

Cycle 4 Sam Recovery Ride

Supporting paediatric palliative care through the Sam Roberts Family Fund

7.30 am Saturday @ Mega Bike

To participate in this ride cyclists make a gold coin donation to the Sam Roberts Family Fund, this is collected at the start of each ride.

There is no better way to become a motivated experienced cyclist than to join a regular group ride. This information sheet provides you with techniques used around the world to create a safe and enjoyable group ride.

The Cycle 4 Sam Recovery Ride will travel at a maximum of 35 km/h. You will learn the elements of group riding and meet others who are new to riding too. This is the perfect place to start or to brush up on old skills if you're a little rusty.

Pacelines – where riders travel in parallel lines. The right line holds the agreed speed and the left line travels about 3km/h slower. The left line is constantly drifting backwards creating a space for the ext rider.

Acceleration – from lights, stop signs, roundabouts, etc. should be slow and steady with an eye out to keep the group together. Attacks, jumps, short hard pulls, erratic moves and other race-like riding have no place in a group ride.

Cadence – this is a 90 RPM cadence ride. A consistent pace is the key. Establish a pedalling rhythm as you move towards the front and maintain it until just after pulling off to the left. Once you reach the right lane back your speed off, making room for the next rider.

Wheel sitting – or not rolling through is fine for resting but must be done at the back of the group. Always let those immediately in front know that you plan not to roll through. There is nothing more disruptive than someone rolling to the front, then for whatever reason slowing down. If you are feeling over extended, tired or don't wish to continue through, signal that you wish to enter the left lane – enter safely – and when on the back, rest.

Last rider – let rotating riders know they have reached the back by calling 'last wheel' as you move into the right line.

Gaps – Imagine a fine thread connects each rider and the goal is not to break it. Don't open gaps and if you wish to close a gap do it slowly, taking the rider behind with you. A skilled group will remain in a tight paceline through stops, corners, short climbs, descents and traffic by being considerate of riders behind and closing gaps before they become problems. This conduct will also stop the problem of riders from the left line wanting to jump into gaps so that they can have more turns.

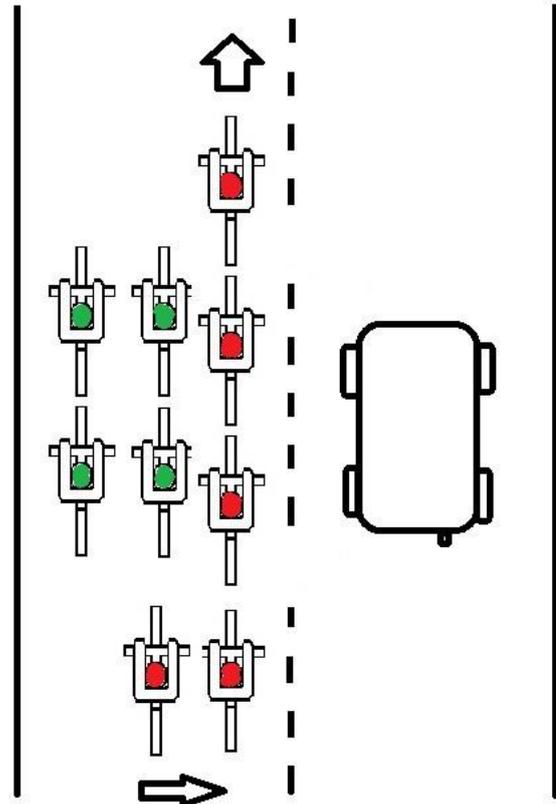
Say No – if an over enthusiastic rider in the left line indicates they wish to move into the right line, effectively cutting you off – say NO!

Front riders - are the eyes and ears of the whole group. The front riders should point out potholes, parked cars and other obstacles. Lead riders are also responsible for the group when approaching traffic lights and roundabouts, etc. and are responsible for ensuring it is safe for the group to enter an intersection. The rule is that no action is taken unless it is safe and the whole group can participate. If a rider in the group gets a puncture the group will wait for that person to fix it before continuing.

Overtaking - when overtaking another group of riders, the left lane will sit behind the other group while the right lane rides past (see diagram). As each rider moves into the right lane they move past the other group, with pacelines reforming ahead of the group being overtaken. By following these guidelines we can pass other groups safely while sharing the road.

Don't accommodate elitist or selfish attitudes. The best thing about a group ride apart from the training is the social interaction. Issues concerning the quality of bicycle and accessories, previous experience and character, conflict with other road users or each other have no place here.

Remember always that apart from the pleasure the group ride gives us, it is also the perfect PUBLIC RELATIONS exercise. You are on show - be a good example of cycling.



The experienced rider should help out the ride coordinator and the inexperienced by pointing out mistakes... This must be done diplomatically of course, but it is important to make people aware of unsafe riding, overly hard braking, cutting blind corners or unnecessarily obstructing traffic. When riding in a large group and stopping at light, pull up en masse at the white line or behind the last car. Do not drift up to the lights or among the cars and obstruct them.

What to bring - All riders must carry a tube, pump and/or CO2 canister and some tyre levers to fix any punctures that may occur on the ride. The group will wait for someone to repair a flat; you don't want to be 'that person' who holds up the group because you're not prepared.

Water is essential and some food/gels are highly recommended to keep the dreaded 'bonk' at bay.

Stay safe and have fun.

p.s. for safety reasons this ride will not take place when it is raining and the ride will leave at 7.00 a.m. when the forecast is 35° or greater; cancellations and alterations will be advised via our Facebook page (MegaBikeAus) and Twitter feed (@MegaBikeAus).