**Group Ride Information:**

Riders under 18 should be accompanied by a parent/legal guardian or loco parentis. This may be waived by the Ride Leader. If 16 or over and have come through our GoRide training, there is no need to be accompanied\*

If you cause a crash our club’s insurance does NOT cover you, Personal insurance is STRONGLY advised vis British Cycling, Cycling UK or similar.

Bring a well maintained bike. Carry inner tubes, tyre levers, a pump and a phone/emergency contact details. Helmets are mandatory (exceptions apply by prior agreement).

Between 1st ~October and 31st March or in inclement weather you MUST ride with mudguards which come below the height of your axle. Mudguard extenders are highly recommended (VAGS branded ones are available from the Clothing Secretary).

Use front and rear lights on a non flashing mode when using lights.

Observe the HIGHWAY CODE at all times. Rules for cyclists Are in paragraphs 59-82.

<https://www.gov.uk/guidance/the-highway-code/rules-for-cyclists-59-to-82>

**Group Ride Etiquette: to make rides safe and enjoyable for all**

The Ride Leader is in charge of the ride. Please obey their instructions.

The average speed of each club run is decided in advance of the ride. It is not a race. Do not attack, ride off the front or chase Strava segments. Do NOT half wheel your partner i.e. riding slightly faster so that your wheel is slightly ahead of theirs. Resist the urge to be first on every climb as this disturbs the rhythm of the group/drops riders.

Ride in pairs, “handlebar to handlebar” with up to half a metre between riders. The gap between the rear wheel and the front wheel of the following rider should be no more than one metre.

The club has a NO DROP POLICY, so the group must wait for riders who have a problem be it mechanical or otherwise. If the issue can’t be resolved, it is up the rider concerned to make their way home. The group should ensure that no one is left behind and if anyone abandons, the group should ensure that they are able to get home.

Ride slightly to the side of the wheel you are following in case the rider ahead slows unexpectedly and do NOT overlap the wheel in front of you.

Ride consistently and smoothly at all times. Remain seated unless climbing, Do NOT swerve suddenly or brake sharply. If you need to brake quickly, shout “SLOWING” or “STOPPING”. Communication is everything and helps avoid accidents.

Peeling off – if is unreasonable to expect the front two to do all the work while those behind derive the benefit of the shelter they provide. Be prepared to take your turn at the front.

Riders on the front should shout or point out any hazards using hand signals ( e.g. car front, potholes, debris, parked cars, pedestrians etc.). Warnings should be passed back through the group. Do not automatically single our as this make the group twice as long. Riders on the outside should drop in behind the rider on their inside. If a lane is too narrow for vehicles to pass safely, consider pulling over to allow the vehicle to pass. Riders on the back should advise of “car back” or if there are any riders who are struggling to keep up.

Do NOT wave traffic past the group. It is up to the driver to decide if it is safe to overtake.

The front riders should shout back at a junction to indicate whether the way is clear.

Move into single file on blind bends and when road conditions necessitate it.

If there is space in front of you or on your inside, fill it. This makes it easier for traffic to overtake.

On descents stick to your lines. Keep to the left and overtake only on the right. Allow plenty of room when overtaking and LET THE RIDER KNOW YOU ARE COMING PAST.

When passing horses, always ALWAYS SLOW DOWN and be ready to stop. Call out in good time to make the rider and horse aware that you are approaching. Give horses plenty of room and take into account other traffic. N.B. Excessive shouting can spook a horse.

Be courteous at all times and do not spit or drop litter. Have FUN.

\*subject to the Club Child Participation Policy