
RIDE ETIQUETTE

Overall club rules

- We obey **all road rules**.
- We leave on the designated ride times, **not early**.
- We are courteous and respectful of all other road users. Avoid verbal confrontations if at all possible.
- We wait for riders who have punctures or mechanicals wherever it is practicable and render assistance if necessary. Every rider is responsible for carrying the appropriate spare tube(s), tyre levers and pump, as well as appropriate food and fluids.
- If a rider is dropped from the bunch, it is the responsibility of senior experienced riders to ensure that that rider has an escort back home. A tired rider does not go home alone. If you see someone dropped from the bunch, let others know.
- If there is a base bunch following, it is ok to allow a rider or riders to drop off to the base bunch following, **but only** after consultation with him/her. Try and keep the quicker bunch together as much as possible.
- A typical training ride will consist of 2 columns of riders, riding as side-by-side pairs. When it is time for the leading pair to “roll off” the front, they move to the sides far enough to allow the following pair to move between them, then soft-pedal to move gradually to the rear of the bunch.
- **It is the responsibility of the leading pair to call all approaching obstacles to the bunch, and to slow them with the appropriate hand signal to indicate which side of the road the obstacle is on. Obstacles include potholes, gravel, water, stationary cars, and slower riders being passed.**
- It is the responsibility of the leading pair to make the “stopping” call on the approach to any road hazards..
- If the bunch is split for some reason, it is the responsibility of the front riders to slow for those caught behind.
- When approaching intersections without traffic lights e.g. roundabouts, it is the responsibility of each rider to ensure that it is safe to proceed and to pass that information to following riders with a call of “clear”, or a call of “stopping” or “car right (left)” if there is traffic.
- When riding on a single lane road, it is the responsibility of the last rider to make the “car back” call to warn the bunch that a car wishes to pass. On many single lane roads it is appropriate to ride in single file, rather than two abreast, depending on traffic and lane width.
- When riding on the front, try to ensure an even pace with no surging, and keep your partner right alongside so that your handlebars are level.
- Keep it smooth at all times. Nothing induces nervousness in the bunch like riders who change speed and/or direction in a jerky fashion.
- If you are in the leading pair, continue pedalling on all but the steepest downhill sections, as the draft you create allows those behind you to increase their speed even when not pedalling.

Some Simple Do's and Don'ts

- DO wear a helmet.
- DO carry appropriate front and rear lights.
- DO ensure your bike is in good mechanical order.
- DO ride 2 abreast maximum.
- DO call out before you stand up in the pedals.
- DO be alert to your surroundings and keep your head and eyes up.
- DO carry ID with you and emergency contact information.
- **DON'T** "half-wheel" or overlap the person riding beside you, as this will potentially result in others behind you doing the same thing. A very common cause of crashes.
- **DON'T jump out of a pace line if your bunch is being passed by a faster group. ALWAYS wait until the whole bunch has passed before attempting moving onto that bunch**
- **DON'T** pull out of a pace line to look back down the road, this is very dangerous.
- **DON'T** wear earphones.
- **DON'T** use aerobars when bunch riding – you simply can't get to your brakes fast enough.
- **DON'T** swarm around cars when approaching an intersection – think of the bunch as a single vehicle
- **DON'T** leave a big gap to the rider in front – you will use more energy and possibly force your partner to get into a half-wheeling situation. Stay shoulder to shoulder, handle bar to handle bar when in pairs.
- **DON'T** blow your nose out into other riders, be respectful at all times.

Glossary of Terms

- **Rolling Off** – When the front two cyclists have completed their turn on the front, they should acknowledge to one another the intent to roll, then when it is safe to do so, move to the side and wave the following two riders to fill the gap left between them. Reducing their speed slightly by pedalling softly as the bunch passes them, they will then sit on the wheels of the previous last riders.
- **Chain roll** – This is when a bunch rolls over one rider at a time at the front after a turn. It is up to the front pair to decide when they want to roll over, and only the outside rider rolls to the front left, and is then replaced by the rider behind. The outside rider who is moving to the front raises his arm and calls out that he is rolling over.
- **Pace Line** – A pace line is a bunch of riders rolling smoothly and constantly in a chain like formation. There are two columns of riders, one moving slightly faster than the other. When one rider reaches the front of the faster moving line, they move to the slower column and **reduce speed slightly (do not surge off the front, the outside line is the faster line, the inside the recovery line)** and start the progression to the rear of the line. If you find the pace at the front too fast, roll to the back with the slower column and hold position at the back of the panceline, calling other riders across in front of you as they prepare to join the faster column.
- **Mechanical** – Any puncture or equipment related failure. We stop for riders who have mechanicals at all times and ensure they are able to continue, or can make their way home via other means.
- **Ride Captain** – The designated leader of the ride. Every club ride should nominate a captain who has responsibility for ensuring that the ride is conducted safely and happily. Please listen to their instructions at all times.

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