

Solent Pirates Youth Cycling Club
Road Ride Consent, Convention & Rules 2017

This must be signed at the bottom by ALL riders (all) including parents and other adults.

1. Rider's Details

First Name:		Surname:	
Gender:	<input type="checkbox"/> Female <input type="checkbox"/> Male	Date of Birth:	Age:
Address:			
		Postcode:	
Home Tel:	Mobile:		
Email:			
Club:	Solent Pirates Youth Cycling Club		

2. Emergency Contact Details

First Name:		Surname:	
Relationship to Rider:		Home Tel:	
Work Tel:		Mobile:	

3. Medical and Specific Needs

Please give details of any medical or health conditions that might affect your participation in a road ride and what support/modifications are needed
Please list any medications you take on a regular basis
Please give details of any specific needs that the coach should be aware of, and what support/modifications are needed

4. Experience

Previous road cycling experience, particularly how much road and group riding experience.
Please detail any other specific information that is relevant to participation in the club road session.

Notes

- You are giving consent for your child to participate in club rides on the public highway.
- ALL RIDERS, ADULT AND YOUTH, WILL COMPLY WITH OUR GROUP RIDE CONVENTION & RULES IN EVERY RESPECT.
- It is part of the British Cycling recommendations that clubs follow best practice for organising club road rides. Solent Pirates adopts best practice. Only rides clearly marked on the club calendar as Club Rides will be official Solent Pirate Club rides.
- Only competent riders over 12 years old and competent at a level equivalent to the Level 2 Cycle Training Standards will be allowed on club rides (some rides are limited to older riders).
- Only invited riders will be allowed to take part in club rides.
- Any riders who misbehave or put others in danger will not be allowed to attend club rides in the future.
- It is the parent's/guardian's responsibility to ensure that his/her child's bike is in a safe condition to ride. All riders must wear a cycling helmet at all times during the club ride.
- **These are not coached sessions.**

Please ensure you make a note of any medical conditions your child has in Section 3 of this form and inform the appointed adult Lead Rider. If you have any concerns about your child participating in any form of physical activity, please consult your GP before giving permission for your child to take part in the coaching sessions.

Road Riders' Convention & Rules

Riders, either youth or adult, who are members of SPYCC are entitled to take part in non-coached group rides in accordance with this agreed convention and rules. This is designed to develop not only best practice for safe rides, but also to ensure all riders understand their commitment to other riders in the group and the club ethic and ethos. There are no exceptions so don't ask!

Bikes and Kit

- All riders attend in appropriate British Cycling authorised club kit only (U16 yellow kit and over 16 black kit), or a combination of club kit and unmarked kit.
- Hargroves Ridley Montezuma's Race Team riders may attend in their authorised kit.
- No trade team kit, replica kit or other club kit;
- All riders attend on a well maintained and clean bike including tyres in good condition;
- All riders must be members of SPYCC and British Cycling;
- All bikes shall have a saddle pack containing the items below (pump may be on the frame or in a pocket);
- All riders shall attend with the following: a pump they can use effectively to get the correct tyre pressure (mini pumps for youth riders may not be suitable); a combination of tyres,

wheels and tyre levers that allows riders to repair a puncture; spare tube[s] and/or puncture repair materials; a multi-tool; £5 in a waterproof bag;

- All riders attend with a working small red light attached to the rear of the bike;
- All riders attend wearing a correctly fitting CE marked helmet in good condition;
- All riders attend with a small and easily packable waterproof rain cape/jacket;
- All riders must wear suitable cycle clothing for the weather;
- Riders should endeavour to carry a mobile phone;
- All bikes shall be fitted with the minimum of a rear mudguard (during British winter time); and
- Riders must carry sufficient drink and suitable snacks for the planned duration and weather. Guidance on this will be given at various workshops, but generally natural food (bananas and water with natural juice) are sufficient and preferable to branded energy bars and drinks.

Participation

- All riders including parents and other adults need to sign this Convention.
- Age groups for particular rides will be indicated on the calendar.
- ONLY riders over 12 years old may participate (age at time of ride).
- Riders not yet 14 years old must be accompanied by their parent or other responsible adult (agreed with their parent and the Lead Rider). This cannot be the Lead Rider.
- Riders over 14 can ride without a parent.
- All riders under 16 need to be full members and have signed this Convention and Consent form.
- All riders need to be competent to an equivalent of Bikeability L2 **AND** be signed off by the SPYCC lead coach.
- A Lead Rider shall be nominated for every ride. The Lead Rider will have control of the pace, route and general discipline on the ride. The lead rider may also decide to ask riders over 18 to chaperone younger riders who shall not be left alone at any point during the ride.
- The lead rider shall have the club authority to exclude riders from riding within the group if they consider the skills or behaviour not appropriate. It may be sufficient to simply ask a rider to trail the group until such time as it is safe to give further instruction.

Routes & Riding

- All riders shall comply with the Highway Code at all times and must be familiar with the contents of the Highway Code. This includes not crossing the central white line on the road.
- Routes shall normally be notified on the club calendar before the ride and contain the following information:-
 - The route[s]
 - The start time and estimated finish time
 - Ensure the meeting point is safe and off road
 - Ensure the route[s] are suitable for our riders strength and gearing
 - Ensure the route[s] have a shorter 'opt out' option if going over hills
 - Ensure the route is fully RA
 - Ensure we comply with other BC best practice issues and sufficient competent adults are available to top and tail the group at all times
 - Ensure all riders understand the emergency procedure (which shall include contact numbers)

Road Ride Rules

Rule 1: It's Not a Race

A group ride is NOT a race and it will be ridden at a pace deemed suitable for the group by the Lead Rider. Often this will be a ride designed to develop endurance conditioning. You are not to "attack" off the front or try to show everyone how strong you are. Save that for races!

Rule 2: Bar-to-Bar

Often when riding in a group we will be two by two, side by side with only a few centimetres between riders. Try and be perfectly handlebar to handlebar. Bumping elbows with other confident riders is the right place to be. Do not sprint ahead and disrupt the flow and riding ahead of the rider beside you is called "half-wheeling" and not liked.

Please try to keep to the side of the road, there is no need to take over the whole lane and annoy cars and other riders. If there are cars behind it will at times be necessary to move into a single neat line. Odd numbered riders should be placed between the two riders ahead, with a front wheel between theirs. Don't sit directly behind the rider ahead of you and leave a gap to your side.

Rule 3: Peeling Off

When you are tired of riding at the front and you feel it is time for you to go to the back, make sure the rider beside you knows you are tired and you want to go back. Don't be a hero and sit at the front until you are exhausted. Once you have both established that you are going back, OBSERVE that there isn't someone overlapping your back wheel, SIGNAL (using the elbow to indicate which side you want the riders to move up on not the way in you are going) you are ready to move, then MOVE slowly and gradually to the outside and let the group come through.

Lead Riders may decide to ride in different formations, particularly a chain gang (through and off) or Team Time Trial formation. Ensure everyone knows how this is intended to work (including which way the rotation will occur) and that the group remains as a group and not individuals spread out over the countryside trying to catch up.

The Lead Rider may nominate sprint signs or KOM/QOM climbs on our club rides. The rules of the road always take priority over anything, so anyone riding dangerously, inconsiderately or not complying with the highway code will find themselves riding alone for a few weeks! You don't have to compete for these ride 'titles'!

Rule 4: Pulling Through

When riders ahead of you peel off, it is your job to come through to the front. If you do not want to ride at the front because you are tired or less fit than the rest of the group, it's too late to avoid it now. Once you are in second wheel, you must come through to the front. Do not speed up, and do not get out of the bar-to-bar formation. Maintain a steady speed and go straight through without hesitation. Stronger riders stay longer on the front but maintain the steady pace; they do not push the pace up.

Rule 5: Too Tired to Go to the Front

If you do not want to go to the front, sit at the back and let the riders coming back from the front of the group slot in ahead of you. It is not acceptable to sit at the front and then look around acting confused and tired. It is however quite acceptable for younger and tired riders to stay at the back and ride in the shelter of others.

Rule 6: Gaps

Under normal road conditions, there should be no gaps in a group ride. As soon as you see a gap, fill it by riding into the space in a steady and controlled manner. There is no need to sprint into the space and then slam on the brakes, just gradually fill in any gaps as soon as you see them. The whole idea is to improve group skills and gain a benefit from slipstreaming riders around you.

Rule 7: Moving About in a Group

If you need to go to the back of the group (to feed or alter clothing/jackets), or need to move away from the side of road because the road is damaged or obstructed, just steadily move in whatever direction you want to go in. The key is to do things gradually, steadily and communicate or indicate your intentions with hands (or mouth). If you do anything suddenly you will likely cause a crash.

Rule 8: Obstacles & Signals

When you see a hole it is NOT acceptable to yell "Hole!" and then weave around. It is also generally unacceptable to yell "Slowing!" as riders should be able to see the group is slowing. All

obstacles that present a danger should be warned of by a simple and clear hand signal generally letting riders know the direction they should go to avoid it. Sometimes it is acceptable to point at the obstacle if you will not have to move to avoid it but think riders behind you may have to. If you see the obstacle at the last minute, sometimes you simply have to ride through it! Better to get a flat than to take down the whole group.

An obstacle worth pointing out is one that will damage a bike or person behind you. Please don't point out manhole covers unless they are deep or wet (and on a bend), and don't point out leaves or small cracks in the road, and certainly don't point out obstacles in the next lane. Be sensible and observant.

Rule 9: Yelling

Don't yell because riders behind actually hear a general indistinguishable noise. The possible exception is the 'car back' call, when the rear rider realises a car is following the group. This call will normally necessitate the group moving into a single line with passing gaps for traffic.

Rule 10: Slowing and Adjusting Speed

This is probably the biggest cause of crashes on group rides. For some reason, when someone slows down a lot of riders jump for their brakes. You should be riding ever-so-slightly to the side of the rider in front of you and generally without any overlapping wheels, so when riders slow others can stop pedalling and start to slightly overlap wheels while feathering brakes gradually using the "wheel overlap" as the escape route so as not to slow down too suddenly for the riders behind you. All our track riders will be very familiar with this positioning.

Agreement and Consent

Parental/Guardian Consent

I, being the parent/guardian of [] have read the information on this form and the following notes, and consent to my child taking part in the club ride on the public highway. I understand and agree that my son/daughter participates in the club ride entirely at his/her own risk and this is NOT A COACHED SESSION.

DELETE ONE PARAGRAPH

For riders under 16 but over 14 on the day of the ride - I have considered the nature of the ride and have discussed them with my son/daughter. I am satisfied that my son/daughter is sufficiently responsible and competent to assume full and entire responsibility for his/her own safety.

For rider under 14 but over 12 on the day of the ride - I have considered the nature of the ride and have discussed them with my son/daughter. I am satisfied that my son/daughter is sufficiently responsible and competent to participate in the rides but will ensure either myself or another competent and responsible adult has assumed full and entire responsibility for their own safety.

Adults & Parents

I have read the information on this form and the following notes and agree to taking part in the club ride as set out.

Rider Signature:		Date:	
Parent Signature:		Date:	