



## **CCC Rules of the Ride**

(revised 3/09, with thanks to the Plano Bicycle Association)

**ALL RIDERS ON CCC RIDES MUST WEAR HELMETS AND ARE ENCOURAGED TO WEAR "ROAD-ID'S." ALL CYCLISTS RIDE AT THEIR OWN RISK.**

**CCC rides comprise the following categories:**

- \*. **A-Group Rides**
- \*. **B-Killer Rides**
- \*. **B-Stinger Rides**
- \*. **C-Group Rides**
- \*. **Cup o' Joe Rides**
- \*. **Big Steamer Rides**
- \*. **Mixed Group Rides (e.g., Tour de Biblioteca, Sunday ride)**
- \*. **Special Occasion Rides**

**A-Group and B-Killer rides are *not* "no-drop" rides; they are often competitive, and riders should be prepared to find their own way home if necessary. The principles of stopping noted in Item 8, below, will generally apply, although "waiting points" may be not always be recognized. B-Killers should be prepared to average 17-18 mph; A-Groupers should be prepared for still faster rides.**

**B-Stinger (15-17 mph), C-Group (14-16), and Cup o' Joe (10-14) rides are "no drop" rides. In addition to stopping under the circumstances noted in Item 8, below, riders will regroup when a clubmate falls off the back.**

**Cup o' Joe Rides and C-Group Rides are seasonal. Interested riders should check the calendar on the website for current information.**

**Big Steamer rides are seasonal and very, very fast. Riders compete for points and must be mindful of the difficulty and importance of maintaining both high speeds and steady attentiveness to safety.**

**Mixed Group Rides and Special Occasion Rides are "no drop" rides, unless the group subdivides at the outset (see Item 1, below).**

1. **At the outset of any Mixed Ride or a Special Occasion Ride, the group may decide to break into smaller groups.**
2. **Follow the commands of the ride leader.**
3. **Pass word up to the ride leader if you have to stop or slow down or if you want to break from the group.**
4. **Observe all road signs and traffic signals.**
5. **Use hand and vocal signals to indicate turns, slowing and stopping, traffic, railroad tracks, and debris and irregularities on the road.**
6. **Maintain safe position by**
  - \*. **being predictable to motorists and fellow cyclists**
  - \*. **being alert to what is going on around you (scanning)**
  - \*. **aggressively taking the right-of-way when you have it**
  - \*. **yielding the right-of-way when you don't have it (for example to cross-traffic and pedestrians)**
  - \*. **staying to the right of the road**
  - \*. **staying in a single lane on multi-lane roads**
  - \*. **never riding more than two abreast unless the ride leader has initiated an echelon (see Item 9, below)**
  - \*. **riding single-file on narrow roads**
  - \*. **avoiding overlapping your front wheel and another rider's rear wheel**
  - \*. **avoiding passing other cyclists on the right**
  - \*. **following a clean line, especially while turning**
7. **Riders must keep at least one hand on the bars while riding in a group. Riders wishing to sit erect and stretch should move to the left of the group before doing so.**
8. **Always stop**
  - \*. **at established "waiting points" along familiar routes**
  - \*. **when the ride leader shouts "STOPPING"**
  - \*. **when a rider has an accident**
  - \*. **when a rider has a flat tire or a mechanical problem (the rider may choose to wave the group onwards)**
  - \*. **when the group splits at a red light (in this case, the front group slows and waits for the rear group to catch up)**
9. **When conditions are favorable, the leader may initiate formation into a pace line or echelon in order to distribute workload and increase speed.**
10. **When riding in a pace line or echelon, riders are expected to rotate to the lead and *not* to surge to the front and thereby to open gaps.**