

SAFETY AND CYCLING TIPS





SAFETY

Safety is our top priority. A briefing is held before each day's ride, with bunch riding tips shared in advance.

Riders must follow the escort vehicles and the organiser's instructions. Each group has leaders to manage safety — stay with your bunch until the next rest stop if you need to change. The best way to enjoy the ride is to ride safely.

These are the top key points from Snake:

EVERYONE

- We want all our friends to make it home safely!
- Escorts will help manage road traffic
- Accidents can be avoided!
- There will be Bunch captains

ESCORT SUPPORT VEHICLES

- Lights on & flashing, signs in place, set a consistent pace, communicate with radios
- Stay close to front riders and don't leave big gaps
- Keep rear escort close to last riders
- If one escort stops- all riders stop
- Work as a team and make sure the riders stay in a bunch
- Follow road laws- no phone use, stay left, seatbelts on, 0-0

RIDING IN BUNCHES

- Lead riders set an easy pace + point out danger & obstacles
- Other riders transfer the leader calls to the back of the group
- 2 wide only on the LHS of the road. Single up if the road is narrow!
- Stay exactly beside your paired ride. Preventing tangling handlebars
- Stay 1-2m from the back wheel in front; do not overlap EVER!
- Keep your hands near the brakes when inside the bunch
- Keep alert at all times for pace changes & obstacles. Watch ahead
- Use voice & signals to tell others what's happening- slowing, stopping, standing, gravel, hole, car back, turning, hazards
- Ride at a pace that is comfortable for everyone in the bunch
- Don't leave or create big gaps in the bunch
- Pick a bunch that you can ride in comfortably. Swap at break times if you can't
- Take turns on the front if required by rolling to the front from the rider line
- 25 riders max per bunch in experienced bunches
- Stronger riders help weaker riders in slower bunches. This will get them there quicker, reduce fatigue & risks.
- No phones in the bunch
- **Listen to & heed instructions from the bunch captains. They will keep everyone safe**

RIDING TIPS



TIPS ON CYCLE BUNCH RIDING

Cycling in a group has several advantages over riding solo, including a reduction in energy expended through slipstreaming and the opportunity to chat with others. If you are new to this type of activity, try to find a group that suits your level of fitness.

If you are not confident riding in a bunch, then don't get caught in the middle of a bunch. To get out of a bunch, where it's safe to do so, move to the left and slow your speed down. You are better off sitting at the back and a safe riding distance away for a margin of error. This is about 1-2 bike lengths initially. Also, get used to the surges a bunch has and watch the wheels in front. NEVER overlap wheels with the rider in front of you.

Always ride with your head up, looking forward. This ensures you can see the reactions of the bunch and any changes or hazards. You should not focus on the rear of the wheel of the rider in front. Focus 1-2 riders ahead. By focusing on the person, you will be more aware of what is happening in the bunch. It won't take you long to judge the distance between you and the rider in front. Bunch riding is good as you can chat to the person beside you and the km's pass by quicker. However, always ensure you are looking forward and not facing the person you are talking to.

BUNCH FORMATION

Riders should pair off in 2 by 2 formation. You should not sit directly on the wheel of the rider in front or overlap the wheel, try to maintain about a 30cm – 60cm distance off the rear wheel of the rider in front.

POSITION ON THE ROAD

Riders have the right (in all States of Australia) to ride 2 abreast and occupy a full lane, however common sense should apply. If you are on a busy narrow road it may be safer to ride single file.

Riding too close to the gutter also can create problems for riders. You may scrap your pedal on the gutter, or if there is movement on the front of the bunch you have little margin for correction if you run out of road.

THE LEAD RIDERS

The two riders in the front have a huge responsibility. They must set the pace, call all road obstacles and warn the bunch of any traffic changes. All road obstacles should be relayed through the bunch.

THE TAILENDERS

The riders at the back of the bunch experience surges more than the front of the bunch. Also, depending on the size of the bunch, the tailenders may have to wait for traffic changes/signals where the front of the bunch has passed through.

Just because the front of the bunch proceeds does not mean that it is safe for the entire bunch to proceed. This also means that the tailenders often have to chase the front of the bunch down. Hopefully, the bunch realises there is a split and takes the pace off until re-grouped.

ROLLING OVER

The amount of time the lead riders spend on the front will depend on weather conditions and when it is safe to roll over. This gives everyone a chance to go to the front. If you feel that you are not fit or strong enough to do a turn, go to the front, advise your partner and both immediately roll off.

Do not suddenly pull out of the line prior to getting to the front. This only leaves gaps.

The roll-over procedure is simple. The two front riders, on a safe section of road, move out approximately a meter. This will leave a gap for the following two riders to move through. The two riders rolling over will simultaneously wave the following riders through. They then soft pedal until the bunch has passed them, whereby they slot in at the rear.



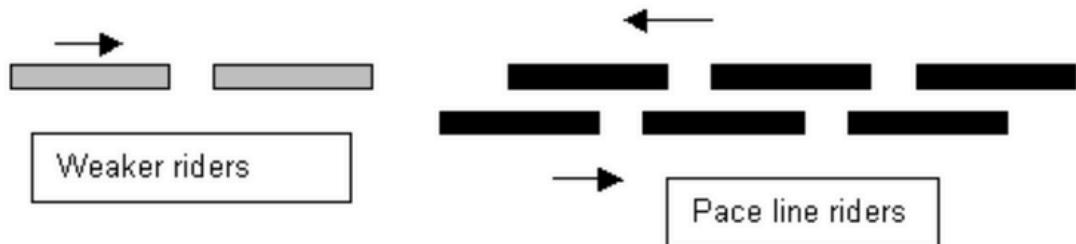
PACE LINE

The formation is similar to a chain, where the rolling off the front occurs at speed by the lead rider. The way the rider rolls off is usually dependent upon the direction of the wind. The rider always rolls off to the side where the wind is coming. In the case of a head or tail wind rolling off to the left towards the gutter is generally the best way.

The rider rolling off immediately starts soft-pedalling, dropping speed. The rider coming through does not pick up speed. Surging through by the lead rider only strings the field out, making it hard for those moving back down the line to move back on to the forward-moving line.

Riders in the slower pace line must stay on the wheel. Do not stop pedalling.

Those riders not able or wanting to join the pace line should stay slightly off the back of the line containing the riders coming off the front. You will get good cover here, plus not disrupt the riders in the pace line.



RIDING POSITION AND TECHNIQUES

When in a bunch never have your hands on the top of the bars where you can't reach the brakes. Ride on the hoods or drops where you can touch the brakes.

When in a bunch, movements should be subtle including braking, avoiding obstacles avoiding. Riders overreacting or exaggerating avoidance causes a domino effect throughout the bunch and the bunch becomes untidy.

When a bunch gets to a rise there can be 'roll back' when a rider gets out of the saddle. This can be a nervous moment for those behind as it causes their bike to slow down dramatically

and can create chaos in a tight bunch of riders. When starting a hill climb, try to maintain forward pressure on the pedals as you get out of the saddle so your speed remains constant.

The only way you can learn the skills of bunch riding is to practice. If you are not sure stay down the back until you are confident enough to join the bunch. If you are nervous or lacking confidence, consider the safety of the other riders first before joining the bunch.

CONTACTS



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