

Participant Information

Name: _____

Rider / Support Crew

Address: _____

Mobile: _____

Email: _____

Why are you participating: _____



1200kms for kids

charity bike ride

This is a signed letter of intent whereby I agree to raise a minimum of AU\$7,500 in order to participate in the 2016 1200kmsforkids charity bike ride from Sunshine Coast to Sydney, between the 14th & 22nd October 2016. These dates are correct at the time of writing this document but could change slightly as the ride details are finalised. We will advise you immediately if there is any change to these planned dates.

I agree to pay a deposit of \$350 to be eligible to participate and register for the 1200kmsforkids ride of 2016. This deposit money will be refunded when I reach the total of \$7,500. I agree that if I do not reach this target of \$7,500 I will be ineligible to take part in the ride and will forfeit my deposit. The minimum of \$7,500 must be raised by 15th August 2016 in order to be eligible to compete in the 1200kmsforkids charity bike ride in 2016. This can be achieved by fundraising and/or by signing up a sponsor to the value of AU\$7,500 or more. All riders will receive confirmation of their participation in the bike ride shortly after the above required minimum amount is received into the 1200kmsforkids bank account, Everyday Hero or other agreed donation avenue.

I understand that the money I raise for the 1200kmsforkids ride is non-refundable if I have to withdraw from the bike ride or do not reach the minimum fundraising threshold of AU\$7,500. **Remember, it's for the kids!**

The \$7,500 you raise will get you into the ride. Attached are the amounts you need to achieve to be eligible to receive kits and special kits items. The more you raise the more items you are eligible for.

By signing this agreement I have agreed to the terms above and realise that if I don't raise the minimum fundraising threshold then I will not be eligible to ride, unless there is special dispensation agreed in writing by the ride organizing committee.

Remember places are limited so please get in quick!

Printed Name: Signed:

Date:

A note of support from the Children's Hospital Foundation for the 1200kms For Kids Charity Bike Ride: *The Children's Hospital Foundation is extremely appreciative of the 1200kms For Kids team commitment to assisting sick kids and would be delighted to have you as a participant of the 1200kms For Kids 2016 charity bike ride.*

Kind regards,

Trevelyan Bale
Event Co Founder – 1200kms For Kids
Mobile: 0416 139 137
Email: trevelyanb@1200kmsforkids.com

Darryl Dixon
1200kms For Kids
Mobile: 0419 730 513
Email: darryl@1200kmsforkids.com

1200kms For Kids
Bank Westpac
BSB: 734 045 Account: 518324
Ref: "Your Surname"



1200kms for kids charity bike ride

3 Day Rider

This is a signed letter of intent whereby I agree to raise a minimum of AU\$3,000 in order to participate in the 2016 1200kmsforkids charity bike ride from Sunshine Coast to Sydney, between the 14th & 22nd October 2016. These dates are correct at the time of writing this document but could change slightly as the ride details are finalised. We will advise you immediately if there is any change to these planned dates.

I agree to pay a deposit of \$350 to be eligible to participate and register for the 1200kmsforkids ride of 2016. This deposit money will be refunded when I reach the total of \$3,000. I agree that if I do not reach this target of \$3,000 I will be ineligible to take part in the ride and will forfeit my deposit. The minimum of \$3,000 must be raised by 15th August 2016 in order to be eligible to compete in the 1200kmsforkids charity bike ride in 2016. This can be achieved by fundraising and/or by signing up a sponsor to the value of AU\$3,000 or more. All riders will receive confirmation of their participation in the bike ride shortly after the above required minimum amount is received into the 1200kmsforkids bank account, Everyday Hero or other agreed donation avenue.

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The \$3,000 you raise will get you into the ride. Attached are the amounts you need to achieve to be eligible to receive kits and special kits items. The more you raise the more items you are eligible for.

By signing this agreement I have agreed to the terms above and realise that if I don't raise the minimum fundraising threshold then I will not be eligible to ride, unless there is special dispensation agreed in writing by the ride organizing committee.

Please indicate preferred Dates of Participation: Sunshine Coast to Warwick 14 – 16th October
Tamworth to Sydney 20 – 22nd October

Remember places are limited so please get in quick!

Printed Name: Signed:

Date:

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1200kms for kids charity bike ride

1 Day Rider

This is a signed letter of intent whereby I agree to raise a minimum of AU\$1,300 in order to participate in the 2016 1200kmsforkids charity bike ride from Sunshine Coast to Sydney, between the 14th & 22nd October 2016. These dates are correct at the time of writing this document but could change slightly as the ride details are finalised. We will advise you immediately if there is any change to these planned dates.

I agree to pay a deposit of \$350 to be eligible to participate and register for the 1200kmsforkids ride of 2016. This deposit money will be refunded when I reach the total of \$1,300. I agree that if I do not reach this target of \$1,300 I will be ineligible to take part in the ride and will forfeit my deposit. The minimum of \$1,300 must be raised by 15th August 2016 in order to be eligible to compete in the 1200kmsforkids charity bike ride in 2016. This can be achieved by fundraising and/or by signing up a sponsor to the value of AU\$1,300 or more. All riders will receive confirmation of their participation in the bike ride shortly after the above required minimum amount is received into the 1200kmsforkids bank account, Everyday Hero or other agreed donation avenue.

I understand that the money I raise for the 1200kmsforkids ride is non-refundable if I have to withdraw from the bike ride or do not reach the minimum fundraising threshold of AU\$1,300. **Remember, it's for the kids!**

The \$1,300 you raise will get you into the ride. Attached are the amounts you need to achieve to be eligible to receive kits and special kits items. The more you raise the more items you are eligible for.

By signing this agreement I have agreed to the terms above and realise that if I don't raise the minimum fundraising threshold then I will not be eligible to ride, unless there is special dispensation agreed in writing by the ride organizing committee.

Please indicate preferred Dates of Participation: 14 / 15 / 16 / 17 / 18 / 19 / 20 / 21 / 22 October 2016

Remember places are limited so please get in quick!

Printed Name: Signed:

Date:

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www.1200kmsforkids.com

**PARTICIPATION WAIVER & RELEASE
AND MEDICAL CONSENT FORM**

By signing your name below as a participant, or parent/legal guardian of a participant, in the **1200KMS FOR KIDS CHARITY BIKE RIDE** and related events (the “program”), you acknowledge that participation in the program exposes you to various inherent risks as a participant in the program activities, including the real possibility of personal injury and property damage. You agree and undertake any such risk voluntarily and at your own risk. You, being fully aware that participation in the program exposes you to a possible risk of personal injury and property damage, hereby absolve and release the **1200KMS FOR KIDS CHARITY BIKE RIDE** and its officers, directors, employees, volunteers, agents, contractors, partners, beneficiaries and other participants from any and all liability for any property damage, personal injuries (including mental injury), or other claims of injury, loss or damage, whether caused by negligence or otherwise, arising from or in connection with your participation in the program, including claims that are known and unknown, foreseen and unforeseen, future or contingent, to the maximum extent permitted at law.

You warrant that you are in a state of good health and fitness to the levels appropriate to participate in the 1200kms For Kids charity bike ride program and, except as set out in the program Medical History Questionnaire form which you provided, you have no reason to expect any medical complications arising from or affecting your participation in the program. If you suffer any injury or illness while participating in the 1200kms For Kids charity bike ride program, you agree that 1200kms For Kids may provide evacuation, first aid and/or medical treatment for you (at your expense) and that your participation in the program constitutes your consent to such evacuation, first aid and/or medical treatment.

You acknowledge that you have read and understand this Participation Waiver & Release and Medical Consent form, which you agree shall be legally binding on you, your spouse, your children, legal representatives, heirs, successors and assigns.

Participant Name _____ Date _____

SIGNATURE _____



Due by Date: 1 st August 2016
Date Completed By Competitor:

MEDICAL HISTORY QUESTIONNAIRE

All questions contained in this questionnaire are strictly confidential and will become part of your medical record.

Name:	M / F	DOB:
Address:		
Marital status:		
Name - Next Of Kin:	Emergency Contact No:	

Blood Type:

PERSONAL HEALTH HISTORY

Current Doctor:

Contact No:

Last GP Visit

List any medical problems that your doctor has diagnosed:

Surgeries

Year	Reason	

Have you ever had a blood transfusion?	Yes	No
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CURRENT HEALTH STATUS

Rider/Support Name:

Do You Take Prescription Medications:

No

Name Of medications

Dose

Frequency

1.

2.

3.

4.

5.

6.

7.

8.

Do You Have Allergies To Any Medications:

Yes/No

Please List Medication & Reaction

Reaction

1.

2.

3.

4.

5.

6.

7.

8.

OTHER PROBLEMS

Please tick if you have any current problems in the following areas to a significant degree.

<input type="checkbox"/> Skin	<input type="checkbox"/> Chest/Heart	<input type="checkbox"/> Riding Up Hills
<input type="checkbox"/> Head/Neck	<input type="checkbox"/> Back	<input type="checkbox"/> Not starting the day with a coffee
<input type="checkbox"/> Ears	<input type="checkbox"/> Intestinal	<input type="checkbox"/> Following Peter Clarke's Directions
<input type="checkbox"/> Nose	<input type="checkbox"/> Bladder	<input type="checkbox"/> Eating Bananas & Muesli Bars all day
<input type="checkbox"/> Throat	<input type="checkbox"/> Bowel	<input type="checkbox"/> Getting Up before 6am
<input type="checkbox"/> Lungs	<input type="checkbox"/> Circulation	<input type="checkbox"/> Laughing at yourself

PHOTOGRAPHY CONSENT FORM / RELEASE

I _____ grant permission to 1200kms For Kids and its beneficiaries to take, record, use, edit, reproduce, retain, store, display and/or communicate any photographs and video footage **of me** and my property on the 2016 ride (the "Images") for the purposes of promotions and publications, including brochures, presentations, DVD's, videos, newspapers, TV, websites, social media sites etc.

In return, the organisers of 1200kms For Kids will only use any Images taken during the 2016 ride to promote the current ride and/or future rides.

I further agree that **my name and identity** may be revealed in descriptive text or commentary in connection with the Images.

I agree that the intellectual property rights (including copyright) in the Images (including all copies and reproductions thereof) shall be the property of 1200kms For Kids.

I agree that the rights granted to 1200kms For Kids herein are perpetual and that I will not receive any payment, royalty or other consideration (whether monetary or otherwise) in connection with the making, use or storage of the Images.

I acknowledge that the organisers of 1200kms For Kids can take no responsibility for any riders, support crew or other individuals that have photographs of the ride in their possession and use them in an unauthorized manner.

I acknowledge that the Images and information may be published on the internet and will therefore be accessible by anyone (in Australia and overseas) and may be copied and used by any web user and that the organisers of 1200kms For Kids will have no control over (and therefore no responsibility for) their subsequent use and disclosure.

Printed Name:

Signed:

Date:



BUNCH RIDING

Bunch riding offers many safety features for cyclists, most notably being seen by other vehicles on the road, as well as by pedestrians.

However, to ride safely in a bunch requires a number of important factors including – appropriate riding experience, fitness, a mechanically sound bike, alertness, consistent riding style, and excellent communications through clear and universally understood signals. If these general factors are not followed, the rider is putting him/herself in danger as well as the bunch. A small or simple error in bunch riding can lead to a disastrous outcome.

It is important to note that all riding groups may have slight variations on signals and calls, on formations and etiquette and when riding with other groups.

Our aim is to be recognised as a respected pack of responsible and competent cyclists, held in high regard for their approach to bunch riding, their support of team riders and their commitment to Bunch Riding Rules and Etiquette. A key principle of bunch riding etiquette is that the pack is as fast as the slowest rider. That is, we stick together as a focused and supportive unit.

We also call the ride in advance as to the anticipated level – pace line ride, moderate pace, recovery pace, for example to allow riders to assess the group speed and distance to cover. Erratic riding with break-away groups pressuring the tail end riders to pull back in can lead to rider fatigue and tired and sloppy riding technique which puts the bunch at risk of an accident.

1. The bunch formation

Riders pair off in 2 x 2 formations. Keep a distance of approximately 1 – 1.2 metres off the rear of and slightly off to the side of the rider in front. (Increase that distance approximately three fold in wet weather). Positioned slightly off to the side gives the rider better vision down the line and more time to react to hazards. Don't sit directly on the wheel of the rider in front.

2. Sitting on the wheel

Focus on the person in front of you. Do not focus on the rear of the wheel. By focusing on the person you will be more aware of what is happening in the bunch.

When you ride a 2 x 2 formation, your goal is to ride evenly with your partner, hub to hub, handlebar to handlebar.

Do not “half-wheel” or overlap wheels. This is extremely risky as you will be positioned in the front rider's blind spot and any sideways movement by that rider could result in wheel hits and an accident involving any number of riders.

Do not stop pedalling when you drink / eat as this causes a ripple effect through the bunch. This can cause a rear end collision.

When the rider in front of you stands up, that is, gets out of the saddle, the bike will move back. This can happen any time; however climbing is the most common. If you are about to get out of the saddle, make sure you are at the top of your pedal stroke and have pressure on the pedal. Always allowing enough space between you and the rider in front is a good approach.

3. Position on the road

Riders have clearly defined rights on the road that in simple terms allows riders to occupy a full lane, ride in pair formation and have the same responsibilities as motorists. However, not all motorists are aware of the rights cyclists have. As a cyclist you must take this into consideration and ensure all movements that you make are clear, noticeable and predictable to all of those around you. Erratic or inconsistent cycling puts pressure on drivers of vehicles.

Riding too close to the gutter also can create problems for riders. Slipping off the roadway into the gutter poses risks as you try to get back over the lip of the gutter. Drains, grates and rough edges also present hazards. Skill is required to hop out of the gutter, so if you find yourself in this position, slow down and stay in the gutter until it flattens out. Then exit at an angle.

4. Train and tram tracks

Train and tram tracks are other hazards. Ride over at an angle, ideally perpendicular to the tracks; otherwise your wheel may get caught. On narrow roads, take the lane. Signal your moves to drivers. Ride solidly to show drivers you are trying to keep with the flow of traffic as best you can. Whilst you may slow traffic, you may gain more respect by riding fast, within your abilities and maintaining safety.

5. Overtaking another rider.

When passing another rider, pass on the right hand side of the rider. Over taking on the inside lane is hazardous as the rider needs to be aware of traffic movements on both sides of the bike. Overtake on the right and make sure sufficient room is available to pull in to line, without causing the cyclist you have passed to brake suddenly.

6. Riding 2 Abreast:

Whilst cyclists' are fully in their legal rights to ride 2 abreast there are times when cyclists should not exercise this right. Uphill left hand bends are especially dangerous in both single lane and duel lane roads, eg. The Old Pacific Highway is a flagged risk due to motor cycles. They travel at speed and are not as manoeuvrable as a car. Get off the road if you need to.

7. The lead riders

The lead riders take the greatest responsibility for the Bunch. They set the pace and they make the calls for road obstacles and warn the bunch of any traffic changes. This is not the time for the social chat. Lead riders should scan the road ahead for obstacles and other potential risks/be aware that the lead van will sound horn to warn of obstacles on the road, scanning up to 100m ahead and scan back to the front of the wheels.

The lead riders' eyes must be focused on what lies ahead at all times. When riding in pair formation and obstacles are identified, the lead rider makes the call and points at the obstacle. If a hole in the road is identified, the lead rider calls **"hole left" and points to left** (of the left hand lead rider) **"hole middle" and points to middle** (of both lead riders) or **"hole right" and points to right** (of the right hand lead rider).

The calls also apply for all hazards including rocks, glass, sticks, branches and other debris, car doors opening, pedestrians, stray animals that may cause a risk to the bunch. A rider or group of riders ahead also need to be called. The call **“riders up”**

and the hand signal behind the lead rider’s back to move across is given by the lead rider.

The opening of car doors by drivers who do not look first can pose a real hazard to cyclists. Lead riders also scan for cars that may have pulled into the curb ahead, or the shopper who has just returned to the car, to assess whether the threat of an opening car door may prevail. The call of **“door”** is made and the bunch readies itself to move across from the risk. The call can also help alert a driver to take care when opening the vehicle’s door.

It is important to identify what is deemed hazardous to the group. Calling hazards that pose no risk to the bunch is dangerous in itself (eg the hazard is too far to the side to pose a risk to the group, the hazard is too minor (eg a few leaves, a small amount of light gravel) as the group will start to ignore the lead riders’ calls. Later, when a real threat has been identified and signalled, there is the risk that it will be ignored by the bunch.

When approaching a set of lights the lead riders have responsibility in making the call. It will either be **“lights...stopping”** or **“rolling”**. The lead rider may also hold a hand up signalling to stop. Remember that the bunch is one vehicle so if the bunch is committed to roll don’t make decisions in the middle of the bunch to suddenly stop. This will cause heavy braking towards the back of the bunch and possible accidents. Some riding groups call “rolling” from the rear to indicate to the front riders to keep rolling. As the front riders have best view of the traffic signals and call “clear” or “stopping” at intersections, it makes most sense that the front riders continue this communication at traffic lights.

Lead riders are therefore responsible for making **“lights...stopping”** or **“rolling”** calls, with the one vehicle committing to the call. When entering a roundabout or turning at an intersection the lead riders must call **“clear”** or **“car left / right”** or **“stopping”**. All calls should be relayed clearly and swiftly down the line so that each cyclist makes the call for the riders directly behind.

The lead riders also will indicate if riders should move across, eg, with obstacles on the side of the road, such as parked vehicles or garbage bins. A hand signal behind the back of the lead rider closest to the obstacle will indicate to riders behind to move over. The signal is passed down the line.

When the group needs to change lanes, (eg to move across to turn right at an intersection) the lead rider on the side of the lane to move into should raise an arm up, pointing high in the direction of the lane, to signal to the group that a lane change needs to occur. The rear rider will give the call of either **“wait”** or **“over”**, ensuring it is clear not only for the rear rider to move, but for all riders.

8. Single File

The lead riders and the riders wearing UHF radios are responsible for calling “single file” formation when the road narrows, or traffic increases. A raised open hand above the helmet pointing forward and the call “**single**” indicates to the bunch that single file formation is to occur.

Our rule is for the left side rider to maintain speed with the right side rider easing off speed momentarily and moving left into line. The rider on the right moves in behind the rider on the left.

9. Pace setting

Ensure the group is able to stay with the lead riders. The lead riders should focus on keeping a constant speed that is comfortable for the group.

On gentle or rolling inclines, the bunch should stay together, maintaining the speed of the lead riders. When commencing an ascent, the lead riders should accelerate into the hill to avoid the bunch slowing as normally speed would reduce going into a hill. Once at the crest of the hill the lead riders need to keep pedalling for another 100m to let the riders behind complete the hill at the same constant speed. If the lead riders relax at the crest and slow, a “concertina effect” (where the bunch closes in and then expands repeatedly) will result with the following riders having to slow or even brake on an uphill session.

On hills that are steeper or longer, riders may agree to climb at their own pace. If agreed, the bunch will break up for the climb **but will still be between the vehicles**. After the top of the hill, the lead riders will slow and allow the group of pairs to reform.

Lead riders need to pedal when going down hill. The bunch behind will have the advantage of “slip stream” and can travel faster without pedalling. To avoid the “concertina effect” the lead riders should always pedal downhill and upon reaching the bottom of the hill, pedal faster to maintain the same speed for 100m. This allows the following cyclists to maintain a constant speed down into the flat, avoiding the concertina effect.

10. The tailenders

The riders on the back of the line also have a huge responsibility, particularly the rider on the right hand (outside) side. This person must call the bunch across a lane or lanes (see above) or warn of trucks, cars etc that are approaching the rear of the pack when on narrow and/or single lane roads.

When crossing over lanes the call from the tailender, after checking to assess the situation, and confirming that the rear vehicle has moved across the lane to block traffic and protect, is either “**wait**” or “**over**”. It is important that the instruction is relayed up the line and when crossing over the bunch moves as one and does not fragment. The rider on the outside rear must maintain a distinct hand signal until the manoeuvre is completed.

On a narrow or single lane road the last rider must warn of vehicles behind. A call of "**car back**" is a simple call that all should understand. "Car up", "Pedestrian up", "Riders Up" are examples of calls signalling that vehicles, cyclists and people ahead of the bunch.

The same applies for when a cyclist, or bunch, is over-taking our bunch. The last rider must warn other riders by a call of "**riders' right**". When the bunch is not riding in the kerb side lane, i.e. the inside lane, (due to a merging traffic lane from the left or perhaps an upcoming right turn) and a vehicle passes the bunch on the inside lane, the tailenders call "**car inside**" not "car left". The call of "**left**" can cause some riders to move over to the left which could end in a serious collision.

The term "**inside**" is more specific and from previous experience riders have felt more confident with that call. The tailenders need to ensure whenever their sight is obscured

from the riders in front that they have assessed the motion is steady and that that they have moved back from the rear wheel of the rider in front of them in case the bunch suddenly slows.

11. Communicating the messages down the line

All riders play an important part in bunch riding and clearly relayed communications is paramount. The lead riders can give the best signals possible but unless they are acted upon by being passed down the line, substantial risks can remain. In bunch riding there can be a tendency for riders in the middle to hear the call and react by avoiding the hazard, but omit to act by passing the call down the line. Sometimes a middle rider may assume the call was loud enough to be heard well behind, but we know the risk of making assumptions. The middle of the bunch must be alert to relay the calls at all times to ensure the entire group's safety.

12. Riders new to bunch riding

Riders new to bunch riding should take time to learn the bunch's communications, the calls and signals made and general riding etiquette. The best and safest way is to read a copy of the **Bunch Riding Rules** then put it into practice at the back of the bunch – by observing, listening as well as talking to one of the experienced riders.

After a few rides, and evidence of good communications, riding skill and feedback from the rider him/herself, the rider will be invited to join the main bunch, take the lead at times, join pace line riding etc.

Regardless of the cycling experience of the new rider, it is vital to bunch safety to ensure uniform communications are known and understood by all parties, and that riding etiquette is closely observed.

This is particularly so when a sole rider, or a couple of riders join the bunch out on the road. Unless the riding and communication skills are well known to the whole bunch, the rider/s joining must be told they may join but remain at the back of the bunch. Outline diplomatically the reasons why. The explanation should satisfy a responsible rider's query. If the rider is not happy with the rationale, ask them to continue with their own ride. The same applies if the rider's riding poses any threat to the bunch.

When a rider new to the bunch or a rider/s want to join the bunch on the road, ask yourself these questions, 'Do I have confidence in the rider's calls and signals for hazards, for slowing, stopping, and do I have trust in the rider's calls (if any) of "over" or "clear"? If there is doubt, a risk presents itself to you and therefore the bunch, and strategies should be adopted to reduce the likelihood of the risk occurring.

13. Wet weather

Wet weather poses many additional hazards. Visibility is reduced for both rider and driver. Road surfaces can become slippery with oil slicks, leaves and other debris. The incidence of flat tyres increases as road debris sticks to the wet tyres longer than in dry conditions. To reduce the likelihood of accidents:

- Increase the gap between riders
- Your brakes and wheel rims will be wet. Allow for much longer braking distance and time to slow or stop. Pump your brakes before descending to help clear water build up on the rims and brakes to help improve friction.
- Slower acceleration to avoid skidding
- Slow down. Do not ride as fast, especially when cornering.
- Deflate front and rear tyre pressure from maximum by approx 20psi to enable more tyre grip on road. You won't go as fast, but that is good.
- Be wary of materials that are slippery in the wet. eg. metal plates, grills
- Be wary of white paint or road paint generally (crossings, lane lines)
- Avoid the centre position of a lane where vehicles drip oil from their sump and in the wet becomes hazardous.
- Check your lights are in working order with new batteries for maximum light strength and having a second tail light will only benefit

14. Supporting the callers

Give encouragement from time to time to the lead riders, the tail enders and other riders who have been making clear, responsible calls. It offers recognition, encouragement and reinforces to all riders the importance of good signals and calls in bunch riding. Without positive feedback, there can be a tendency for riders to reduce the calls and signals made.

15. Near misses

They will happen. In any workplace, in any social activity there are risks and there will be some lucky escapes and near misses. Those incidents are important to note with the bunch and discuss at a later stage. Identifying near misses, assessing what could have occurred and giving consideration to how best to avoid such an incident in the future is a simple way to help boost the group's safety. The cliché 'we can learn from our mistakes' is only half of it. Importantly, we can also learn much more from the more frequent "near mistakes".

16. Key reminders for bunch riding

- ✓ Be consistent and predictable with your actions. Braking suddenly, swerving, jolting motions increases the risk of accidents
- ✓ Do not make or receive mobile phone calls whilst riding. Leave those for the rest stops.
- ✓ IPODS and anything audio. Do not wear earphones or any apparatus that may reduce normal traffic noise and riders' calls when bunch riding. It is imperative that all riders hear for calls and listen out for traffic and other potential hazards.
- ✓ Lights. Front – white (not a huge light as we will be between vehicles), a flashing LED type is fine, and rear (red) working lights. We may be riding in the low conditions at some stage.
- ✓ Hand signals. At times hand signals cannot be made by the lead riders due to the need to keep both hands on the handle bars (eg rough roads, tight cornering etc). In those cases, the lead rider always makes a clear and loud call.
- ✓ Check all attachments to the bike are fastened secure (light fittings, bidons and cages are secure)
- ✓ Obey the road rules and give drivers the respect you also expect.
- ✓ If you brush shoulders, hands or handle bars with a rider, don't panic, or make a sudden direction change. Just roll on and make a slight separation.
- ✓ If stopping for mechanical repairs, remember to get right off the road
- ✓ Ride within your abilities. Don't over-extend in bunch riding.
- ✓ Practice. The best method of developing sound bunch riding skills is to ride frequently in bunches and occasionally with different bunches to observe and learn variations.
- ✓ Dress for the weather conditions and try to keep your body warm throughout the ride and at breaks

17. What to take for training rides and bunch rides:

- A repair kit (and know how to use it);
- A pump, or gas cylinders;
- 2 tubes; Levers;
- Money;
- **Identity** including contacts in case of emergency (“ICE ICE1, ICE2..”) in phone or details on laminated paper;
- Mobile phone (in water proof carry case)

Regardless of how experienced you may be as a cyclist, as a bunch rider, or how fit you are and how well you communicate calls and signals, safe bunch riding relies on a highly responsible team effort.

18. Collision avoidance

A rider's ability to safely avoid an unexpected hazard or fallen rider is conditional upon sound bike handling skills and good situational awareness. As riders we should already display a higher level of situational awareness, (SA), as we are constantly scanning not just the lane ahead but **around us** for potential hazards, i.e. the car reversing out of the driveway, the unleashed dog running towards the road, the heavy vehicle approaching from behind, etc.

Good SA as a rider means knowing how you are travelling in relation to other traffic and hazards that have been identified so that when the unexpected does occur, e.g. a rider(s) goes down in the bunch ahead; **you already know** what evasive options are available to you.

19. In the event of an accident. REAR VEHICLES COVER LANE ASAP....THIS IS A MUST

Self Safety: Good SA is essential. Do not race to the side of a fallen rider until the scene has been made safe. Be aware of traffic travelling at high speeds and your own inability to walk/run swiftly in cleats. In low light / poor visibility conditions be aware of your decreased conspicuousness once you have dismounted from your bike with lights.

20. Safety Cars (present on ride):

The initial actions on of the rear safety car is to make a radio call of "**riders down-riders down**" and then park the vehicle in a position to best protect the fallen riders. The best orientation of the vehicle is cocked off 45 degrees with the front of the vehicle pointing into the centre of the road thus protecting the scene 'downstream'.

If there are fallen riders lying across more than one lane then the rear safety car should park more cocked off in a position that protects the most offside, i.e. the furthest from the kerb, fallen rider.

By parking cocked off you present a wider profile to approaching traffic, forcing that traffic to take a wider berth. It also presents a clearer image that "something is wrong" and allows traffic to react appropriately. Once again good SA is required as safety car occupants alight from the vehicle.

The actions of the lead safety car will be dependant upon whether the incident occurs on single or dual carriageway. On dual carriageway the lead safety car will need to return to fallen riders by the safest possible means and park in a position to further protect the scene. On narrow single carriageway oncoming traffic may present a greater threat and the role of the lead car will be to protect the scene from that direction.

- Traffic Marshals: In the event of an accident that is on a high speed road or in a position of limited visibility it is essential to post some traffic marshals beyond the corner / over the crest / to signal to approaching traffic.
- First Aid: The rear safety car will be carrying First Aid equipment. If fallen riders are uninjured or have only minor injuries our priority will be to clear the scene as soon as possible to minimise our risk (and negative PR) exposure. Minor first aid will be performed at a safer location. **However any seriously injured or dazed/confused rider will not be moved until assessed by the team medic.**

NOTES FOR VEHICLE DRIVERS

- 1. DRIVING UPHILL AND DOWN HILL. Drivers will need to be aware that they must not slow down too fast when going up a hill and approaching traffic lights/stopping. They will need to communicate with the radio riders. Downhill will require the vehicle to extend a lead over the riders to allow for safe braking/cornering etc. Regroup after the descent.**
- 2. Allow traffic to pass. Radio riders and other vehicles. Only to be done in safe areas and with extreme care.**
- 3. 3rd vehicle must be at least 200 meters behind the last row of cyclists and follow vehicle. The distance increases to 500mts on freeway type roads. This is to ensure stoppage of traffic if required.**
- 4. In the event of a fall/accident the 3rd vehicle must cover and close down the lane/lanes immediately.**
- 5. Lead vehicle must warn following riders of road debris etc. sound horn and radio riders. To announce stoppage lead vehicle must radio riders and sound horn several times in quick succession.**
- 6. To change lanes the rear vehicles must block lane first. Drivers must communicate via radios.**
- 7. Drivers/ vehicle occupants will be responsible for setting up for breakfasts and lunch breaks. Drivers must check each other's flashing lights and signage. If it is not working/cannot be seen...radio and fix.**

MECHANIC

- 1. Check bikes for safety where required**
- 2. Fix/change flats**
- 3. Check readiness of spares**
- 4. Put riders/bikes in van if they are unsafe...this is your call for the safety of all.**
- 5. Communicate with other vehicles and radio riders with any concerns.**

General notes

- 1. Communication is Number 1!!!! Be predicable and clear in your riding. This generally solves/avoids all problematic areas**
- 2. You will get tired and “less than enthusiastic”. Be aware that everyone will be in the same peloton/boat and make allowances.**
- 3. Wash/laundry well. Your butt is not anyone’s concern but yours!!!**
- 4. Practice usual self care techniques such as icing problem areas, sunscreen, lip balm etc. You will be battered and bruised.**
- 5. Laundry bag is a great idea. “Softly” is a good gentle laundry soap which will be kind to your butt.**
- 6. Some days will seem endless....and others will be longer...be patient.**
- 7. Listen to radio riders and act on their instructions. They are hooked up to the drivers.**

1200kms for kids

charity bike ride

I _____ have read and understand the details in the bunch riding document, which outlines the details of how we are to ride on the road and the safety precautions that we take. I agree to abide by these rules for the safety of all other riders and support crew and myself who are taking place in the 2016 "1200kmsforkids charity bike ride". If I am found to breach these rules and directions then the Organiser has the right to remove me from the ride.

Name _____

Signed _____

Date _____

Please sign and return this page only

