

Rider Guidelines – Safe Cycling Rules, Etiquette & Tips

This is not a race. While we try to make riders in each group as evenly skilled as possible, there is always a fastest and a slowest rider. The group's pace is set by the slowest rider. Please make an effort to help slower riders, not to discourage them. Keep an eye on riders behind you and tell lead riders to slow down if gaps develop.

While riding, your safety and enjoyment are paramount. The following rules and guidelines should help make the ride safe and enjoyable for participants and other trail/road users.

- 1) Obey all WA road rules **and** the bike marshals.
- 2) If you have issues with support crew, speak to the marshal -- not the crew.
- 3) Ensure your bike is trailworthy. If it is not, you might be forced to retire from the event.
- 4) Ensure you are fit and ride in the appropriate group.
- 5) You must wear a helmet. Mitts/gloves, glasses and appropriate cyclewear (padded shorts, pocketed jerseys, rain jackets if required) are recommended.
- 6) Carry your own spare tube/s.
- 7) Ensure you have adequate water and food for each stage.
- 8) Your bike marshals will set the speed.
- 9) Use of mobile phones or headphones is not permitted while cycling.
- 10) Ride no more than two abreast.
- 11) Ride in single file when directed by your bike marshals.
- 12) Keep to the left at blind bends and corners.
- 13) When on roads, do not cross double white lines.
- 14) Pass only in single file.
- 15) Pass only on the right of other riders.
- 16) Be aware of your surroundings – Look around.
- 17) Be aware of other trail/road users - we're using public trails and roads; heavy haulage vehicles use roads on parts of the route to be covered.
- 18) Road crossings, intersections and forks will be marked by the first rider behind the lead marshal. The marker directs the remainder of the group onto the correct path and rejoins the group as the second last rider, i.e. ahead of the rear marshal.
- 19) To ride safely in groups it is important to:
 - Leave enough space between you and the bike in front;
 - Ride a straight line - be predictable;
 - Communicate constantly with your cycling companions;
 - If you're not the last rider, make sure you are within the sight of riders behind you, especially at turns and deviations. Slow or stop if you lose sight of the riders behind you and inform other riders in front to notify the front marshal.
- 20) Communicate Hazards:
 - Verbal - e.g. pothole, washout, log, rock, slowing, pedestrians or other bikers;

Non-Verbal – Only when safe - Hand signals for slowing, turning and to indicate location of hazards;

Pass the message through the group;

If you hear the marshal's whistle, pass the message to the other marshal.

- 21) Move to the left edge of the trail or well off the road before you dismount.
- 22) Walk your bike on the left edge of the trail or well off the road.
- 23) Keep alert – most accidents happen through concentration lapses.
- 24) Rest when you are tired or fatigued – **limited vehicle space is available for riders having difficulties** (at selected stops).
- 25) If you find a rider in distress, stop and assist and notify a marshal.
- 26) Weather can be a factor on this ride, particularly:
Wind, Rain, Heat, Sun glare.
- 27) Be sun smart – cover up, wear sunscreen and sunglasses.

Rider Tips for Beginners

Some useful tips for cycling on dirt tracks:

Unnecessary accessories increase the likelihood of unnecessary problems. Kickstands coming loose or poorly secured pumps have the potential for creating serious issues.

When riding on loose gravel, it is better to have a little less pressure in your tyres; somewhere between 35 - 40 psi is typical.

Your saddle should be set a little lower than on your road bike. This is to lower your centre of gravity which makes you more stable.

When riding downhill, move your weight further back. This reduces the chance of you going over the handlebars if you brake too suddenly or your front wheel hits an object.

You tend to follow your eyes, so try to watch the line you want to take rather than the hazard.

Don't attempt to turn sharply on loose ground. Try to steer by gradually shifting your weight.

When riding uphill on loose gravel find a balance with your weight far enough back to give good traction on your rear wheel, and far enough forward to keep the front wheel on the ground but not digging into it.

To jump not-so-small rocks and logs, try to get the wheel hitting the object at right angles. Move your weight backwards and while you put a burst of pressure into the pedal, lift the handlebars with both hands. The wheel should lift fairly easily. You might want to practise with objects while riding on the lawn. Try to keep the momentum up. Otherwise, if you're too slow, the wheel hits the rock and stops. Look ahead, not at each rock. Try to look at least 5 m ahead and plan your route to avoid hazards. Remember wet logs, roots and rocks can be very slippery.

When going over bumps, stand with pedals roughly horizontal and your legs bent. Your butt will appreciate the break.