



HELPFUL HINTS FOR NEW CYCLISTS

And a useful reminder for the more experienced...

2 TRIAL RIDES

Visitors and potential members are welcome to try the rides free of charge, but should apply for membership after a maximum of two rides.

ASSESS YOUR FITNESS LEVEL

If you do not currently take regular exercise and/or are in any doubt as to your health, please consult your doctor before starting. Some general fitness is necessary so you might find it useful to try a short ride on your own, to check your fitness and familiarity with the bike, before joining a San Fairy Ann club runs group.

START AT YOUR LEVEL

San Fairy Ann Cycling Club have 16 club run groups to suit everyone from short and slow to long and fast - from beginners and leisure riders to fast riders and racers.

Please visit our website to find the right group for you:

www.sanfairyancc.co.uk then choose Group Rides

Don't try to push yourself too hard, particularly on the hills. Ride up at your own pace - walking is allowed but nice low gears are better! In either case the group will wait at the top.

Carry personal details - name, address, ICE information and some money.

Carry drinks and food, even on short rides. The food can be some form of high energy bar to get you to the next café.

If you have problems or decide to leave the group then tell the leader.

Well behaved children 12-15 are welcome provided they are accompanied by a parent or other responsible adult. Youngsters aged 16 and 17 may ride with parental approval. A Consent Form must be completed for all 12-17 year olds and submitted to the Club Membership Secretary: memsec@sanfairyancc.co.uk

CLOTHING

Wear cycle specific clothing if possible, as it provides a better level of comfort and practicality. It doesn't have to be lycra - there are now casual style tops and shorts designed for cyclists. A brightly coloured jacket or jersey makes you more visible to other road users. Carry a waterproof jacket, not only for the rain but also to give an extra layer if you have to stop with a puncture and cool down. A club jacket or jersey will help to publicise the club and also make you very visible.

In the event of being involved in a collision for which you were not at fault, the Third Party's Insurer will use dark coloured clothing as a mitigation factor, resulting in a lower settlement figure.

MECHANICALS

Carry enough tools to get you out of everyday problems like punctures or nuts or bolts working loose. It's easier to change an inner tube than it is to repair a puncture at the roadside (especially if it's cold or wet). Carry two spare inner tubes, tyre levers, a pump and spanners / allen keys to fit as the minimum. A puncture outfit will also be needed in case you get more than 2 punctures.

OPTIONALS

Helmets are strongly recommended as they provide additional protection against head injuries.

Mudguards are optional but recommended in winter and on wet days. They prevent you from getting wet and dirty and also reduce the muck you deposit on the rider behind.

MAINTENANCE

Keep your bike in good condition and replace any worn out parts. The group will help if something goes wrong but will not be best pleased if the problem was caused by poor maintenance. Keep a close check on your tyres which should be fully inflated, especially the one on the back wheel as it's always out of sight. Look for bulges or cuts as well as the actual tread depth and pattern.

MORE INFO

For more information about anything relating to the club, please see our website: www.sanfairyancc.co.uk or phone our Club Membership Secretary: memsec@sanfairyancc.co.uk

SAN FAIRY ANN CYCLING CLUB



RIDE SAFELY: RULES AND ETIQUETTE FOR RIDING IN GROUPS

When you first ride in a group you may be slightly unsure as to what is going on: where you should be riding in the formation or who is in charge etc. There are a few rules for riding in a group safely and effectively. There is also some basic etiquette you need to know, just so you don't upset other riders or road users.

All our official published club-runs are led by a designated leader who in turn appoints a back marker on the day.

The main reason for this leaflet is to ensure that our organised club rides take account of both modern levels of traffic and the ever increasing way in which anyone involved in an accident resorts to litigation.

The rules and advice incorporate long standing practices and will be familiar to all experienced riders. Whilst they have been drawn up to help members who have never ridden in a group, we would like everyone to make a point of reading and following them.

We have taken the opportunity to include items of general advice that may help novice cyclists.



GENERAL ETIQUETTE

Ride steadily. Keep a steady line and constant speed while in a group. Any sudden change is magnified as it reaches riders at the back and so can have dramatic consequences.

Racing: We hold many competitive events in which you can race to your hearts content, but please not on group runs.

Do not overtake the leader. If you have to, then do not push your way back into your original position but rejoin at the back of the group as soon as possible.

Ride two abreast where it is safe to do so, but always be prepared to single out when necessary. Ride immediately behind the rider in front - do not overlap either forwards or sideways. Overlapping forwards gives you no chance to avoid the rider in front if he swerves or falls, and overlapping sideways results in the group presenting a three abreast profile. Never ride more than two abreast.

When approaching a hill, anticipate the gradient and change gear in good time. Missing a gear change on the steep bit can bring you to a sudden halt - not a good thing for the riders behind you!

Ride safely at all times. Follow the requirements of the Highway Code as they apply to cyclists and guidance from your leaders.

Treat members of the group and other road users with courtesy. Acknowledge (with a wave) courteous behaviour by other road users. (Many oncoming motorists will slow down or stop when they meet a large group of cyclists, whilst others allow the whole group to join or cross a major road).

Do not "wave through" a following vehicle that is waiting to overtake - let the driver make this decision. This will avoid the risk of being held responsible if the overtaking results in any form of accident.

Do not react to bad driving incidents with gestures or provoke retaliation. Remember a road rage motorist has a one ton weapon!

Ride with the group which best suits your ability. It is usually better (and less embarrassing) to start low and build up. If in doubt, the officers will be happy to advise. It is sometimes nice to try an easier group, especially if you are a bit off colour. It is considered bad manners to hold back a strong group when an easier group is available.

Remember, just as we tend to notice only the inconsiderate or bad drivers, so do other road users see poor behaviour by 'some' cyclists. Make sure that you do not provide ammunition to the anti-cyclist lobby.

WARNING CALLS WHEN RIDING IN A GROUP

These calls and signals are universal to all experienced cyclists - please use them at the appropriate times

"OIL UP" (or "CAR UP")

There is a vehicle coming up behind the group.

"OIL DOWN" (or "CAR AHEAD")

There is a vehicle approaching towards the front of the group.

"SINGLE OUT"

A call from riders at the back of the group when a vehicle is unable to pass the 2 abreast column safely. This call must be relayed forward by everyone to ensure that the move to single file is executed quickly and safely. The standard procedure is for the outside rider to drop back behind the inside rider. The call "single out" alerts everyone to the need to slow down and create spaces in the inside file.

"CLEAR" and "OIL ON LEFT/RIGHT"

This call lets following riders know at junctions, when the group is joining or crossing another road, whether or not the road is still clear. If the group cannot stay together, the first ones across ride slowly until the others catch up.

"POTHOLE"

Any pothole that could cause a rider to fall. If possible indicate where it is so that following riders can steer away from it and not into it. Do this by either pointing or adding to the call "on the left (or right)".

"ON THE LEFT/RIGHT"

A general warning of some kind of hazard - usually parked cars or pedestrians. For hazards on the left an alternative warning is to put your left hand behind your back, pointing to the right, away from the hazard. Give way to pedestrians - they can feel intimidated by cyclists just as we sometimes feel intimidated by motorists.

"STOPPING" and "SLOWING" (or "EASY").

If you brake without letting those behind know your intention they can easily run into you.

"PUNCTURE"

Let the others know and they will wait while you repair it. (You will probably be given help).

"HORSE(S)"

The group is about to pass horses and special care is needed. Slow down and pass as widely as possible. Make sure that both the horse and rider are aware of your presence and if you are approaching from behind call out. Pay attention to any request by the horse rider - they know the temperament of the horse and its likely reaction to a group of brightly clad cyclists.

FINALLY

Let the leader (and others) know if you are unable to keep up, have a problem or have decided to leave the group.

SAFETY AND RISK MANAGEMENT

All riders take part in the group runs at their own risk. Those risks can never be totally eliminated but can be minimised by following this leaflet in the spirit as well as the letter.

Club officers will be happy to offer advice, to help you interpret these rules, and have been asked to ensure that they are followed at all times. They will politely point out any deviations to the rider(s) concerned and seek compliance. If they believe that a rider's conduct is putting others at risk, they have the authority to exclude the offender from the group run and will subsequently report the circumstances to the committee who may wish to take further action.

All Club Members are required to be members of either British Cycling, Cycling UK or British Masters Cycle Racing.

In order to be covered against third parties, it is a club requirement that all members must have Third Party Insurance through membership of British Cycling or Cycling UK (formerly CTC) or BMCR. The current "sue everyone for everything" attitude makes insurance essential. The Club has insurance to cover claims against the Club and its officers but this does not cover individual riders.