



CLTC Group Riding Etiquette (updated 30/09/20)

The primary objective of every ride with the Carina Leagues Triathlon Club Inc. is to ensure that every member returns safely from the ride to Clem Jones Centre base. Whenever you ride with the club and its members you are responsible for keeping yourself and preventing other members from being placed in danger.

ATHLETE SAFETY IS THE NUMBER ONE PRIORITY ON EACH AND EVERY RIDE

The following information provides a guide to the expected group riding etiquette within the Carina Leagues Triathlon Club Inc. As a member, if you see someone doing something which is not in accordance with this guide, it is your responsibility to remind or correct them in the first instance. However, if you witness a serious breach or matter of non-compliance, please raise this with the Coach at the conclusion of the ride.

CLTC Group Riding Principles

The 6 key principles of all of our Group rides are:

- 1) Respect**
- 2) Obeying all road rules**
- 3) Communication, communication, communication!**
- 4) Maintain correct group cycling formation**
- 5) Adherence to the speed (power output) and course for the ride as assigned by the Coach**
- 6) Essential equipment for all rides**

1) Respect

- Please respect the judgment and instructions given to you by club members with more experience than you. All new members need to integrate into the existing ride culture and groups.
- If there has been a ride leader appointed to the group by the Coach, please follow their instructions. They have been entrusted by the coaching staff to ensure the group has a safe ride.
- If you are participating in an event organised by CLTC, please be mindful you are representing the Club and its sponsors.
- CLTC's aim is to be inclusive and supportive of all riders, regardless of their ability.
- All CLTC members should be respectful of all riders and members of the public while riding.

2) Obeying All Road Rules

- Obey road rules – non-compliance is not only being dangerous to yourself and others, it can lead to fines and loss of demerit points.
- Be confident with your hand signals, if you are clear and confident vehicles know exactly what your intention is, hesitation causes confusion.
- Don't follow someone who breaks a road rule! E.g. respect red traffic lights and give way at roundabouts
- Use a cycle lane when available
- Give Way! – Motor vehicles always win.
- Be defensive to drivers and maintain eye contact with any vehicles that may be in your path.



3) Communication, communication, communication!

- Each and every person in the bunch is dependent on you. You are their eyes and ears and they are yours – you are responsible for knowing your verbal and hand signals (refer table 1.0 below, ask another Club Member or attend training sessions).
- You cannot afford to be a non-communicator!!! You must communicate via signal and verbal communication at all times to minimise the risk to yourself and other athletes within the Carina Leagues Triathlon Club rides.
- Always be on the lookout to communicate any possible danger (e.g., glass, debris etc).
- Maintain peripheral vision.
- Think and look well ahead to gain time and space to react if necessary – communicate when changes occur.
- To allow for proper communication, no headphones are permitted to be worn by members on Carina Leagues Triathlon Club group rides.

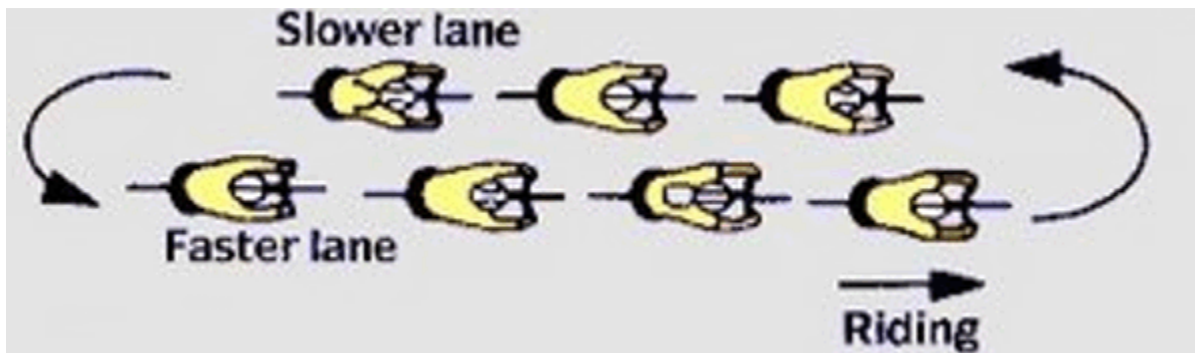
| Verbal Calls | Hand Signal | Example of use |
|----------------------|--|--|
| Slowing | Palm facing down, raise your hand up and down | Approaching traffic lights, round-a-bout or Give Way sign |
| Stopping | Palm facing out, make a stop sign with your hand | Traffic Lights or Stop Sign |
| Hole | On your Right: point with your finger (on your Right Hand) at the ground when the hazard is On your Left: point with your finger (on your Left Hand) at the ground where the hazard is located | Pointing out hazards on the road, such as rough asphalt, potholes, debris etc. |
| Gravel or Glass | Palm facing down, shake your hand from side to side | Gravel/Broken Glass or other debris on the road |
| Car back | Verbal call only | When car is behind |
| Moving right or left | Moving Right: point right with your left hand behind your back Moving Left: point left with your right hand behind your back | When moving around an obstacle e.g. a parked car |

4) Maintain Correct Group Cycling Formation

Rotating the Lead

Rotating the lead is the process of moving the lead riders from the front, so that other riders can do the work at the front. It is a similar procedure to pace line rolling (see below) but at a slower speed and the lead riders roll over when they wish to move back. The lead riders should not attempt to stay on the front too long. If you are starting to feel tired, it is too late, and you should have rotated back earlier. If it is windy, change over more frequently. This gives everyone a chance to go to the front. If you feel that you are not fit or strong enough to do a turn, advise your partner and both remain at the back of the group.

The roll over procedure is simple. The manoeuvre involves a rotation of lead riders in an anti-clockwise direction.



The lead riders call “rotating” and the front rider on the right moves ahead of his partner and smoothly moves into the left line. This step is repeated once more which results in two new riders in front. If the right front rider is happy to stay in front, then only rotate once.

As a courtesy to other riders, lead riders should not rotate off just before the commencement of a hill. A rotation of the lead should always occur on the flat.

If you do not wish to take a turn in the lead, inform the riders around you and stay at the back of the bunch.

Single File

The lead riders (or group leader) are also responsible for calling “single file” formation when the road narrows, or traffic increases, or a cycle lane is marked on the road. A raised hand above the helmet with your index finger pointing up and the call “single file” indicates to the bunch that single file formation is to occur.

The left side rider is to slow their speed to allow the right side rider to move in. The rider on the right moves in front the rider on the left.

If it is necessary to ride in single file for some time and the lead rider wishes to move back, he/she signals by pointing the right elbow out (like a bird flapping its wing) and calls “rotating”. The lead rider then moves left slightly and the line of riders pass by on the right (to protect the rider from traffic as they move back). The rider usually moves right to the back of the line but in some instances may rotate only a few positions back so as to stay with the group of riders who are rotating turns at the front.

Climbing

On gentle or rolling inclines, the bunch should stay together, maintaining the speed of the lead riders. When commencing an ascent, the lead riders should accelerate into the hill to avoid the bunch slowing as normally speed would reduce going into a hill. Once at the crest of the hill the lead riders need to keep pedalling for another 100m to let the riders behind complete the hill at the same constant speed. If the lead riders relax at the



crest and slow, a “concertina effect” (where the bunch closes in and then expands repeatedly) will result with the following riders having to slow or even brake on an uphill session.

On hills that are steeper or longer, riders may agree to climb at their own pace. If agreed, the bunch will break up for the climb. After the top of the hill, the lead riders or Group Leader will nominate a safe area to stop and wait for the group to re-bunch.

Descending

Lead riders need to pedal when going downhill. The bunch behind will have the advantage of “slip stream” and can travel faster without pedalling. To avoid the “concertina effect” the lead riders should always pedal downhill and upon reaching the bottom of the hill, pedal faster to maintain the same speed for 100m. This allows the following cyclists to maintain a constant speed down into the flat, avoiding the concertina effect.

If you are in the leading pair, continue pedalling on all but the steepest downhill sections, as the draft you create allows those behind you to increase their speed even when not pedalling.

When descending, open up the distance between bikes to a couple of lengths and continue pedalling. Cyclists don’t like having to ride constantly under brakes.

Traffic

When in slow traffic, do not ride between lanes to move past vehicles. It is hard for the driver to see, it distracts the driver’s vision and creates uncertainty for the driver as to what the rider/s may or may not do next. It also splits up the bunch with cyclists positioned between different vehicles.

Stay with the lane. It may mean the trip takes a couple of minutes longer, but you are reducing the likelihood of driver uncertainty, frustration and an accident.

When traffic is stopped at intersections, stop behind the last stationary vehicle as you would in a car.

Wet Weather

- Slow down and be extra careful in wet weather. Your standard bike brake effectiveness is reduced to 25% in the wet.
- Keep feathering your brakes to dry them out.
- Avoid road markings especially lane arrows. These become very slippery in the wet.
- At intersections where engine oil builds up, the centre of each lane becomes very slippery in the wet.
- Allow more distance between riders to give you room to stop and react.

5) Completing the assigned tempo (power output) and course for the ride

- Groups in our club are assigned according to the average speed (power output) of the ride.
- Please aim to ride within your capability so that other club members do not have to wait for you if you cannot maintain the assigned speed or alternatively are going too fast for a given group speed.
- If someone decides to increase the pace dramatically at the front of the group then let that person go. A rider who wants to go faster than the assigned tempo can ride alone as they are not respecting the etiquette of the group.
- Ride courses are designated for safety of the group as they often have a wide shoulder and fewer cars than an alternative route. Please adhere to the assigned route.
- If you do not know the assigned route please ask the coach again before you start.

6) Essential equipment for all group rides

- No correctly fitted helmet, no ride!



- While riding in CLTC groups, no rider is permitted to be on their aero bars regardless of their ability, goals and experience.
- All riders must carry a spare bike tube (or 2) and equipment to change a flat tire on every ride (i.e. a pump or oxygen canister). Please also learn before your ride how to change a flat tire should this occur.
- All riders should carry a mobile phone with ICE (in case of emergency) as emergency contact.
- All riders should have the number of the Coach in the case of emergency.
- All riders must use front and rear lights for all early morning rides, including rides on closed tracks such as Murrarie.
- All riders must start each ride with a full water bottle.
- All riders must carry sufficient nutrition to complete the planned ride.
- It is highly recommended that all riders wear protective glasses or sunglasses to provide eye protection from road grit.