





1. Introduction & Club Philosophy

Salford Cycling Club has existed since 2015 and was formed to bring together people with a shared love of cycling and cycling-related activities. The club is based in Salford and welcomes members from the area and beyond.

The club exists to promote and encourage cycling in all its forms and for all abilities, from beginners through to advanced. We have members who regularly practise a range of different cycling disciplines and are happy to support anyone who is interested in trying something new. We also organise regular social events and social rides to bring our members together informally.

At this time, the club can only accept members aged 18 or over.



2. Club structure

Salford Cycling Club is affiliated to British Cycling. The club operates according to the rules laid out in the Club Constitution. As an unincorporated club, it is run by a committee of its members whose current roles are as follows:

Executive Positions

Position	Role
<i>Chairperson</i>	Chairing committee meetings, steering the overall direction of the club, representing the club at events when required.
<i>General Secretary</i>	Main point of contact for the club for administrative purposes. Records and distributes minutes of meetings, maintains club records.
<i>Club Treasurer</i>	Manages the club's finances and bank accounts. Prepares and presents annual summary of accounts to the committee.

The Officers of the Committee are supported by Committee Members whose current roles are as follows. The roles are overlapping rather than sharply defined or prescriptive, and each member of the committee may support other members as and when required.

Non-Executive Positions

Position	Role
<i>Membership Secretary</i>	Recording members and authorising applications for membership. Authorising access to club social networks.
<i>Rides Officer</i>	Facilitates the organisation of club rides.
<i>Publicity Officer</i>	General promotion of the club to the public and other groups, particularly via social media. Management and set-up of internet platforms.
<i>Cyclocross Officer</i>	Promoting Cyclocross as a discipline, through regular communication of upcoming training or events.
<i>TT Officer</i>	Promoting Time Trialling as a discipline, through communication of upcoming events and providing advice/support for members.

3. Types of Cycling

Salford Cycling Club supports and encourages all types of cycling. Within the club we have several groups who have a passion for more “specialist” disciplines. If you haven’t tried a particular discipline yet but would like to give it a go, we can support you in taking your first steps. If you would like to introduce something new, we would love to hear from you.

Road cycling

This is the most popular type of cycling within the club. Most members regularly join in with our weekly club social rides, which are described in more detail on the next page.



Off-road cycling

Salford offers access to an incredible range of off-road cycling routes, including a virtually traffic-free 15 mile loop that is perfectly manageable on a road bike and ideal for beginners. For the more adventurous, Greater Manchester offers hundreds of miles of accessible trails that we regularly explore.



Cyclocross

If you prefer off-road with attitude, our intrepid cyclocross group like nothing better than exploring new trails, finding cobbles, getting muddy and re-interpreting forgotten wastelands into challenging obstacle courses.

Time trialling

Just you and your bike against the clock. This is still the only form of racing that is routinely allowed on UK roads and a surprising number of open-entry TT events are held throughout the season. You could even follow some of our members off the bike and test yourself at Triathlons too.



4. Club Rides

Our weekly club rides are our core activity, where members can meet up, ride together and socialise. Rides depart from various points around Salford every Sunday morning. We endeavour to organise three ride options to suit different levels of ability and time constraints, although this may vary if there are special rides happening or insufficient numbers.

The three ride categories are as follows:

A-ride: Base ride (easiest).

This is a beginner's ride with a no drop policy. The pace suits the slowest member of the group and is typically 12-14mph average. The distance is typically 30 to 40 miles and a café stop is normally included.

B-ride: Intermediate ride.

This is a mid-level ride at a steady but social pace of 14-16mph average. There is a no drop policy and the overall distance is typically 40 to 60 miles, although it may occasionally exceed this. A café stop is included.

C-ride (The Early Birds): Advanced ride.

This ride is aimed at more experienced, regular cyclists and is paced at 16-18mph average. The overall distance is typically 50 to 80 miles and there is a café stop. While the group would not actively attempt to drop or abandon any riders, it may be necessary for a rider who is struggling to make their own way home so it is particularly important that all riders should be prepared for such an eventuality.

D-ride: Hard ride.

This is a challenging ride for very fit, regular riders. The average speed is 18+ mph and the overall distance is typically 80+ miles. These rides are only occasional, or run as a 'chase group' as part of the C-ride.



It is not always possible to hold rides every weekend and in every category. Rides may also be cancelled at short notice due to inclement weather or other unforeseeable circumstances. Please keep an eye on our Facebook pages for the latest information.

In addition to the above, all club members are encouraged to organise additional rides at other times and for other purposes. Examples include mid-week social rides; off-road rides; beginners rides to introduce members to group riding in a traffic free environment; and Century Rides for members wishing to attempt 100km or 100 miles. Members are kept advised of the available rides using the club's Facebook page.





5. Group Riding

Salford Cycling Club has a number of rules that are to be adhered to by members when riding together in a group. These rules are for the benefit and safety of riders and other members and they complement British Cycling's Best Practice Guidelines which are available here:

https://www.britishcycling.org.uk/zuvvi/media/bc_files/membership/BEST_PRACTICE_GUIDELINES.pdf

We strongly recommend that all members ensure that they have third party insurance cover through, for example, membership of British Cycling. It is the responsibility of individual riders to ensure that their cover is adequate for their purposes. This should not be confused with the insurance that the Club receives from its British Cycling membership, which is very specific and does not provide individual rider cover.

The Club has a guide to Ride Etiquette (see next section), which members should observe and implement according to riding and road conditions.

Each member is responsible for his or her own conduct and well-being during rides and should not rely on others for their own safety. The Club tries to ensure that each ride is guided by a Ride Leader, although this may not always be possible. The main function of the Ride Leader is to make decisions

during the ride if there needs to be a change of plan, for example due to adverse weather or mechanical issues. They may also be responsible for navigation and planning of the ride, although we encourage all members to use a GPS unit and bring the route with them so the onus is not solely on the Ride Leader. Any member who feels confident enough can act as Ride Leader.

Rules for Club Rides are as follows:

- Comply with the Highway Code.
- Helmets to be worn at all times.
- No tri-bars.
- No headphones or phones to be used while riding.
- Mudguards are compulsory outside British Summer Time (ie. from the last Sunday of October to the last Saturday of the following March, inclusive). They should also be considered at other times of year depending on weather conditions.
- Front and rear lights to be used when required by the Highway Code and considered at other times, such as in poor weather.
- All riders should be prepared for mechanical problems or unforeseen situations such as the need to make their own way home if necessary.
- All riders must carry emergency contact details with them. These should be readily retrievable if necessary.

6. Ride Etiquette

Group riding is an important part of the activities of SCC, particularly the weekend Club rides where riders of varying abilities and experience may be riding together. Good group riding improves safety, speed, fitness levels and awareness. It increases respect from other road users and can also be extremely sociable! Any rider can become comfortable with the principles of group riding after just a few rides.

General

This document explains the principles of group riding used by Salford Cycling Club. These are not hard and fast rules but they should form the basis of group riding in “typical” situations. All riders remain responsible for their own conduct and should observe the Highway Code at all times.

- All group rides should have a designated Ride Leader/Host who will be familiar with the route and destination, which should also be published on the Club forum beforehand. Ideally, the route should also be made available to other riders in a suitable GPS format.
- Groups should form up according to ride type (A, B, C, D rides etc.), ideally with a maximum

of 8 riders per group although this may be increased to 10 depending on conditions and numbers. Groups should be split into two if there are more riders than this. Consider a whole group as resembling a single vehicle that can be overtaken by other road users in one predictable movement.

- The Ride Leader should give a short briefing about the ride length, terrain and destination. If necessary, they may also brief new riders about group riding etiquette, calls, etc. The Ride Leader is there to guide only, and may make final decisions about changes to the ride if necessary. Behaviour, discipline and group co-ordination is the responsibility of *all* riders.
- Groups should be compact, riding two-abreast where the road allows, proceeding at a steady pace according to the level of the ride. The riders on the front should remain aware of their pace and avoid “half-wheeling” (continually edging in front by half a wheel or so, thereby forcing up the overall pace of the group). If a rider decides to race away from the front of the group, they will be allowed to do so and the group will not chase.
- On hills, the group will generally break up to let everyone find their own pace and should regroup at the top. Similarly, groups should spread out on fast downhill sections for safety.



Changing

Depending on ability, experience and ride level, the group should regularly change places. Changing might be initiated by the Ride Leader to keep the group alert and equitable, or by a rider on the front who is ready to move back into shelter. To carry out a change, the group moves in an anti-clockwise direction, with the front-left rider dropping back one place, the front-right rider moving across to their left to be replaced by the rider behind them and so on. There are several advantages to changing regularly:

- All riders can share the effort of “drafting” at the front of the group, while benefiting from it when not at the front. The Ride Leader should not feel obliged to stay at the front for the whole route.
- Riders can quickly gain experience and confidence in different positions.
- The group is much more sociable, with riders continually riding next to different people.
- New riders are more integrated and welcome.

Calls and signals

The group should endeavour to behave as a single, co-ordinated unit as this improves safety and commands greater respect from other road users. Good communication is essential to this so there is a system of distinct sounding club calls and (*if safe*) hand signals for typical situations, which can be used by all riders at any time.

- Normal hand signals apply for turning left or right. If the Ride Leader calls a turn, pass it up the group to the front by shouting **left turn** or **right turn**.
- If you need to slow down, call **slowing** or **stopping** as appropriate. The hand signal for this is patting in a downward direction.
- When moving out to overtake stationary vehicles, pedestrians or slower riders, you can indicate this by using your left hand to point to your right behind your back. Call **inside** to alert other riders to the position of the hazard. The rearmost rider may signal with their right hand that they are moving out, if there is following traffic.
- Riders at the front should try to alert the group to road hazards, particularly potholes, poor surfaces or obstructions. Call **inside**, **middle**, or **outside** to describe the location of the hazard. For more generalised dangers, you can call **surface**, **glass** or other appropriate descriptions. *If safe*, point to the hazard or

indicate with a shake of the hand in its direction.

- In certain situations, it may be prudent for the group to form into a single line. Any rider can shout **single** or **single up**. Typically, each rider in the right hand (outside) column would then drop behind their neighbour in the left hand column, who should endeavour to allow gaps to form for this to happen. When safe, a rider can shout **pair up** to return to two-abreast.
- On minor roads, warn of vehicles coming towards the group with **car front**. Consider calling **single** if necessary.
- Warn of vehicles behind the group with **car back**. This is only intended to alert the group to the car's presence. Remain two-abreast unless a rider then calls **single**.
- When a vehicle overtakes the group, the rearmost rider(s) may call **car through**, or just **through** so that the leading riders are aware that a vehicle will soon be pulling in ahead of them.
- All riders should endeavour to keep the group together. If a rider is becoming tired on a no-drop ride, it is important to assist them as much as possible because if they become detached, they will have to work harder and will tire even further, thereby affecting the whole group. We've all been there! If the speed of the group appears to be too great, any rider should shout **pace**, whereby the leading riders should reduce their speed a little. A reduction of just 1mph can feel significant.
- If riders become detached for any reason, call **tail** so that the front riders can slow down or, if necessary, come to a stop until the group has reformed.
- When the group is back together, riders at the rear should call **all on** and the rest of the group should pass this up to the front.
- If you are on the front and ready for a change, call **change**. If you would rather not linger on the front, simply call **change** again, or **double change**.
- If you have a mechanical problem or puncture, call **mechanical** and the group should safely come to a stop.

Communication should be frequent and informative. Riders on the front, who have the best view, should inform the group of approaching hazards. Similarly, riders at the rear should alert leading riders to problems to reduce the need to look back. Do not assume that the Ride Leader is aware of everything. If in doubt, shout!

7. Club Kit

We have a range of clothing in our distinctive club colours, including jerseys, waterproofs, gilets, shorts, skinsuits and more. We also have some leisure wear to help to promote the club more widely.

There are periodic kit “windows” during which members can order clothing. Due to the limited numbers involved, all of the kit has to be specially made. Kit windows are announced on the members’ Facebook page.



All members receive a Beginners Pack that includes a range of accessories such as neck tubes, a mudflap, bidon and cycling cap to help you to feel like part of the team!



8. Policies

Behaviour:

Salford Cycling Club exists to promote cycling in all its forms and in a social environment. It is expected that Club members behave in a manner that supports this by:

- Respecting other Club members and encouraging their participation in events.
- Respecting other road users and members of the public in order to portray the Club and cycling in a positive and attractive manner.
- Creating an inclusive environment that is free from negative judgement, discrimination, fear or harassment.
- Recognising the rights of all riders to be treated as individuals.

Social media:

Salford Cycling Club uses Facebook and other platforms to communicate outside the club. The Members Only Facebook Group is the primary source of information for members and it allows members to keep updated on current activities and information. The club pages are:

- In the case of the Members Only Facebook Group, for Salford Cycling Club members only as agreed by the committee/admins, (if we can't easily identify you as a Club member when you request to join the group, you may be asked for more information before we accept your request to join the group).
- To be used for cycling and Club related subjects, in the interests of the Club, whether active or social.
- To be used in a respectful manner i.e. no inappropriate language or content, and be respectful of other members. All social media content has the potential to be in the public domain and should be considered as such at publication.
- To be used sensibly i.e. don't post anything you might regret later, or that is likely to offend others.
- NOT for expressing political, religious or potentially divisive opinion or for being

critical, confrontational or abusive toward other Club members.

- NOT for raising issues for the attention of the Committee.

As a general rule, before posting please think if your post or comment adds to the Salford Cycling Club community and consider what a new member would think when reading your comment (perhaps without knowing the background). On occasion the Admins/Moderators of the group may choose to delete posts that contravene the Club's standards.

Information:

Salford Cycling Club works with British Cycling to process only such information as is necessary to authorise and handle Club membership. This includes personal, but not sensitive, information such as members' name, date of birth and contact details such as postal address, email address and telephone numbers. This information is not shared with any other parties.

Members should be careful about the information that they choose to share individually on the Club social media platforms for the reasons given in the Social Media Policy.

Copyright:

Any artwork prepared for the use of Salford Cycling Club by its members is deemed to be copyright of the Club and can continue to be used by the Club without future restriction or charge. In addition, pictures that are shared by members on the Club's social media accounts shall be deemed to be useable by the Club for the purposes of promotion or publicity without future restriction or charge.

