

Group riding etiquette

Dont's

- not riding on aero-bars in group
- not wearing earbuds/headphones in group
- Overlap your front wheel with the back wheel of a person in front of you
 - DON'T Half-Wheel me Bro!
- Change your line in a corner (smooth radius)
- Ride up the right side (curbside) without notice
- Ride over the center line
- Impede automobile traffic (even if it means riding single file)
- Leave large gaps
- Run traffic lights (red)

Do's

- Point/call out road hazards (debris, oncoming traffic, side traffic, railroad tracks, speedbumps, pedestrians, potholes)
- Signal or call out when slowing and stopping
- Signal when turning left or right (hand signals and audible calls)
- Move to the outside (left or right) to move to the back.
- Signal when filling a gap tighter than the length of your bike.
- Wear your helmet (always)



Bike Handling

- More control in drops than on hoods. (lower center of gravity)
- More control on hoods than tops (closer to the brake levers, wider grasp)
- More control on cowbars than aerobars
- When descending, use drops, and keep crank-arms horizontal. “Clamp” knees to top-tube to eliminate “high speed wobble”.
- When descending, try to keep a 50/50 weight distribution between the front and back wheels and maintain a low center of gravity.
- When cornering, inside pedal at the top, outside pedal at the bottom putting pressure on the outside pedal. Flare the inside knee for additional balance when cornering quickly.
- Don’t “steer” into a corner, corner by changing your body position and “lean” into a corner.



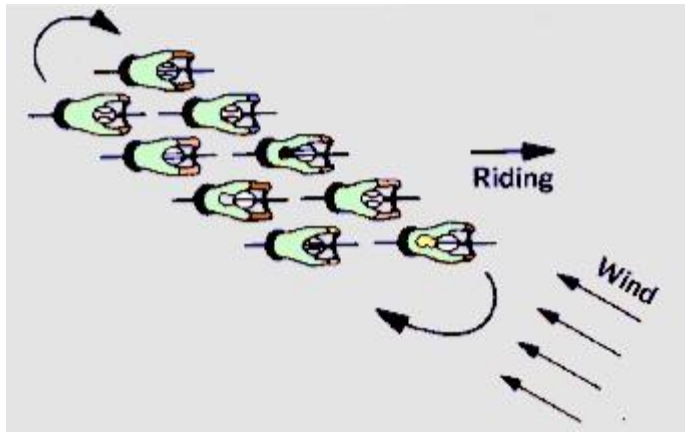
Accident Avoidance

- Be careful when pedaling through a corner, avoid hitting inside pedal on the tarmac.
- Braking distances in wet conditions or on uneven pavement is 30%-50% further. Be prepared to slow or stop with plenty of time/space.
- Braking: Front Brake is more effective at slowing, but should only be used when using the rear brake.
- Make the bike an extension of your body. Learn to control the bike, even at very low speeds.
- Slow and make eye contact with drivers when they are turning left across your path, or when they approach from your right (adjacent street or parking lot). Confirm mentally that they have seen you before you continue.
- Be aware of your surroundings at all times, and have a feel for your “escape routes”. If a car swerved into your lane, which way would you go to avoid it? Is there gravel? Is there a curb? Is there another cyclist?
- Know what the traffic behind you is like before swerving from your lane to avoid objects.



Advanced Group Riding

- Drafting: Riding behind another rider in order to conserve energy (up to 30%)
- Echelon (formation) :A group formation that allows riders at the back to be protected from the wind as much as possible in the presence of crosswinds.



- Climbing: When climbing in a group, be cognoscente of when a lead rider stands up to climb. Their bike will “come back” at you just slightly. As the lead rider, be careful to not “back up” into someone when you stand.
- Sprinting and Lead-outs: When sprinting use drafting to approach max speed then go slightly harder to come around the person in front of you. When sprinting from the front, never change your line and do not just “sit up” in the middle of a sprint.

