

## **A Guide to a Successful Weekend Club Rides**

# **Safety is of paramount importance to the enjoyment of your cycling.**

**Awareness & Consideration** are key to ensuring an environment that is safe & fun. It is the responsibility of each individual to practice safety in respect of their own actions, as well as their conduct regarding other cyclists, motorists and people on the roads.

As Member of **Germiston Wheelers** you are required to undertake to follow this code.

### **PERSONAL EQUIPMENT**

**CLUB KIT** - must be worn on all club rides.

**HELMET** – must be worn on all rides.

**GLOVES** – are important protective gear and should be worn.

**LIGHTS** (Both Front & Rear) – must be utilized whenever riding in the dark; be visible to oncoming cars.

**ROAD WORTHINESS** – of bicycles & equipment must be maintained.

**CELL PHONE** – should be carried for safety in event of a breakdown, crash or getting lost etc.

**SPARES** – You should carry basic spares: Tube, Pump, Tyre Levers etc.

### **RIDING ETIQUETTE & CONDUCT**

**BE PREDICTABLE** – ride in a consistent manner – keep a line.

**INDICATE** – before making a move.

**CALL OUT HAZARDS** – the rider in front is responsible for the one following.

**KEEP AN EVEN PACE** – do not brake or slow unexpectedly – be aware that there is a compounding effect in the following pack.

**STAND WITHOUT DROPPING BACK** – call before standing out of the saddle & take care not to lose half a wheel.

**DO NOT HIT THE BRAKES** – look ahead and anticipate.

**KEEP ADEQUATE DISTANCE to AVOID OVERLAPPING** - be defensive to avoid being bought down.

**OBEY THE RULES OF THE ROAD** – conduct one's self with the same consideration as one would expect from any other road user, particularly motorists. Aggressive gesture & behavior by cyclists will alienate motorists and is likely to lead to endangering other cyclists.

**STOP AT ALL TRAFFIC LIGHTS AND MAJOR INTERSECTIONS** – especially where one's route crosses over an intersection & there is a group of riders

following.

**DO NOT HOLD UP FOLLOWING TRAFFIC** – where ever this practical – i.e. no more than 2 abreast on single lane roads where motor vehicles are frequently coming past & treat as a neutral zone.

### **GROUPING**

It is preferable that cyclists of equal ability & fitness ride together. No more than 20 to 30 is a manageable bunch for a Club Ride – therefore bunches should be divided when necessary. It is important to choose a group where one is comfortable & with one's capability.

**"A" & "B" GROUPS** – are generally the 'racing' bunch and will not be expected to hold back for anyone who cannot keep up.

**"C" & "D" GROUPS** – are geared towards our social riders & beginners. These groups should stay together and collect stragglers by stopping or slowing from time to time.

Out & Back Rides are intended to ensure that people are not "abandoned" who drop off or have a puncture. Circular or destination routes obviously require care to be taken that people are not simply left – particularly, where it may be unsafe for an individual.

**WE STRIVE TO PROVIDE AN ENJOYABLE & SAFE CYCLING ENVIRONMENT FOR OUR MEMBERS AS WELL AS GREATER CYCLING FRATERNITY OF SOUTH AFRICA. WE ENDEAVOUR TO LEAD BY EXAMPLE AND WE RELY ON EACH OF OUR MEMBERS TO TAKE INDIVIDUAL & COLLECTIVE RESPONSIBILITY TO THIS END.**

-If you are dropped by your bunch; Chances are you chose the incorrect bunch and need to drop back one bunch.

-If the bunch you chose is too slow; then next time choose a slightly faster bunch.

**Be very careful not to go the front and rip the bunch to pieces and mess up the entire bunches ride because you are too strong for the bunch you choose to ride in!!!! Always remain behind the ride co-ordinator.**

Please help us so we can help you to have the best possible Saturday club rides!!! Ride no more than two abreast. Listen to the ride co-ordinators, if they ask you to stop for a short while to regroup, and then please STOP. Not keep rolling slowly. One or two strategic re-group points for less than 45 seconds can make all the difference for 80% of the group.