

1. Riders should always be focused on riding safely. Distractions such as checking the bike computer, drinking and eating should be limited to when riding at the back of the group.
2. When riding on the road or bike lane the group should always ride as far to the right as safely as possible.
3. When riding in a group it is the responsibility of the leading riders to point out any hazard on the road, these include potholes, rocks, other large objects and vehicles parked on the right side of the road. In some cases being verbal will help get the attention of the group. Warnings should be passed down the line to be sure the riders at the back are aware of the hazards.
4. When following a wheel it is important to stay in line to the rider in front without overlapping wheels. When you start to run up on the wheel in front first ease pressure off the pedals; if you continue to get too close to the wheel gently fan the front brake to slow down. Continue to pedal lightly during the decelerating process. This makes it easier and smoother to resume the speed of the group and helps the following riders avoid sudden application of the brakes. Looking beyond the rider in front will give more time if there is an incident or hazard to avoid.
5. When riding two abreast it is important that the two leaders ride to the right of the road or bike lane. A change is made when the rider on the left moves ahead and over to the right front position. The last rider on the inside (right) column moves to the left column. The effect will be that all riders rotate clockwise one position. The reason for this method of changing is that at any given time the group is always riding two abreast. The time spent in the front positions is decided by the lead riders and can be from 2-5 minutes or more depending on the size of the group
6. While riding in the group you should focus on having a steady wheel that others behind you can follow easily and trust. When standing up on the pedals, give it a couple of hard strokes as you stand up. Most riders do not realise that when you raise out of the saddle, the overall speed of the bike slows down and the rear wheel goes backwards and can hit the front wheel of the rider behind.
7. When riding in a single pace line, regardless of the wind direction the lead rider always rides on the right of the road or bike lane. After 20-30 pedal rotations the lead rider lifts the left elbow to indicate to the rider behind to take over the lead position. It is important that the new lead rider maintains the current speed, only increasing the speed very gradually (1-2 kph). The rider who is drifting back should be aware of the riders on the left and their position in the line. If a gap of more than a bike length appears, the rider should move over and fill the gap indicating their intention to do so verbally or with a hand signal, this will enable the group stay together.
8. Notwithstanding 5. above. A continuous double pace line is not encouraged as the groups speed automatically increases, thus "racing skills" come into play along with an increased risk to rider safety

9. For safety reasons the use of areobars is not permitted when riding in the group. Riders may have areobars mounted on their bike, but they cannot be used because of the significant increase in danger to the group caused by the hands being far away from the brake levers and reaction times are greatly increased.
10. When riding in a group formation it is important that the speed remains as constant as possible with no attacking or rolling forward passing the group by one or more riders particularly on descents.
11. Riders should carry ID and a contact number in case of emergencies
12. All riders bicycles should have fenders, complete with a rear mud flap. Riders without fenders should ride at the back of the group during inclement weather. Riders should carry spare tubes and a pump.
13. We all fully understand that riding a bike can be a dangerous pastime; let us all keep the peloton a safe and fun place to be.