

FINGAL TRIATHLON CLUB

Club Outdoor Cycle Guidelines



Document Control

[illegible]

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Meeting Point

The Club Outdoor Cycle is the long endurance cycle of the week.

The meeting point is the Great Gas Petrol station in Turvey. Google map link below.

<https://www.google.com/maps/place/@53.4925356,-6.1995722,17z/data=!3m1!4b1!4m3!1m2!2m1!1sgreat+gas+turvey?entry=ttu>

Parking at the back has never been an issue over the years, participants park at their own risk. Alternative parking should be sourced if required.

Groups

If numbers permit the intention is to create 2 groups. Each group will have an experienced member as a lead who will look after the group and confirm the route. And will endeavour to get everyone back safely.

Improvers Group

This group is for members who are new to cycling or relatively inexperienced. The intention of this group is to allow inexperienced members to gain experience and develop their cycling skills.

Below is the expected average pace and distance and duration. The initial rides will probably start at the lower end of the scales with some progression each week ideally. The ethos of the group is that nobody will get left behind. The group starts together and finished together. The group will ride to the pace of the slowest member of the group.

Type	Value
Average Pace	20-24KM per hour
Distance	25-35KM
Duration	90 minutes maximum

Requirements

- Ideally before you join this group you should be able to cycle for 30KM or 60 minutes.
- Must have quick release wheels (so can fix punctures)
- Must have thin tires (i.e., hybrid or road bike)
- No Time Trial (TT) bikes or Tri Bars
- Must have equipment to change a puncture, spare tubes, levers, pump or Co2 Cartridges and inflator.
- Doesn't need to know how to change a puncture, the cycle lead or more experienced member can assist, whilst coaching on the task.

Intermediate Group

The group is for members who are relatively experienced cyclists. The intention of the group is to further promote existing cycling skills and levels of fitness and to progress.

Below is the expected average pace and distance and duration. The initial rides will probably start at the lower end of the scales with some progression each week ideally. The ethos of the group is that ideally nobody will get left behind. However, if somebody is continually struggling to maintain the pace, they may be politely asked to drop down into the improvers group. The group starts and finishes together.

Type	Value
Average Pace	25-27KM per hour
Distance	50-60KM
Duration	150 minutes maximum

Requirements

- Be able to cycle for 50KM or 120 minutes.
- Be able to drink on the bike.
- Road bike only - no TT bikes or Tri Bars
- Must have equipment to change a puncture, spare tubes, levers, pump or Co2 Cartridges and inflator.
- Responsible for self (be able to fix a puncture without help)

Cycling Gear

It's best not to overspend initially and see how you get on with what you have. However, it is important to wrap up well for cycling in winter. Some tips until you fill out your cycling wardrobe include wearing a pair of leggings under your bike shorts, two pairs of socks and a thin 'buff' around your neck and under your helmet. A warm set of gloves and a rain jacket are essential for cycling in winter.

Online retailers such as

<https://www.mantel.com/ie>

<https://www.bike24.com/>

<https://www.alltricks.com/>

<https://www.decathlon.ie/>

offer a wide range of gear. In addition, there are a range of local Dublin based stores that offer cycling and triathlon gear including.

<https://www.wheelworx.ie/>, WheelWorx in Lucan

<https://shop.base2race.ie/>, Base2Race in Ballymount

<https://www.cyclesuperstore.ie/>, Cycle Superstore in Tallaght

<https://hdbikeandsport.com/>, HD Bikes in Balbriggan

Cycling Do Nots

1. Don't overlap wheels, or nudge in between the wheels of the riders in front. You will come off if they move off their line to avoid a pothole etc. Don't, don't acquire a reputation as a 'half-wheeler'!
2. Don't make any sudden movements/changes in direction off your line when in the group. You are responsible for the cyclist behind you, they are following YOUR wheel they need to trust you.
3. Don't ride off the front. This is a group ride, not a race. If you want to go faster, then let the others know what you are going to do and if no one wants to join you then go off and enjoy your ride alone.
4. Don't ever use TT bars whilst cycling in the group. You will be unable to break when necessary!
5. Don't take both hands off your handlebars whilst cycling in the group. If you hit poor road surface, you will bring the rest of the group down. Wait until you're at the back of the group!
6. Don't stop pedalling if you are on the front, even going downhill. The cyclists behind you will read this as you are slowing down and could be forced to brake and bunch up.
7. Don't pull out at junctions without looking, having heard the "Clear" call from a fellow cyclist (see calls section below). Check whether there is a vehicle coming yourself.
8. Don't be aggressive with cars or drivers. Regardless of who is right you lose. The car is much larger, faster, and better insured than your bicycle.

Cycling Do's

1. Do wear a correctly fitted and fastened cycle helmet. Under no circumstances will any member be allowed on a club cycle without a helmet.
2. Do bring enough food and drink to complete the route. This can comprise of fruit, energy bars, energy drinks and water. Remember to over-provide for food. There is nothing worse than bonking a long way from home when it is cold and wet.
3. Do dress in appropriate clothing for the weather. Check the weather the night before to determine what is required. If the cycle lead considers that you are under-dressed, you may be told that you cannot come on the cycle.
4. Do obey all traffic signals and rules of the road. It is our responsibility to lead by example on the road (especially when we are in club colours!). We should be promoting responsible cycling for the safety of members and the public.
5. Do have spare tubes, tyre leavers, CO2 or a pump to repair your own flat.
6. Do show up 10 minutes before the published start of the cycle. It is unfair on other club members to expect them to wait for you.
7. Do bring a fully charged mobile phone and money.
8. Do ensure your bike is road worthy, brakes are fully operational and that your tyres are inflated to a suitable PSI.
9. Do have full length mudguards on your front and back wheels. Not the type that protect only your rear end – full length ones that stop mud and water spraying up in the face of the person cycling behind you. Something like these (<https://www.360cycles.ie/sks-raceblade-pro-mudguard-set.html>). They can be bought in all bike shops. To be clear, this is to stop you getting other people wet and dirty, it's a nice bonus that they'll keep you clean and dry too.
10. Cycle in two close parallel lines where appropriate, to keep the group compact.
11. Do cycle a maximum of two abreast. There should be 1ft between your shoulders and the rider beside you. Also ride with approx. 1ft between your front wheel and the back wheel of the rider in front.
12. Do ride directly behind the wheel of the rider in front. If you cycle in the middle of the two wheels in front of you, you WILL push the cyclist on your outside into the path of passing vehicles.
14. Be prepared on small or busy roads to ride in single file.
13. If at the lead of the group, do navigate and point out (either with hand signals or shouts) all potholes, manhole covers and other dangers in the road that could cause punctures or accidents (see calls section).
14. If in the group, do listen to and act on the calls, and most importantly, repeat them for the cyclist behind you.
15. Do brake as gently and smoothly as you safely can when riding in a group.
16. Do ride at a steady pace, keeping the group as a compact unit.
17. Be smooth when taking your turn at the front of the group. Avoid surges. Stay alongside and don't increase the pace to move a half wheel ahead of the rider alongside. He/she will have to speed up to maintain the two-by-two formation and the speed will escalate unnecessarily.
18. If you are at the back of the group and either see someone dropping or are being dropped Do call to the cyclists in front that the pace is too high.
19. When asked to "ease up" or "slow a little" Do not brake suddenly. Gentle ease your pace by soft-peddalling or freewheeling for a moment.
20. If you are feeling tired Do let people know. Everyone gets tired, let people know so they can slow the pace down and tuck you in the group to carry you home.

Cycling Calls

These are some calls you might hear. It is essential that you repeat them down the group so everyone can hear. For those who don't know the calls, the group leader and experienced cyclists will endeavour to teach during the rides:

1. "Car up/Car down": Car down refers to an on-coming car i.e., coming down your throat; Car up refers to a car coming from behind i.e., coming up your "backside". Keep tight to the cyclist next to you and be prepared to cycle in single file.
2. "Hole": Upcoming pothole to avoid. This can also be followed by a direction i.e., "HOLE LEFT"
3. "Surface": Upcoming poor road surface or gravel-type surface.
4. "Slowing": Usually accompanied by a hand signal. The cyclist in front needs to slow down for some reason.
5. "Stopping": Brake (smoothly)!
6. "Wait": Usually at junctions to indicate there is a car coming.
7. "Clear": To indicate that a junction is traffic free. You must check yourself and not rely on the call.
8. "Heads Up": Hazard ahead, pay attention.
9. "Single out/ single file": Get into single file safely and promptly.
10. "Up and over": this is when the person at the front right of the group will move up and over to the left – the people behind will move forward to fill the gap – this movement ensures everyone has time at the front/middle/back of the group.

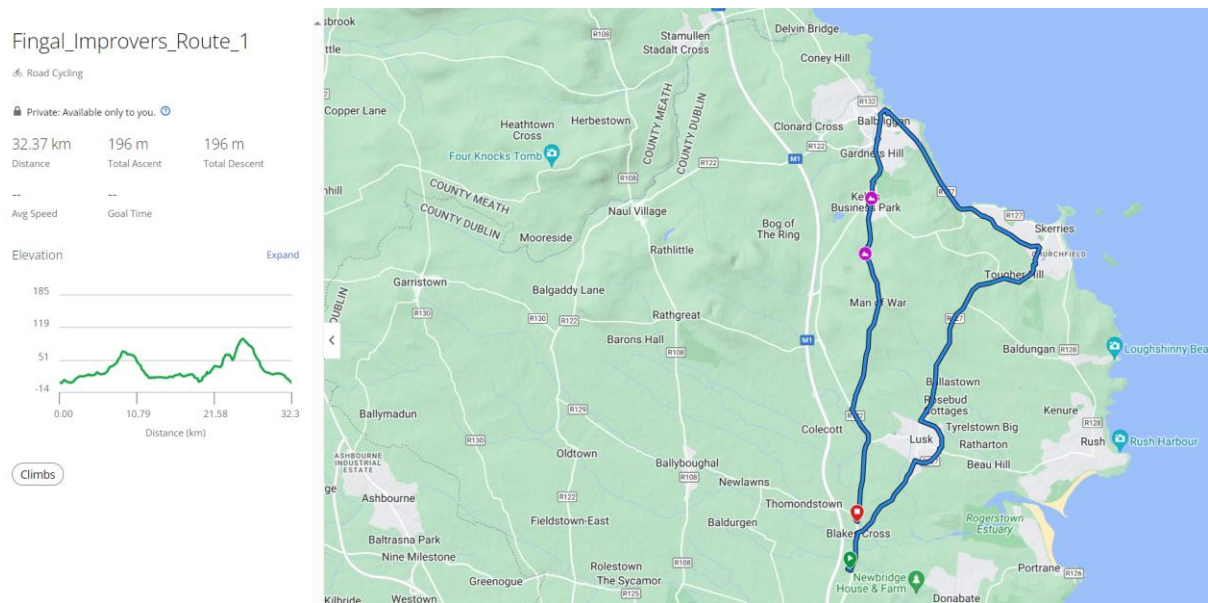
Puncture Etiquette

In the event of a rider in a group getting a puncture, the group will initially stop, and the cycle lead will stop with the rider who has a puncture. If the rider is unable to repair the puncture, the cycle lead will assist in completing the repair and ideally providing some coaching on how to repair a puncture. If the cycle lead is unable to repair the puncture, the cycle lead will ask for a volunteer from the group to assist. As soon as the puncture repair team are allocated, the rest of the group will continue down the road for a short period of time and circle back allowing sufficient time for the puncture to be repaired. This will process will prevent the whole group from getting cold and will ensure the group stays together.

Improver Group Routes

Below are some suggested routes that the club cycle might use. However, the route selection will be at the discretion of the cycle lead. As time goes on, we'll populate this document with additional routes.

Route 1



<https://connect.garmin.com/modern/course/243658913>

Route 2

Fingal_Improvers_Route_2

Road Cycling

Private: Available only to you.

37.52 km 229 m 227 m
Distance Total Ascent Total Descent

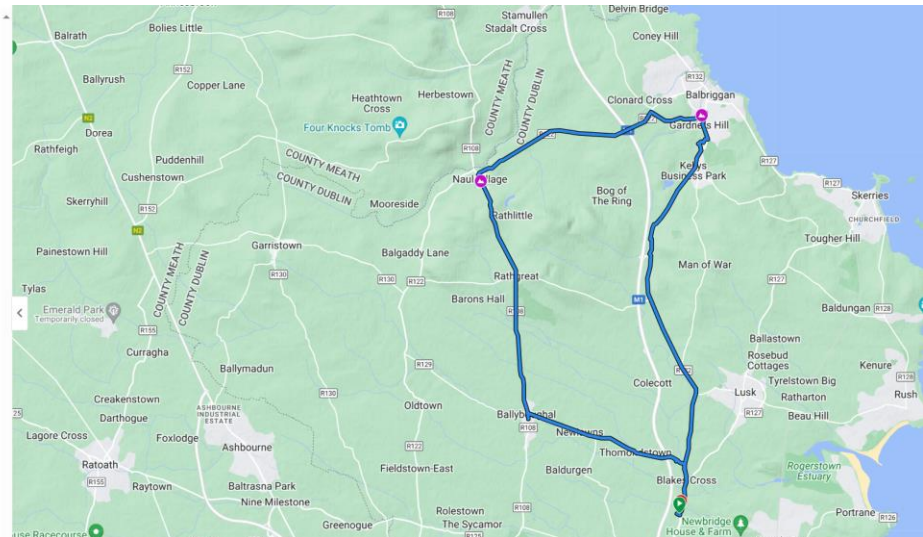
-- --
Avg Speed Goal Time

Elevation

Expand



Climbs



<https://connect.garmin.com/modern/course/243659218>

Route 3

Fingal_Improvers_Route_3

Road Cycling

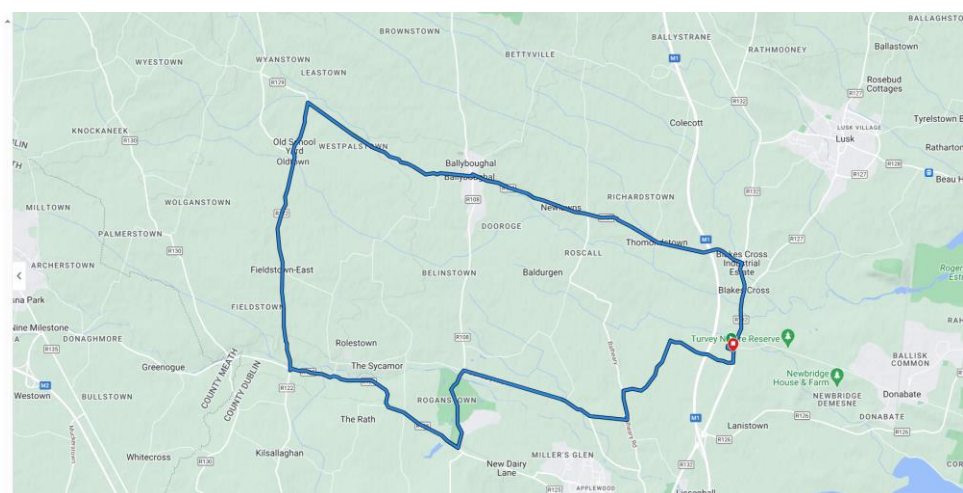
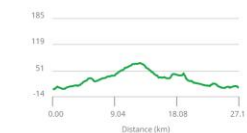
Private: Available only to you.

27.12 km 113 m 109 m
Distance Total Ascent Total Descent

-- --
Avg Speed Goal Time

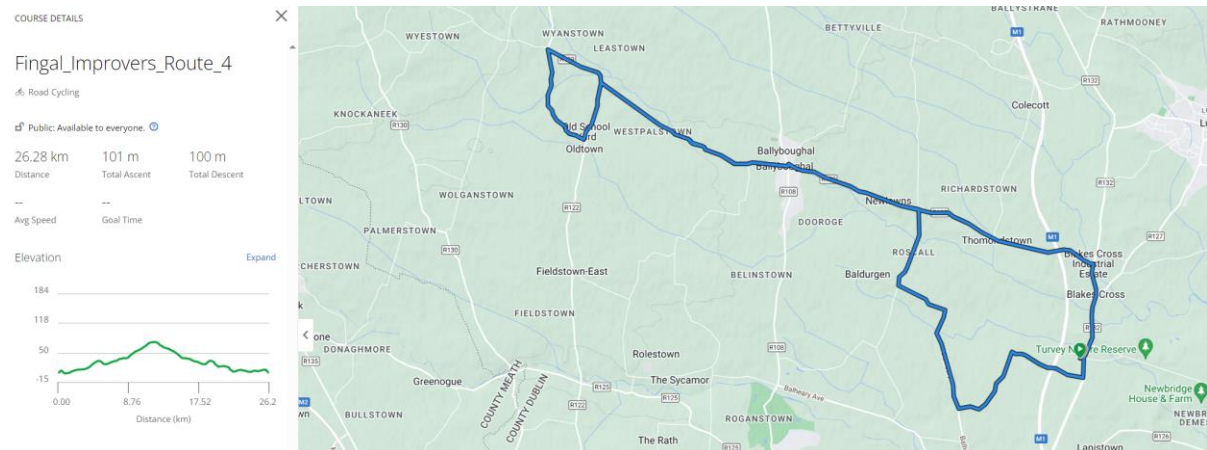
Elevation

Expand



<https://connect.garmin.com/modern/course/243659631>

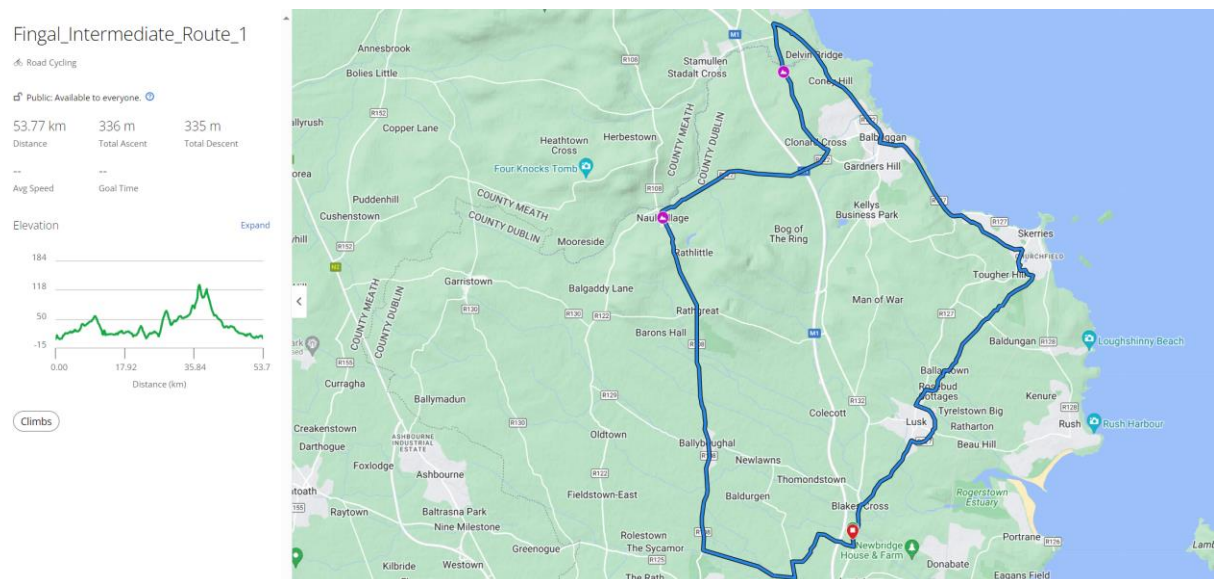
Route 4



<https://connect.garmin.com/modern/course/244951958>

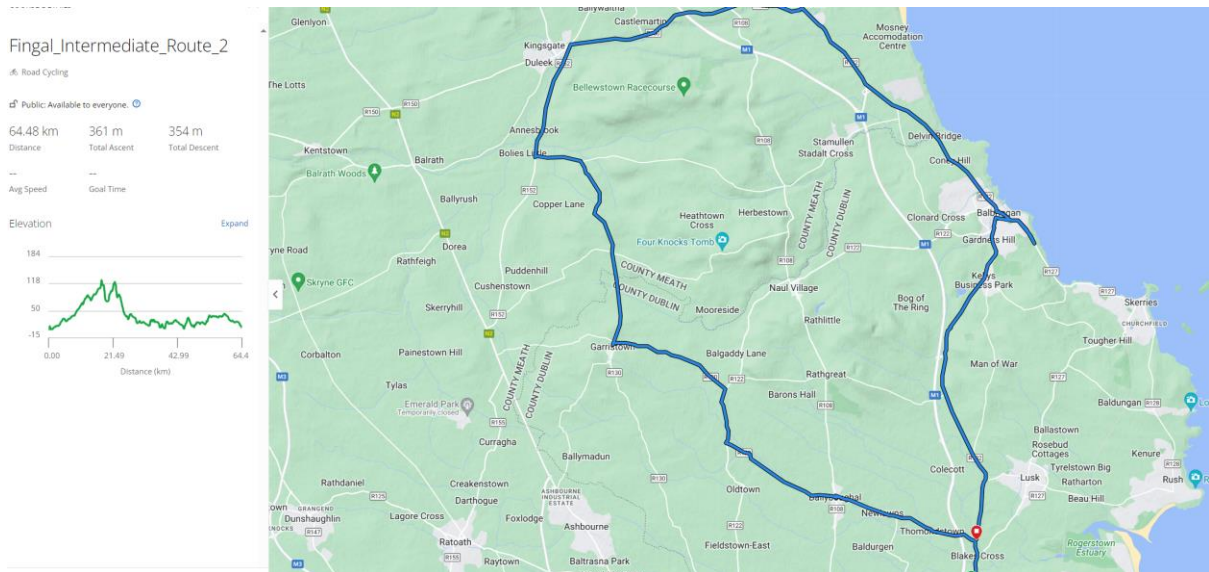
Intermediate Group Routes

Route 1



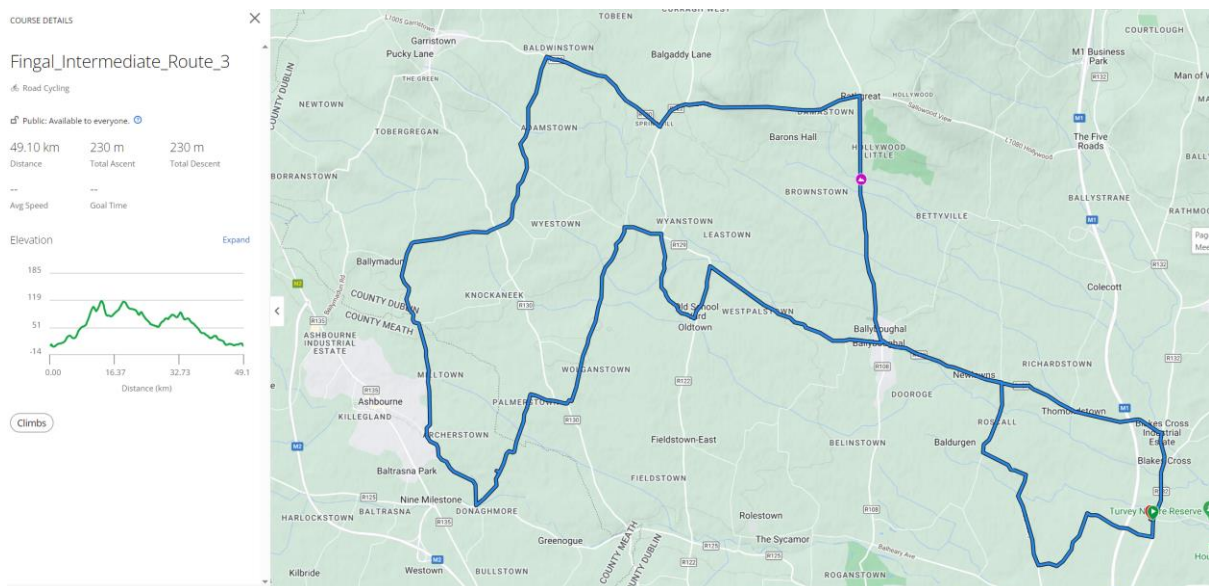
<https://connect.garmin.com/modern/course/243725627>

Route 2



<https://connect.garmin.com/modern/course/243762316>

Route 3



<https://connect.garmin.com/modern/course/244952757>

Sign Up Process

The process for sign up is as follows.

- The Fingal Triathlon Club Training Coordinator will post a vote on the FTC WhatsApp's group, looking to confirm who is attending the group spins.
- If a member confirms their attendance, the club will require the below form to be completed for record keeping purposes.

<https://fingaltri.ie/training/club-cycle-sign-form>

It is important that the above process is followed. If you vote yes and then change your mind, please remove your vote from the WhatsApp's group. Failure to do so will result in the spin waiting around for a member to turn up.

Emergency Action Plan

The emergency action plan which has been created to deal with emergencies that may occur during a club spin can be reviewed at the below link.

https://fingaltri.ie/download_file/3182/0

Risk Assessment

The club has a risk assessment that covers the known risks with the club cycle. Other risks may be encountered during a club cycle, which the cycle lead will dynamically mitigate against. For example, if the group encounters a dangerous road surface, the cycle lead may decide to take an alternative route.

https://fingaltri.ie/download_file/3178/0

Incident Report Form

In the event of an occurrence of an incident occurring during the club cycle. The below incident form should be completed by the cycle lead and forwarded to the training coordinator at the following email address.

training@fingaltri.ie

https://fingaltri.ie/download_file/3179/0

The definition of an incident could fall into the below categories, there may be other incidents that will be considered by the cycle lead.

- Attendee falling of their bike.
- Crash in the group.
- Attendee falling sick during the club cycle.
- Incident involving a motorist or the public.

Weather

The intention is to be out on the road as much as possible. However, in the Irish winter there may be mornings whereby this isn't possible. The cycle lead will assess the weather forecast the night before and on the morning of the club cycle. In the event the conditions won't be suitable to cycle, the cycle lead will let the group know via the FTC WhatsApp's group. Conditions such as the below will prevent the club cycle from occurring.

- Persistent heavy rain
- Temperatures of below 5 degrees Celsius
- Heavy Fog
- Strong winds

Cycle Leads

The club is very lucky to have secured some volunteering time from an experienced group of cyclists and triathletes, who are willing to lend some of their experience and time to be cycle leads for the club cycle.

- Guy Chilton
- Olga Meade
- Mary Crosbie
- Yann Chevrier
- Stuart Curtis
- Natalie Mason
- Bernie McNally
- Ken Cahill

Bike Safety Check

It is the responsibility of the attendees and club members to ensure that their bike is road worthy and won't present any dangers to an individual or other members of the group. Before attending a club cycle, please complete the below safety check.

[Yuno Energy - You Just Know \(20 sec, Dec\) \(youtube.com\)](#)

The cycle lead is responsible for the safety of the group, if the cycle lead deems that an individual's bike is not safe, the individual might be requested to not cycle with the club and to resolve any safety issues before attending another club cycle.

Riding in a Group

Riding in a group is very different from riding solo, below is a quick GCN video providing some information on group riding.

[\(1032\) How to Ride in A Group of Cyclists - YouTube](#)

And the document below from cycling Ireland.

https://fingaltri.ie/download_file/3183/0

The group rotation will be completed as per the below diagram. The lead rider on the right-hand side will speed up and move into the front position on the left-hand side. All other riders drop back on the left-hand side, apart from the back rider who moves across to the right-hand side of the road. So, it's like a chain motion. The intention will be to rotate every 5 to 10 minutes depending on the volume of riders and will be dictated by the cycle lead.

