

Cambridge University Cycling Club



Handbook

2020-21

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0. Overview

Welcome to Cambridge University Cycling Club! This handbook gives members a range of essential and basic information about the club: when and where we ride, what racing we're involved in, how to get involved with our social activities and annual training camp, as well as some key skills for those new to group riding.

To keep things (relatively) brief, it doesn't cover everything. If you've still got questions, head over to the website, or get in touch with members of the committee, whether in person or by email. If you're new to cycling - and even when you're not - the sport can sometimes seem a bewildering world of jargon, hand signals and expensive equipment. The club exists not just to excel in elite level racing or destroy Oxford at Varsity - *although we are quite good at both* - but to bring new students into the sport, help them develop and hopefully fall in love with cycling. Whether that means a steady 30km social ride to the Moringa Tree for coffee, smashing round the famed 'Botty Triangle' training for racing, or anything in between, we try to cater for it.

Through cycling, you make friendships with people you might never have otherwise bumped into. There's something about sitting on someone's wheel for a bracing winter ride through 'the Fens', or sharing the view of a summer sunset from the top of Chapel Hill, that's quite special (or we think so at least). It's a cliché, but Cambridge can be a real bubble at times, so getting out and about on your bike, exploring the local area to clear your head from a hectic week of essays or labs can be a real help.

We hope you have a great year with the club - see you on the road!

CUCC Committee 2020-21

This handbook should be read in conjunction with, and reference to:

- *CUCC H&S Policy*
- *British Cycling Best Practice Guidelines*
- www.britishcycling.org.uk/zuvvi/media/bc_files/membership/BEST_PRACTICE_GUIDELINES.pdf
- *Cambridge University Sport's safety website*

1. Training Information

WEEKLY SESSIONS

Below is our standard term time schedule. Times often change, however, so watch out for updates on our WhatsApp groups.

Tuesdays – Turbos (17:30 start, arrive 17:15 to set up) @ *University Sports Centre*

Thursdays - Turbos (17:30 start, arrive 17:15 to set up) @ *University Sports Centre*

Saturdays – Club rides (09:00) @ *Brookside*

Sundays – Club rides (09:00) @ *Brookside*

(see section 10 for maps)

TRAINING PACE

These give an indication of the speeds and format of our weekend group rides.

- CASUAL 'Blue' RIDE av. ~25 km/h (16 mph) ~50 km+ (30 miles)

Casual rides of varying distances. The best ride to join if you've not ridden much before. No rider left behind, the group rides at a speed to suit everyone.

- MEDIUM 'Red' RIDE av. ~27 km/h (17 mph) ~80km (50 miles)

Longer continuous rides, popular for new riders to find their feet in a large group of cyclists and work on their fitness and endurance. No rider will be left behind. Cafe stops depend on the ride leader- check the email to find out if there'll be a stop.

- FAST 'Black' RIDE av. 31 km/h+ (19 mph) 100km+ (60 miles)

Rides for experienced racers and very fit club members. These have a high tempo throughout, so probably best to check with the ride leader at the start if you don't regularly ride with this group. We will try to stay as a group, but riders may be dropped so make sure you have a copy of the route. Cafe stop obligatory.

1.1. What to bring

Nothing here is necessarily essential, but they all come strongly encouraged. If you don't have expensive lycra, or fancy equipment, don't worry: just make sure to wear clothes that are comfortable to ride in.

However, if you do want to invest, then we would recommend our sponsors Bicycle Ambulance, who you can find locally in Cambridge. Online, there are lots of options which are generally fairly reliable (Wiggle, Chain Reaction, Sigma Sport all good).

Health & Safety Provisions

If you require specific medication, **please bring this with you** in addition to whatever first aid you deem necessary. Training rides do not have first aid cover.

For added peace of mind, apps like *Road ID* for iOS and *Medical ID* for Android are recommended. Some members also have dog tags/ bracelets with this information, to be worn whilst riding. This enables the fast retrieval of potentially vital information about allergies, blood type etc. in the (very unlikely) event of being knocked unconscious after an accident.

Road Rides – all conditions

- Bike – in full working condition. We recommend you check your bike before every ride and have it serviced regularly. **No tri-bars are allowed on group rides.**
- Helmet – **this is essential** for our insurance. No helmet = no ride.
- Two spare inner tubes, hand pump, tyre levers, and a puncture repair kit. Don't rely on others always having a spare tube. If you do borrow one, be sure to replace it on the next ride!
- Multi-tool, including chain tool if possible
- Water – a couple of 750ml bottles for long rides is advised. Each individual is different and your water requirements will vary with the weather, but it's better to bring too much than not enough. Expensive energy powders are not needed – full-sugar squash from Sainsbury's is a cheap alternative.
- Food - eat something every ~1/2 hour, **bring slightly more than you think you will need.** Energy bars can be expensive but flapjacks, bananas and cereal bars do the job!
- Money for café stop/taxi home in case of an unfixable mechanical
- Phone to call for assistance in case of emergency
- Lights – particularly for afternoon rides, essential as even if you plan to be back before dark, you may be delayed. Small LED lights are unobtrusive and greatly improve your visibility.
- Sunglasses/glasses with clear lenses – not only in sunny conditions, but to prevent grit being thrown into eyes in the wet. If you're a cheap stem student, lab goggles do the job...
- Decent tyres – there is nothing more annoying than getting punctures. Good options include Conti Grand Prixs/ 4 Seasons, Schwalbe Marathons or Ultrasports.

Road Rides – cold conditions, ie most of Michaelmas and Lent terms

- Overshoes – neoprene or similar. These stop the wind whistling through your shoe vents and keep your feet a lot warmer (or at least delays the onset of the cold!).
- Long-sleeved jacket – dedicated cycling jackets can often be found on sale, but rowing splash jackets also do the job if you're that way inclined.
- Long-sleeved leggings/leg warmers - you'll want to keep your knees covered when the temperatures drop!

- Decent gloves – neoprene gloves by the likes of Castelli or Altura are recommended for very cold days. This is wetsuit material so leaves you with a tight fit and good control of your shifters while keeping fingers toasty warm
- Under helmet cap/ buff- extra layers which can make a big difference on a cold day!
- Always bring one more layer than you think you will need in case of emergency

Road Rides – wet conditions (in addition to the above)

- Waterproof jacket
- Mudguards with long flaps (Makes wet group rides infinitely more pleasant for everyone and saves your components from grit). Try to fit proper full length (e.g. SKS Chromoplastic P35) as these protect brakes better. If you don't have mudguard mounts, we recommend Crud Roadracers as providing the best coverage but there's a host of options that are all better than nothing.

Turbo sessions

- Bike
- Water - lots
- Layered up kit- shorts and a jersey to ride in, then layers to ride over/ home in (jogging bottoms and a jumper will do it)
- Lights to get home
- Towel
- A turbo tyre/wheel, if you have them. Let the session leader know, and it might be possible to store your turbo wheel with the trainers in the sports centre.
- Turbos and turbo skewers are provided

1.2. Road group riding

*These give a basic introduction to group riding. It might seem like a lot to think about and remember, but don't worry: group rides are not a 'test', and experienced riders are not looking to 'catch you out'. Most of these tips are simply designed to **keep everyone safe**. So long as you are considerate to others, and are receptive to constructive feedback, that's all that matters. These are things you will **learn** as you progress through Blue, Red and Black rides - you are not expected to know everything straight away, but we do expect members to be committed to learning them over time. Just ask questions, keep practicing, and safe, efficient, fast group riding will become natural very quickly.*

You can find more information about how to become a more skilled and experienced rider in our 'So you want to get faster?' document!

SINGLE TRAINING LINE (sometimes called a 'paceline')

This is when riders form a single-file line. At 3-5 min intervals the front rider pulls out to the right (CHECKING BEHIND FIRST) and eases off, rejoining the line at the back. The new first-cyclist should not ramp the speed up,

but will increase their own pace due to greater wind resistance. Bikes in the line should be approximately half a wheel length from each other.

We will normally only ride in a single training line when a small group is doing a hard effort, or when a larger group needs to go single-file on a narrow road to allow traffic to pass safely.

DOUBLE TRAINING LINE

This is how we most commonly ride. Riders form two equal length parallel lines. After ~5 mins on the front, the rider at the head of the right hand line draws forward smoothly and then left so is the new leader of the left hand line. The new head of the right hand line pulls forward, so they're alongside the new head of the left hand line. The other riders in the right hand line stay on the wheel of the lead rider, so are drawn forward. The rider at the back of the left hand lane should then pull forward and across, onto the tail of the right hand lane.

It is important to keep the pace the same during such changeovers, and not to 'half wheel' (riding slightly ahead of the person next to you, causing the pace to gradually increase) when at the front. All riders should get their turn on the front, so don't bother moving to the front at junctions. If you are struggling, it is more than acceptable to remain on the back- just keep communications with the rest of the group so they know what you're doing!

Here's a video to demonstrate (but you'll pick it up quickly once you start riding):
<https://www.youtube.com/watch?v=f1rXCcNG1GM>

DOUBLE PACELINE/CHAINGANG

Similar to the double pace line, only the changeovers occur much closer together, with the two lines moving like a chain as riders spend a minimum amount of time on the front. When you get to the back, call out "LAST MAN" to the rider adjacent to you as you pull through, so they know to follow you across to the other line. You can also call "CLEAR" to let the rider moving off the working line know that there's room to pull in front of you. This is usually done on short fast-pace rides on continuous sections of roads. You should be confident riding at speed in a double training line before moving on to chaingang.

ROAD GENERAL ETIQUETTE

Here we elaborate on some more general riding etiquette. Though we give more explanation below, the key takeaways are:

- 1. Don't overlap wheels.**
- 2. Look before changing your road position.**
- 3. Alert others to potential hazards**
- 4. Avoid braking suddenly.**
- 5. Use mudguards if it's wet.**
- 6. Don't run red lights and obey the highway code.**

- Be on time. Rides will leave no later than 5 mins after the advertised time, and won't wait.
- Ride at sensible distances from other riders. Do only what you are comfortable and confident with, but if you can stay about half a wheel from the rider in front with NO OVERLAP: if they pull out and you are overlapping wheels with them, you will crash, as will the riders behind you. **If you remember one thing about group riding, it should be "don't overlap wheels"**. Laterally, stay at about half a handlebar width: don't take up the whole road. Ride about half a meter from the curb.
- Communicate with the other riders in your group- call out hazards on the road ahead and assume that the people behind you won't be able to see potholes, parked cars and gravel. Draw their attention to these by calling out or pointing with your hands (but only if it's safe to take your hands off the bars!). It's better to be safe than sorry: if you think a hazard deserves to be called out, let others know!
- Keep your head up and pay attention to the road ahead. Most importantly **do not brake suddenly if you are in a group, it is the most common cause of crashes**. Try not to use your brakes at all when riding in the group. Instead, moderate your speed by 'coasting' (i.e. briefly stopping pedalling) or by moving yourself out slightly 'into the wind'. This will come with practice and experience of group riding. If the group as a whole needs to slow down or stop - for instance, approaching horses on the road, or a junction - those at the front of the group should clearly shout 'slowing' or 'stopping' **before** they begin to use their brakes. As a general rule in group riding, **smooth is always better**. Sudden, unexpected movements are what cause crashes.
- Bring your own stuff- constantly borrowing tubes/food/water/etc is annoying. You are responsible for your own well-being during the ride, so try to avoid running out of energy (bonking)- we've all been the one who runs out of energy on the way home but doing it every week is bad for your health and annoying for everyone!
- On wet rides, full mudguards with flaps are mandatory. If you do not have mudguards, you will have to ride at the back of the group, to prevent other riders having a face full of mud, grit and horse shit for three hours. Seriously, a pair of mudguards is an essential investment for British winter riding, and will keep you warmer and drier too.
- Keep the pace constant and steady. Unless the session dictates it, don't up the pace on every hill and drop half the group. The pace may rise up some hills, especially on the Black ride, but these efforts should be communicated beforehand and allow re-grouping at the top. Again, **smoothness** is the priority. When you get a turn on the front, your effort will have to increase to make sure the speed stays steady. You don't need to sprint off the front to show what a mighty cycling god you are – these are club runs, not races.
- **Obey road laws**. You are allowed to ride two abreast on UK roads. Aside from that, all car rules apply – signal, don't swerve, don't shout abuse at cars even if they don't know how to drive around bikes. You are wearing - or will be with people wearing - club kit. Be a good representative for the club. Don't be a dick.

SIGNALLING

These are some of the common arm signals which you can use to communicate changes in direction or hazards while group riding. Don't worry if you don't know all of these immediately: you will quickly pick them up through group riding. If in doubt, just loudly call it out a hazard verbally.

Credit to British Cycling's website for these excellent photos



a)

Arm straight out left or right. Only use for road junctions, not just where the road twists. Accompany by calling "left" or "right" - this makes sure those in the group who maybe can't see your arm can still anticipate the turn.



b)

Arm straight out and moved up and down. Use to indicate slowing down e.g. before a corner, junction or obstruction- accompanied by calling out "slowing".



c)

Pointing. Use to indicate potholes, speed bumps etc. Accompany by shouting “hole”. Use well in advance of a hole so the group can move out to avoid it.



d)

Arm across your back. Use to indicate overtaking a parked car or other obstacle- for this image, the hazard to be avoided is on the rider’s left. Note its difference from that to indicate a road junction.

VERBAL SIGNALLING

These are some of the terms you will hear when out group riding. Do try to learn them over time, as they help to quickly communicate hazards and keep everyone safe.

“OFF/PACE” – someone has been dropped. Usually passed from the back to the front, who should drop the pace accordingly.

“CLEAR” – shouted at a junction, if there is no traffic on the road being joined. **It is very important to only shout this if you’re sure the whole group can get across.** It is also NOT an excuse to pull out at speed without looking yourself.

“HOLE LEFT/RIGHT/CENTRE” – accompanied by pointing out the hole. Group should move around it accordingly and safely.

“CAR UP/BACK” – car approaching from ahead or behind, respectively. Use for all types of vehicle.

“LINE OUT/SINGLE OUT” – a car/obstruction ahead prevents the usual training double lines. The left hand line should pull spread out allowing the right hand line to slot in every other cyclist. After the car/obstacle has been passed, you should resume your previous place.

“LEFT/RIGHT TURN” – use for actual junctions with the appropriate arm gesture.

“SLOWING/EASY” – to accompany the straight arm moved up and down ahead of a junction/ obstruction.

“PUNCTURE/ MECHANICAL” – obvious uses. The whole group should stop for this.

1.3. Turboing

We run turbo sessions on Tuesdays and Thursdays starting in October and continuing throughout the winter/spring, with sign up using a doodle poll sent via email. We run structured sessions, based on a progressive training plan designed to get you in peak fitness for the BUCS time trials in April. However these are not only for racers, and are good for those just wanting to get fitter as much as those wanting to compete in BUCS. You can also do your own thing if you want, but there will always be something structured going on.

It is important to sign up to this as we do have a limited number of turbos.

TIMES

Arrive before the allotted training time so you can get set up.

TURBOS

The club turbos are currently stored in the University Sports Centre. Ask at the front desk to open the room, showing proof of membership. A link to the sign up form will be attached to the weekly Sunday emails- make sure you get your name down, as the number of turbos is limited.

TIPS

Warm-up is always critical. Allow for at least 10 mins of winding the pressure up, keeping your cadence high. Warming down and stretching is also important, don't just rely on the cycle home for this.

1.4. Ride routes

COMMON ROUTES

<http://cycling.soc.srccf.net/training/meeting-points-routes/>

This page has a link to a spreadsheet with a selection of rides used regularly by club members

1.5. Ride leaders

Ride Leaders Guide

We are always looking for new faces to lead rides. If you are willing to do this, get in touch with the current Ride Captain (listed on the website) and then give yourself a pat on the back – **without volunteers for ride leaders club runs do not happen**. It is easy and means you can stop at your favourite café/seek out your favourite roads etc.

Some guidance:

- Find a suitable route, either your own or stolen off friends on Strava. Put it on a Garmin or make sure you can navigate in some other way. Get in touch with a member of the committee so it can be put in the newsletter
- Have a quick look through the 'emergency procedures' section below – everyone is ultimately responsible for their own safety but as ride leader you should manage the group should a mechanical/accident occur. Most of it is common sense!
- Make sure you have your mobile phones in case of emergency.
- Introduce yourself at the start of the ride. It may be useful to ask if anyone is new to riding with us, and explain what to do as necessary.
- If groups are large (20 plus) split into 2 and designate an experienced rider to lead the second group, either following the same route ~5min behind or on a different route.
- At Brookside, people will choose which group to ride with based on estimated speed and distances, so as far as possible try and stick to what is advertised.
- Set a good example of riding. Maintain the pace of the ride, telling people to increase or decrease the pace as necessary. If someone is not signalling or riding dangerously, have a word and explain what they should be doing.
- Do regular head counts to make sure you haven't lost anyone (and make sure anyone peeling off early lets you know).

- If a few people are flagging, are happy to return to Cambridge and know the way, this is okay. If people are flagging and do not know the way, reduce the pace of the group. Please don't leave people to find their own way home from the middle of nowhere, even if they seem willing to be left.
- If you want to stretch people's legs up a hill/sprint for a road sign ensure everyone in the group knows what is happening **and that you regroup afterwards.**
- We shall cancel rides in the event of snow or ice. However if you feel the conditions are too dangerous to lead a ride, you are welcome to cancel your ride (though this is not an excuse to avoid riding in the rain...)
- **Please read through the road risk assessments on the website - it is straightforward stuff, but highlights the responsibilities of the ride leaders**

N.B. Ride leaders are not a qualified guide and carry no legal responsibility for the rest of the group. Although risks can be reduced, riding on public roads remains a potentially dangerous activity.

We are usually short of people to lead the 'casual' pace rides. If you usually ride in these groups, please volunteer to lead them - as long as you can navigate a route, you can lead a ride.

1.6. Emergency Procedures

Puncture

- Whole group should stop and wait off the road, although if safe it is acceptable to continue to ride up and down a small stretch of road to keep warm. If the member does not have a spare tube, a member of the group should donate one - this should be returned at a future ride/via pidge.

Other Mechanical

- If this can be fixed by the combined expertise of the group, then do so. If this reduces the performance of the bike, bear this in mind and reduce the pace of the ride/return a more direct route.
- If the bike is unrideable, the rider should call a cab or a friend with a car. Most Porters' Lodges have cash to pay a taxi in the event that the rider does not have money on them.

Extreme Cold Weather

- Rides will be cancelled for ice or snow.
- However, riders may get very cold on general winter rides - it is therefore essential for riders to bring enough clothing to keep warm and dry
- It is best to keep moving in such a situation; staying still will only make riders colder.

Riding in the dark

- Rides are scheduled for this not to occur. However, if you are riding after sunset for whatever reason, you should have lights. Carry them even if it is unlikely they will be used, for this reason.
- If every member does not have lights, put a front light at the front of the group and a rear at the back, at the very least.

Accident

- The first priority after a crash is to ensure the injured parties are not then hit by a car. Riders not involved in the crash should position themselves in such a way to warn traffic - this may involve cycling to the far side of a blind corner or over the crest of a hill.
- The next priority is to check airways, breathing and circulation - ABC. If required, call 112 from a mobile - remember this enables the call to be more easily traced than 999 (if the exact location is unknown).
- It is unfeasible for the club to provide full first aid kits due to the mobile nature of riding. If the injury requires the contents of a first aid kit, riders should be dispatched to the nearest public building to fetch theirs.
- Riders with minor injuries should either get a cab back to Cambridge or cycle directly back.

2. MTB Trips

2.1 *What to bring*

These are the things you will need for a day out on the mountain bike. For weekend trips you will need additional items such as a sleeping bag and casual clothes for the hut.

- Bike in working order
- Helmet (also consider gloves, body armour, such as knee-shin and elbow/forearm guards, torso and back protectors, and a full face helmet - especially if doing downhill or freeride).
- Puncture repair kit / Tools / Spare tube(s) / Pump
- Sunglasses / Eye protection
- Personal First Aid kit
- Food and water plus spare
- Layered clothing plus hat and gloves – always bring one layer more than you think you'll need in case of emergency.
- Waterproofs (!)
- Clothes to change into for the drive home (and shoes for drivers)
- Map/Compass/GPS/Guidebook
- Bike light / Torch (for emergency use)
- Mobile phone
- Survival bag / blanket
- Whistle (for emergencies)

2.2 *Trips*

Most trips take place over a full weekend. Details are announced on the mailing list. Bike hire is usually available.

2.3 Mountain bike trip policy

The Cambridge University Cycling Club organizes Mountain Biking trips. Its primary function is to facilitate the planning of trips by bringing together cycling enthusiasts. We cycle together as a group of friends. Each person is responsible for their own safety and the implementation of the control measures described in the club risk assessment. In practice this means bringing appropriate kit (see mountain biking kit list) and judging your own abilities. For practical reasons, a "ride leader" who is familiar with the route may be assigned. They are not a qualified guide and carry no legal responsibility for the rest of the group. Although risks can be reduced, mountain biking remains a potentially dangerous activity.

2.4 Emergency procedures

In the case of a crash or accident, uninjured riders will assess the situation. They will decide whether it is necessary to call emergency services. All riders are encouraged to carry a mobile phone and personal first aid kit. If there is no mobile phone signal part of the group will stay with the casualty whilst others go to get help/signal. Mountain rescue can be reached by dialing 999 and asking for the police. An appropriate signal with a whistle / torch is six blasts / flashes, to be repeated every minute. The reply from rescuers would be three blasts / flashes. The six blasts / flashes should be continued until help arrives, and should not be stopped if a reply is heard.

3. Track training information

3.1 What to bring

- Shoes with Look cleats for hire bikes. If you don't own any, track bikes come with shoe cages for use with flat shoes e.g. trainers.
- Helmet (essential)
- Mitts (essential)
- Food for the day
- Warm clothes to wear when not on the track
- Any work you want to get on with - there will be some waiting about

3.2 Training sessions

We run several track training sessions before BUCS track in November - these are usually to Welwyn, Derby or the Lee Valley Velodrome in London. You don't have to have done track before to come along to the early sessions. Bikes are provided - either club ones or rented at the track. We ask for a small contribution for the transport and hire costs. These sessions will be organised by email - watch out for the weekly newsletters.

TRACK ETIQUETTE AND SAFETY

This is somewhat different from on the road. A good guide can be found at <https://www.britishcycling.org.uk/getintotrackcycling>. The key points are:

- Track bikes are fixed with no brakes. You can't stop pedalling and you can't brake to avoid an obstacle. Be careful of this after a sprint - you can't freewheel as you might after doing so on the road.
- Be very mindful of other cyclists on the track - don't undertake, and ALWAYS check over your right shoulder before pulling up the track. Communication is key.
- Do not ride on the blue band at the bottom of the track.
- At slow speeds, the sharp banking at each end seems impossibly steep. The physics, however, say that you won't slide at speeds above ~20kph.

3.3 Emergency procedures

Velodromes are public venues. As such, they will have qualified first aiders on hand to treat injuries or call for further assistance. If an accident is serious, remember not to move the injured party until qualified medical assistance arrives.

4. Club kit

TRAINING KIT

The club kit order is placed in Michaelmas and arrives usually in early Lent. Watch out for kit ordering info in the newsletters.

CASUAL KIT

Club stash (casual clothing) is ordered part way through Michaelmas and is usually faster to arrive.

5. Membership

For 2020/21, one year's membership costs **£30**, and three years' membership is available at the discounted rate of **£70**. Whilst membership is not required to attend group rides, **please note that membership is required to use a club turbo, to purchase club kit and compete for CUCC**. See the website for a list of membership benefits.

If you do not wish to pay membership at present, but would like to attend club rides, we still request that you complete our Health & Safety form (https://docs.google.com/forms/d/1Nlj7RwkHL_WeLT38i0asZwzzk18Z8iP31vtoPZqzM1c/viewform?usp=send_form)

To become a member, please complete the CUCC membership form through our British Cycling membership portal: <https://www.britishcycling.org.uk/club/profile/3063/cambridge-university-cc#join>. You will also need to register an account on British Cycling if you didn't previously have one, though membership of British Cycling, though advised by the committee, is not a requirement of membership.

Any queries should be directed to the junior treasurer, Isaac Brown (iwb21).

All members of the club will be sent an e-membership card, which will be required for access to club turbos and also get the club discount at Bicycle Ambulance.

6. Racing

Members are highly encouraged to take part in races throughout the year, whether you are a novice or old hand. The traffic free circuits at Redbridge (aka Hog Hill) and Lee Valley are within easy reach on the trains to London, and both run winter series which make a great introduction to racing. Starting after the clocks change in the spring, there are evening club time trials run by Cambridge Cycling Club and Team Cambridge. There are many Open time trials within riding distance - have a look at the calendar for London North (F), London East (E) and East (B) districts published by Cycling Time Trials in the new year.

Most local road races are affiliated to the ERRL, of which we are not a member. These are normally oversubscribed and given that preference is given to members of affiliated clubs you are unlikely to get a start. I'd highly encourage anyone interested in road racing to start by racing crits as there are many more opportunities, and they provide a condensed environment in which you'll pick up the skills you need to race successfully a lot quicker. Contact John (jfm43) if you have any further questions.

6.1 What to bring

BUCS Races

- Your bike, in full working order. Bring tools, tubes etc in case of a mechanical problem warming up.
- A helmet (compulsory for BUCS time trials)
- Rear light (compulsory for BUCS time trials)
- Warm clothes to wear after the race
- Pre and post-race food
- Water - the venue may not have somewhere for you to fill up bottles.
- Cambridge ID card - you may require this for signing on

Public Races

- The above, plus British Cycling Membership card

6.2 Races

BUCS races are as follows:

1. BUCS Hill climb (Late October, Peak District)
2. BUCS Track (Late November/Early December, Manchester)
3. BUCS 10 Mile TT (Late March/Early April, Oxford/Cambridge alternating years)
4. BUCS Downhill Mountain Bike (Easter Break, Wales)
5. BUCS 3up TTT (Late March/Early April, Bath)
6. BUCS 25 Mile TT (Late March/Early April, Oxford/Cambridge alternating years)
7. BUCS Road Race (Late April, York)

A Varsity XC mountain bike race is also held, usually during Lent term. If possible, the club will cover entry fees and transport for BUCS races.

CUCC Members also regularly compete at open events around Cambridgeshire, such as:

1. Ely Hardriders (Late Feb)
2. Northroad Hardriders (Early March)
3. Hog Hill Winter Crit Series (Early Feb-April)
4. Lea Valley 25m TT (Mid-March)
5. Crest Road Race (Mid-March)
6. Ike Saul Road Race (Late March)

The Race Captain will collate a race calendar at the start of Lent Term. If you have any further questions, please get in contact with them.

6.3 Emergency procedures

The race organisers will have accident and emergency cover in place. If the course is a TT, you can shout to competitors to alert the next marshal that you are in trouble. If a road race, there should be a following car. If you know there won't be (e.g. Sportives), it would be advisable to carry your mobile for such an eventuality.

7. Training camp

There is an annual training camp to southern Spain in January (approx. dates 2nd-10th), flying out with bikes for an intense week or ten days of escaping the British winter, putting in a solid block of training and otherwise generally living the pro lifestyle and having some fun. We go to the Costa Blanca region, staying a few miles from Calpe where many of the World tour teams (Etixx, BMC, Giant-Alpecin etc) hold their training camps at this time of year. Check out last years training camp video here: goo.gl/rtfQ43

This is organised part way through Michaelmas.

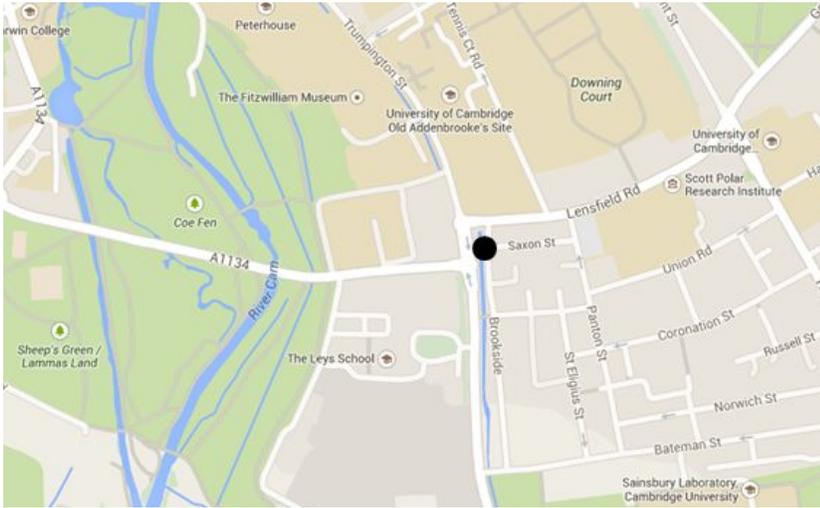
8. Complaints Procedure

Any complaints relating to the running of the club, club activities or other relevant things must be submitted in writing (e.g. by email) to a member of the Executive Committee (President, General Secretary & Junior Treasurer). Complaints will be treated with due confidentiality and will not be distributed publicly or shared with the rest of the Committee, unless where relevant.

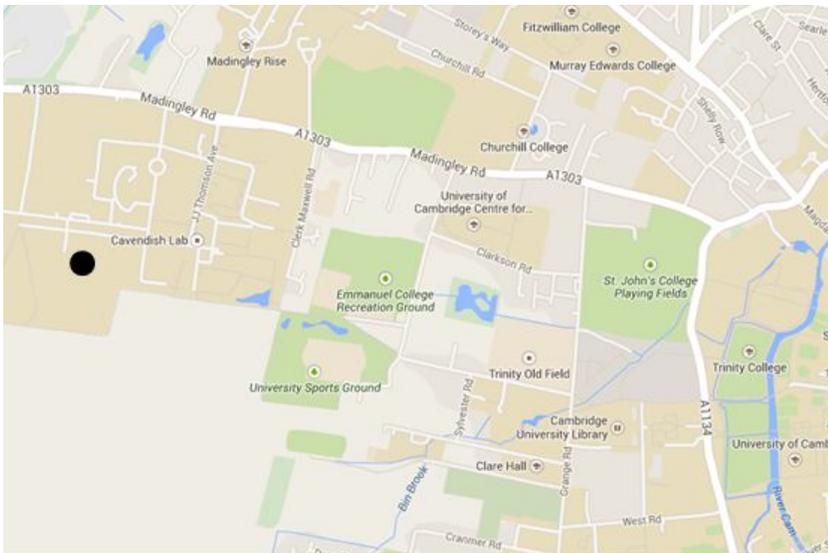
Complaints against a member(s) of the Executive Committee may be lodged with the Senior Treasurer, or, where a further conflict of interest arises, with the Sports Service who will advise on the appropriate procedures depending on the nature of the complaint.

The Executive Committee will meet to hear any member complaints as soon as realistically possible, or within 21 days of a complaint being lodged.

9. Meeting points



Brookside



University Sports Centre

10. Other information

All policy documents, such as the club Constitution, Health & Safety Policy, Welfare Policy and Privacy Notice can be accessed on the CUCC website (<http://cycling.soc.srccf.net/club-policies/>)

Any further queries should be directed to the relevant committee member, with contact details available on the CUCC website. General enquiries should be directed to the General Secretary.