



BAM Peloton Bunch Ride Rules

It is important to put in place a set of rules to ensure safety and legal compliance whilst at the same time not detracting from the enjoyment and camaraderie that is BAM Peloton cycling. Please ensure that you read, respect and uphold these guidelines, which is a condition of becoming a Pelotonian and/or riding with the group. In line with the BAM philosophy, bringing a mate is actively encouraged, however there are certain conditions placed on “visitors” that need to be understood and these are defined below.

These rules are primarily intended to be applied to the BAM Peloton - official rides, however it could be considered good practice that they be applied to any other ad-hoc ride that is advertised through the group.

“A major aim of any cycling peloton is to be recognised as a respected pack of responsible and competent cyclists, held in high regard for their approach to bunch riding, their support of team riders and their commitment to the Australian Bunch Riding Rules and Etiquette.

A key principle of the Australian Bunch riding etiquette is that the pack is as fast as the slowest rider. That is, we stick together as a focused and supportive unit.” - Australian Bunch Riding Rules and Etiquette

Please be aware you are riding at your own risk.

Third Party and/or Comprehensive insurance is not required to participate on our rides, however is encouraged for the following reasons.

Cycling is a physically demanding sport carrying with it considerable risk of danger and injury to your selves and others as well as bikes and kit etc.

BAM Peloton is about building Relationships and protecting that culture is our prime focus. As such you should want to avoid damaging relationships through disputes.

Greenhorn ride

A Greenhorn ride will be run on demand at the same time as the bunch ride and will be led by one of the more experienced BAM Pelotonians on a roster basis. This ride is intended for mates, (and even returning older riders who have been off their bike for a while) who are still developing their skills in bunch riding or feel that the pace and distance of the bunch ride may be a little too much for them. When comfortable, they may decide to join as a Pelotonian.

Visitors/mates

Visitors are always welcome as per the Bring a Mate mantra. If you are bringing someone down to a ride for the first time, please consider their cycling ability beforehand to assess whether they are a good fit for the type of riding being done. Where possible, send a note to the ride leader advising them that you are bringing a mate. On the morning of the ride, introduce your mate at the toolbox talk and make sure they understand that until they formally join the group, they must remain at the rear of the peloton and not rotate through it unless otherwise discussed with the ride leader.

Speed, stops and groups

Please arrive 10mins prior to rides for the tool talk. This talk should be by the designated ride leader deemed to be leading the ride and cover such information as route, timing, rest stops and regroup points and assessing any special needs of participants, including who is intending to rotate through the bunch and who will stay at the rear.

All Sunday rides will be a similar route and distance with variations to turf farms, RAAF base, Driftways, Pitt town etc., however at the discretion of the ride leader, other routes may be considered based on the abilities of those present. Please refer to the news section of the website for our regular routes.

Average speed of the Main bunch will be between 30 and 32kph average for the total ride. Maintain speed as much as possible, although the speed may vary depending on the terrain. **Avoid surging and unnecessary braking and no solo sprints mid ride!**

(Greenhorn speed is significantly less at approx. 25KMPH)

When resuming after stops including rests, mechanicals and traffic lights, ensure a steady increase in pace to ensure that all are on the bunch. Once reformed the men at the rear should call out "all on."

Bunch formation

For bunch rides where there are more than 15 riders present, consideration shall be given to splitting into two equal (where possible) groups of the same speed and route. The second group leaving 3 to 4 mins later than the first. This makes it easier for the group to pass efficiently through intersections and safer for overtaking by motor vehicles and other cycling groups.

Riders should pair off in two-by-two formation unless otherwise instructed by the lead riders. **Refer to Fig 1**

Please respect calls from Ride Captains and Leaders.

Sitting the wheel

Try not to focus on the rear of the wheel of the rider in front. By focusing further ahead you will be more aware of what is happening in the bunch.

You should not sit directly on the wheel of the rider in front, rather maintain about 50 – 60cm distance off the rear and slightly off to the side giving better vision down the line and giving more time to react to any problems.

Do not cut into the right lane without the consent of the rider in the right lane and **DO NOT CUT OFF ANY RIDER AT ANY TIME!** Do not draft in between two riders unless you are the last man.



Half wheeling

Half wheeling is where one rider rides partially in front or behind the person next to them in the formation. Always try to keep your handlebars level with the rider next to you, shoulder to shoulder - This is the safest formation for all riders in a tight bunch. If a rider accidentally veers across into another rider they are going to bump shoulders and normally there is no harm done. If you are half-wheeling and you accidentally veer into the other rider it will be a clash of bikes, wheels and pedals; and this is far more likely to bring down the two clashing riders. Often such a clash between two riders will also bring down a number of riders in the bunch who are following immediately behind the accident as well.



Position on the road

Avoid riding in the gutter, avoid passing, and in particular do not pass the bunch on the left.

The lead riders (riders at the front of the bunch)

Lead riders must not be distracted as they are responsible for directing the bunch.

They must regulate the pace, call all road obstacles and warn the bunch of any traffic changes.

When approaching a set of lights the lead riders have sole responsibility in making the call "stopping" or "rolling".

Remember that the bunch is one vehicle so if the bunch is committed to roll, don't make decisions in the middle of the bunch to suddenly stop as this will cause heavy braking towards the back of the bunch and could lead to an accident.

When entering a roundabout or turning at an intersection, the lead riders must call "car up" or "clear" to communicate whether it is safe for the remainder of the group to proceed or whether they need to prepare to stop. All calls **MUST** be relayed down the line.

The lead rider should call things early enough to ensure the call gets communicated down the line within the required time.

Any issues/ altercations arising on the ride should be dealt with by the ride captains.

The tail enders (riders at the rear of the bunch)

The riders on the back have a responsibility, particularly the rider on the right hand (outside) side to call the bunch across lanes or warn of trucks, cars etc. that are approaching when on narrow and/or single lane roads.

When crossing over lanes the call is either "wait" or "Take the lane".

On narrow single lane road the last rider must warn of cars behind with a call of "car back".

Changing lanes / Single File

Single file is called by either front or second rider, they have the best view of upcoming conditions. Changing lanes or entering the lane from the breakdown is called from the back of the group forward.

The riders at the back are best placed to judge approaching traffic from the rear and to judge when to enter the lane and call the rest of the group across. This call once made from the back, is then fed forward.

Other calls

Lead riders should point out and call for all obvious dangers including pot holes, car doors, pedestrians, debris etc. A single object should be gestured at with a pointed finger and called out, whereas distributed debris including gravel should be gestured towards with an open hand. In addition, when glass is encountered, "glass" should be called out.

Obstacles in the path of the peloton that will need riders to move to the right to avoid them (such as parked cars, pedestrians or other riders) can be signalled to the riders behind you by moving your left arm behind your back and pointing right.

Stopping is announced by calling out "Stopping" and/or putting the hand up in a stop sign with the elbow bent at 90°.

Slowing is announced whenever the bunch slows, whether it is for traffic flow or any other reason. The "slowing" call can be considered as brake lights so ensure you use it whenever you slow to warn those behind you. Slowing can also be gestured by putting your right arm straight down with the palm open and facing backwards.

Turning signals must be used in accordance with state legislation, i.e. left turns require the left arm to be stretched out with the finger pointing left and vice-versa for right turns. In either case, the turn signal should be followed with a call of "car up" or "clear" as each rider progresses through.

All signals except "take the lane" and "wait" should be called early from the front and passed down the bunch.

Mechanical issues are announced if a rider has a problem with his bike such as a flat tire that is going to require the rider to stop for repairs. This is announced by the rider calling out "Flat" or "Mechanical".

Rotating the Front

All Pelotonians can have a go at the front of the bunch, however the following rules apply:

All riders only spend 1 - 2km at the front max. Frustration can occur with riders who are not progressing to the front due to others spending excessive time there.

The bunch does a lead rotation when the lead rider on the right lets the lead rider to his left know that they are going to rotate. He then speeds up slightly and moves to the left allowing the rider second wheel on the right to then move to the front. It is important that this rider maintains his speed and allows the left hand rider to come back down to the bunch speed. The right hand rider needs to let his front partner know that he is ready to come over. (Riders should not be riding at the front until they are exhausted. The rule of thumb is don't hog the lead; take your turn at the front then rotate over and let someone else have a go).

Mid Bunch, make sure that you are moving up on the right hand column and not leaving a gap.

Those who don't wish to spend any time at the front need to make this clear in the tool talk prior to the ride or at the mid-way stop. These riders need to make space for those riders rotating to move back into the bunch in front of them by calling "move in". **Refer to Fig 1 & 2**

Flats and Mechanical Failures

Out Bound – groups stop to address and fix the problem

Home Bound – The group will stop but pending location and time – ride captain will decide if the group should wait, or continue. If the leader decides to continue, they will designate at least one rider to remain behind to help with repair and support the rider home.

Sprints

The Ride Captains can designate mid ride sprint sections so that it can be done in an appropriate section. As a standing rule Commercial Rd downhill (homeward) and the final hill to Meze Me (Coffee sprint) are designated sprints, if you are not contesting these sprints please stay left to make way for those who are. Please ensure you do this in a safe manner.

Struggling?

If you find that you are struggling and about to drop off the back of the bunch, please call out "OFF" and the bunch will reduce speed. Our rides are no drop! Don't wait until you are well off the back to call as the bunch may not be able to hear you.

These guidelines are designed to ensure that we enjoy our riding, do it safely, and have a good time with good mates. This bunch ride is always more the merrier, however if you don't think that you are able to abide by these guidelines please consider if this is the ride for you.

PLEASE NOTE THAT YOU RIDE AT YOU OWN RISK!

Repeated Infringements of these rules may attract the following penalties:

- Yellow Card (1st time infringement) - \$5 donation to be deposited in the Christmas Kitty
- Red Card (subsequent infringements) - \$10 donation to the Christmas Kitty
- Repeated and serious infringements may result in a rider being asked by the BAM leaders to ride at the rear of the bunch for the remainder of the ride or to leave the group. The Bring A Mate Peloton is about acceptance and providing an environment of encouragement and mate ship. The BAM Peloton steering committee reserves the right to remove anyone from the group that displays a disregard for the above Rules and Code of Conduct.

Fig 1

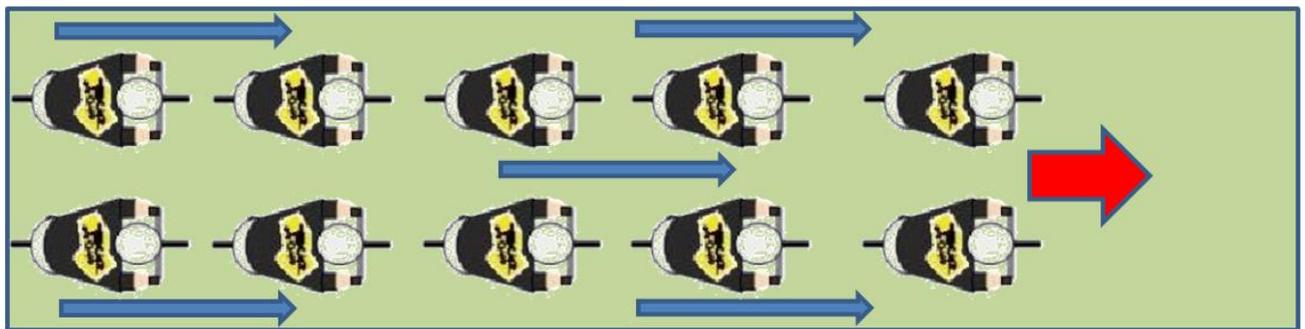


Fig 2

