Club Biking Policies

Updated February 28, 2013

Our ten cardinal rules for biking are the Club’s main rules. They can be found in another document in this section of the website. Herein are listed some additional club policies:

1. A “Club Ride” is defined as one that is published on the website under “Rides and Events”. Occasionally a local ride, not sponsored by the club, will be inserted on that page, in which case it will clearly be annotated as not a club sponsored ride. Rides to a ride start from home and back to home after a ride are not considered part of the club ride.

2. If a ride has more than 15 riders, the lead should break into two groups, each with a ride leader and a sweep, and one following the other by several hundred yards so that passing cars can leap frog our riders more easily. At the ride leader’s discretion, (e.g. difficult turns or traffic) the group can be split into even smaller groups, each with a gap and a sweep.

3. No Drop: CCBC has a goal of not leaving any rider or riders alone during any of our rides. Easy to say but hard to execute. Details:

   a. Riders frequently drop back, slow down, or stop for a variety of reasons (e.g. flat tire, accident, unable to keep up, caught at a traffic light, bathroom or water break, illness etc.).

   b. It is the responsibility of the sweep to stay with that rider or riders. The sweep should attempt to communicate to the rest (by voice or whistle) that there is a problem. Regardless, it is incumbent on the other riders to pass the word to the lead that there is a gap.

   c. The lead should stop the ride and determine whether to break into two groups, leave someone back with the rider, or leave the rider alone, assuming the rider is ok and knows the route.

   d. Alternatively, if the gap is simply caused by a traffic light or a rider having difficulty, the lead might just slow the ride until all can catch up, which would negate the need to stop.

4. Sweeps should have mirrors to be able to see approaching traffic from the rear. It is also advisable for sweeps to have a whistle to communicate to the lead the need to stop for some reason. The Club will provide whistles for the Sweep.

5. When “taking the lane” either for turning left or for avoiding an obstacle, it is preferable and much safer for the sweep to initiate the move and the rest of the group to follow suit. This serves to minimize the possibility of a car attempting to pass the total group and in the process end up cutting through the ride line.
6. Anyone can warn of dangers, and all are encouraged to be on the lookout. But the normal routine is for the Ride Leader to warn of intended moves (e.g. right turn) or for hazards (e.g. pothole). It is preferable for this to be done with both an arm signal and a voice alert. Similarly the Ride Sweep will warn of “cars back” by voice (but obviously not by signaling). We ask riders to pass this kind of warning back and forth depending on who initiated it. As a general rule and depending on how loud voices are, this will work if every three or four riders passes the word. Be alert to listen to your warning being relayed, and, if you don’t hear that, repeat it.

7. Bikers with aero bars should not use them in a pace or line of bikes because of the added time necessary to shift to the brakes in case of a sudden slow down or halt.

8. How we define speed of a ride:

   a. If someone says he or she will do 15 MPH, this does not mean an average of 15 MPH. As most experienced riders are aware, one would have to ride 16+ MPH to end up with an average of 15.0 MPH.

   b. In our club, an announced speed of 15 MPH means the intention to keep the speed between 15.0 and 15.9 or at about 15.5 MPH. Stated differently, it is the goal of the ride leader to keep the large number “15” on the speedometer. Naturally this can mean dropping into the 14’s or climbing into the 16’s on occasion, but the target is still the 15’s.

   c. The same concept applies to a goal of 15-16 MPH. In this case, the ride leader will endeavor to keep the large numbers “15 or 16” on the speedometer. Naturally this can mean dropping into the 14’s or climbing into the 17’s on occasion, but the target is still the 15’s and 16’s.

   d. Wind can affect this drastically. Individual ride leaders must adjust accordingly.

   e. For speeds advertised as 18 + MPH, this means the ride leader will go several or more MPH over the 18 mentioned. Generally over 20 means a significantly faster speed can be expected.

9. Whenever starting after a stop, Ride Leaders should accelerate slowly in order to minimize the accordion effect, when riders in the rear have to go well over the stated speed in order to catch up.