

Parental/guardian consent form for unaccompanied riders under the age of 18 years participating in San Fairy Ann Clubruns  
Rider details

First name

Surname

Male/ Female

Date of Birth

Age

Medical conditions

Parental/guardian consent form for participating in SFA Clubruns

I have considered the nature of the clubruns my child wishes to participate in and I am aware of the demands of this activity and give permission for the child to participate. I confirm this is within the capability of the child to complete.

I have the responsibility of ensuring I have the ride leaders contact details, for ensuring the child has the appropriate clothing for the weather conditions and is sufficiently prepared with food, drink, tools, pump, inner tube, repair kit.

I am satisfied that my son/daughter is sufficiently responsible and competent to assume full and entire responsibility for completing the clubrun. It is my responsibility to ensure the child's bike is in a safe condition to ride and will ensure my child wears a cycle helmet whilst cycling with the SFACC.

I am giving consent to my child to complete clubruns which involve a variety of activities including long and intense rides in a variety of environments (including occasional off road).

I will ensure my child carries information giving his name and an emergency contact details and a first aid kit, in addition to any medical information it would be important for others to know. I am aware that there may not be a First Aider or first aid kit on every clubrun.

If you have any concerns about your child participating in any form of physical activity, please consult your GP before giving permission for your child to take part in clubruns.

As parent/guardian please have arrangements in place for your child to get home after the ride.

I, .....being the parent/guardian of .....

Contact number.....have read the information on this form and consent to my child riding in clubruns

Signed

Date

**Rules and Etiquette for riding in groups**

All riders take part in the group runs at their own risk or by having a signed parental/guardian consent form.

Club officers will be happy to offer general advice, to help you interpret these rules and have been asked to ensure that they are followed at all times. They will politely point out any deviations to the rider(s) concerned and seek compliance. If they believe that a rider's conduct is putting others at risk they have the authority to exclude the offender from the group run and will subsequently report the circumstances to the committee who may wish to take further action.

Consider your own insurance needs. In particular ensure that you have Third Party (Public Liability) insurance that covers you whilst cycling. The Club has such a policy to cover claims against the Club and its officers but it does not cover individual riders. You should consider joining either the Cyclists Touring Club or British Cycling -membership includes both Third Party insurance and free legal assistance should you need to claim against someone else.

Our club Director of Welfare is Geoff Hodgson, radrenner2000@yahoo.com

### **Warning Calls when Riding in a Group**

These calls and signals are universal to all experienced cyclists -please use them at the appropriate times:

**“Oil Up”** (or “Car up“) There is a vehicle coming up behind the group

**“Oil Down”** (or “car ahead“) There is a vehicle coming down towards the group

#### **“Single out”**

A call from riders at the back of the group when a vehicle is unable to pass the 2 abreast column safely. This call must be relayed forward by everyone to ensure that the move to single file is executed quickly and safely. The standard procedure is for the outside rider to drop back behind the inside rider. The call “single out” alerts everyone to the need to slow up and create spaces in the inside file.

**“Clear”** and **“Oil on Left/Right”** This call let's following riders know at junctions, that the road is clear. The rider will also, check for himself. If the group cannot stay together the first ones ride across and will then slow until the others catch up.

#### **“Pothole”**

Any pothole. If possible indicate where it is so that following riders can steer away from it and not into it. Do this by either pointing or adding to the call “on the left (or right).”

#### **“On the Left/Right”**

A general warning of some kind of hazard -usually parked cars, or pedestrians. For hazards on the left an alternative warning is to put your left hand behind your back, pointing to the right, away from the hazard. Give way to pedestrians -they can feel intimidated by cyclists just as we sometimes feel intimidated by motorists.

**“Stopping” and “Slowing” (or” Easy”)**. If you brake without letting those behind know your intention they can easily run into you.

#### **“Puncture”**

Let the others know and they will wait while you repair it. (You will probably be given help).

### **“Horse(s)”**

The group is about to pass horses and special care is needed. Pass as widely as possible. Make sure that both the horse and rider are aware of your presence and if you are approaching from behind call out. Pay attention to any request by the horse rider -they know the temperament of the horse and its likely reaction to a group of brightly clad cyclists.

Additionally, let others know if you are unable to keep up, have a problem.

Keep a steady line and constant speed while in a group. Any sudden change is magnified as it reaches riders at the back and so can have dramatic consequences.

No racing. The Club holds many competitive events in which you can race to your hearts content, but please not on group runs.

**Do not overtake the leader.** You may be ahead of him and not know he has taken a turning. You may over take the leader on hills and then wait to regroup at the top.

Ride two abreast where it safe to do so but always be prepared to single out when necessary. Ride immediately behind the rider in front -do not overlap either forwards or sideways. Overlapping forwards gives you no chance to avoid the rider in front if he swerves or falls, and overlapping sideways results in the group presenting a three abreast profile. Never ride more than two abreast.

When approaching a hill anticipate the gradient and change gear in good time. Missing a gear change on the steep bit can bring you to a sudden halt - not a good thing for the riders behind you!

Ride safely at all times. Follow the requirements of the Highway Code as they apply to cyclists and guidance from your leaders.

Treat members of the group and other road users with courtesy. Acknowledge with a wave courteous behaviour by other road users. (Many oncoming motorists will slow down or stop when they meet a large group of cyclists, whilst others allow the whole group to join or cross a major road).

Do not "wave through" a following vehicle that is waiting to overtake -let the driver make this decision. This will avoid the risk of being held responsible if the overtaking results in any form of accident. Do not react to bad driving incidents with gestures or provoke retaliation.

Ride with the group which best suits your ability. It is usually better to start low and build up. If in doubt the officers will be happy to give advice.

It is considered bad manners to hold back a strong group when an easier group is available, or to put pressure on the leader to increase the pace by cycling ahead.

I have read and understood these Rules and Etiquette for riding in groups and agree to abide by them.

Name

Signed

Date