

2018 is looking to be a fantastic year for the ***Sudbury Cycling Club***, SCC. We are introducing weekend road rides as a part of our club sanctioned activities. To do so, we will need to be compliant with the OCA and the road riding principle. We follow the rules and etiquettes to ensure an enjoyable and safe ride every weekend from April to November.

Here are the routes that will be approved with a ride leader for the SCC in 2018. If you have suggestions, please run them by your SCC board Executives and we will do our best to accommodate you.

- 1- Meet at Walmart South End parking lot, in the spring at 10 or 10:30 am and in the summer between 8 am and 8:30 am, and head towards Estaire. Back around Nelson Road to Secord and back through the Wanup General store up the Hill and cross the bridge at HWY 69, back to Estaire Road and back to Walmart Parking lot. This will be our 60 KM ride.
- 2- Meet at the Delki Dozzi Track, same times as above, and take Martindale to Kelly lake Rd and South View Rd to Hwy 17 West bypass. Turn on Kantola Rd to Black lake Rd towards Lively. Turn right on Hwy 144 Bypass to Chelmsford. Take Bonin Rd to the valley and head back via Azilda and Hwy 144 to the track. This will be our 80 KM Ride
- 3- Verner to Noelville, we will do this twice in the summertime. We meet at the library off Hwy 17 East and 64 South between 9:00 am and 9:30 am. The ride is straight on Hwy 64 south to Noelville and back. We will rest and feed in Noelville. This is our 101 KM ride. We will do this in August- September
- 4- Espanola to Manitoulin Island, Little Current. We will do this twice a year and meet between 8:00 am and 8:30 am. We will head on Hwy 6 South to Little Current, feed and have some protein and get back. Usually a 3.5 hours long and 100 KM. There are lots of hill on this ride and we will do it late in the season, September or October. This ride may not be suitable for novice riders.
- 5- Manitoulin Ride. This is our 100 miles, 160 km Ride. It is almost a whole day. We will meet in Little Current after crossing the bridge between 8 am and 8:30 am. We will head on Hwy 540 towards West Bay and into Mindemoya. From there to Providence Bay. Rest in providence and then head to South Bay Mouth via Michael's Bay. We will take Hwy 6 North back to Manitowaning and back to Little Current. We will have a rest at 10-mile point. Again this ride is long and hilly and I don't recommend it for novice riders.
- 6- Killarney: This is my favourite ride. It is a 136 Km ride on the Killarney HWY. 68 km in and 68 back. It is a bit hilly on the way back. We meet at the corner of Hwy 69 and the Killarney Hwy between 8:00 and 8:30 am. We ride straight to Killarney, have some delicious fish and Chips and ride back. It usually takes most of the day. Generally back around 3 Or 4 pm.

Rules of the Road

The basic rule is that nobody gets abandoned out on the road. Your ride leader will try to ensure that the pace is suitable for all. If some of the stronger riders want to go ahead, they can do that, and the leader will stay with the main ride. But this must be communicated to the others in the group. If a rider or a few riders are dropping off the back, the leader will initially slow the entire ride down, and also make sure that the group waits at the top of the hills. You should not leave the ride without letting the ride leader know. Also, the group stays together in case of a tire puncture or other accident. A helmet

must be worn during the ride and all traffic laws must be obeyed (yes, that means stopping at stop signs).

Road Ride Guidelines and Etiquette

All SCC members are expected to read and follow the club guidelines: [Group Ride Guidelines and Etiquette](#).

Cycling is a great sport. It is even better when enjoyed with others. However, when you mix people, speed and egos, trouble can be just up the road.

Road riding is fast. You are with others who may or may not be skilled in riding at speed with other riders. You are on a road where dogs, cars, people, horses, rabbits, etc. can come out of seemingly nowhere. When you obey the rules, and expect the unexpected, you increase the possibility you will come home with no chunks of flesh missing.

Ride leaders need to control the pack so everyone can have a safer ride. Almost nothing is worse than a messed up road ride. The beauty of the ride is gone, you are chasing or being chased, tempers can flare. Not a pleasant way to spend your time. On the other hand, a smooth running pack is a joy to ride in. A good ride leader and experienced riders are needed to maintain a good steady rhythm. We can all learn the rules of the pack in order to increase our safe enjoyment of a sport you can enjoy all of your life. The following guidelines and tips should be read and adhered to by all SCC group ride participants.

Cancellations

If a ride is going to be canceled because of bad weather, the ride leader will send out an email to that effect 90 minutes before the scheduled start our mailing membership list, so make sure you provide us with your email and consent to us sending you emails. If you look out your window and are wondering if there is a ride or not, please check your email before heading out.

Tips

Check the weather forecast and make sure that you have the right kind of clothing with you to remain comfortable throughout the ride. Although some rides will have planned stops for refreshments, you should make sure you bring plenty of water with you and also some high energy snacks. A spare tube and tools to change a tire are also a very good idea, as is a tire pump. Be sure to check the condition and pressure of your tires before you leave the house!

All rides start at a slower pace and shorter length early in the season and progress towards the lengths listed below. As a result, be wary of joining in mid-season when regular riders are in better condition for the longer rides.

Finally, all SudburyCycling Club group rides are best suited for road bikes. Mountain bikes are not suitable for the speeds and distances that are covered in the group rides. Electric-assisted or E-bikes are not permitted.

SCC Road Bike Etiquette Guide

New to group riding, or looking for some helpful tips? Check out our Road Bike Etiquette guide. This document is intended for the novice cycling enthusiast who rides, or wants to ride, in a pack.

[Click here to download Road Bike Etiquette - 1st edition \(PDF\)](#)

OCC Group Ride Guidelines

General Guidelines

- Ride smooth and steady all the time. No sudden, abrupt movements or over reactions to potholes, road debris, etc.
- Never overlap wheels - that is one of the prime causes of incidents on rides. However, it is good practice when following a wheel to be just slightly offset, i.e. 3-4", so that if there is a sudden stop you don't immediately slam into the wheel ahead. The offset gives you some additional space to recover. This does not mean you overlap - you are still riding behind the person in front.
- Don't be that person who surges when it's their turn to pull or leaves gaps in the rotation and finally never ever overlap.
- When you see someone committing a ride foul politely say something. We are all responsible for the quality of our rides. But be polite and do not yell.
- Never cross the yellow line. On roads without painted lines stay on one half of the road. On a 4+ lane road (2+ lanes in each direction) stay within the right-most lane and do not cross the dashed white line.
- Ride 0.5 to 1.0 m away from the white line or edge of pavement

Communication

Communication is essential to a good ride. Make sure you point to and call out hazards and traffic situations, but remember to do it in a polite way. Those in the mid-pack should pass these calls back so that everyone is aware. Here are the standard announcements used in our club:

- "Car Back" - warns riders in front that there is a car approaching from the rear and to single-up or move over to allow the car to safely pass.
- "Car Up" - warns the group that there is a car approaching from the front. This is especially important on hilly or winding roads where visibility is limited.
- "Single Up" - tells the group that riders need to be in single file.

- "Car Left or Right" - warning riders at intersections that a car is approaching and might cross the path.
- "Walker or Runner Up" - warning riders that there is a pedestrian on the group's side of the road
- "Tracks" - warns of railroad tracks
- "Road Kill" - kind of an obvious one
- "Hole(s)" - warning riders about dangerous (read: can cause damage or an accident) breaks in pavement. Riders can sometimes point instead of/in addition to calling the hazard, especially on roads with lots of holes.
- "Slowing" or "Stopping" - warns riders about a change in speed. Can be done with a hand signal, but calling this is helpful, especially if a sudden/unexpected stop.
- "On Your Left or Right" - warning riders that you are passing. Riders should always pass on the left, but if forced to pass on the right (to avoid a dangerous situation, for example) it should always be announced.

Descents

During a descent, riders should spread out farther than normal, and any paceline rotation should stop. If you want to be at the front of a decent, make sure you are at the top of the hill first! Passing each other on a downhill can be very dangerous and is discouraged. The group will regroup at the end of the descent (see Regrouping, below) so there is no need to push beyond your comfort level.

Climbs

On all long climbs (such as the escarpment), the group breaks any paceline formation and riders can go as hard or as easy as they wish. We will regroup at the top (see Regrouping, below). Riders are reminded to always stay to the right, which is especially important on hills, and pass on the left only.

Regrouping

Regrouping is necessary to ensure the pack stays tight and all riders are accounted for. If the group becomes too spread out, the ride leader can call for a regroup at the next intersection. Here are a few guidelines:

- Regrouping is mandatory after all long climbs and major descents so that riders are not pushed beyond their comfort zones.
- All riders must wait at the regrouping spot. Under no circumstances should anybody soft pedal down the road.
- We never regroup in a manner that is unsafe or would obstruct traffic in any way. If the shoulder is too narrow, on a blind corner, or otherwise unsuitable, the group should continue until an appropriate regrouping spot is identified. All riders should pull off the road or as far to the right as possible to avoid blocking traffic.

Hammer Zones

Generally-speaking, the final few KM stretch back to the meeting point (e.g. the bypass as we come up towards Walmart in the south end) is a free-for-all when riders can push it as hard as they want, or take it easy and cruise. Going hard is optional, not compulsory. These sections are generally quieter stretches of road with no intersections, and since they end at the parking lot, no regrouping is needed. There are other sections of road that are common Hammer Zones (Estaire road as we come up to the blue sign before Nelson road, the Hill), which the ride leader will indicate on the ride. On those mid-ride stretches, there is always a regrouping at the next intersection.

Paceline Riding

For the majority of our 'recreational' rides, we ride in either a single-file paceline or a rotating paceline. Here is a description of each:

Single-file Paceline



Riders cycle in a single line
1-3 feet apart fore/aft



The lead rider moves left and fades back when it is safe to do so

Rotating Paceline

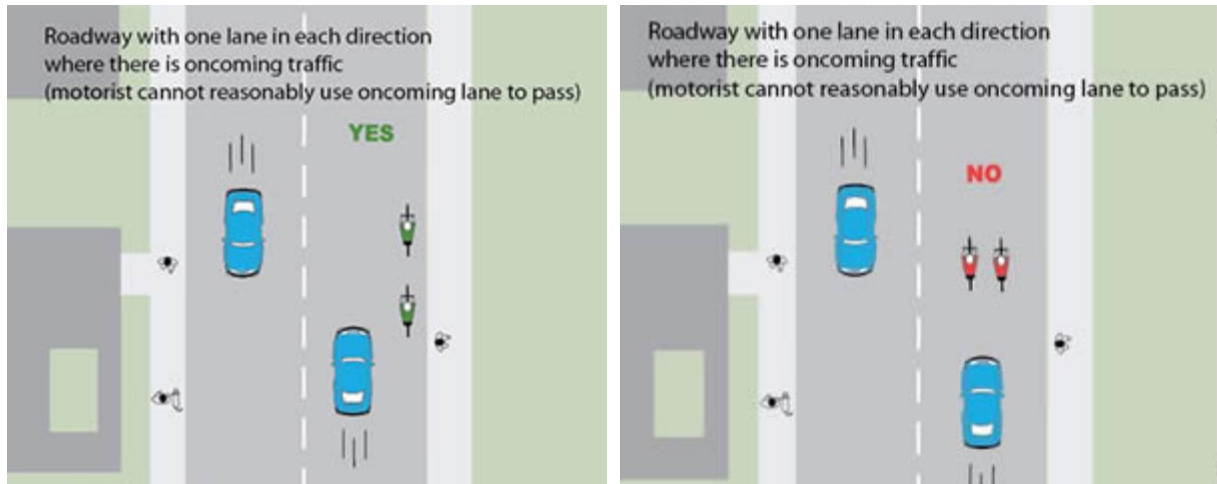


Riders cycle in two parallel lines
1-3 feet apart fore/aft and 2-3 feet apart laterally



Single-File Paceline

When we are on a 2 lane road (1 lane in each direction), in general, if there are higher volumes of vehicles present, we endeavor to ride single-file. Roads that would fall under this category include sections of Derry, Hwy 69 South and North shoulders, Estaire Rd, Wanup Rd and Secord Rd, etc.



Rotating Paceline

For 2018, we are introducing a standardized rotation when we are riding two-up so that we have consistency among the groups. The paceline format we have decided on is a 'social' or 'conversational' rotating paceline. It gives everyone an opportunity to lead for as long/little as they are comfortable with. It also means we are never more than two wide on the road, so it lends itself to a safer riding experience.

This video provides a great overview of how to ride in a rotating paceline (although note that on our rides, the lead riders can stay in the front for a longer period of time):

How to Ride in a Group

If you're new to group riding, or need a refresher, check out this YouTube video. It's a good intro to group riding. It's also worth watching some of the other videos of this channel:

SOURCES: www.toronto.ca/cycling and the Ontario Cycling Association