



York Rouleurs

'Club Run' Etiquette

SAFETY is the single most important consideration for 'Club Runs' and we ask that you take this very seriously.

York Rouleurs is an informal cycling club, unlike others traditionally operating in the York area. Through our affiliation to British Cycling, members are permitted to race 'in club colours', but 'Club Runs' are there to maintain fitness, are social, and are to be enjoyed. They are not races. On this basis, the principal we try to adhere to is:

"The fastest speed is that of the slowest rider"

Safety

Bike Maintenance and Preparation - It is essential that your bike is in a safe and road-worthy condition, with working brakes and functioning gears. If you are unsure, many local bike shops will offer a 'bike check' and will advise you on work that may be required prior to riding on roads. We have a good relationship with several shops in York, so can recommend one if needed. Carry suitable spare parts, clothing and some of your own food and drink so that you are self-reliant.

Cycle Helmets - The UK Highway Code states that you 'should' wear a helmet when cycling; this is advisory but not a legal requirement. However, it is British Cycling Best Practice that helmets always be worn when riding and York Rouleurs certainly recommend wearing them.

Visibility - Rider discretion plays a part here, but we request that you carefully consider the appropriate lighting and high-visibility clothing when riding with York Rouleurs. This is so as to ensure that you are visible to all other road users, whatever the weather conditions.

Pot Holes, Uneven Road Surfaces and Hazards - Always be vigilant for pot holes, uneven road surfaces and any potential hazards that you may encounter. If you are behind a rider, make sure that you are not too close, so that you still have ample time to try and avoid any potential risk. It is the responsibility of all riders to look out for hazards.

Communication - Whilst it isn't imperative that all riders point out the same hazard, it is advisable to make yourself aware of the hand signals and shouts that may be used.

Hand signals you may see include:

- Hand straight up in the air: group is stopping for a junction, puncture or because there is an obstruction in the road.



- One hand as if “gently patting an invisible dog”: group is slowing down or a requirement to ease the pace due to a potential hazard.



- Left or right hand extended out to the side: direction of turn/change of direction coming up.



- Pointing down at road, sometimes in a circling motion: obstruction in the road, such as a pot hole or drain cover that should be avoided.



- Waving/pointing behind back: indicates that there is an obstruction such as a parked car or a pedestrian and that the whole group needs to move in the direction indicated to avoid it.



Shouts you may hear include:

- “Car back!”: there’s a car approaching from the rear of the group.
- “Car up!”: there’s a car approaching from the front of the group.
- “Car right!” / “Car left!”: a car is approaching on the right or left of the group.
- “Rock!” / “Hole!” etc.: there is a hazard in the road.

Should there be an incident, please support one another and offer assistance where you can. This may take the form of making a phone call, warning other road users, or helping injured riders.

Respect

'Club Runs' are at a speed of between 15 and 18mph and usually last between 2 and 3 hours, which can include a refreshment stop. The distance is between 30 and 40 miles. Riders should ensure that they can ride at this speed for this length of time, and over this distance, before leaving York.

A group's most efficient speed is achieved when adopting a close formation, so that riders behind can take advantage of the "Drafting Affect". This is either in twos, when the road permits, or single file. In either case, riders should be evenly spaced with no more than one bike length behind the one in front. `

Riders should take it in turns at the front so that the workload is shared.

Your movements will affect everyone in the group. Hold a straight line wherever possible, trying not to 'weave'. If required, overtake around the right hand side of the group. Don't grab your brakes and, if you stand out of the saddle, don't let your back wheel drop back.

Following a Rider

When following the rider in front, stay close enough to benefit from the shelter from the headwind that they provide, but never allow your front wheel to get in front of their rear wheel. Doing so will leave you at risk should they need to swerve or alter their position in the road.

Double to Single-File

In line with the UK Highway Code, riders should never ride more than two abreast, and should ride in single file on narrow or busy roads, and when riding round bends. To move into single-file from two abreast, the recommended technique is to allow the rider who is already riding in the required line to maintain a steady pace and move to the front. The rider who has to change his/her line should slow slightly and 'drop in' behind, ensuring a sufficient gap in front of the next rider. Please refrain from 'sprinting' ahead from an outside position.

Breaking Formation

York Rouleurs rides are usually relatively flat, with a maximum of 1, 500ft of climbing spread across the total distance. However, where climbs are encountered, the group will fragment. In such circumstances riders should all regroup at the summit of a climb, until the last rider has caught up and has re-joined the group. There can still be a fun 'competitive' element to any climbing, but please ensure that other less experienced or able riders are respected, too.

Half-Wheeling

"Half-wheeling" is the phrase given to riding half a wheel in front of the rider ahead of you, often in an attempt to encourage them to ride more quickly. This is bad form, but often a sub-conscious act. If you notice that this is happening, please politely discourage it.

Riding Speed

Since its formation, York Rouleurs' average speed has been between 15 and 18mph: below that of other cycling clubs in the area. Whilst the group speed fluctuates during a ride, often exceeding this considerably, it will usually average out to between these two figures. When riding in a group it is counter-productive to have the 'weakest' rider struggling at the back and, therefore, having to work harder to keep up. If you see someone struggling, tell the riders on the front to slow down a bit. This is particularly applicable on flat to rolling terrain. Equally, if you feel that the group is riding too slowly, you are encouraged to change to the lowest gear that you can manage. Practicing a high cadence can be beneficial, especially should you choose to start racing.

Other Road Users

Please follow the UK Highway Code wherever possible. This includes stopping at red lights and making use of designated cycle lanes when possible. Please respect all other road users, including drivers, pedestrians, runners, dog-walkers and horse-riders. Where appropriate, allow drivers to pass you on narrow roads.

A cheery “Hello!” when passing fellow cyclists is encouraged!

Please arrive in good time for rides. There will be a short announcement or discussion before departure at the advertised time.

Enjoy the ride!

For further advice and rules of the road for cyclists, please visit:
<https://www.gov.uk/rules-for-cyclists-59-to-82/overview-59-to-71>