

Wetherby Velo, General Etiquette

1. It is preferable that Wetherby Velo Cycling Club kit is worn on Club rides

2. When riding as a group, riders should:

- Communicate effectively amongst the group at all times. This includes verbal communication and appropriate hand signals from the front to the rear of the group and good communication be relayed forward from the rear of the group
- Be mindful of all other riders in the group and inform the group leader if a rider has been dropped off the back
- Rotate the front rider(s) at regular intervals
- Not ride off the front or back of the group. (*The group may become stretched out on hills but should regroup as soon as possible*)
- Check all riders are together when coming out of / over junctions or tight bends before proceeding to ride (easing pace maybe sufficient)
- Ride in single file on busy or narrow roads or when riding around tight bends or when traffic conditions demand.
- Ride in pairs only when safe to do so, lining up handlebars and wheels (no half wheeling)
- Never ride more than 2 abreast
- Ride in an orderly fashion (not spread out across the width of the lane) keep in line with the person in front
- When going from pairs to single file, the outside rider drops behind the rider on the inside
- When riding two abreast the inside rider sets the pace.
- When safe to revert to pairs, the rider formerly on the inside accelerates up to join the rider formerly on the outside
- Riders should avoid half wheeling, overlapping wheels from behind
- Use appropriate hand signals to indicate hazards to the riders behind
- Stay up with the group and maintain a safe position in the group
- Carry a mobile phone and money
- Wear appropriate clothing - anticipate a change in weather conditions
- Rear lights recommended all the year round to maximise visibility – other lights to be used as light dictates.
- Carry a bike lock to secure your bike at cafe stops
- Tempo rides are not races, we push ourselves but ride safely and respect others in the group.

2.1 When riding in front of other rider(s), the aim is to maintain a smooth consistent pace:

- Ease off a bit on uphill – the group behind don't get the aero benefit at lower
- speeds, so will have to put more effort in.
- Don't suddenly jump out of the saddle to stand on the pedals. This immediately

- knocks 1-2 mph off your speed and sends a ripple down the line. Use your gears to
- keep the pace smooth.
- Don't stop pedalling to eat/drink or put a bottle back as it sends a ripple down the
- line.
- Don't go into the red. If you're not feeling it, call for a switch. No shame in not putting
- the rest of the group in danger.

3. In terms of bike maintenance and care:

- Riders are expected to make sure their own bike is safe and roadworthy
- Riders should carry 1-2 inner tubes and a method of inflation
- Tyre levers and a multi-purpose tool (even if riding on tubeless tyres)
- When a mechanical occurs, the whole group will stop and assist with the repair
- The most common mechanical suffered is a puncture; each rider is responsible for changing their own inner tube
- Other mechanicals (ie broken spoke or snapped chain) may be repairable on a ride, but a rider may need to arrange to be recovered. In these instances, the group will wait until a recovery plan is in place before continuing with the ride

4. Each ride will have a designated ride captain and their role is to:

- Provide the route, control the speed and keep the group together. If more than 10 riders, two groups should be formed and a deputy ride leader assigned
- Make the appropriate arrangement for any cafe stop, including booking a table where necessary
- Ensure that the ride leaves the designated start point on time
- In the event of dangerous weather conditions, cancel the ride
- Where appropriate, give direction to the group to improve the group riding dynamics

5. The highway code must always be followed but members are also asked **never to:**

- React to car drivers; no gesticulating or shouting regardless of the driver's behaviour
- Waving drivers through on a ride? **it must be the driver's responsibility to decide when it is safe to pass**

Warning calls and hand signals when cycling in a group

Please use the terminology at the appropriate times

“Car back”

There is a vehicle coming up behind the group

“Car up”

There is a vehicle approaching towards the front of the group (generally used for narrower roads)

“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 up and create spaces in the inside file.

“Clear” and or “Cars Left/Right”

This call let's 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 pointing and adding to the call “inside or middle”

“Inside or Middle”

For hazards on the left (curb side) or middle of the two abreast column - an additional warning is to point your left or right hand at the hazard.

“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. 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.

“Out”

A general warning of some kind of hazard - usually parked cars or pedestrians. an additional warning is to put your left hand behind your back, pointing to the right, away from the hazard

“Gravel”

Any patches of gravel that could cause a rider to fall. If possible, indicate where it is so that following riders can steer away from it and not over it. Do this by pointing adding to the call “Gravel”

“Ease Off”

If riders are dropping off the back of the group or struggling with the pace, informing the ride leaders to “ease off” will help maintain the group

Wetherby Velo - Members Rules:

1. All riders are responsible for their own safety during a club ride and should be prepared for situations such as fading light, ropey Yorkshire weather and mechanical issues.
2. All riders should understand the Highway Code requirements for cyclists: - <https://www.gov.uk/highway-code> and adhere to its principles where appropriate.
3. We strongly recommend that riders take out individual bike insurance covering personal injury, third party and legal support for example British Cycling membership 'Ride' or 'Race Silver' membership levels.
4. All riders MUST wear a helmet.
5. Group rides should be conducted with consideration for other road users. Social group ride sizes should be kept to sensible levels, e.g. 8-10 riders per group. If larger numbers arrive for a ride, then the group should split.
Tempo group rides may have larger numbers of riders dependant on the speed of the group, the route and the roads being ridden, additionally the time of day and levels of traffic expected should also be considered. Split groups will already be established ie A/B
6. We recommend that ALL MEMBERS carry emergency contact details with them at all times when involved in any club activity/ride.
7. All riders should ensure their bike is mechanically sound and safe for use, and carry basic spares and tools when riding, such as a multi-tool, tyre levers and spare inner tube/puncture repair patches.
8. All members have a duty of care to each other.
9. Mudguards are mandatory between November and February regardless of weather conditions, ideally fitted with a longer flap. On those (rare) days in October and March when it is good weather then mudguards will not be required but will be expected in wet conditions (if you have to ask, is it dry enough?....it isn't) – the riders following your wheel will appreciate not getting a face full of finest Yorkshire crud!
10. Membership lasts for 12 months from the 1st December each year.
11. Members joining after 1st September will be members until 30th November the following year. There is no refund if a member resigns from the club mid-year.
12. All members should be prepared to volunteer some of their time periodically to help run club events and activities over the course of the membership year.
13. We don't tolerate doping or prohibited drug use. (alcohol is permitted - obviously)
14. By applying for membership I am aware that I am agreeing to comply with Wetherby Velo rules, policies, procedures and codes of practice.
15. I understand that the information about me will be held in accordance with British Cycling and Wetherby Velo Privacy policies as published on their respective websites/facebook groups.