



## TENBY ACES CLUB RIDES

### The Aim

The aim of Tenby Aces is to cater for riders of all abilities; whether young or old, male or female. Our one goal is that you enjoy your cycling. Tenby Aces Cycling Club wants riders to gain maximum enjoyment from their group rides whether highly energetic or social.

Club rides are for members to ride in a group and for several reasons; social, safety, sporting, fitness and of course if new to the area you won't get lost.

By riding in a group you learn road skills and are able to chat to more experienced riders. Generally speaking it is the best place to learn about cycling.

### Be Prepared

Wear plenty of warm clothes; you can always take layers off if too warm. Carry the following with you: -

- A rain jacket
- A pump
- Essential tools
- Spare tubes
- Food
- Plenty of drink

Also carry a mobile phone and worth having a little money for a tea stop or emergency supplies.

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. Mudguards (winter riding) are preferable; they prevent you getting wet and dirty and also reduce the amount that you deposit on the rider behind.

Cycling helmets **must** be worn on Tenby Aces rides – they provide additional protection against head injuries.

As members of Tenby Aces Cycling Club you are ambassadors of the club every time you get on your bike. It is our responsibility to set a good example to other cyclists, particularly young riders, by always complying with the Highway Code. Do not jump red lights, even if clear, and do not use your mobile phone whilst cycling.

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 the laws of the road and the rules and etiquette of the Club. Senior Club members will be happy to offer general guidance, they will politely point out any deviations to the rider (s) concerned and seek compliance.

Consider your own insurance needs. In particular it is highly recommended that you ensure that you have Third Party (Public Liability) insurance that covers you whilst cycling. The Club has such a policy to cover claims against the Club and it's Officers but does not cover individual riders. You should consider joining either British Cycling or the Cycling Touring Club – membership includes both Third Party insurance and free legal assistance.

## Group Rides

It may be necessary to have more than one group depending on the numbers and ability of the riders who turn up.

Each group should stick together (see Club Run Etiquette) with a more experienced rider at the front and rear. A decent gap should be allowed between groups to minimise the nuisance to other road users.

The benefits of riding in a group are more than just social; you will cover more ground with less effort in a group, saving around 20% of your energy when sitting in the bunch. So stay close to the rider in front to maximise the slipstream and allow riders around you to also use it to best effect.

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. There are a few rules to riding in a group safely and effectively. There is also some basic etiquette you need to know.

## Club Run Etiquette

***First and foremost – You must comply with the Highway Code at all Times – Do not jump red lights***

- Find out the route (See website / Ask someone / Listen to leader), understand the route, ***stick*** to the route.
- 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.
- 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. Never ride more than two abreast.
- Keep together – after any interruption in the ride such as road junctions, roundabouts, stopping for any reason, after a climb or descent, the lead riders should make sure that all riders are back in the group before moving off at normal pace. It is okay to keep moving; it is preferable to keep moving but slowly until everyone is back together.

If riders are a long way down, having been delayed at a junction or traffic lights, then stopping is an option to consider.

When the route involves negotiating roundabouts, road junctions, etc. then waiting at a corner may be necessary to ensure all riders follow the correct route.

- If gaps appear in the group, warn the riders in front and request them to ease down. Avoid letting large gaps open.
- Front riders are the eyes of the group and should warn of hazards ahead, change of speed, change of direction and approaching vehicles (see Warning Calls) – warnings should be both verbal and by pointing and try to give them in plenty of time.
- Treat members of the group and other road users with courtesy. Acknowledge with a wave courteous behaviour by other road users.

- Do not react to bad driving incidents with gestures or provoke retaliation. Remember a road rage motorist has a one tonne weapon!
- 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.
- Ride with the group that best suits your ability. It is usually better to start low and build up.
- It is important that no-one be left alone at the back or even be dropped. The lead riders may send everyone ahead whilst they assist the rider at the back and regroup at a pre-arranged destination.
- If you find yourself having an 'off day' (we all have them) make sure to let the group know if you are intending to sit up and wait for another group.
- If for some reason you do find yourself on your own then please stick to the route – you'll find the group waiting for you somewhere safe down the road.

We want all our members to benefit from being part of this Cycling Club. The above guidelines are there to help and enhance the enjoyment for all.

***Remember – No-one gets left behind!***

### Warning Calls when Riding in a Group

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

“Car Up”	There is a vehicle coming up behind the group.
“Car 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.
“Clear” and “Car” on the “Left/Right”	This call lets following riders know at junctions, when the group is joining or crossing another road.
“Pothole”	Any pothole that can 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 bend 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” “Showing” “Easy”	Right hand moving in an up and down action. If you brake without letting those behind you know your intention they can easily run into you.
“Puncture”	Let the others know and they will wait while you repair it.
“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. Keep pedalling slowly as you pass to keep noise from your freewheel and gears to a minimum. 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 others know if you are unable to keep up, have a problem or have decided to leave the group. Always pass the instructions along, if a rider cannot keep up the leader needs to know.