



# Group riding with entoure

## Introduction

Riding as a group is generally safer, faster, more fun and has the added benefit of getting the entire group to their destination (typically the designated end-of-ride coffee shop) as one unit.

Riding in general is not without its risks, and riding safely in a group requires awareness; responsibility for yourself, the group and other road users; riding within your ability and knowledge of the etiquette of how to ride in a bunch.

We expect all Entoure riders to be:

1. Competent and responsible bike riders
2. Have a well-maintained bike and be able to perform basic repairs
3. Be familiar with riding on public roads, riding in a bunch and cycling etiquette

The aim of this document is to give Entoure riders a common understanding of the etiquette of bunch riding with the objectives of:

1. Staying safe, riding legally and being respected by other cyclists and road users
2. Catering for the various levels and skills likely to be involved in Entoure rides
3. Keep everyone together as a group

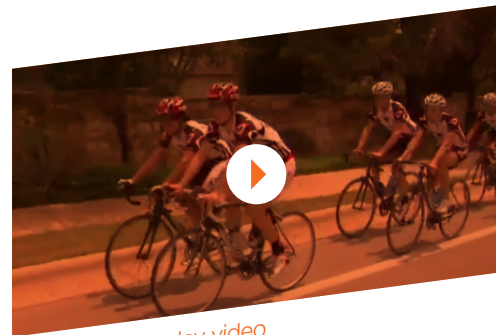
## Group Riding

Remember that at all times, you are sharing the road with other road users (including your fellow Entoure bike riders). To ensure safety and enjoyment for all, please make sure you know the road rules, be familiar with riding in a bunch and ensure that your bike is in good working order.

Let's firstly outline several common sense "rules" of etiquette to follow when we are out there riding with a group of friends. These "rules" will increase your enjoyment and safety whether you are just cruising along or if you are hammering in a fast paced training ride.

### RIDING IN A GROUP - THE TOP FIVE TIPS:

1. **Be predictable** – This may be the most important rule (even for solo riding) and it involves every aspect of riding from changing positions in the group to following the traffic rules. You might say that all the other rules support this one. Smooth predictable riding isn't just a matter of style – your very survival comes to mind! Other riders, and others road users, particularly cars, trucks and the like need to assess what you are doing. If you are unpredictable they are more likely to get it wrong – meaning more chance of an accident to you, or worse, an accident to the larger group, caused by you.



[Click image to play video](#)

Part of being predictable is riding within the rules of the road as a vehicle. Groups should maintain integrity when approaching intersections. That means staying in the correct lane, stopping together, and starting together as traffic allows. It goes without saying that if we demand the right to ride on the road, then we must be willing to ride responsibly – especially as a group.

- 2. Be Legal** – You are legally obliged to follow the road rules just as any other vehicle. This includes STOPPING at Red Lights, signaling...and yes, no road rage! Share the road with other traffic. There are also some specific road rules that apply to cycles – be aware of them. Reference:

<http://www.legislation.nsw.gov.au/viewtop/inforce/subordleg+179+2008+fn+0+N>

#### A SUBSET OF NSW BIKE SPECIFIC RULES

1.	Cyclists are allowed to ride two abreast, no more than 1.5m apart.
2.	People riding a bike are allowed to take up a whole lane. (Riding in the gutter is dangerous and leaves no room for avoiding obstacles and invites being squeezed by cars!)
3.	Bicycles are allowed to travel in bus lanes (but not “Bus Only” lanes), transit lanes, emergency stopping lanes
4.	“Stopping” signals on a bike are not mandated but it is highly recommended to call out “Stopping” at least when in a group. Having a bell or horn is a legal requirement.
5.	Hook turns are allowed by bikes (unless specifically sign-posted against)

- 3. Be Steady and Ready** – This includes speed and line. When everyone is working for the group, maintain a steady speed as you go to the front. Sudden braking will set off general alarms from everyone in the rear and make you very unpopular. If you do use the brakes, feather the front brake only and keep pedaling against the resistance. This allows you to moderate your speed without disturbing trailing riders.

Generally keep your hands on the hoods with fingers over the brakes. This position gives you more control over your bike, and you are immediately ready to use your brakes or gears. Look where you are going at all times, and look ahead to see what other riders are doing further up the group.

- 4. Signal your intentions and Announce Hazards** – When you are in the lead, you are responsible for the safety of everyone behind you. Use verbal and non-verbal signals to announce your intentions, and to point out risks, obstacles and dangers. Call out loudly and point out when changing direction or speed. See the section on Signaling.

#### TOP TIPS FOR GROUP RIDING

1.	Be predictable and consistent in your riding
2.	Be legal in your riding – you have rights but also need to follow and respect the law and fellow road users
3.	Be smooth, steady and ready – hands on the hoods, look up the line. Keep smooth - speed, braking, up and down hills
4.	Signal your intentions and announce hazards
5.	Don't overlap wheels – ever! Maintain safe distances and offset yourself down the line.

- 5. Don't Overlap Wheels** – This is extremely dangerous and probably the major cause of bike crashes. Do not “half-wheel” or overlap wheels – ever! This presents an extreme risk as you will be positioned within the front rider’s blind spot and any sideways movement or braking by that rider could result in wheels clipping and a fall involving you and very likely several other riders – all caused by your inattention.

You should not sit directly on the wheel of the rider in front. Try to maintain about a 1m – 1.5m distance off the rear of and slightly off to the side of the rider in front. The reason you offset slightly is to get better vision down the line, giving you more time to react to any problems.



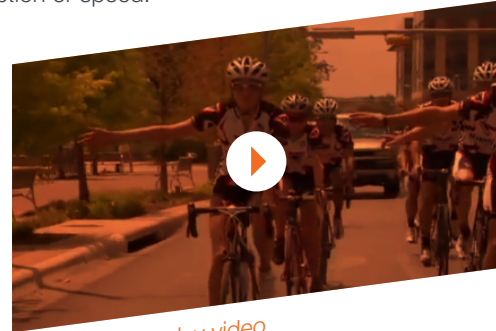
You also need a gap to the rider in front as when the rider in front of you stands up, that is, gets out of the saddle, the bike will move back. This can happen any time, however climbing or preparing for a sprint are the most common times. If you are about to get out of the saddle, make sure you are at the top of your pedal stroke and have downward pressure on the pedal. To avoid a wheel clip, and likely resulting fall, always allow enough space between you and the rider in front.

## Signaling

When you are in the lead, you are responsible for the safety of everyone behind you. Use verbal and non-verbal signals to announce your intentions, and to point out risks, obstacles and dangers. Call out loudly and point out when changing direction or speed.

Top Tips for Signaling:

- 1. Signal** — Signaling lets everyone (vehicles and riders) know your intentions. Remember #1? This makes you predictable. Also, it's a good idea to make eye contact with oncoming traffic at intersections. One note here, use your right arm straight out to signal a right turn. In a big group combine this with a loud vocal warning of your intentions.
- 2. Lights** - You need to call out "STOPPING!" (don't say "NO!" because it sounds like "GO!"). Don't slam on the brakes. Try and look ahead as much as possible (just like a motorist) so that you can predict when you'll need to slow down, and apply the brakes gradually.
- 3. Traffic Signs, Roundabouts and the like** – as per lights, be legal, smooth and let the group know what you are doing. Lead riders need to consider the size of the group in their decisions and make the right call.



[Click image to play video](#)

4. **Common calls** include;
  - a. **“Stopping”** - or “Lights...Stopping”
  - b. **“Rolling”** – indicating the group will continue moving and not stop
  - c. **“Door”** – a frequent hazard, remember to scan cars continuously
  - d. **“Car Up”, “Walker Up”, “Rider Up”**...etc referring to potential hazard ahead that the group is approaching
  - e. **“Car Back”, “Truck Back”**..etc, typically called from the back to indicate traffic behind the group that likely wants to pass
  - f. **“Car Passing”, “Traffic Passing”**..etc indicating traffic behind the bunch that is executing a passing maneuver. The whole bunch needs to be alert in case the traffic needs to pull in mid-peloton or performs some other erratic or dangerous maneuver
  
5. **Pass it down the line!** People further down the line can't hear all the calls clearly from the front – riders in mid-group should repeat the calls down the line. And also calls from the back (“Car Back!” and the like) must be repeated up the line

#### Top Tips for Signaling

1.	Signal – use your arms and hands
2.	Traffic Lights – be legal. Let the group know what you are doing
3.	Traffic Signs, Roundabouts etc – again; be legal and let the group know.
4.	Know and use the common calls
5.	Communicate – physically and verbally. Down and up the group.

#### Position on the road

1. We hope that motorists will become more courteous towards riders, however, remember that we have clearly defined rights, that in simple terms allow riders to occupy a full lane, ride in pair formation. And also remember that we have the same responsibilities as motorists.
2. Although we want to generally keep left, it is dangerous to ride to the very far left of a lane. This exposes you to great danger from cars trying to squeeze past. A car must give you a full metre when passing.
3. Riding too close to the gutter also can create problems for riders. Slipping off the roadway into the gutter can bring you down as you try to get back over the lip of the gutter. Great skill is required to hop out of the gutter, so if you find yourself in this position, slow down and stay in the gutter until it flattens out. Then exit at an angle. The lead riders staying in the middle of the lane can avert this problem.
4. Riding 2 abreast (or not) – cyclists are legally allowed to ride 2 abreast on roads, and generally this is the preferred formation. However, there are times when it may be more suitable to ride in single file, adopting the single paceline:
  - a. Single lane roads with traffic – particularly if consciously letting traffic from behind pass
  - b. Parked traffic in the lane
5. Don't split the lane – generally a bunch should ride in one lane or the other, particularly on a multi-lane road. If split over a lane, cars are not sure which lane the cyclists are in and may be tempted to squeeze past in the lane, putting the cyclists in danger.

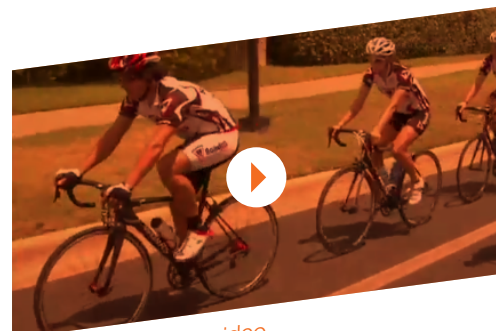
## Position on the Road

1.	Remember your rights but be wary of all other road users – ride defensively
2.	Keep left – but stay out of the gutter. If in a group use the entire lane.
3.	Vary your formation based on the road and situation
4.	Stick to a lane – don't split
5.	Generally a group should act as a single vehicle

## Bunch Formations

There are several different common bunch formations, with the common ones being:

- 1.** Single Paceline - For a single paceline, the lead rider maintains a constant speed, pulls off and the drifts to the back of the group.
- 2.** Rotating Paceline / Rolling Echelon. A rotating paceline occurs when riders rotate in a circular fashion. One line of riders moves forward while the other line drifts backwards.
- 3.** Double Paceline For a double paceline, two lines of riders ride side-by-side and the rotation occurs when the lead riders simultaneously pull off to their respective sides. As the Double Paceline results in the peloton being 4 riders wide while the front riders rotate to the back, this formation is generally not recommended. It is recommended that the Rolling Echelon or Single Paceline be typically employed, depending on if the conditions allow riders to ride 2 abreast or if single file is safer or preferable.



Click image to play video

## Rolling over

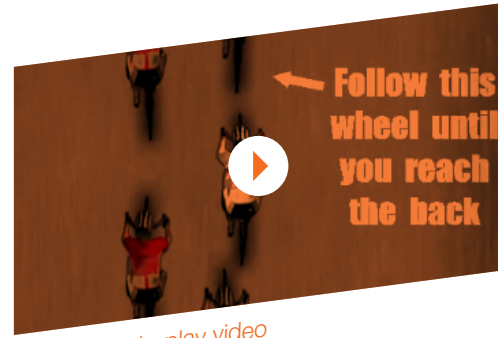
The lead riders should not attempt to stay on the front too long. It is helpful to determine how long the riders will stay on before rolling. It can vary widely – from a few seconds to as long as five kilometres. Rolling gives everyone a chance to go to the front. If you feel that you are not fit or strong enough to do a turn, go to the front, advise your partner and both immediately roll off. Do not suddenly pull out of the line prior to getting to the front. This only leaves gaps.

If in a Rolling Echelon it is best to determine the roll-off procedure prior to the ride. Typically in Australia (riding/driving on the left side of the road), the Echelon will roll so it rotates anti-clockwise viewed from above i.e. riders ride “up” the right-hand side to the front, then move across to the left, then drift back on the left side. (On closed roads (e.g. cycle races) sometimes the direction of Echelon rotation is determined by the wind, hence the need to make sure everyone is in agreement before setting off!)

- The rider at the front (right side / fast line) rolls off to the left then immediately starts soft-peddalling dropping speed (slightly).
- The rider coming through does not pick up speed. Surging through by the lead rider only strings the field out making it hard for those moving back down the line to move back on to the forward moving line.
- Riders in the slower pace line must stay on the wheel. Do not stop pedalling. This causes huge gaps in the line and can drop riders off the back.
- As the rider on the slower pace line drops back they will come to the back of the echelon, at which point they must move over the right (faster) pace line then move up.

- It is helpful as the last cyclist in the fast line passes the last in the slow line he calls "last" so that cyclist can prepare to rotate over.
- 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 typically occur on the flat.

This is demonstrated in the referenced video, except the rotation is right/clockwise (European style) not left.



[Click image to play video](#)

### **Slower Riders with the Rotating Echelon**

If you cannot do a turn stay out of the pace line. Too many times weaker riders position themselves 4th or 5th wheel and do not come to the front. This is infuriating to those wanting to keep the line moving. We appreciate the fact that you do not want to get dropped, but there is a better place to stay.



- Those riders not able or wanting to join the pace line should stay slightly off the back of the line containing the riders coming off the front. You will get good cover here, plus not disrupt the riders in the pace line.
- In this situation riders in the rotating echelon need to be particularly aware of where the rotation at the back of the echelon occurs, and be wary of riders rejoining from the group behind.

### **Riding in a Paceline - The Top Five Tips:**

- 1.** Lead riders have a critical role in setting the pace, determining the route and observing legalities (like stopping at red lights) assessing risks and advising the group of obstacles and dangers. As described before they need to be predictable, legal, steady and announce intentions, dangers and obstacles.
- 2.** Communication – Riders in the pack should relay these warnings from the front to the rear. When you are following, announce oncoming traffic from the rear...in this case others should relay this info toward the front.
- 3.** Hold your distances – typically allow 1 – 1.5m gap between bikes, offset as previously described. Increase this (typically double) in wet weather. Allow 30-60cm distance between handlebars if bikes are in two lines. (These distances will likely reduce for expert riders who are used to riding with each other, but for less experienced riders, or even expert riders new to a group; maintain a reasonable gap).

## Riding in a Paceline

1.	Determine the type of paceline before starting and ensure every rider understand how the group will rotate and progress
2.	Lead riders – be smooth, consistent, communicative. Make your decisions based on the bunch – stopping, changing lanes, paceline etc
3.	Communicate – down and up the bunch, physically and verbally
4.	Hold your distances – never half-wheel – EVER! Be smooth wherever you are in the group.
5.	Tail-enders – call what is happening back there, and when lane changes are safe

### **The lead riders**

The two riders on the front have a huge responsibility. They must set the pace, call all road obstacles and warn the bunch of any traffic changes.

- When approaching a set of lights the lead riders have sole responsibility in making the call. It will either be “lights...stopping” or “rolling”. Remember that the bunch is one vehicle so if the bunch is committed to roll don’t make decisions in the middle of the bunch to suddenly stop. This will cause heavy braking towards the back of the bunch.
- If the lights are turning orange on approach, the lead riders must be aware of the size of the bunch and make the appropriate call. It is better to be more cautious than gung-ho!
- When entering a roundabout or turning at an intersection the lead riders must call “clear” or “car coming”. All calls should be relayed down the line.

### **Changing Lanes and Being Passed**

The tail-enders (riders on the back) also have a huge responsibility, particularly the rider on the right hand (outside) side. This person must call the bunch across lanes or warn of trucks, cars etc that are approaching when on narrow and/or single lane roads.

- When crossing over lanes the call is either “wait” or “over”. It is important that the instruction is relayed up the line and when crossing over the bunch moves as one and does not fragment. The rider on the outside rear must maintain a distinct hand signal until the manoeuvre is completed.
- On a narrow single lane road the last rider must warn of cars behind. A call of “car back” or “car passing” must be passed up the line so all riders are aware of the danger.
- When being passed the bunch should move over to the left, or if the road is too narrow, move to single file to allow the flow of traffic to occur.
- When the bunch is not riding in the kerb side lane, i.e. the inside lane, (due to a merging traffic lane from the left or perhaps an upcoming right turn) and a vehicle passes the bunch on the inside lane, the tailenders call “car inside” not “car left”.

### **Riding in Larger Groups**

As the bunch become large e.g. more than 12-16 riders, additional considerations come into play. For example;

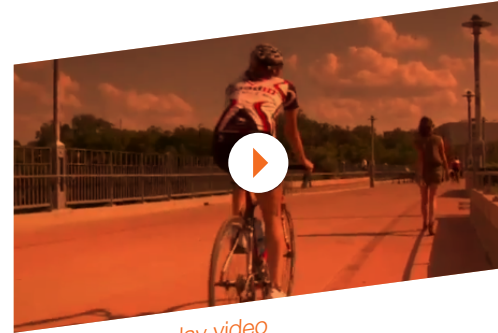
- Traffic lights may turn red as the peloton rolls through.
- The group is more difficult for cars to pass easily, which can result in motorists making dangerous maneuvers, for example swerving into the peloton during a passing maneuver due to oncoming traffic.
- You are not getting enough of a workout!

It is therefore recommended that the peloton size is limited to around 20 cyclists, and split to two bunches beyond that. For any group but particularly larger ones, it is worth considering nominating a **"Peloton Captain"**. The "Peloton Captain" (POTP) essentially refers to the figurehead of any bunch ride. They are not necessarily the best rider, but he is the most respected and the unspoken leader. He's the guy who shouts "piss stop!" and everyone stops. He is the guy who is able to say "single up!" and everyone singles up. He is the guy who can provide advice to the newcomer without offence (hopefully). Every bunch should include one rider like this and it's always handy to know who this person is. Large groups should actually nominate the POTP.

### Passing

Whether in a bunch or cycling individually you will need to pass – be that other cyclists, parked or moving cars, pedestrians.

1. Stay Right – When passing a cyclist always pass on the right or you will be at fault. DO NOT pass on the left.
2. Call – "On your right" or "Passing"
3. When passing a single car or a line of cars, make sure it is clear behind you. Once you've done that, signal your turn and make the pass at a safe distance.
4. When passing a pedestrian, remember the pedestrian has the right of way. Give them sufficient room. Do not 'buzz' them. And if possible give an audible signal BEFORE you reach them. On Multiple Use Paths you may encounter pets on leashes, children and elderly pedestrians. On these paths, you are the heaviest, fastest vehicles and have a duty to be careful around them.



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#### Passing

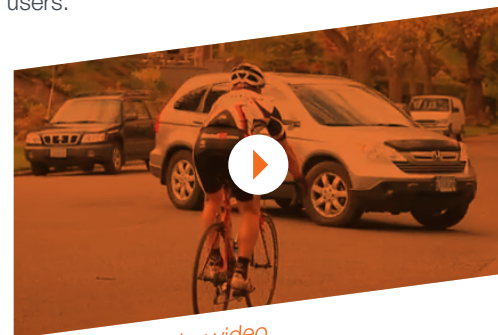
1.	Pass on the right - only
2.	Call when passing – "Passing", "On your right"
3.	Make sure it is clear behind to move out safely
4.	Pedestrians have right of way
5.	Be very wary when passing cars

### Riding in Traffic

Remember, when riding you have the same rights as a car, but are also obliged to obey the road rules. When in traffic be extra vigilant, aware of hazards and position yourself at all times to minimize the risk to yourself, fellow cyclists and other road users.

#### Top 5 Tips for Avoiding Car Hazards

1. Ride defensively at all times - When riding through intersections, or near driveways, watch for vehicles coming the other direction as they may turn in front of you.
2. Do not ride in a driver's blind spot. Ride where they can see you. Making eye contact with a driver is an effective way to ensure your safety.



Click image to play video



3. Ride in the left most lane of traffic that you are headed. You are not obliged to right to the absolute left, but to the left where it is safe – out of the gutter, and away from potential potholes. Typically 1m from the gutter is safe. To avoid getting "doored": ride outside of the door zone (around 1m), scan parked cars for a driver or passenger exiting, and slow your speed.
4. Don't draft off motor vehicles or other road users.
5. Be very careful when passing slow cars – you really should not be lane splitting. They might not see or expect you, and may pull left at any time.

And be predictable, steady and signal your intentions – have we mentioned that before???

Riding in Traffic	
1.	Ride defensively at all times. Think - what could others do, what can you do to avoid that.
2.	Do not ride in the blind spot
3.	Ride to the left – but not too far! Avoid the "door zone", ride 1m out and look
4.	Don't draft of motor vehicles
5.	Be very wary when passing cars

### **Ride Nicely - Considerably and Correctly**

1. **Maintain the right headspace** – riding in a group has inherent danger; riding on the road adds another set of dangers. Always be alert, look ahead and ride defensively. Sometimes in a group situation little unsanctioned races develop – be very aware. This is highly dangerous, people will be pushing their own abilities and almost certainly riding to the edge – or beyond – of their abilities, blood is rushing to the head and certainly attention is not being paid to the risks, dangers and proper assessment of such. This is when accidents are very likely to happen. Leave racing for race days, and train properly on the training days.
2. **Change Positions Correctly** – A common beginner faux pas is to stop pedaling just before pulling off the front. This creates an accordion effect toward the rear. Keep a steady pressure on the pedals until you have cleared the front. After pulling off, soft pedal and let the group pull through. As the last couple riders are passing through, begin to apply more pressure to smoothly take your position at the rear. If you don't time it correctly, you'll create a gap and have to sprint to get back on. A technique used to reenter the line is to move your bike sideways first then your body. Try it. It will feel awkward at first, but it is the safest way to move within a group. It's just a small subtle move not an exaggerated one. If you lean your body first and misjudge the speed or the person in front of you slows down, you'll touch wheels and be leaning the wrong way... bad situation! If you move the bike first, you will have a chance to pull it back.
3. **Climbing** – Ever been behind someone when they stood up going up hill and all of a sudden you were all over them? If you need to stand, consider shifting up a gear to compensate for the slower cadence and stand up smoothly keeping a steady pressure on the pedals. Don't change down to the small chainring at the same time – do this well before or after you stand. This will keep you from moving backward relative to the rider behind you. Apply the opposite technique when changing to a sitting position. Downshift and keep a steady pressure on the pedals to avoid abrupt changes in speed. It takes a little practice, but your riding buddies will be glad you spent the time learning how to do it right.

- 4. Descending** – The leader must overcome a much greater wind resistance as the speed increases. If you are leading, keep pedaling. If you don't, everyone behind you will eat your lunch. Riders to the rear will accelerate faster downhill as drafting becomes more effective at the higher speeds. If you are following, back off a couple of bike lengths to compensate for the greater affects of drafting. If you are closing on the rider in front, sit up and let the wind slow you or use light braking to maintain spacing, but in both cases you should keep pedaling against the resistance. Keeping your legs moving not only makes it easier to keep the spacing, but also helps the legs get rid of the acid build up from the previous climb.
- 5. Relax** – This one is really important – it will allow you to be smooth and responsive. You can bet that if you see someone who is riding a straight line and is very steady, he/she is relaxed on the bike. It not only saves energy, but it makes bike handling much more effective. Anytime you are riding in close proximity of other riders there's always the chance that you may come into contact. If you have tense arms and get bumped from the side, the shock will go directly to the front wheel and you will swerve, possibly lose control, and possibly cause a massive pile up. If you are relaxed, it's much easier to absorb the bump without losing control.
- 6. No tri-bars are allowed in bunches!** Generally keep your hands on the brake hoods with fingers over the brakes. This position gives you more control over your bike, and you are immediately ready to use your brakes or gears. Look where you are going at all times, and look ahead to see what other riders are doing further up the group.

Riding Correctly	
1.	Maintain the right headspace – ride defensively, be alert. Leave racing for race days.
2.	Change positions correctly and smoothly in the group
3.	Standing – when moving to standing position, keep it smooth, don't shift chainring at the same time. Keep pedaling, keep your speed.
4.	Relax – stay relaxed on the bike. Don't panic if you touch!
5.	Be very wary when passing cars
6.	Stay on the hoods, stay alert, maintain your position

### Ride Safe

Make sure your bike is well maintained and you have the necessary equipment to be legal and safe:

- 1.** Cycling Kit – if politics allow, wear light and/or reflective clothing, white/reflective helmet. At all times wear helmet, cycling gloves (and some lycra of course!)
- 2.** Also see <http://www.rta.nsw.gov.au/roadsafety/bicycles/index.html>
- 3.** Lights – mandatory at night and low light situations. If you do not have good lights then do not ride in the group for those early morning or night rides. At the front or back of the group you will be obscuring the group's lights, making it dangerous for all.
- 4.** Use daytime lights - with great high visibility lights, rechargeable (and also light weight/ small form factor) models out such as those from Ayup and Niterider, consider have flashing lights on for daytime use – front and rear. These make you dramatically more visible to other vehicles, both ahead of and behind you. And a second rear light on the back of your helmet certainly helps you to be seen.
- 5.** iPods, Phones and other audio devices – NO! Don't do it. These significantly distract (virtually eliminate) your ability to hear peripheral noise and identify what is going on around you. Do not use when riding, and NEVER use in a bunch.

6. Maintenance – keep your bike well maintained. Check all attachments to the bike are securely fastened (light fittings, pumps – preferably in the back pocket or better still gas cylinders; bidons and cages are secure).
7. Before stopping for mechanical repairs (e.g. flat tyre), call “mechanical” and when stopping get completely off the road.
8. Carry your own simple repair kit; pump or gas, tube, levers, money, mobile. And carry ID – drivers license or identity bracelet.
9. Know Your Limitations – If you’re not strong enough or too tired to take a turn at the front, stay near the back and let the stronger cyclists pull in front of you instead of making them go to the back of the line. Unless they are a complete...well you know...they will appreciate that more than having to get past you to get back to the front.

Riding Safely	
1.	Helmet and gloves at all times
2.	Know your road – and bike! - rules
3.	Use lights – night and day
4.	No – iPods, iPhones...
5.	Maintenance – keep your bike perfect, be prepared for a flat

### Wet Weather Riding

If you have the choice – don’t ride! Wet weather poses many additional hazards, and is not good for your bike either. Visibility is reduced for both rider and driver. Road surfaces can become slippery with oil slicks, leaves and other debris. The incidence of flat tyres increases as road debris sticks to the wet tyres longer than in dry conditions. To reduce the likelihood of accidents in the wet:

1. Increase the gap between riders – approximately 3 – 4 metres
2. Brakes and wheel rims will be wet. Allow for a much longer braking distance and time to slow or stop. Pump your brakes before descending to help clear water build up on the rims and brakes to help improve friction.
3. Slow down generally. Do not ride as fast, especially when cornering.
4. Be wary of white paint or road paint generally (crossings, lane lines) and of materials that are slippery in the wet. e.g. metal plates, grills.
5. Avoid the centre position of a lane where vehicles drip oil from their sump and in the wet becomes hazardous.
6. Check your lights are in working order with new batteries for maximum light strength and having a second tail light will only benefit. Keep them on flashing in wet weather (and even in dry).
7. Consider deflating front and rear tyre pressure from maximum by approx 20psi to provide more tyre contact on road.

## **Practice Makes Perfect**

It certainly takes time to be an expert at bike handling and to be fully integrated into the etiquette of the peloton. In order to fast-track your journey, we suggest:

- 1.** Join your local cycle club and ask them for guidance and assistance.
- 2.** Observe, listen, learn and ask experienced cyclists as you ride (or post-ride in the café is always a good place).
- 3.** There are some professional resources available (although surprisingly few considerably in Australia 1 million bikes are sold per year, similar to the amount of cars).
  - a. AustCycle – a joint initiative of Cycling Australia and the Amy Gillett, AustCycle is a national system using accredited instructors (called Teachers) working for Licensed Providers, delivering training supported by an accredited national curriculum. See: <http://www.austcycle.com.au/austcycle-training-courses/how-to-find-an-austcycle-training-provider-in-your-local-area>
  - b. For those on the Gold Coast: <http://www.saracarrigan.com/cycling-school/cycling-skills>
  - c. Community Colleges – many community colleges run cycling programs. Check locally – example: [http://www.courses.com.au/Category/sports\\_activities/cycling\\_training/nsw](http://www.courses.com.au/Category/sports_activities/cycling_training/nsw)

## **Joining the Bunch**

When joining a new bunch, any rider, whether relatively new to cycling, or even an expert, should take time to learn the bunch's communications, the calls and signals made and the general riding etiquette. As the new rider proves him/herself and provides evidence of good balance, control, communications, overall riding skill and feedback from the rider him/herself, the rider will be invited to join the main bunch, take the lead at times, join pace line riding etc. Otherwise a rider might be asked not to join...if you feel some cold vibes then perhaps you had better re-evaluate your cycling etiquette!

It can be an uncomfortable and potentially dangerous situation when an unknown sole rider, or riders join the bunch, uninvited, out on the road. Unless the riding and communication skills are well known to the whole bunch, the rider/s joining must be told they cannot join in, or perhaps may join but remain at the back of the bunch. Outline diplomatically the reasons why. The explanation should satisfy a responsible rider's query. One reason can be that some clubs have insurance on specific group rides; if there are non-club riders the insurance may be voided. If the rider is not happy with the rationale, ask them to continue with their own ride. The same applies if any particular rider's riding poses any threat to the bunch.

## **Acknowledgements**

This document has been developed and updated through consultation with the Tour de Cure group, reviewing cycling websites of local groups (Manly Warringah Cycle Club in particular) and assorted bunch riding articles from Australia and overseas.

## The Rolling Fix



MOBILE BICYCLE MECHANICS

### **Get Your Bike Serviced**

Our recommended mechanical partner is The Rolling Fix. The team at The Rolling Fix are highly skilled mobile mechanics who will come to your workplace to service your bike. For more information about The Rolling Fix contact the team at [therollingfix.com](http://therollingfix.com). Before any event the standard rule of thumb is new tyres and new tubes. Never bring your bike to an event that needs a service unless you are looking to spend some time sitting in a van.

## The Body Mechanic

ATHLETES HELPING ATHLETES

### **The Body Mechanic**

We highly recommend people get a professional bike fit and our partner of choice is The Body Mechanic. The difference a professional bike fit makes to your ability to ride without injury and to cycle more efficiently can not be underestimated. For more information about getting a bike fit and the benefits that will make to your riding contact the team at The Body Mechanic at [thebodymechanic.com.au](http://thebodymechanic.com.au). Located just below North Sydney on the cycling corridor, the team of physiotherapy and bike fitting professionals have many years experience in getting riders to the start line of multi-day charity rides in great shape.