

CHORLEY

CYCLING CLUB

OUR RIDE STRUCTURE

 KALAS

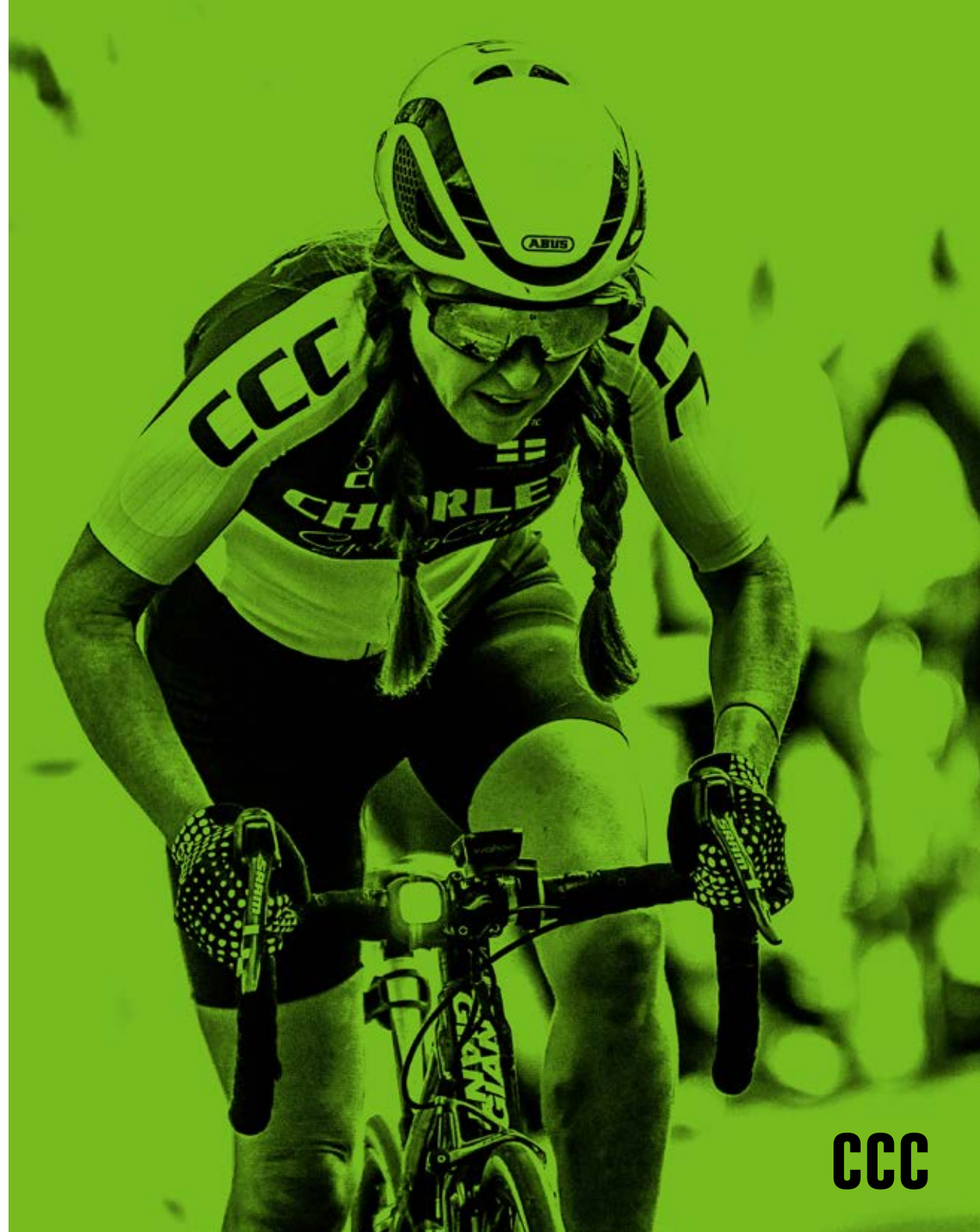
CCC

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Version 01 | March 2024

To make the CCC ride options clearer to navigate, the committee felt that there was a need to rethink our current ride structuring and ride naming.

This document outlines the changes and the new ride structure.



CCC

Weekends

The committee feels the current naming of the ride groups is no longer fit for purpose. All official rides are 'club rides', therefore our current ride naming can be somewhat confusing. Therefore we have chosen to create a new ride structure that should be clearer for all. Please see this in the table to the right.

Our weekend rides meet at **Euxton Mills**. Routes are posted on the events page a few days before the event.

Each Saturday group follows a different route, due to the differing lengths and difficulties of the rides. Sunday rides each follow the same route, with groups running faster to slower, so that any rider struggling may fall back to the group behind.

The suggested average speeds are approximate for a 50 mile ride (less for the social ride), over flat to slightly rolling terrain. Average speeds may differ slightly from those stated, based on terrain, group ability, weather conditions or a combination of various factors.

Prospective club members may join for three complimentary club rides of their choice before joining. After such time, you must become a club member to continue riding with CCC.

Saturdays

Social Ride (previously Intro Ride)

- Expected Avg speed ≈13mph
- For new or existing members. A steady paced ride

Social Progression Ride (previously Progression Ride)

- Expected Avg speed ≈13+mph
- To aid progress to Ride C. Slightly faster than Social Ride

Ride C (Saturday)

- Expected Avg speed ≈15mph

Sundays

Ride A

- Expected Avg speed ≈19 mph

Ride B

- Expected Avg speed ≈17mph

Ride C

- Expected Avg speed ≈15mph

Info about the restructured weekend rides

- Each Saturday group follows a different route, due to the differing lengths and difficulties of the rides. Sunday rides each follow the same route, with groups running faster to slower (A-C), so that any rider struggling may fall back to the group behind. Groups should set off at intervals (Leaving 3-5 mins between groups).
- Ride captains and ideally a sweeper, to be allocated in each group, to ensure the average speed and level of effort is correct for group ability level. They will also maintain group road etiquette.
- In the event of low rider turnout, groups may merge where appropriate. However, faster riders must

adapt to the pace of the slower riders in the merged group, so as not to cause splits and riders getting dropped. Please exercise courtesy to fellow club members and if a merged group is simply too slow for you, please consider riding solo on this occasion.

- Saturday rides to start at 9am, meeting @ Euxton Mills at 8.55am.
- Sunday rides to start at 8am, March-November and 9am, December-February, meeting @ Euxton Mills at 7.55am and 8.55am respectively.
- We strongly advise members to meet at the designated ride start point and not on route. There is

no guarantee that the ride will go past any alternative meeting point. If you decide to meet on route, this is done at your own risk.

- Groups to be no more than 12 riders max per ride! If numbers are greater than 12, divide into 2 equal sized groups where possible. Use common sense to create a faster and slower group. Faster half to set off first, followed by slower half, leaving a few minutes gap between groups. Anyone struggling in the faster group can fall back to slower group if required.

Please note

Smaller groups are much easier to keep tidy and safe out on the road. 12 is the maximum number of riders we feel is safe to be together on the road. Larger groups have a tendency to split far easier, take up much more of the road and can end up being unsafe.

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Example scenario

16 riders turn up for Ride B. The ride captain will suggest splitting into 2 groups of 8. Using common sense, faster riders will assemble into the first split group and leave first. Slower riders will assemble into second split group and leave a few minutes behind first group, to avoid bunching up.

Midweek

Tuesday

Chaingang

- Leaving **Euxton Mills** @ 6.15pm (meet at 6.10pm)
- Same route each week and same for each group.
- 3 rides - A (fastest), B (intermediate) & C (steadiest)
- **Ride A** expected Avg speed ≈ 23-26mph
(Please note: Group A is not a club official ride, therefore anyone can ride, club member or not. Please be aware that this may void any insurance cover provided by the club. Members ride at their own risk!)
- **Ride B** is club official. Expected Avg speed ≈ 21-24mph
- **Ride C** is club official. Expected Avg speed ≈ 19-22mph
- Ride A to leave first, followed by B and then C. Leave a short gap of a 2-3 minutes between groups. Dropped riders can fall back to next group.
- Meet back at Euxton Mills for beverages!

This is a drop ride, therefore the group will proceed, leaving dropped riders or those getting a puncture or mechanical.

Thursday

Hilly

- Leaving **Merlin Cycles** @ 6.15pm (meet at 6.10pm). Please do not park at Merlin as the gates may close.
- Same route for each group. Route will rotate on a 3-4 week basis, and will be posted online.
- 3 rides - A (fastest), B (intermediate) & C (steadiest)
- **Ride A** expected Avg speed ≈ 17-19mph
- **Ride B** expected Avg speed ≈ 15-17mph
- **Ride C** expected Avg speed ≈ 13-15mph
- Ride A to leave first, followed by B and then C. Leave a short gap of a 2-3 minutes between groups. Any riders particularly struggling in groups A and B can fall back to next group.
- Each route will have pub stop at end, stated in route title.

This is a group ride, ridden to the speeds stated above and is therefore a no drop ride. It is NOT a chaingang and the same etiquette for weekend rides should be applied! Groups must ride to the pace of the slowest rider. Any riders struggling with the pace of groups A or B may chose to fall back to the next group behind. Let another rider in the group know if you are going to fall back. Regrouping must take place after descending off every major climb, or where a split in the group has occurred due to faster sections of the route. Regroup at safe point, before the final pub stop.

CHORLEY

CYCLING CLUB

Contacts

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