

**Jersey Shore Touring Society
Ride Leader Guidelines
Revision 1.0
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Jersey Shore Touring Society Rider Guidelines

Version History

VERSION NUMBER	REVISION DATE	EDITOR	SUMMARY OF CHANGE
0.1	3/5/2008	Laury Wills	Initial Draft
0.2	3/19/2008	Laury Wills	Added section for communication
1.0	5/9/2008	Robert Leitner	Minor formatting

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1.0 Before the Ride

1.1 Documentation

- Bring a current JSTS sign-in form and waiver sheets. These are available on our website. Members are expected to bring their own route sheets, but having a few on hand can help out new riders or those who forget.

1.2 Assessing the Group

- While participants are signing in, identify new riders and take the opportunity to assess their bikes and their suitability for that particular ride. Ask about their current riding status: i.e., how far they've ridden, what pace etc, and determine if they might have a problem keeping up with the group.
- If a rider is physically unprepared, lacks adequate water, snacks, spare tube, pump or their bike is poorly maintained, the ride leader can ask that rider to join one of the easier ride categories or to come back another time when they are better prepared.
- Although it might seem harsh to turn back a rider at the start or at some point before you get too far along on the ride, it is not fair to hold the group up every few miles waiting for that person to catch up.

1.3 Pre-Ride Discussion

- Leave yourself time to formulate your pre-ride talk to the group. The importance of a pre-ride discussion cannot be overemphasized. It lets riders know what you expect from them and what they can expect from you.
- Try to keep it brief. Cover topics that will ensure a safe and pleasant ride.
- After everyone has signed in, introduce yourself. Welcoming everyone on behalf of JSTS. Describe the ride, including distance and pace.
- Touch on safety concerns emphasizing predictable, single line riding, being attentive to local traffic laws and using common sense. Notify the group that you'll be indicating your intentions by using hand and voice signals, such as stopping, slowing left turn etc., and calling out conditions such as holes, glass, grates etc., and expect them to do the same.
- Announce your drop policy. If you do not intend to drop riders, ask all riders to look out for each other.
- Be available to answer questions about the ride, mileage, lunch stops, food, etc.

1.4 Tools

- Ride participants are responsible for their own provisions; however you should carry an extra tube on your group ride group. In the event that someone experiences a flat and does not have an extra tube, it will come in handy.
- Carry a basic Allen Set and Patch Kit—having 3, 4, 5, and 6mm Allen keys and a patch kit addresses most common adjustment/repair needs.
- Carry a frame pump capable of inflating to tire pressure suitable for the type of ride you are leading. Even though all riders should have a pump (or other inflation device), not everyone comes prepared with one.

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2.0 During the Ride

2.1 Dealing with Large Groups

- Break large groups into smaller riding groups that are appropriate to the pace and route.
- Arrange for sub-group leaders to watch out for everyone in the sub-group
- Be sure each sub-group has route sheets.

2.2 Splitting the Group Mid-Ride

- Sometimes the need will arise to split the group after the ride is underway. Some riders will want to ride at a slower pace later in the ride or will want to stop more often for breaks. The ride leader doesn't have to wait with the slower group but should ensure that each sub-group has a leader so that no one gets dropped.

2.3 Communication

- During the ride, encourage the group to communicate using signals to help the people in the back of the pack avoid potholes and obstacles that they generally can't see it until it's too late.
- Pointing with your hand is generally enough to warn the other riders. Call out if it is something particularly nasty. Use something short and easy to understand.

Following are a few of the standard call used by JSTS riders:

- HOLE – pothole
 - TRACKS - Railroad tracks
 - GLASS - Broken glass in the road
 - CAR RIGHT (or LEFT) - A car is coming from that direction
 - CAR BACK (or CAR UP) - A car is coming from the rear (or front)
 - ON YOUR LEFT (or if unavoidable RIGHT)- I am close at your side or intend to pass on your left (or right)
 - SLOWING – Riders in front are slowing
- Some riders will call out "CLEAR" to indicate that an intersection is free of cross traffic. Be wary of this signal as it is not always reliable. Do not depend on it. Check to make sure that the traffic is clear before you cross. If you feel compelled to use this signal, do so only when the traffic is clear for a distance. If the visibility is limited (because of a curve or hill) it is best to not give any signal. Let the other riders check for themselves
 - Set a good example for the group by using these signals yourself.

2.4 Accidents and Medical Emergencies

When you're on a ride and an accident occurs, teamwork is critical. Direct the group as follows:

- Have one person take charge of the victim (usually a leader).
- Have someone else direct traffic around the site.
- Have someone else get all cyclists off the road.
- Have another person call 911 on a cell phone or flag down a passing car.

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- Ask someone to write down the details of what happened—it's easy to forget the details. Record the victim's reactions; this could be critical to emergency personnel.
- When accidents occur, an accident report should be completed after the ride (for insurance purposes). The form is available on the club's web site, as part of the sign-in sheet documentation packet.

DO NOT MOVE THE PERSON OR TAKE THEIR HELMET OFF UNTIL IT HAS BEEN DETERMINED THAT THEY ARE OKAY.