

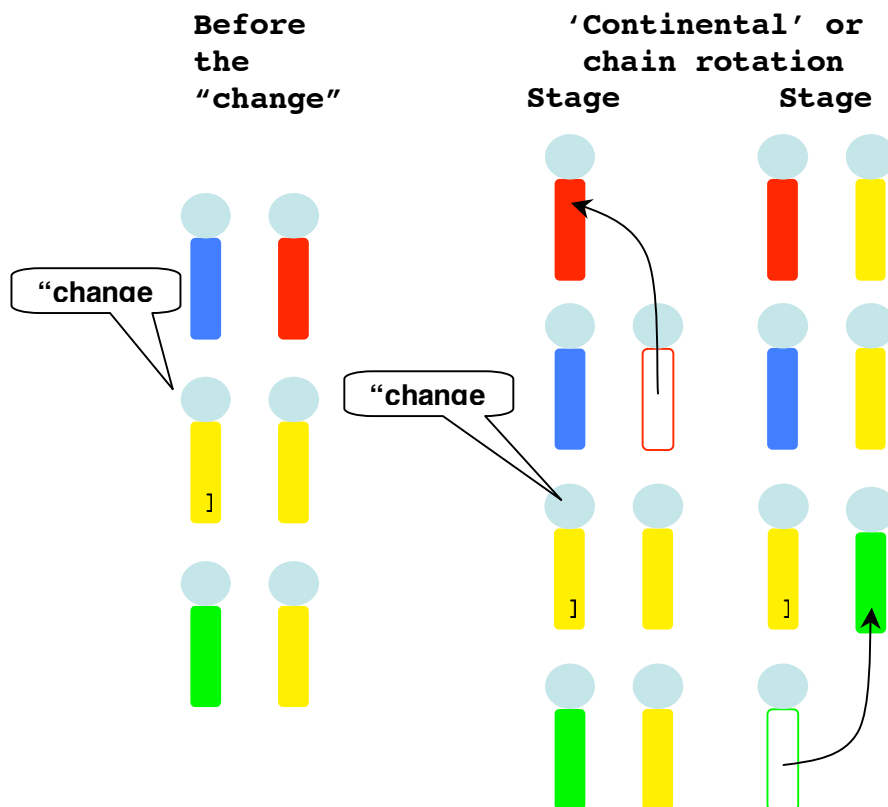
## VCC - SUNDAY CLUB RUNS GUIDANCE FOR RIDERS

### 1. Mission Statement

To deliver a safe and satisfying ride for riders within each group that conforms to the published formula of that group and allows for progression if required.

### 2. Riding style - Riding for Safety (rules of the road)

2.1. Riders should rotate frequently (Continental style), ride together and wait, or slow, at top of hills.



2.2. Riders will conform to etiquette rules\* eg Highway Code and calling out or pointing to potholes, safe consideration and practice and listen to the rider in front (see also section 8).

2.3. Riders should notify the Leader if they wish to split, or to go faster at the end of the ride into town (leader stays with main group until he/she specifies an end point).



Example locations could be Wheathampstead or Gaddesden Lane, Redbourn.

- 2.4. Riders will ride as a tight group, 2 abreast, but will single-out when asked by the Leader or as demanded by road conditions.
- 2.5. On a hill, the Leader can suggest that riders take it at their own pace for training purposes, and meet at top.
- 2.6. Leader can suggest a faster pace on a safe flat section to improve speed skills for 2-3 miles.
- 2.7. All groups (except by agreement, Fast group) will ride at pace of slowest rider, regrouping at safe location after the top of hills etc.
- 2.8. A rider may be asked to move to another group (faster or slower) if their pace is considered unsuitable for the group they are currently with.
- 2.9. Riders may swap groups at the café stop but should advise their respective Leaders.
- 2.10. Riders should advise the Leader if they decide to leave the group for any reason.
- 2.11. Riders may be asked to leave the group if poor riding standards persist, if they consistently fail to follow the guidance of the Leader, or their behaviour or riding style is considered unsafe to other members of the group or other road users.
- 2.12. If a rider has a puncture or mechanical problem, the group will wait nearby in a safe location, unless the Leader advises otherwise.

NB. 1. Mods and Mods Plus likely to ride hills at own pace and regroup at top. 2. Mods Plus and Fast groups likely to incorporate speed play. 3. Sociables will not practice rotation riding.



## \* **Etiquette rules:**

As a minimum, the main 'rules' of riding should be:

- a. hold the wheel in front, at a safe distance
- b. avoid braking sharply
- c. point to or call out potholes or other obstructions
- d. ride together as a group, and follow the rotation practice (even when tired and then change again to get off the front, if Leader suggests this practice)
- e. advise if a rider is off the back
- f. do not weave, keep a constant, parallel (do not half-wheel) and reasonably close distance to adjacent rider and do not get too close to middle of road
- g. follow and pass on instructions from the group Leader
- h. cycle must be in a roadworthy condition, with mudguards in wet conditions; riders without these may be asked to ride at the rear of the group. An extended mud flap is an added courtesy to other riders. Tri-bars should not be used in group riding. Riders should carry spare tube/appropriate tools
- i. we recommend you wear a helmet
- j. riders are encouraged to wear their club kit
- k. follow the highway code at all times, remember we share the road with others

## **3. Ride categories – purpose and definitions**

- 3.1.Pace: Speed quoted is an approximate average over several rides with good weather conditions, riding in a group; lower speed will apply on more hilly routes or in poor conditions.
- 3.2.Distance is a maximum to be expected each week.
- 3.3.Ability: A gauge as advice to riders new to the Club/group, indicating what a rider should be capable of when riding solo, in reasonable conditions.

### **3.1 SOCIABLES**

**Aim:** A social and relaxed ride. An ideal introduction to road cycling; the returning rider, or for those who just want to enjoy the countryside in good company and keep fit.

**Ability:** 22 miles in 2 hours.

**Pace:** Average 11-13 mph over distances of up to 50 miles.



Notes: This group will not ordinarily practice rider rotation, although other aspects of riding style (especially safety) will apply (see above).

### 3.2 MONTHLY "SHORTS" (once per month on 2<sup>nd</sup> Sunday)

Aim: For women who want to get back early (perhaps visit the farmers' market) and for supervised 11-16 year olds; no tea stop, returning to St Albans at 11am.

Ability: up to 30 miles/2 hours.

Pace: average 11-13 mph, steady speed on flat with no wind 15 mph.

### 3.3 INTERMEDIATES

Aim: Reasonably paced consistent ride for general fitness.

Ability: 30 miles in 2 hrs.

Pace: Average of 14-16 mph over distances of up to 60 miles at a moderate pace. A group for bridging the gap between the Sociables and Mods. 15 mph over 50 miles, steady speed on flat with no wind 16mph.

### 3.4 MODS

Aim: A more challenging but still reasonable pace, suitable for most fit cyclists. Is suitable for riders progressing from the Intermediate group; is good preparation for sportive events.

Expect to average 15-18 mph over distances of up to 60 miles with one or more intense efforts when planned by the Leader. This will be followed by "wait ups" where the group will reassemble.

Ability: 32 miles in 2 hrs.

Pace: 16 mph over 60 miles, steady speed on flat with no wind 18mph.

### 3.5 MODS PLUS

Aim: A stretching ride for experienced riders. A faster pace, suitable for fitter riders and regular sportive entrants. Good training and preparation for events and progression to Fast group.

Riders should expect to average 16-19 mph over distances of up to 65 miles with some more intense efforts when planned by run leader. Typically these will be on longer hills, and at suitable locations en route. This will be followed by "wait ups" where the group will reassemble.



Ability: 34 miles in 2 hrs.

Pace: 17 mph over 65 miles, steady speed on flat with no wind 20mph.

### **3.6 FAST**

**Aim:** Hard riding for competitive and experienced riders.  
Riders should expect to average 18-21 mph over distances of up to 70 miles with frequent intense efforts, especially on hills and at suitable locations on route. This is a group for club riders who enjoy competitive, hard riding. Good race training.

Ability: 38 miles in 2 hours.

Pace: 19 mph over 70 miles, steady speed on flat with no wind 23mph.

## 4. Leader's style

### Leader's role:

**The Leader will plan and follow a suitable route, give assertive directions and advice to riders, ensuring appropriate road safety behaviour and courtesy to other road users.**

- 4.1. Calls out rotation changes, is assertive re route directions and giving guidance to other riders re safety and etiquette. Will advise if a rider is too slow, too fast, or is unsafe. Will ensure pace is consistent, ensuring front riders retain required pace. Keeps an eye out for riders who are struggling.
- 4.2. Leader will need to be prepared to move up towards the front of the group in certain situations in order to ensure control is maintained. Eg if approaching a difficult set of junctions.
- 4.3. Leader will keep a stock of riding "rules/etiquette" on an aid-memoire card, to give particularly to new riders.
- 4.4. At start, leader will announce destination, any hazards en-route, and any other special riding plans or tips. Will also welcome and support new riders.
- 4.5. Leader will plan to get riders back to St Albans by 13:00.
- 4.6. **Deputy (or agreed volunteer on the day):** Will look out for riders who may be struggling, and give guidance and coaching to other riders. Will keep an eye to new riders. Will lead a split group if more than 12 riders, keeping suitable distance behind front group; having checked route prior to riding (applies to Mods Plus).

## 5. The Café Stop

- 5.1. The destination for the ride is published on the runs sheet and website. It is the target of each runs leader to get his/her group to the Café Stop at 11:00 give or take a few minutes. Riders are urged to familiarise themselves with the destination prior to riding.
- 5.2. The Café Stop is a vital safety feature and ideal social opportunity for all members.
- 5.3. As a safety feature it is important for all riders to top up their carbohydrate stores after 2 hours (This is a British Cycling mandatory safety ruling see BC website) but must do so within 40 miles. This avoids certain loss of



concentration (typically on hills) and is a courtesy to fellow riders. An alternate strategy is for riders to carry food with them if they intend not to stop or not to eat at the Café (but avoid consumption on the premises).

## **6. Departure arrangements**

6.1. To ensure an organised and informed departure on club runs, the following arrangements will apply:

6.2. Riders assemble on wide pavement area adjacent to roundabout (Catherine Street/St Peters Street junction) from 08.45

6.3. nb: do not obstruct pedestrian access or entrance to shops

6.4. Riders meet their group and Leader at 08.55 (see below)

6.5. Groups depart fastest first, Fast group then, Mods Plus, Mods etc from 09.00

### ***Runs meeting points:***

- Socials - by telecoms cabinet, near railings at top of pavement area, adjacent roundabout

- Inters - outside beauty shop

- Mods - outside right of large cafe (with black sign)

- M+ - outside left of large café

- Fast - opposite Mods, by the lamp post/railing, road side.

6.6. If there is no leader for a given group, riders would be expected to ride with the next group down eg if no Intermediate group leader, riders would ride with Sociables.

6.7. In the case of inclement weather groups may be without a Leader. In such cases, members should expect to combine into groups according to the number of people who have turned up for a ride, and for groups to be prepared to find their own way to the cafe venue.

6.8. Inclement weather applies to ice, and when there is heavy rain with no prospect of drier weather arriving by 10 am.

## **7. Advice for progression to a faster group**

7.1. Riders should, as a minimum, be capable of staying at the front of the group they are leaving and be one of the first to reach the top of hills.



7.2. When riding with the faster group a rider should be encouraged to stay near the back of the group for the first couple of rides and then become assimilated within the group over the next few weeks, taking on an increasing amount of front riding.

## **8. Instructions you'll hear while riding on a club run**

<b>Instruction</b>	<b>What it means</b>
"Car up"	A car is <u>behind</u> the group and waiting to pass. <u>Await</u> instruction for your club run leader on whether to go single file.
"Car down"	A car is coming <u>towards</u> the group. <u>Await</u> instruction for your club run leader on whether to go single file.
"Single out"	Move into single file. If riding on the outside, [drop behind the rider to your left]
"Hole" or "Below"	There's a pothole or bad road surface that you should avoid. Some riders will point down, to the left or right.
"Easy"	Slow down, prepare to stop. Usually given on the approach to a junction.
"Gravel"	There's gravel or loose road surface, you should slow down.
"Clear left" or "Clear right"	There's no traffic coming from the left(right) and it's safe to proceed. Usually given after an "easy" instruction. But NEVER rely solely on the instructions of others – you must always check yourself whether it is clear to proceed.
"Change"	Rider(s) at the front of the group come off the front according to the rotation style of



the group. See below