

Sumter Landing Bicycle Club

New Rider-New Club Member Overview

Welcome

Cycling in the Villages is different from other areas of the country. The most notable difference is that most of the population are seniors. We all face the same challenges of aging; hearing loss, eyesight challenges, slower response times, and difficulty with depth perception. Motorists, cyclists, golf cart operators, and pedestrians all share the same roadways and multi-use/multi-modal paths.

Unlike most of the recreational activities here, cyclists do not “play” in a closed environment. Rather, we must share our space with others who do not always understand our behavior.

As a result, the bicycle clubs in the Villages have adopted a cycling protocol which helps reduce risk, makes us more visible, makes our behavior more predictable and provides the opportunity for an enjoyable cycling experience for all levels of cyclists.

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Agenda

Who Are We?

Rider Responsibilities

What about E-Bikes?

Where and How We Ride

What to Expect on a Ride

People Problems

Safety Tips

Tech Tips

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Who Are We?

A Social Club

Valentines Day Dance
Holiday Party
Firecracker Dance
Outdoor BYOB Socials
Womens Golf
Womens Book Club
Ladies Luncheon
Mixed Golf

A Service Club

Hearts for Hospital
Sheriff's Bike Collection
Girl Scout Camp Bike Cleanup
Ride for Alzheimers

A Cycling Club

Organized rides 5 days a week
3 Ride start locations
Monthly Fabulous Females
Monthly Howey in the Hills
Ride of Silence Memorial Ride
Out of area rides
Club Store
Ride with GPS Routes

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Club Leadership Effective 1/1/23

Board of Directors

Mark Altieri
Cindy Clark
Teresa England
Dean Nicholson
Steve Fromme
Norma Jean Ballenger
Sam Shipley
John Komoroske
Lew Fromhart
Terry Walsh
Bill Parker
Debbie Wise

Club Officers

Bill Parker-President
Cindy Clark-Vice President
Steve Fromme Treasurer
Norm Hurwitz-Secretary

Directors and Chairpersons

Rides-Sam Shipley
Safety-Ray Gagnon
Communications-John K.
Web Master-Robert Raymond
Membership-Tony Zangrilli
Social Events-Joyce Morgan
Club Store-Debbie Wise
Finance-Steve Fromme
Care Committee- Pam Powell

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Keeping You Informed

Communication with you

Club Website

Daily ride start announcement

Weekly Braking News (email)

Monthly Roundabout the Villages
(email)

Blast email as needed

You Communicating with others

Membership Directory

Emails to club leadership

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Rider Responsibilities

- Sign a liability waiver. If you are a member, you did this during the application process.
- Wear a helmet
- Have and USE a rear facing mirror
- Bring water or hydration on the ride
- Ride with a Ride Leader and Ride Sweep
- Ride single file
- Do not overlap wheels with the rider in front of you

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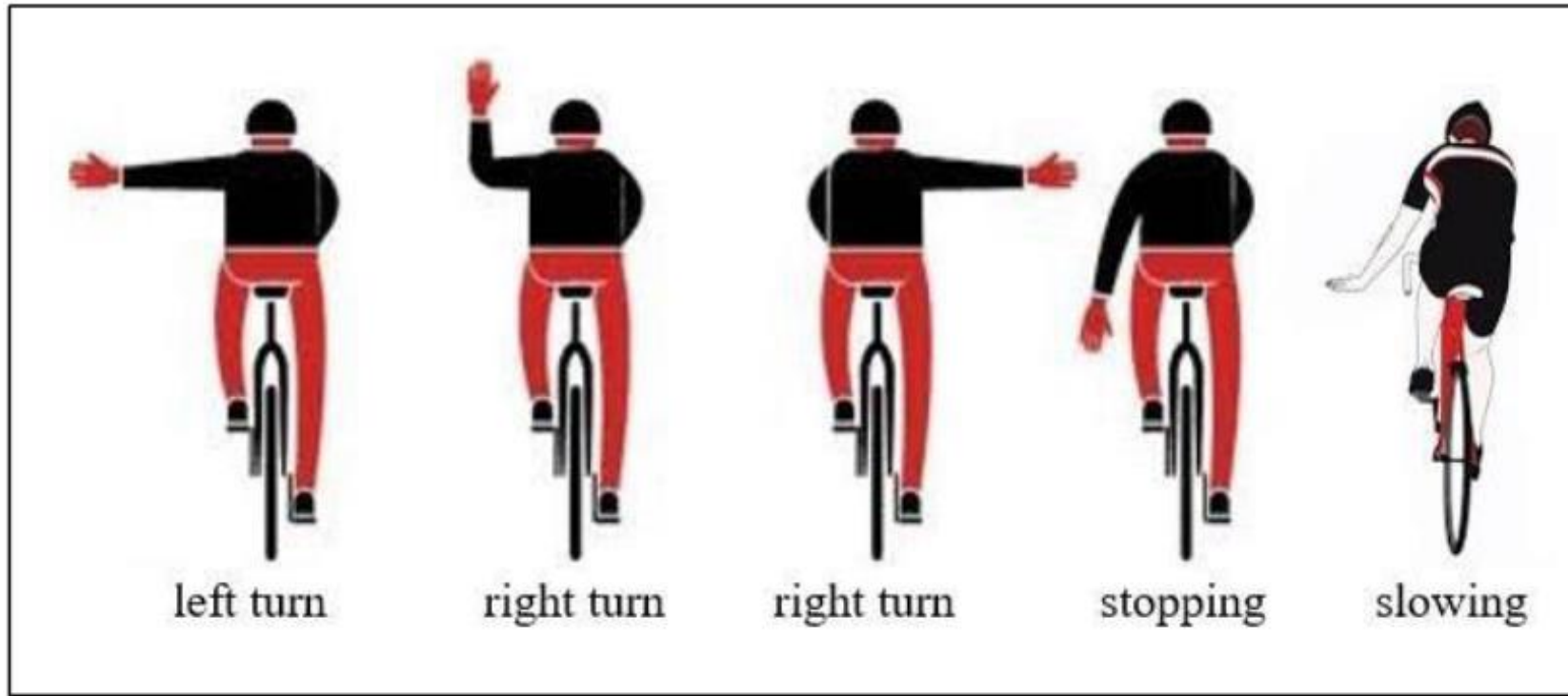
Rider Responsibilities

- Call out or repeat warning for dangers on the ride
- Use hand and voice signals for turns
- Do not use “CLEAR”
- Obey all traffic laws
- Yield to vehicles in a roundabout
- Have front and rear flashing lights
- Practice cycling etiquette and ethics

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Hand signals



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What About e-Bikes?

SLBC permits all types of pedal assist e-bikes. If you have a Class II e-bike (which has throttle control capability), you must ride it as a pedal assist e-bike while on a group ride.

We do not have separate e-Bike rides. E-bike cyclists participate in the club rides just like recumbent and low rider trikes. E-bike riders should join a ride group that is appropriate for your riding experience.

The benefit to integrating into the general club rides is:

- You make new friends.
- You learn the safety protocols faster.
- If you are a new cyclist, you gain riding knowledge by riding with more experienced riders.
- You gain technical knowledge about e-bikes through other e-bike riders.

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Where We Ride

All Sumter Landing Bicycle Club rides are conducted on public roadways, multimodal paths, and a few private golf cart access ways. Some of the public roadways are busy state roads. Others are quiet country roads. Some roads have shoulders or cycling lanes, others do not.

Rides inside the Villages are on the Boulevards, residential streets, and multimodal paths. C-social pace rides are sometimes on cycling paths. Generally, group riding on the bicycle paths is not recommended due to the presence of walkers, dog walkers, roller bladers, and novice casual cyclists.

Riding inside the tunnels on the multimodal path is discouraged, but sometimes necessary.

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Ride Pace and Distance

The Sumter Landing Bicycle Club currently has four ride levels: C-Social, C Pace, B Pace, and A Pace. Ride pace is defined as the typical rolling pace, with no hills and no wind.

- C-Social- Ride pace: Under 16 mph, lowest is 10 mph, typical is 12-14mph, Ride distance: 16-20 miles. This is a no drop ride and mostly inside The Villages.
- C Pace- Ride pace: Under 16 mph, typical is 14-15 mph, Ride distance: 25-35 miles. This is a no drop ride.
- B Pace- Ride Pace: 16-20 mph, ride distance: 32-45 miles. This is a no drop ride
- A Pace- Ride Pace: 20 mph and higher, Ride distance 45-55 miles. You can be dropped on this ride.

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How We Ride

All club rides are in groups, based upon ride pace and ride distance. Riding in a group makes us more visible to motor vehicles.

Each group has 10 cyclists maximum, consisting of a Ride Leader, a Ride Sweep, and 8 riders in between. If more than 8 cyclists want to ride, a ride sub-group is formed.

The Ride Leader chooses the route and pace which is appropriate for the ride group. The Leader selects the mid ride break and water stop points when appropriate.

During C-social and C Pace rides, the Ride Leader will usually stay in the front for the entire ride.

The Ride Sweep is the last rider in the group. The sweep is the eyes and ears at the back, ever alert for threats coming from behind. The sweep makes the decisions for keeping the riders as safe as possible when enroute maneuvers are required.

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How We Ride

Cyclist should ride single file with an appropriate space between riders.

When riding on the boulevards, riders should be riding in the right lane in the “right tire track” (of a car) or about 30 inches to the left of the white line. Riding in this position will discourage motorists from trying to share the lane with you.

When cycling on a multi-use lane (a golf cart lane inside the residential areas) or on a multi-modal path, cyclists should ride in the middle of your lane. Riding in this position will discourage golf carts from trying to share the lane with you.

On a multi-use lane inside the residential areas, do not ride close to the left white line. Vehicles pulling trailers and some inattentive motorists will occasionally drift over that line.

When riding on rural roads, leave 2 feet of space to the grassy shoulder.

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Checklist for Your First Ride

- Tires properly inflated
- A spare tube that fits your bike (don't forget stem length)
- A snack for the mid ride break
- Water or some other hydration beverage
- Tire levers
- A CO2 or mini hand pump to inflate a tire
- Do you know how to get your tires off the bike (hint try it in your garage first)
- Helmet
- Cycling gloves
- A mirror
- Front and rear lights that are charged
- Properly charged e-bike battery
- Brakes that work

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At the Ride Start

Look for the Ride Starter

- If you have not joined the club, you must sign the waivers.
- Waiver is good for one ride only-then you must join per the club-insurance requirements
- Ask what Ride Group you should join

Leave your ego at the door for this first ride-join a ride group one level lower than what you usually ride. The Ride Leader may ask you a few questions to make sure you are capable of that ride pace and distance.

Turn on your front and rear flashing lights

Listen to the Pre Ride Announcements. Make sure you get into the correct ride group.

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On the Ride-Safety First

- Pass hand and voice signals up and back using your OUTDOOR voices
- Never pass another rider on the right, only on the left
- If you are being passed by another group, always single up and give the faster group room to pass. Don't hog the lane
- If you are passing another cyclist, cheerfully call out "on your left"
- Never pull up on the right side of a car at a light or stop sign. Always pull behind the last vehicle in line.
- Yield to traffic in the roundabout.
- Be looking ahead to the roundabout and EXPECT a vehicle to be there
- If a vehicle is in the left lane when approaching a roundabout, call out "Car in the Left Lane" to alert others in front of you.
- If you have to leave the ride for any reason, you must tell the Ride Sweep and leave from the back of the group.

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Merging

When riding through the residential areas, there are several places where the multi-use, aka “Golf cart”, lane merges with the vehicle travel lane. These areas are marked with a yellow “Merge” sign and by white hash marks on the road surface.

The Ride Leader will signal to the Ride Sweep to initiate the Merge. When it is safe to merge, the Ride Sweep will block the lane and call out **“Take the Lane”**. Do not make the merge until you hear the call from the Ride Sweep. Then check your mirror, pass up the **“Take the Lane”** command and then move.

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Multi Lane Roads-Taking the Lane

When riding on multi-lane roads, (boulevards) the route may require a left turn. To do this safely, the “Merge Protocol” is again followed.

The Ride Leader will signal to the Ride Sweep to initiate the Merge. When it is safe to merge, the Ride Sweep will block the lane and call out **“Take the Lane”**.

If the lane change is on a road with a shoulder and two lanes, the Ride Sweep will block the lane and call out **“Take the First Lane”**. Do not make the merge until you hear the call from the Ride Sweep. Then check your mirror, pass up the **“Take the Lane”** command and then move.

When it is safe to take the second lane the Ride Sweep will call **“Take the Second Lane”** or **“All the Way”**. Do not make the merge until you hear the call from the Ride Sweep. Then check your mirror, pass up the **“Take the Lane”** command and then move.

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Problems on the Ride- Ride Must Slow Down

There are two reasons when a ride has to slow down. The first is called a **“Split”**.

When in the course of a ride, a significant space opens up in front of you, you should call out **“Split”**. You should call it out loud enough so that the person in front of you can hear it and relay it up to the Ride Leader who will slow the ride pace.

Typical Reasons for a “Split” are

- Ride pace too fast
- Cyclist struggling due to hills or wind
- Roundabout, traffic light, or other stoppage where the whole group did not go through at once.

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Problems on the Ride- Ride Must Slow Down

There are two reasons when a ride has to slow down. The second is called a **“Gap”**.

If there is more than one ride group on a particular ride, a significant space may open up between the first ride group and the second ride group. The Ride Sweep of the first group has the responsibility to keep the second ride group within sight and thus call **“Gap”**.

Cyclists in the first ride group have the responsibility to pass up the command so that the Ride Leader hears it and can slow down.

Some rides are conducted using Ride with GPS and cyclists in each ride group have the ride route. These ride groups operate independently and do not use the **“Gap”** command. The primary Ride Leader makes the decision on whether to use **“Gap”** or not.

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Problems on the Ride- Ride Must Stop

The ride has to stop if there is a mechanical problem or a medical problem. Answering a phone call is not a valid reason for the ride to stop. When a ride has to stop, all riders must get off the road and onto the grass. This applies to multi-use lanes as well.

Examples of a “**Mechanical**” are:

- A puncture
- A dropped chain
- A dropped water bottle or other item

Examples of a “**Medical**” are:

- A crash
- A bee sting
- Rider feeling poorly

Anyone can call a “**Mechanical**” or **Medical**”.

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People Problems

People problems are those that are caused by behavior of cyclists on the ride that are detrimental to the ride and the enjoyment of the ride by all. These problems will not stop the ride. The Ride Leader has the responsibility to correct the behavior.

Hijacking the Ride

From time to time, the ride pace can get a little spirited. If the group is well matched in capability, the increase in pace is exhilarating and exciting. No one struggles and everyone has a pleasant experience. However, when one rider has the itch to “kick it up a notch” and lifts the pace or goes “off the front”, the result is that the ride synergy is destroyed and several riders may begin to struggle.

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People Problems

Jackrabbit starts

The jackrabbit is a cyclist who is the lead rider and accelerates quickly from a turn, a stop light, or out of a roundabout. This “going full gas” stretches out the ride group and in turn each rider must exert more effort to catch back on. The ride sweep is the last rider and often will need to sprint to get back to the group. This is a common problem in groups where the riders rotate and everyone leads for some part of the ride. However, even in groups where the ride leader stays on the front an inexperienced ride leader can be a Jackrabbit

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People Problems

The Talker

The talker is the cyclist who wants to carry on a long conversation while riding. It is ok to have a short conversation amongst riders, but when the talking is constant, it distracts your brain from its primary purpose, keeping you safe. Think of it as “distracted cycling”.

The Gawker

The “gawker” is a cyclist who is a “looky loo” or a “rubber necker”. They are always looking around while cycling. The sky, the trees, the birds, the alligators, are all areas of interest. Their eyes and brain are not focused on the task of cycling. As a result, they become a safety hazard to themselves and others.

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Safety Tips-Crashes

Riding in a group increases your chance of a crash.

A crash is not an accident. A crash occurs because someone (cyclist, motorist, cart driver, pedestrian) did not follow the proper protocol. If you are a cyclist, you must remain focused on what you are doing and the environment around you.

Most crashes in the club involve only one or two cyclists.

- Debris in the road not called out or not seen
- A touch of the wheel between cyclists

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Safety Tips

Stay in your lane and ride single file.

Keep an appropriate distance behind the rider in front of you.

Do not stare at the rear tire of the rider in front of you, look at their butt.

Get the big picture, look ahead of the rider in front for debris in the lane.

If there is a new rider in the group, leave a little extra space.

When wheels touch, the rider in the back ALWAYS goes down

When wheels touch, the natural reaction of the cyclist in back is to turn away from the rider in front. If you do this, you will go down.

When riding, always keep your hands close to the brake levers.

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Safety Tips

Don't rest your hands on top of the handle bars. If you hit a bump or hole, your hands will come flying off the bars. Keep your hands curled around the handlebar or brake hood at all times.

If you go off the pavement and into the grassy shoulder, DO NOT attempt to return to the pavement. Your rim will catch on the pavement edge and you will tumble into the roadway. Instead, come to a controlled stop on the grass. PICK YOUR BIKE UP and place it on the pavement and resume riding.

Be wary of panic stops when being passed by emergency vehicles. Move to the far right of the lane, slow down and pedal slowly. Chances are that any vehicles in front of you have slowed down but not completely stopped. If a car in front of you stops, do not go around it, come to a safe stop as well.

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Maintenance Tech Tips

- Read your owners manual.
- A bicycle should not make noise. Squeaks, rattles and clicking are not normal.
- Keep your bike clean. A wipe down after a ride with a generic “Swiffer” wet wipe will keep the grime off your bike. Don’t forget to wipe under the bottom bracket
- Lubricate your bike regularly.
- Keep a record of how many miles you ride. This will be your guide when you need to change tires, chains, and cassettes.
- Thoroughly clean your bike periodically. Road grit in the running gear will reduce its life.
- Many tires have rotational direction markings. Check if you are installing them yourself
- If you are putting on a tire, line up the tire label with the valve stem.

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Riding Tech Tips

- Read your owners manual.
- E-bike riders, use your gears to change speed.
- When climbing a hill, get into your small chainring BEFORE you are on the hill. If you have mechanical shifting you will NOT be able to downshift with the chain under load.
- Avoid cross chaining. It reduces the chain life. If you are in your largest cog in the back and you drop into the small chainring, you WILL drop the chain.
- Learn how to do a roadside repair before you HAVE to.
- Carry a tire boot (something that will bridge a large gash in the tire) in your saddle pack.
- Drink before you are thirsty.
- Eat before you are hungry.

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Miscellaneous Tips

- Dress in layers
- Stuff a newspaper under your jersey to ward off the morning chill.
- Buy the best bicycle shorts you can afford-your butt will thank you.
- Invest in cycling clothing. A cotton jersey just gets wet.
- Cycling clothing is designed to protect your skin in a crash. Sleeveless tops do not offer any protection.
- Caught in the rain? Use crumpled newspaper to dry out your cycling shoes.
- Choose fruit snacks with readily available sugars: bananas, grapes, and oranges; not apples.
- You can eat a banana while cycling-bite off the bottom end and peel it with your teeth

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Need More Information?

Ask your Ride Leader or Ride Sweep. They are there to help you.

Email the Ride Director ridedirector@slbikeclub.org

Highly recommend you take the time to review the club's [Handbook for Riders, Ride Leaders, and Ride Sweeps](#) for additional information to make your ride safer and more enjoyable. You can find it from the home page under the "Rider Info" tab. Look for "RIDERS Handbook"

If you would like to receive an email for an upcoming group ride, go to the "Rider Info" tab and click on [Rider Opt In](#) for more information and steps to sign up.

One more item – don't forget to visit the [Calendar](#) for upcoming rides, social events and much more!