

A full-page background image showing a cyclist riding away on a paved road that curves through a dense forest. The trees are mostly evergreen, with some deciduous trees showing yellow autumn foliage. In the distance, rugged mountains are visible under a cloudy sky. The word 'team' is written vertically in a small, dark blue font on the left side of the word 'revolution'. A silhouette of a road bike is positioned above the 'v' in 'revolution'.

# team revolution

## RIDE GUIDELINES AND ETIQUETTE

Thanks to VELOCITY CC, SHARE THE ROAD and YRCC for the inspiration to set high standards for safety.

## MORE THAN JUST A CLUB

Team Revolution is a cycling club dedicated to safe and exciting cycling in support of Humber River Health. We hope everyone will use this document to inform themselves on how to ride and represent the club. Thanks for your safe participation.



Thanks to our Ride Captains for scheduling and managing our rides to ensure each one is safe and enjoyable.

Thanks to our sponsors who help us succeed on the road and help us give back to our local community.

If you ever have a question about these guidelines, please reach out to a committee member or Ride Captain.



## TOP 10 GUIDELINES

Here at Team Rev, we think all of the guidelines in this document are important, but the following 10 are critical on every ride:

1. Obey the laws of the road.
2. Respect and follow the Ride Captain's instructions.
3. Ensure your bike is road ready and you are stocked and prepared for minor repairs.
4. Always pass on the left. Never pass on the right.
5. Know and use your voice calls and hand signals.
6. Call out obstacles well in advance and go around them with a lot of clearance.
7. Spirited riding does not mean reckless riding.
8. Never overlap wheels or "half-wheel" at the front or from behind.
9. Remember the 8 second countdown rule at traffic lights for small groups. Extend this time for larger groups.
10. Never cross the yellow line unless safe to do so and to avoid an accident.





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# RIDE CAPTAIN RESPONSIBILITIES

All our members are familiar with the pre-planning that our Ride Captains do to confirm rides, advise if inclement weather is approaching or unsafe to ride in. However, they do much more than this.

## PRIOR AND DURING A RIDE

- Confirm that all riders are members or have approved waivers for the ride.
- Ensure the group is no larger than 18. If not, split the group.
- Clearly communicate the ride expectations of the day (speed, route, rotation) and ensure they are followed.
- Introduce new riders.
- Mentor and correct mistakes.
- Promote safe riding during the ride (tight to the right, proper spacing, no half wheeling, when to take a lane and go single file to name just a few).
- Ensuring that re-grouping locations are well understood and no rider is dropped without consent or escort as appropriate.
- Knowing and enacting the crash protocol if required.
- Reporting reportable incidents to the committee.
- The Ride Captain is the sole voice of the group in an altercation with a driver or engagement with law enforcement.

Without our Ride Captains, there are no club rides, so please be supportive of their efforts.



# EXPECTATIONS OF GROUP RIDE ETIQUETTE

Let's all do our part to contribute to the enjoyment of all Team Rev rides.

- Every rider contributes to the safety and enjoyment of any ride.
- Comply and support the Ride Captain's instructions.
- Riders need to be predictable, hold their line and not brake suddenly unless there is an emergency ahead.
- It is not a race. Be courteous to other riders if they want to pass.
- Defuse any situation that is escalating.
- Help less experienced riders.
- Be courteous with drivers and make eye contact. Allow cars to pass when safe.
- Never cross the yellow line unless safe to do so and to avoid an accident.

## MANDATORY RIDE REQUIREMENTS

- CSA approved helmet.
- Strongly recommended working front (white) and back (red) lights.
- Strongly recommended to have a working bicycle computer—to maintain a consistent pace.
- Your easily found emergency contact details.
- Arrive on time and ready to ride. Ensure your bike is functioning properly.
- Bring appropriate amounts of water and food for the duration of the ride.
- Always travel with a spare tire tube, pump or CO2 cartridges and repair tools.
- Know your hand signals and call out responsibilities.
- Follow the rules of the road as if you were driving a car.



Wearing ear buds during club rides is not permitted.

**Failure to comply with the requirements may lead to a refusal to ride with the group that day.**

# CRASH PROTOCOL

While all riders participate in safe riding protocol, accidents can happen. In most cases, falls or accidents only require minimal first aid attention.

In the event of a more serious incident the Ride Captain will be the lead decision maker on actions required.

In all cases remain calm, take your time and defuse the situation. Immediately move all bikes as far right as is safe to avoid traffic.

**ALWAYS CARRY YOUR EMERGENCY CONTACT INFORMATION.**

**IF SERIOUS, CALL 911 ASAP!**



## SERIOUS INCIDENT

- Call 911 immediately reporting the accident details and your location.
- Stabilize but do not move the rider. Ensure other ride participants assist in directing/slowing traffic.
- Leave serious medical care to the professionals.
- Contact the rider's emergency contact.
- If a hospital visit is required it is preferred that one Team Rev member attend with the injured rider. Arrangements will be made to transport your bikes.

## OTHER INCIDENTS

- Check injured areas and assess if a concussion has occurred.
- Check your bike. Don't try to ride it until you have checked: 1) the frame and fork for cracks, 2) the wheels are spinning normally and no spokes are missing and 3) the brakes and gears (both derailleurs) are still working properly.
- Ride Captain will assess if a rider should be picked up rather than continuing on with the ride ("If in doubt, sit them out").

The Ride Captain is responsible for completing and submitting an accident report to the committee within 48 hours of an accident. Remember, taking photos of the area serves as a useful record of the incident.

Lastly, sharing the experience and learning from it is imperative to avoid repeating.

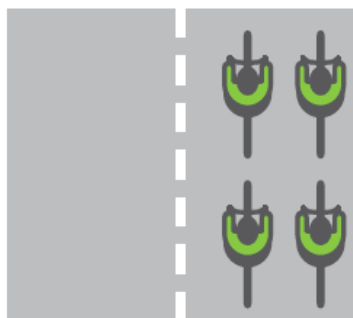
# GROUP RIDING

Group riding has multiple benefits, including increased visibility, higher speeds and, of course, sociability.

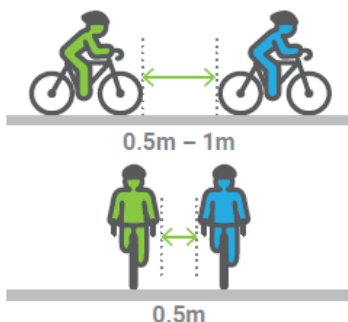
Group riding can also introduce risk due to the proximity to other riders. Knowing your responsibilities will ensure these risks are reduced to a minimum.

Any rider who is inexperienced in group riding should let the Ride Captain know at the start of the ride so that they can benefit from additional attention for the safety of all participating.

**For group riding, please follow these guidelines:**



We follow the “**tight to the right**” approach.



Riders are expected to ride 0.5 to 1 metre behind the bike in front of them (farther in wet weather) and 0.5 metre from the bike beside them.



**Never half-wheel.**



Riders must remain **predictable** and avoid sudden increases in speed.



Only when there is an **emergency** should a rider stop suddenly.



Knowing and using your **hand signals and voice call outs** is essential to safe group riding.



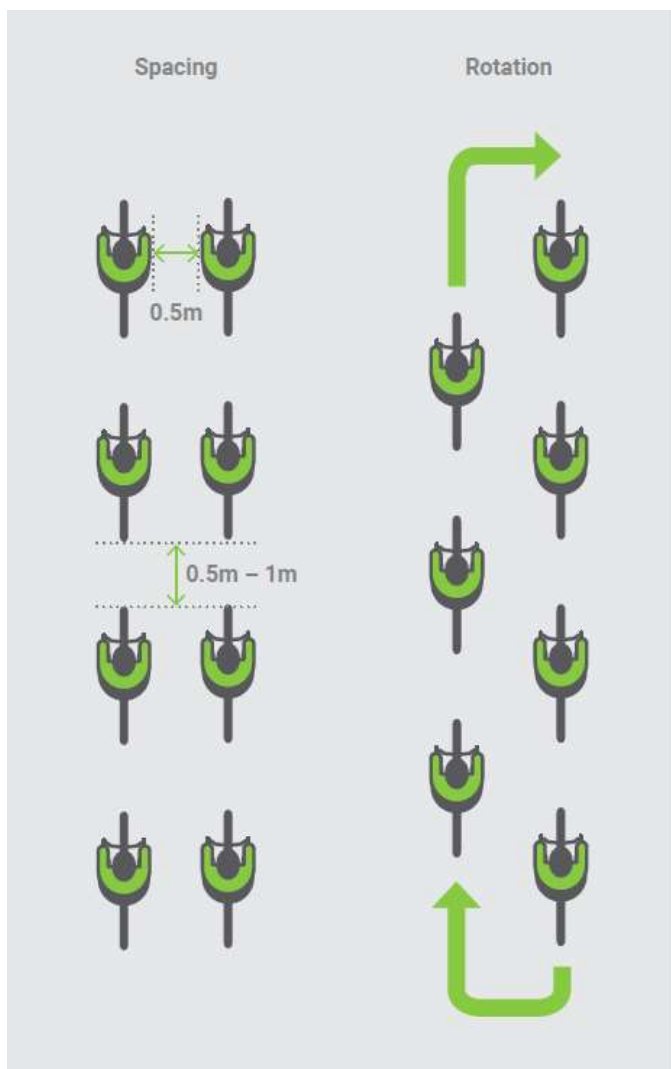
# GROUP ROTATION

Given that our rides commence in urban areas, we follow the “social pace line” approach to group riding.

This rotation has been confirmed as the safest for the areas we ride in which often have vehicle traffic.

- We ride two abreast when safe to do so, with bars 0.5 metres apart and 0.5 to 1 metre spacing between wheels.
- The front left rider initiates the rotation after a reasonable period in that position (1 – 5 min). Timing depends on road terrain, winds and the rider’s abilities.
- We rotate clockwise to minimize exposure to traffic.
- We rotate one rider at a time (i.e. front left goes to front right, second left goes to front left and right front drops back to second right and so on).
- The front right rider should call “clear” when the left front rider is far enough in front to change positions safely.
- Movements should be continued at pace, be fluid and quick accelerations should be avoided. Do not surge.
- Don’t disrupt the rotation because of conversations by not moving forward.

Drop back if necessary, or better, finish your conversation at the next rotation or at the break.



## DON'T BE A HERO IF YOU'RE TIRED

It is permissible for slower riders to remain at the back of the group for the full duration for recovery. Alternatively, you may choose to join the rotation and when you reach the second pairing from the front, simply indicate to the rider on your right that you wish to move over.



# RIDING IN WET WEATHER

Despite the improvements in bike technology, riding in wet weather requires additional safety procedures as road surfaces become slippery, especially where there is debris.

The Ride Captain will assess if the ride should be cancelled due to unsafe conditions.

Our riders are expected to follow these additional safety actions to reduce the likelihood of an accident when riding in wet weather:

- Increase the gap between riders to 2 to 3 metres.
- Be aware of braking distances increasing in wet weather.
- Reduce your speed.
- Avoid lane paint which becomes extremely slippery when wet.
- Each individual must assess their comfort for riding in the conditions present.
- The group may consider pulling over and waiting out the worst of the weather.

## WEATHER POLICY

Inclement weather can be the result of weather extremes such as heavy rain and winds and temperatures that are either too hot, too humid or too cold.

The Ride Captains will assess the weather forecast in advance of any ride and communicate via the club chat whether they determine the ride should be cancelled or not.

### WHEN FACED WITH BAD WEATHER:

- Increase the gap.
- Avoid lane paint.
- Pull over and wait it out.



# ROLLING SPEEDS

Team Revolution offers road rides with a variety of rolling speeds. Guests are allowed twice per year with a pre-approved waiver. Otherwise, group rides are members only.

Our current rolling speeds by ride type are as follows:

**SOCIAL PACE:** 25 to 28 km/h

**PELTON PACE:** 29 to 32 km/h

**ANIMALI PACE:** 32+ km/h



## GROUP RIDE SCHEDULE

### TUESDAY TNSS & HILL RIDE



*This ride is intended to help you increase VO2 Max with hard efforts that will prepare you for Italy. This will be a hard drop ride for the fastest group and a non-drop ride with hard efforts for the moderate paced group.*

**KLEINBURG START**

1.5-2 hours

### WEDNESDAY RECOVERY



*This ride will allow you to recover from TNSS. Your muscles will repair and grow stronger, helping you get in the best shape possible. All paces will be non-drop rides with no hard efforts. Post ride Aperol Spritz recommended.*

**KLEINBURG &  
ETOBICOKE STARTS**

1.5-2 hours

### THURSDAY TANK RIDE



**Tank Thursday**

*This ride is intended to help build base endurance while having some fun with friends. This will be a moderate, non-drop ride that will end with a beer at the pub for those who can stay a little longer. Come and enjoy together.*

**KLEINBURG START**

1.5-2 hours

### SUNDAY TEAM REV



**Team Rev Super Sunday**

*This ride is intended to help build base endurance and recover from a hard week of training. The focus of this ride will be having fun and enjoying each others company while riding at an easy to moderate pace.*

**KLEINBURG &  
ETOBICOKE STARTS**

2-4 hours

# DESCENDING

We ride in Caledon, York and Halton areas, through the Moraine and Escarpment, where hills are prevalent. Descents can be dangerous and should be treated with caution. Team Rev recommends the following practices be followed when encountering a steep descent:

- Descend at the speed with which you are comfortable (it is not a race). Faster riders should descend first when in a larger group.
- Move away from the right shoulder to increase your safety margin.
- Keep your vision focused far in front.
- Be aware of what is in front of you and potential hazards such as crossroads and turns.
- Brake early, well before each turn, and pump your brakes if need be.
- Passing should be kept to a minimum and only occur on the left.
- Never cross the yellow line unless safe to do so and even then only to avoid an accident.
- Do not draft close behind other cyclists on steep descents. Give the front rider more room and space out for safety.
- Riders at the rear need to warn of vehicles coming up behind.

## TAKE CAUTION:

- Descending is not a race.
- Passing should be kept to a minimum and only occur on the left.
- Keep your vision focused far in front of you.
- Do not draft on steep descents.





## SPIRITED SECTIONS

There are spots on certain rides where the Ride Captain will announce a “spirited” section. This is based on the safe assessment of that portion of the ride route (low traffic, no traffic lights, etc.).

Participating in a spirited section is optional. A regrouping area will be announced for re-forming the group after this section.

When participating we recommend the following be observed:

- Spirited means “gradually increased pace.” It does not mean an all-out race or sprint.
- It is forbidden to have riders competing three abreast in an effort to be first. A spirited section requires patience and no sudden movements.
- Riders who are not participating must maintain a respectable pace to ensure the group does not become too spaced out.

Except for the drop ride on Tuesday night with the Animali, all riders will meet at the regrouping area at the completion of this portion of the ride.

### REMEMBER

Spirited Riding ≠ Reckless Riding!

No Half-Wheeling!

## PASSING

Passing only occurs on the left and only when safe to do so.

Riders passing should call out “**Passing on your left**” to alert the rider in front of them.

## NO HALF-WHEELING

Half-wheeling is when your front wheel is overlapping the rear wheel of the bike in front of you. Rubbing wheels is very dangerous and has contributed to many accidents and close calls.

Riders at the front of a group need to maintain the same pace—keeping handlebars even on both flats and short inclines.

It is the responsibility of the rear rider to adjust their speed so as to not half wheel.

## SPITTING/SHOOTING MUCUS

Spitting and shooting mucus out of your nose at pace, while riders are behind you, is selfish and unsanitary.

If you feel the need to spit, we strongly recommend you do the following:

- Wait until there is a rest stop, traffic light/stop sign or at a re-grouping location.
- Wait until you are at the rear of the group.
- In the rare instance when neither of the above is possible (ingesting a bug as an example) when safe, move to the left and expel.

# VOICE & HAND SIGNALS

The nature of riding in a group means that those in the back may not always see a hazard. A well-informed group using signals and calls correctly will keep all riders safe.

**Obstacles should be passed with at least one metre of clearance, especially in a large group. Do not just pass an obstacle and call it out.**

When riding in a larger group it is imperative that riders “**call through**” the signals to the remaining riders.

Hand signals are the best form of communication, since voice commands can be startling, misheard, or lost.

Signaling can differ between cycling clubs, so familiarity with Team Rev’s signals is required by all riders.





## SLOWING

Using your outstretched arm with your palm down and moving it up and down. Call out “**SLOWING**”.



## STOPPING LARGE GROUP

In a large group ride, front rider raises either hand above their head to be visible to cyclists behind. Call out “**STOPPING**”.



## STOPPING SMALL GROUP

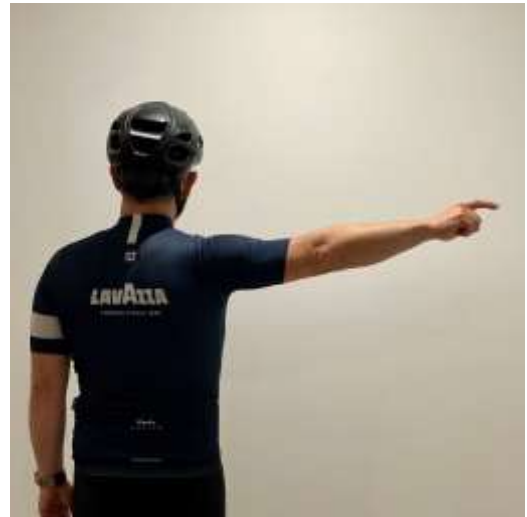
Riders behind or in a small group should place either hand down, showing their palm. Call out “**STOPPING**”.





## LEFT TURN

To signal a left turn, extend your left arm away from your body to shoulder height, parallel to the road.



## RIGHT TURN

At Team Rev, our preference on a right turn is to extend the right arm away from the body.



## POTHOLE

Point at a pothole or other obstacle and pass it with at least 1 m of space.  
Call out **"POTHOLE"**.



## DEBRIS OR GRAVEL

Indicate debris by putting your arm down and rotating your hand back and forth.  
Call out **"DEBRIS/GRAVEL"**.



## MOVING IN

Point with a slightly bent arm and your right forefinger extended to signal you are moving into line.



## COME AROUND HAND

Wave your left hand forward to signal riders behind you that it is safe to pass and come around.



## COME AROUND ELBOW

If you need both hands on the bars, flick your left elbow forward to signal it is safe to pass and come around.



## ROLLING

Call out “**ROLLING**” when a decision has been reached at an intersection to continue through an area.



## TRAIN TRACKS

To signal train tracks, place one arm behind your back and stick out 2 fingers. Call out “**TRACKS**”.



## PARKED CARS & PEOPLE

Lower your right hand down and wave in the direction the riders behind should be moving. Call out “**RUNNER**” or “**CAR**”.



## MOVING CARS

When front or rear riders detect moving vehicles, they should call appropriately “**CAR BACK**” or “**CAR UP**”.



# GRAVEL RIDING

Gravel riding is increasing in popularity and has some unique aspects that are not replicated on the road. Gravel bikes are designed to be comfortable and stable on rough ground. Some tips ...

## TIRE PRESSURE

- Always run the recommended tire pressure for your weight. Tubeless tires run much lower so make sure the rear wheel pressure is not too low.

## CLIMBING

- Hills are steeper, so you must focus on your gearing in advance of a climb.
- You have less traction, so avoid standing up. Keep your butt on the seat and weight over the back wheel.

## DESCENDING

- Allow double the braking distance that you would on the road. Always brake well before a corner and keep your weight slightly back.
- On loose gravel, rely primarily on your rear brake. A locked up front wheel will not steer.

## GROUP ETIQUETTE

- Because of the hills, gravel rides tend to stretch the group. Be prepared for longer rides without the benefit of drafting.
- Ride Captains will call out regrouping points, not usually at the tops of climbs.
- Expect to ride slower and in single file on paths and trails out of respect for pedestrians and other cyclists.
- Gravel attire standards allow for more leeway and imagination. No need to dress coordinated. Let your imagination flow.





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Presented By:

cg/Canaccord  
Genuity



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