



Cronulla Triathlon Club Bike Pack

INTRODUCTION

Responsible, considerate and cohesive group riding greatly increases the enjoyment that we receive from cycling. **Riding responsibly and safely especially in a group wearing club gear enhances the image of the club and that of the cycling community**

All Cronulla Triathlon Club riders are required to read and understand this document and if you have any questions in regard to this document please do not hesitate to ask the Bike Captain or any committee member.

TOP POINTS

- **Communicate.** Warn others of any potential risks you may see be ahead. Physically point out holes, glass and random litter and this hand signal needs to travel all the way back, so the people behind you get the message. Reserve the audible warnings for really dangerous situations. Only call hazards that may impact the group. Too many irrelevant calls can become “white noise”. Please note that the front and tail end riders have the SOLE responsibility for making decisions and calls.

Avoid signaling when going downhill, when windy, or if you are feeling unsteady. It is important to keep both hands on the bars. Do feel free to call, though.
Never use ‘No’ or ‘Go’ as a call as they are easily confused.

- **Avoid sudden braking.** Make minor speed adjustments with wind resistance rather than braking whenever possible. Remember we are in a closely formed group travelling at speed. Be-ware of what is happening around and ahead.
- **Concentrate.** You can chat but be aware of what is going on around you. Especially focus on the wheel in front of you. Always stay alert.
- **No half-wheeling.** This is where you are half a wheel ahead of the rider next to you. Please refrain from this habit.
- **On the front longer not faster.** If you are the fast rider of the group, don’t ramp up the speed when you are on the front. Ride at the pack pace and stay at the front longer.
- **On the front shorter not slower.** If you don’t have the fitness, rotate like everyone else but don’t slow down and spend less time on the front.
- **Pace the climbs.** On rolling hills it’s important for the riders at the front to consider everyone, try to set a pace that’s comfortable for the middle of the group. The strategy is to keep the group together.
- **Don’t Sprint away from stops.** When the light turns green, gradually build the speed back up up to where it’s supposed to be.

- **Don't run red lights.** Just don't do it. It's unsafe and against the law and damaging to the reputation of the cycling community.
- **Don't Get the whole pack in trouble or in danger.** It is important when you are in front to ensure the pack can get through the green lights or have enough space for turning etc. Though every cyclist has to be responsible for themselves, try not to make riders at the back have to decide between a dangerous situation and staying with the pack. Eventually there will be a situation with a car, escalating these situations can be dangerous and potentially endangering more people than yourself. Remember that how you deal with it reflects on the whole group. be an adult, even when others are not.
- **Listen to your Ride Leader. Ask any key questions before you set off and remember that other riders will also share their knowledge to keep our rides safe.**
- **Equipment:** Please ensure that you have everything you need in terms of lights, hydration, nutrition and spares. Ensure lights conform with the NSW road laws. Flashing front and rear lights are recommended during daylight hours. Minimum recommended ride spares are following: Two spares tubes, pump, CO2 cylinders, tyre levers and money. Opal card optional.
- **Conform to the rules of the road.** (Under NSW legislation, a bicycle is considered as a vehicle, and as such, cyclists are required to obey the road rules.) http://www.bicycleinfo.nsw.gov.au/get_riding/nsw_road_rules.html
- **If you are asked to modify your riding style,** understand that it is given in the spirit of wanting safety to be paramount for all riders.

MEMBERS ONLY

All riders **MUST** be a current financial member of either Triathlon NSW or a Cycling Federation member. This is a necessity for insurance purposes under these associations and their insurers. If you are not a member DO NOT show up to ride or encourage others who are not members. While this may appear harsh and not seem to encourage people to join in on Club activities, it is mandatory and indemnifies both yourself and other riders.

GENERAL INFORMATION

Obey the rules of the road.

Front and back positions are the most important - front riders are responsible for calculating actions in regard to the road conditions ahead., The back rider controls the group in negotiating lane changes by calling when the road is clear of traffic.

Cronulla Triathlon Club rides are training and recreational rides which means riding as a pack.

Stay as close to the wheel of the person in front of you as you feel comfortable. How close you ride will depend on your experience and the terrain you are riding.

If you get separated at intersections, as a matter of courtesy, the lead group should slow until the separated riders have rejoined. If you are behind, make an effort to catch up quickly, without taking risks. The pack should wait at a location where it is safe to stop and regroup, No one should be left alone on a group ride.

If you are concerned that you may not be able to keep up with the pack or complete the whole distance, discuss this with the Ride Leader. If you intend to ride a shorter distance please advise the Ride Leader and ensure that they know what your intentions.

Lead riders will decide whether to roll through or stop. Their call 'rolling' should be repeated clearly back down through the group. If the group is split, the lead group will slow until the separated riders have re-joined. Once the separated riders have rejoined the call "all on" should be passed back to the Ride Leader.

If a rider gets a flat call "**FLAT**" and the pack will SLOW DOWN enough to enable at least 2 riders to pull out and stop with that person while they fix the flat. The other riders will wait in a safe location nearby.

CALLING FROM THE BACK

The tail end riders will assist the group to negotiate lane changes by signaling when the road is clear of traffic. Typical calls from the back are:

"Car back" – to advise the group that there is a car behind them which may affect the group.

"Wait" – to advise the group that it is not yet safe to move into the lane to their right (in response to a request from the front to change lanes).

"Over" – **NB. It is very important not to call 'over' until the car has passed ALL the riders in front.**

"Single" – to advise the group to move to single file. Remember, calls should always start from the front or back only.

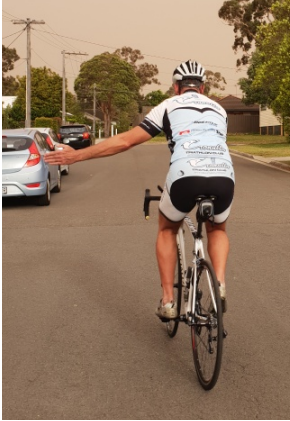
"Double" – to advise the group to move from single to double file after the obstruction has been passed or the road widens to two lanes.

CALLING FROM THE FRONT – AND HAND SIGNALS

The front riders are responsible for the group, and will do the majority of all ride calling. Aside from calling hazards, typical calls from the front are:



"Turning right" – make sure that this is really obvious, and doesn't just look like you're stretching your arm or pointing to something on the ground. **Do this 20 – 50 metres in advance of the corner.** All riders signal and call this all the way to the pack of pack.



“Turning left” – Outside front rider must verbally ensure that the inside rider knows that they are turning left and is signalling. All riders signal and call this all the way to the pack of pack.



“Obstruction ahead, move over” – this is used when there is an obstruction ahead (eg another single rider), but where a lane change is not required. All riders signal and call this all the way to the pack of pack.



“Slowing” – palm facing backwards. NB. This must be called BEFORE you start slowing. All riders signal and call this all the way to the pack of pack.



“Stopping” - All riders signal and call this all the way to the back of pack.



“Call us over, please” – this is used by the front rider to communicate with the tail end rider. Tail end rider **MUST** be on the lookout for this signal, and call the group ‘over’ when safe, or ‘single, as appropriate. If “wait”, “hold” or no call at all is heard from the back, the front rider may then make the call to ‘go single’, ‘go straight’ or even stop, depending what is appropriate under the circumstances.

“Car up” – to advise the group that there is a car ahead of them – Only to be called when the ‘car up’ may affect the group

“Clear” – signifying that the road is clear for the group to proceed, for example at a roundabout.

“Rolling” – Starting to move from stationary or slowing (e.g. as a light changes to green from red as you were slowing on approach) OR rolling the leader.

All of the above calls and, where necessary, hand signals, must be passed on down the group to the tail end riders.

If you need to pass other cyclists, keep 1 metre of clearance and do it safely. Check behind before you change your lane position. Call out, "overtaking" to the cyclist you're about to pass, and pass on the right. Don't pass on the **left**.

When riding two abreast, cyclists should occupy a whole lane. The group should make it very clear that they are ‘holding the lane’, and should not huddle in to the left.

When riding on a narrow road or with heavier traffic, be courteous and don't make drivers wait for you. Pull into single file well before cars reach you. The outside tail end rider will call out, "Car back - Single" to let the group know it's time to single up.

Never drop down into your aero bars when riding with a bike pack. Don't use the elbow rests of aero bars as ‘handles’.

EARPHONES/HEADPHONES Will not be tolerated on any Cronulla Triathlon Club rides

During long steep downhill sections there may be instances that the group may split up and go single, fastest at the front, slowest at the rear, allowing everyone to ride at a speed within their comfort zone before regrouping at the bottom. If you find it necessary to overtake, wait for a safe straight section and call ‘overtaking’ before doing so and overtaking on the right side only.

For shorter and less steep downhill sections, **front riders should continue to pedal** so those behind don't have to brake.

Show extreme caution downhill and keep a safe distance, **3 to 5 seconds** according to your ability level.

There are several methods of changing the lead at the front, and different clubs use different methods. Whatever method you use, the ride leader should ensure that it is made clear **BEFORE** the ride starts. When on the ride, make sure that everyone is clear that the lead is being changed. 'Ready to roll the leader'. The safest way is a circular roll:

