

STIRLING BIKE CLUB

Club Ride Code of Conduct (V3)

This Club Ride Code of Conduct is devised for the safety and benefit of the Club and its members (Road MTB, etc). It outlines the minimum standards expected on all rides. Some rides may have additional rules or codes of conduct. If in doubt, please consult your Ride Leader.

Stirling Bike Club provides a varied programme of rides that include novice rides, social rides, steady training and fast training. Distances, speeds and destination of rides are posted on the Club's website on a weekly basis.

1. GUIDING PRINCIPLES

Club rides are not races and members are expected to treat them appropriately

When riding as a club we should :-

- behave in a manner that presents SBC in a good light
- act for our own safety and well-being
- respect our fellow club members.

Riders are responsible for their own health and safety at all times

2. RESPECTING THE RULES OF THE ROAD AND THE COUNTRYSIDE

All riders must adhere to the rules of the road and the countryside with particular reference to the Highway Code, the Scottish Outdoor Access Code (<http://www.outdooraccess-scotland.com/>) and Nature Scot's (formerly Scottish National Heritage) document for off-road cycling : good practice advice (*website to be advised*).

Please do not do anything which endangers yourself.

3. CHILD PROTECTION POLICY

The Club has developed an Under 18s in Policy and a copy of this is available for perusal on the Club's website

4. RIDE DISCIPLINE

Although this document is relevant to all Club members, the following relates mainly to road riding. We know that some people have not ridden in groups very much so here is what is expected of you and how it works.

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a) Group Riding

You leave as a group and you return as a group – nobody is left behind. If someone drifts off the back of the group on flat or rolling terrain then the person beside them (or closest to them) is responsible for letting the group know that someone is dropped. You should shout 'ease up'.

Riders should ride no more than two abreast unless overtaking. As a group member you ride side by side with your partner at a steady pace the group can maintain. Generally, on the flat you should hear people behind talking – if there is silence, you are either going up hill, going too hard or have ridden away from everyone.

Be aware of riders behind you. Try to ride smoothly and do not brake without warning if it can be avoided. Shout warnings to other riders if there is a danger in the road. - see Clause 4 below for more details.

Groups should allow appropriate gaps in traffic and slow to allow sufficient time for the entire group to negotiate the obstacle – the pair at the front are the eyes and ears of the group and you need to make sure it is safe for everyone.

Should the group split, riders should slow down or find a safe place to stop and reform before proceeding. The group should always stop and assist any of its riders suffering from mechanical or physical problems.

The group should always wait for the last rider, unless the rider has requested to be left, or an agreement made with everyone's consent that the group will not wait for dropped riders. No rider should leave the group without first notifying other riders, preferably the Ride Leader.

b) Ride Leader

The Ride Leader is the official representative of the Club on club rides and his/her instructions should be followed. If the Ride Leader sees a rider acting in a manner which in any way compromises the group those rider(s) will be warned of their conduct.

The Ride Leader must be a club member and will endeavour to ensure that the ride is conducted in a safe and well-organised manner. The Ride Leaders are also the determinants of the make up of the group.

The Club has also prepared a 'Road Ride Leader Guidance' document and this is available on the SBC website.

5. CYCLING IN A GROUP

Here are a few basic rules of riding which, for the purposes of this document, is two abreast on the open road.

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Moving to the front – when the pair at the front shout 'spell up' they move to the inside and move, in single file, to the rear of the group. The second pair move, without increasing their speed, to the front. Once the group is past the two riders moving back the status quo is resumed.

Coming off the front – your turn at the front has come to an end and it is now time for you to go to the rear of the group. The person on the outside goes to the front of his inside partner and indicates to those following that the turn is over by shouting 'spell up'. Both then slow down slightly and the rest of the group then pass the single riders who then join at the back with the person who was on the front inside going to the back on the outside. There should be no acceleration as it is the pair coming off the front who slow down slightly and therefore the group pace is maintained.

Communication – shouts and signals.

Every rider has a responsibility when riding in a group, particularly the front pair, to communicate hazards to other members of the group. Here are a few shouts and signals one should make to convey the message :-

'Inside' – when the hazard is on the left of the group, eg pot hole or parked car, this hazard should be alerted by shouting 'inside' or placing your left hand behind your back and pointing to the outside. The same shout can also be used when you are descending a hill and are about to join a slower rider in front of you.

'Outside' – the opposite of the above.

'Middle' – when the hazard is between the two riders.

'All over' – when the hazard is covering the road, eg debris or road damage, but it is still safe to go forward with caution.

'On the nose' – when a vehicle is coming towards you on narrower roads

'On the tail' – when a vehicle is sitting behind the group.

'Last wheel' – when in a chain gang situation it can help if the last person in the faster line shouts this to let the tail of the slower line know that they should move on to his wheel.

6. DEALING WITH MECHANICAL PROBLEMS

To ensure that mechanical problems are minimised, riders must keep their bikes in good roadworthy condition. A tool kit should be carried that includes, at the very least, the following :-

- pump or other way of inflating tyres
- spare inner tubes
- two tyre levers
- allen keys or multi-head spanners as appropriate to your bike.

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7. DEALING WITH ACCIDENTS AND INJURIES

The Club does not provide first aid cover or medical support for riders on club runs. However, in the event of an accident, the Ride leader and the group will do all they can to assist any rider who has suffered injury.

Riders who have pre-existing medical conditions must take precautions to ensure that information about their condition can be easily found by the emergency services or other medical professionals in the aftermath of an accident or the onset of a medical condition. One way of doing this is to wear a MedicAlert bracelet or pendant. Alternative, the use of a small card with information including your name, address, next of kin and their telephone number, medical conditions, etc – this should be carried in the pocket of the rider's jersey.

8. FOOD & CLOTHING

Cycling helmets are mandatory on club rides. You should carry a waterproof on all but the best of days. Club runs generally include a cafe stop, however you should carry drinks and food sufficient to get you to the cafe and home again.

9. USE OF AEROBARS

Club rides are group rides. Bikes with aerobars are not permitted to take part in Club organised group rides.

10. MUDGUARDS

It is recommended that mudguards be used on your bike during the months of October to March when on group rides.

11. GETTING HOME

If you are not confident about finishing the ride or your bike has a mechanical problem, let other riders know as soon as possible. The Ride Leader and the group will do all they can to assist you but they can only do so if they are aware of your problem. The group will be supportive.

12. COVID-19

Currently, there are no Government guidelines regarding Covid-19 but Public Health advice is to stay home if you feel unwell or have a fever

March 2012, also minor revisions October 2012
revision to clause 9, October 2013
Addition of Clause 12 (Covid-19); June 2021 – V2
Minor adjustment to Clauses 3 and 12. May 2022 - V3

