

Ride Etiquette

EGCC ETHOS

SAFETY is always the number one priority of any EGCC group ride. EGCC rides are recreational. They are not races!

Choosing to participate in an EGCC group ride means you have chosen to be part of a team

Be understanding and supportive of less experienced riders... we were all there once

Give and receive advice graciously

Lead by example

Introduce yourself to new riders... make them feel welcome

Remember... our actions as individual riders reflect upon EGCC as a whole. Have fun!

THE BASICS

Be on time

Maintain your bike in good order

Carry enough water, food and spares

It is sensible to carry your mobile phone and some cash

Bring a positive attitude

SHARING THE ROAD

Obey the road rules. Respect other road users

Be predictable and always indicate your intentions

Never ride more than 2 abreast

Maintain group formation at intersections behind queued vehicles.

Use lights even in daylight

GROUP RIDE ETIQUETTE

Riding in Formation

Riders should pair off 2 by 2

Try to maintain about a 30-50cm distance from the rear wheel of the rider in front of you

Keep your handlebars level with those of the rider next to you

Ride at an even steady pace

Close up gaps between riders as quickly and smoothly as possible

When possible ride one metre clear from the gutters and parked cars

SINGLE FILE

If the road narrows and the group is small the call may be made to ride single file when necessary. The outside rider should move carefully in front of the rider directly to their left.

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LEAD RIDERS

Lead riders must call out all hazards and indicate route directions, and following riders must pass it back down the group (see Calls and Signals).

Take a turn at the front.

Don't let the same riders do all the work every week.

When the lead riders are ready to peel off they should move carefully out to the right and soft pedal as the group moves up on their left, and then rejoin at the back.

ROLLING THROUGH

If the call to "roll through" is given, the front rider on the outside (right) increases the pace sufficiently to pull forward and in front of the rider to his/her immediate left. The following riders on the outside move up behind him and one by one move over to the left as they reach the front. Like a chain, the whole group moves in anti-clockwise loop.

Once you have rolled across to the left, begin to ease up slightly. The rider coming around you is doing the pace-work of the peloton and does not want to sprint just to be able to roll over.

Enjoy your "rest" when on the left/inside line.

The last rider to move off the back into the outside/fast line calls "last wheel".

Increase your effort to maintain the higher momentum of the peloton when in the faster "rolling through" line.

If you are not comfortable keeping up with the roll through let other riders know and ride at the back of the group.

KEEP LEFT

When climbing or in a designated sprint / fast pace zone and you are no longer riding in formation keep left at all times (unless passing another rider)

PASSING

When passing another rider always check behind to see it is safe.

Pull out smoothly and call "on your right" to the rider you are passing. Move smoothly back to the left when you have completed the manoeuvre.

Do not try to pass on the left or "inside", even if a gap has formed.

BRAKING

Avoid braking as much as possible. When braking is necessary do so gently and indicate you are slowing. Avoid braking through corners; slow up gradually before you get there if the corner is sharp or the traction uncertain.

ACCELERATING

Accelerating away from intersections and corners should be steady and controlled so that large gaps are not formed.

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CORNERING

Hold your line through corners giving the person next to you plenty of space. Approach the corner at a safe speed and do not brake through corners.

PUNCTURES

If someone has a flat tyre, assistance must be given by at least one other rider (preferably two).

ACCIDENTS

In the rare event that there is an accident ALL riders must stop and give assistance as needed.

DO NOT:

- Cross wheels with the rider in front of you
- Half-wheel with the rider beside you
- Allow large gaps to form
- Surge or change pace indiscriminately
- Brake suddenly

DROPPED RIDERS

If one or several riders are dropped from the group, the group can wait at the next roundabout until they catch up.

Once the group is on Bulong Road, then the stronger riders can 'stretch their legs'

MISCELLANEOUS

Mobile phones are not to be used while in the group.

Pull off or drop well back behind the group if you need to use a hand held mobile.

Hands-free mobiles are permitted for emergency calls only.

The use of iPods etc is strongly discouraged when on a group ride.

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RIDE SIGNALS

CALLS & SIGNALS GIVEN FROM THE FRONT & PASSED ON

	CALL	HAND SIGNAL
HAZARDS The most common being glass, rubbish, potholes,	"glass", "rubbish", "hole", "sand" and "water"	point to hazard with finger
PARKED CARS	"car left"	swing left arm back and behind the back
SLOW RIDER OR WALKER	"bike left" or "walker left" ("bike/walker right" for oncoming)	swing left arm back and behind the back
ONCOMING CAR OR BIKE (that is deemed to be hazardous)	"bike up" or "car up"	no hand signal
SLOWING OR STOPPING	"slowing" or "stopping"	arm raised above the head (arm extended down and palm facing back is also acceptable but much less)
TURNING	"right" or "left"	arm extended up and in the direction of the turn
PROCEEDING THROUGH A ROUNDABOUT OR INTERSECTION	"clear left" / "clear right" as appropriate "car left" / "car right" if there is traffic approaching	no hand signal
CHANGING LANES	"clear back" if the lane is clear	arm extended towards the new lane.

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CALLS GIVEN FROM THE BACK AND PASSED UP

CAR BEHIND	"car back"	no hand signal
ALL RIDERS HAVE REJOINED THE GROUP	"all on"	no hand signal
A RIDER IS STOPPING DUE TO A PUNCTURE	"flat"	no hand signal

Credits: Blatantly plagiarised from the [South Perth Rouleurs](#).