment:**

- Radios—to have a set that promoters could rely on, especially for safety.
  - Talking about heavy duty radios, to cover a crit course, follow cars, etc..
  - Minimum of about \$100/radio

- Serious licensing issues: Go into FCC licensed spectrum, no one owns these bands but do need permission to use it. (complicated since we don't run in any certain area)
- Need to have a 'Repeater' in order to cover such large area to be useful in most races.
- Should instill a plan for now that can help with the communication for safety at upcoming races while we get this up and running.
- \*\*\*For now there will be more serious planning/review of Marshalling/safety plans of promoters to have a way for communication. (ex: phone list in each pace car)

### **ECCC Women's Cycling:**

- ROAD:
  - Where we were starting 2009:
    - Small elite A field
    - Huge hyper competitive B fields
    - Positive nurturing intro field, but hard to move up and stay motivated
  - Where we are now (lots of charts by Sully):
    - Combined A/B field, C and intro fields
    - Saw increased attendance and commitment in riders
    - Women's A field was evaporating, average attendance under 5.
    - The combo A/B field has increase the Cat 4-3(A) upgrades, now have more women's A and eligible Nationals riders.
    - Non-A riders, growing by leaps and bounds
    - More women over all, hopefully growing our way to having even more fields.
  - c
- MOUNTAIN:
  - In danger: women's A field is dying.
  - Some graduations and injuries have put us down to 3-4ish riders.
  - B Field is still going strong, intro clinics usually have most women's Bs.
- Questions;
  - Strong discussion regarding the review of Women's A/B
  - Expressed frustrations with decisions of where a 2008 B rider should go: B or C.
  - Upgrading was strong, saw more women at Nationals
  - Address the C field when women are not upgrading to B's.

### **Club Teams Driving Collegiate Teams, other Efforts:**

- John: Princeton Coach (Club team is starting an elite team)
  - USAC very different than ECCC

- Older guys who show up in a kit, but not too much into the team atmosphere. Forming a team of younger riders, mostly collegiate to create more of the ECCC feel in the USAC summer races.
- Will be based out of NJ, have a strong sponsor and shop backing them.
- Lots of connections for this kind of team to start collegiate/young riders to start up elite/semi pro teams
- Talk to John, Allan or Joe if you are looking to get serious about racing but keep same ECCC feel outside of the conference.

### **Rules Changes:**

- First time Joe received no requests for rule changes.
- Aero Gear: make sure your A racers are straightened out. Rules are online.
  - Helmets are allowed: they now meet the safety requirements
  - How do you define an aero helmet? Usually if there is a pointy tip, the chief referee can make the call- done on a case by case basis.
- D RACERS:
  - Problematic in many ways
  - At most events, just too many in the fields. (esp. at Rutgers, expected to crack 500).
  - 2009 at Rutgers: 120-130 D racers, even with split fields are pushing the limits of how many D racers you want to safely put on most courses (crits).
  - Do not have the schedule space to wing things and add an extra field at every race/weekend.
  - Goal: rebalance the men's fields some how.
  - Need a shift through all the fields to upgrade.
  - D races will always be big, but we need to thin it out.
  - Some D racers do need to be funneled back into Intro/ start there.
- D/Intro:
  - Many D racers should have started in intro
  - Teams/Captains need to take responsibility of assessing a new rider and guiding them to the correct placement. Or educating them enough if they are too stubborn to start in the Intro fields
  -
- c

### **Host Housing:**

- Most teams that used it in 2009 were med (5-10riders)
- Few teams <5riders
- PROBLEMS in 2009:
  - Few large slots (teams got spread out)
  - Prioritization was 1<sup>st</sup> come 1<sup>st</sup> serve, but some of the smaller teams lost out, since med size teams were asking first.
  - Incomplete host info (no #'s, emails, etc...)

- Last min add ons (both hosts and those in need)
- FUTURE PLANS:
  - Host housing coordinator will be required for each race (not the promoter)
  - Make a standard form (google doc)—put on ECCC site
  - Forecast supply/demand
  - Bring some slots by the Feb meeting
  - Expand spaces (other clubs, friends, family, bike community)
- Strong expectation that promoters are working towards this. Usually only takes someone getting the word out to teams/clubs/community etc...
- People using the host housing should be expected to help marshall for a few hours/weekend when being put up.

### **Basic Race Policies of ECCC:**

- Good for everyone to know, and realize the responsibility promoters are undertaking.
- Rule 1: Everyone gets to race (no matter what they wear)
- Rule 2: We do not cancel Races!
  - When you sign up to run a race you commit to every person in the ECCC that it will happen, they rely on you.
  - If a race is ever canceled due to the negligence of a promoter, they are never welcome in the ECCC again.
- Emergency Services: Road season races must have an ambulance present, larger races should consider more (transport delays add up time/cost quickly).
- Facilities: Port-A-Potties!!!!
  - 1 toilet:100 racers good rule of thumb
  - Least of cost worries, no reason to under estimate these!
  - Make sure they are easily accessible (near start line)
- Deposits: As voted on/adopted previously, scheduled promoters have to submit \$250 deposit toward proper execution of their race.
  - Extra deposit charge for Easterns dropped
  - Due ASAP
    - Next year will move forward in scheduling, deposit before allowed to present race.
  - Teams can be invoiced appropriately
  - Deposits returned after conclusion of race, USAC & officials' fees paid, receipt of conference surcharges
- TIMELINE & DEPOSITS:
  - Critical deadlines for every race:
    - 10 weeks out (mid-Dec): Course and venue permits secured; draft flyers sent to ECCC for review [25% penalty]
      - Submit a Marshall plan with this as well!!!
      - Scan against checklist first for basic oversights

- \*Will be flexible: understand that some parks, cities, etc.. don't release until different times, TALK to us!\*
  - 8 weeks out: USAC permits filed [50% penalty]
    - Easiest, on usacycling.org; docked by USAC as well
  - 6 weeks out: Final flyers to ECCC [75% penalty]
    - minor updates for sponsors, etc allowed
    - late fees not permitted if flyers, reg up <2 weeks out
  - End of event: Officials paid [50% penalty]
    - May need to work with BikeReg and school to handle the amount of a check to pay official Race Day.
    - We understand the hurdles, but this needs to be done, any snaffos should be spoken with Joe about ASAP.
- Pre-Registration:
  - Promoters are free to use services as they wish
    - USAC starting up service, no idea on quality, most likely similar fees
  - Encouraged to provide spreadsheet, honor-system based pre-registration for teams registering more than 15-20 riders
    - Registering teams are responsible for all listed rider entries; promoters may or may not allow exchanges.
  - Will be publishing a standard form that promoters may choose to use.
- Registration Fees:
  - Road & MTB race maximum fees:
    - Mass start: \$15
    - Individual start: \$10
    - TTT/Team Relay: \$20/squad
  - MTB gravity races requiring shuttle or lift access may require an additional lift ticket fee
  - MTB Team Relay should charge less
    - Particularly as it is literally 0 cost
  - Discussion about adding \$1-\$2/rider to a true Road Race registration to help support—only allotted if team has exhausted efforts to find sponsorship/ working to provide best courses.
- FLYERS:
  - Remember: Flyers may not be posted anywhere except ECCC website.
    - May link to flyer there
  - Registration may not be opened until permits received, flyer posted on ECCC site
  - Look online for the template of your flyer, make sure you have all the nuts and bolts.
  - Include Intro Clinic on Flyer.
- INTRO CLINICS:



- Every Road and MTB mass start race must include Intro Clinics on the flyer (doesn't interfere with schedule).
  - Held off course during other races immediately before intro race (30mins).
  - Discussion of skills, exercise oriented lesson
  - Coached laps/ obstacles....
  - WOMEN'S INTRO: Open to NEW Cat 4 women (non-collegiate) as well. Will be placed, not scored.
  - PRE-EVENT FEES:
    - Typical pre-event fees:
      - ECCC race deposit (refunded post event)
      - USAC Permits: \$50 (late charge after 6wks before)
      - New course inspection \$40 + milage
      - USAC Auto Insurance (recommended; request 2 wks before for sufficient processing time)
        - Note: it is a specific CAR/DRIVER pair, cannot just throw other drivers into the car!
      - Venue & service fees (permits, police, etc)
      - Officials (set in USAC rulebook) : base fees (~\$50) + \$25 long day (if nec) + lodging (if nec) + mileage (\$0.46/mile).
  - POST EVENT FEES:
    - Promoters are reminded of the following common post-event charges/fees:
      - Velocity Results/John Frey: %60/day + \$2.50/unique rider/day + 1.50/second start/day +\$54/hourly USCF
      - Conference surcharge (\$1/mass or gravity start)
      - USAC Insurance surcharge (\$3/unique rider/day)
      - Venue & service fees (ambulances, etc)
        - HAVE A WRITTEN AGREEMENT BEFOREHAND !!!
    - c
  - **DOCUMENTATION, Questions:**
    - ECCC Promoter's Guide, data from previous years, other resources on ECCC website
    - Ask questions early!!
      - Better to address something quick and early rather than let it linger on and get worse
      - We get a ton of email, don't worry, keep sending it we can handle it.
      - Don't try and hide any snags, just talk to us.
- \*\*\*REMEMBER: what a racer takes away from an event is not always what you think, dot your I's and cross your T's. Make sure you have TP, good Reg, well located PortaPotties.\*\*\***

---

–

## **RACE PROPOSALS:**

### **Grant's Tomb- Columbia:**

- 21<sup>st</sup> time hosted
- NYC, March 12, 2011 (Saturday). \*Stuck on this date, competing crits, permit process in NY won't allow another weekend\*
- The Course:
  - 5 turns (4 R, 1L)
  - Same as 2 years ago
- Safety: req'd by city to have 2 EMTs on site
  - NYPD must be on site (12 officers)
  - 5 mins from 3 ER's via ambulance
  - Barriers on finishing straight
  - 9 marshals for 0.6mi course (Friends and volunteers help)
- Other:
  - Permits are pre-filled out from previous years
  - Mechanic, pit
  - Many intro coaches
  - Still looking for charity benefit (have done for many years)
- Schedule: same as previous years, run USCF in the AM.

### **Steven's:**

- New Location: Morristown National Park, ITT and Circuit Race
  - \*ITT course would be the same lap as the circuit\*
- Date: Sunday, March 13<sup>th</sup>
- 45mi West of NYC, train station 1mi away
- Hospital 4 mi away
- Existing venue (from MTB)
- Safety
  - Air Force ROTC
  - Athletics and Greek Life helping out
  - 2 marshals at every corner/intersection
  - One corner: NJ secret service (will have heavy police) but are used to partial road shut downs, will have emergency shut down in place in case motorcade needs roads.
  - Several Hotels in Morristown, several sponsors.

### **Rutgers Scarlet Scurry:**

- March 5<sup>th</sup>-6<sup>th</sup> (Opening weekend)
- Changing order of events
- ITT run in AM as a Prologue

- Host Housing will be available
- 2.3mi course Circuit
- Saturday: ITT and Circuit
- Sunday: Crit
  - 4 corners, same as last year
  - pothole will be fixed
- Safety:
  - Under 5mi from 2 hospitals
  - Pace car
  - Plenty of marshals
  - Busing will be fixed
  - Finish lines will be taped both days
- Race has been run 8-9yrs, full school support, everything pretty much approved of.

**Philly Phlyer:** March 19<sup>th</sup>-20<sup>th</sup>

- Only get this weekend with the Park
- Day 1: TTT same as 2010 followed by USAC races
  - Circuit Races following same as last year, also USAC races
- Day 2: Options- Navy Yard Crit 6 Turn L shaped course
  - Possible crit at Temple
- Safety:
  - EMS on site for all races
  - Hospitals within 15mins
  - Well established marshalling plan
  - Temple will need new marshal plan
  - Get marshals from local clubs/schools/frats, etc...
- Will have loads of toilet paper

**RPI: Le Tour de Try-**

- In and a round Troy/ Renssailer area
- March 26-27<sup>th</sup>, First weekend of April (NOT 2<sup>nd</sup> and 3<sup>rd</sup> w/e of March)
- Sat: Circuit Race 7mi loop
- Sun: AWESOME 9-turn crit, and 5mi ITT out and back
- Safety:
  - 5mi drive to 2 EDs
  - RPI ambulance
  - City of Troy: toilets, haybales, road barriers, Police, Fire Marshals, ambulance, etc...
  - Marshals covered.

**Grand Prix on the Hill:**

- April 2<sup>nd</sup> and 3<sup>rd</sup> back up: April 16/17th**
- Sat: 2.5mi Circuit and 7.3mi TTT

- Sun: 1.0mi Crit, 6 turns
- Safety:
  - Hospitals, ambulance, trying to get marshals from school

**ARMY Spring Classic:**

April 2<sup>nd</sup> and 3<sup>rd</sup>

- Saturday: TTT (9mi lower cats, 15mi top cats) and Circuit (would add .5mi by losing main shoot up hill)
- Sunday: ITT/hill climb and Crit
- THERE will be water bottles, maybe
- Most of the circuit roads are recently paved.
- Possibly going to run the Road Race from 5 years ago.

**PennState:** April 9<sup>th</sup>-11<sup>th</sup> or Easterns (April 23-24) \*Same as 2 years ago\*

- Sat: Black Mo TTT (9.5mi) and RR (21.4mi)
- Sun: State College Crit/Frat Land. 1km, 6 corner course.
- Just AWESOME!

**YALE:** April 9-10, also could do back up April 2/3

- Same park as before
- Give out jerseys to every category lowest weekend time.
- Sat: ITT same as all years (4.3mi 500ft climbing) and Circuit race all roads in the park (up and down the hill, will have streets swept)
- Round the college Crit: Sunday—1.1 mi 5 corners, same as last 2 years.
- Safety

**Bucknell:** April 2/3, April 9/10 April 16/17

- Same as last year: TTT and RR Sat
- Sun: Campus Crit (may lose shaqain r/t parking/campus stuff)
- Plenty of parking and Rest rooms.
- Safety and lodging are set up, working on an official race hotel.
- Will have host housing.

**BeanPot/X-Pot:**

- April 9<sup>th</sup>/10<sup>th</sup>, back up April 2/3rd
- 9mi circuit planned with good climbs
- All in Westminster, MA
- Town tentatively all set with a repeat
- Day 1: TTT (7mi), open to USAC teams.
- Day 2: Crit (1.1mi-counter clockwise) or may use Fitchburg Crit Course.

**Dartmouth:** Easterns April 23/24

- Saturday: ITT (am), Frat row Crit (same as years before)

**UNH:** With Dartmouth Easterns (2-2.5hrs apart)

- Sunday: TTT (10.36 mi)
- Followed by RR (20.32mi)
- Have run a similar course 5yrs ago