

WCMCC have group rides on Tuesday, Thursday and Saturday mornings leaving the Narrows Bridge, near the red box cafe at 0810 or 0815 depending on the ride you join.

SAFETY is always the number one priority of any WCMCC ride

- WCMCC group rides are recreational. They are not races! We hold races on most Sundays and riders are encouraged to participate in training rides to improve their skills and bunch riding.
- Choosing to participate in a WCMCC group ride means you have chosen to be part of a club and to abide by the club's guidelines
- Be understanding and supportive of less experienced riders... we were all there once
- Give and receive advice graciously
- Lead by example
- Introduce yourself to new riders... make them feel welcome
- Remember... our actions as individual riders reflect upon WCMCC as a whole

THE BASICS

- Be on time
- Maintain your bike in good order
- Carry enough water, food and spares
- It is sensible to carry your mobile phone and some cash
- Bring a positive attitude

SHARING THE ROAD

- Obey the road rules
- Respect other road users
- Be predictable and always indicate your intentions
- Never ride more than 2 abreast
- Maintain group formation at lights and intersections behind queued vehicles.
- Use good lights when there is insufficient daylight. Reflective clothing, tape or other items to improve visibility are encouraged

GROUP RIDE ETIQUETTE

Riding in Formation

- Try to maintain about a 30-50cm distance from the rear wheel of the rider in front of you
- Keep your handlebars level with those of the rider next to you
- Ride at an even steady pace
- Close up gaps between riders as quickly and smoothly as possible

Single File

There are some sections of our ride where the road is narrow or there is significant / fast moving traffic and all groups need to ride single file through these sections. If the group moves to single file – follow suit.

Hazards

Lead riders must call out all hazards and indicate route directions, and following riders must pass it back down the group

Rolling Through

- If the call to "roll through" is given, the front rider on the outside (right) increases the pace sufficiently to pull forward and in front of the rider to his/her immediate left. The following riders on the outside move up behind him and one by one move over to the left as they reach the front. Like a chain, the whole group moves in anticlockwise loop.
- Once you have rolled across to the left, begin to ease up slightly. The rider coming around you is doing the pace-work of the peloton and does not want to sprint just to be able to roll over.
- Enjoy your "rest" when on the left/inside line.
- The last rider to move off the back into the outside/fast line calls "**last wheel**".
- Increase your effort to maintain the higher momentum of the peloton when in the faster "rolling through" line.
- If you are not comfortable keeping up with the roll through let other riders know and ride at the back of the group.
- There may be times when the roll over goes to the left depending on wind. Listen for the instruction given by the lead riders and follow accordingly. If unsure stay at the back.

Keep Left

When climbing or in a designated sprint / fast pace zone and you are no longer riding in formation **keep left at all times** (unless passing another rider)

Passing

- Warn slower riders before you pass them and do not pass too closely. When passing another rider always check behind to see it is safe. Pull out smoothly and call "**on your right**" to the rider you are passing. Move smoothly back to the left when you have completed the manoeuvre.
- Do not try to pass on the left or "inside", even if a gap has formed.

Braking, slowing, coasting

Avoid braking as much as possible. When braking is necessary do so gently and indicate you are slowing. Avoid braking through corners; slow up gradually before you get there if the corner is sharp or the traction uncertain. Do not suddenly slow without warning the riders behind you. Do not freewheel if you are on the front of a group, always keep pedalling.

Accelerating

Accelerating away from lights, intersections and corners should be steady and controlled so that large gaps are not formed.

Cornering

Hold your line through corners giving the person next to you plenty of space. Approach the corner at a safe speed and do not brake through corners.

Punctures

If someone has a flat tyre, check if assistance is required. This information needs to be relayed to the ride leader. Generally only 1-2 riders would stop.

Accidents

In the rare event that there is an accident **ALL** riders must stop and give assistance as needed. It is more important to ensure the rider is not seriously injured and render first aid than continue the ride.

DO NOT:

- **Cross wheels with the rider in front of you**
- **Half-wheel with the rider beside you**
- **Do not swerve left or right; hold your line**
- **Surge or change pace indiscriminately**
- **Brake suddenly**
- **Use traffic or an intersection to gain a break on the group**

- **Ride in the group with no hands on the handlebars (includes forearms resting on bars position)**
- **Ipods are not to be used on group rides and if a phone call needs to be taken via an ear piece, this should be done at the back of the group**

Miscellaneous

- Tri-bars are not within the spirit of group riding and increase the risk level and **are not to be used**
- If riders have a road bike they are encouraged to ride that in the group rides in preference to a mountain bike or time trial bike
- Mobile phones are **not** to be used while in the group. Pull off or drop well back behind the group if you need to use a hand held mobile.

These guidelines are provided in a effort to keep everybody safe. Any questions please contact a committee member.

Thank you

WCMCC Committee

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