

Regulations for AUK Events classified as Arrows (to be read in conjunction with Regulations for all events)

Introduction

An Easter Arrow is an Audax UK event that follows the principles of Audax Club Parisienne's 1947 Flèche Vélocio. The Flèche Vélocio heads to the traditional Easter Cycling Rally in Provence, organized each year by the French Federation of Cyclotourism, in memory of Paul de Vivie (Vélocio). Thus, the routes of other Flèche events should be directed toward a meeting place where all participants come together at the end of their ride. ACP suggest that this place be a scenic or historic site like:

- the castle of the Wartburg in Eisenach, Germany
- the Opperman Museum in Rochester, Australia
- the City of York, England

To respond to a growing demand by AUK randonneurs who want to meet in a location in York (currently Wetherspoons, Posterngate ([The Postern Gate - Google Maps](#)) AUK promotes and homologates 24 hour team events in the spirit of the 1947 Flèche Vélocio in France.

- Easter Arrow (360k to 720k)
- Easter Trail (201k to 360k). Note – The Easter Trail is not considered a 24 hour event due to the flexible time limit but still allows Trail teams to join with Easter Arrow teams in York.

These 24 hour events are organized according to the rules of the Fleches Velocio. The Flèche Vélocio has three main aims:

- Building a strong team spirit by training and riding together.
- Riding the longest possible distance in 24 hours, despite limited preparation and difficult climatic conditions.
- Getting all together in a symbolic place to share a nice time of conviviality.

Within the spirit of the 1947 Flèche Vélocio is audaciousness. Choose a distance that will make it a challenge (eg if 360k is well within the teams capability push to 400k, likewise if 400k is well within the teams capability push to 420k perhaps). Rules 1.11 and 1.12 below allows for a team to fall short of their goal but still allows validation.

Routes may be circular in entirety (not several circular routes) but also within the spirit of audax is maintaining a linear route between controls.

Easter Arrow Rules (based on Fleche Velocio rules)

1.1 The Easter Arrow to York is additionally validated by ACP

1.2 Rides may be validated by brevet card or GPS.

1.3 Entries may be submitted with a mandatory route or advisory route.

1.3.i Entries by GPS must be mandatory route.

1.3.ii Entries by brevet card must be advisory route.

1.3.iii When entering by advisory route the organiser will only agree distances that are the shortest distance between control points

1.4 Teams consist of between 3 to 5 members (tandems count as one member thus 5 tandems allows 10 riders).

1.5 Teams agree in advance with the organiser their own start location, time and control details. Routes can be circular and in any direction but must eventually head for the nominated end location. The nominated start time must be adhered to.

1.6 Different teams may not ride together. If several teams use the same starting point and route the start times for the individual teams shall be spaced at least one hour apart.

- 1.7 The team must ride together, and at least 3 team members must arrive at the finish for the ride to be validated. Only team members who ride the whole distance will be validated
- 1.8 No following cars are allowed. Teams may only meet a support car at the designated controls. No rest stop may exceed two hours.

1.9 Validation by GPS

- 1.9.i Each team member shall make a GPS track that is identical (as far as is practicable) to the route submitted in the entry and which passes through ALL the designated control points including the start.
- 1.9.ii If any team member's GPS unit fails, their proof of passage must be obtained at all the missing controls by getting a receipt or if a receipt is not available a photo of the whole team clearly identifying the place (e.g. in front of a road sign) may be substituted.
- 1.9.iii During the 22nd hour a time stamped photo of the whole team clearly identifying the place (e.g. in front of a road sign) must be emailed to the organiser.

1.10 Validation by Brevet Card

- 1.10.i Each team member must obtain proof of passage at the starting point and at each designated control in the form of a stamp, ATM or till receipt. If proof of passage is not available in the form of a stamp, ATM or till receipt a photo of the whole team clearly identifying the place (e.g. in front of a road sign) may be substituted.
- 1.10.ii During the 22nd hour and at the end of the 24th hour the exact time and location of the team must be noted in the brevet card and proof of passage obtained.
- 1.11 The team must ride until the end of the 24th hour, even if the planned destination is not reached. If proof of passage is not available at that point they must continue riding to the next available place where it may be obtained. A minimum of 25km must be ridden between the 22nd hour control point and the finish.
- 1.12 If entry is made by advisory route distances will be credited from the shortest distance between control points and must be within 20% of the distance agreed at the time of entry.
- 1.13 If entry is made by mandatory route and GPS validation, distances will be awarded by actual distance ridden and must be within 20% of the distance agreed at the time of entry.
- 1.14 For validated rides by AUK members, AUK distance points are awarded at a rate of 1 point for each 100k, subject to a minimum of 360 km and maximum of 720 km. AAA points are not awarded for these rides.