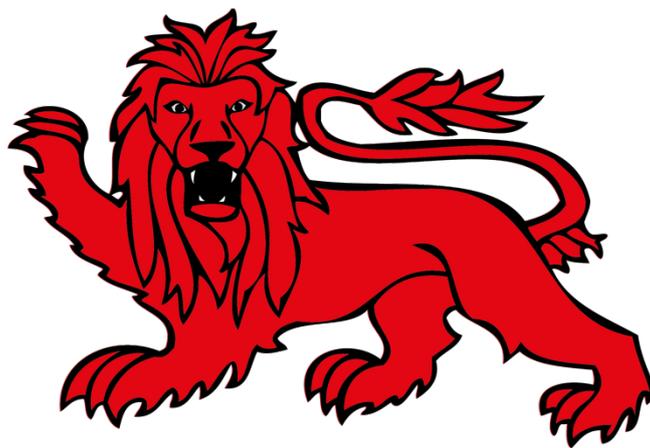


Cambridge
University Cycling
Club



Handbook

2021-22

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Overview

Welcome to Cambridge University Cycling Club (CUCC)! This handbook provides a range of essential and basic information about CUCC: when and where we ride, races the club enters, social events, our annual training camp, as well as key skills which are critical for safe and fun group riding.

This handbook does not cover everything. Further information can be found on our website (<https://cucc.co.uk>) or by contacting our committee (<https://cucc.co.uk/committee/contact-us/>) by email or in person. If you are new to cycling (and even when you are an experienced rider) the sport can occasionally seem a bewildering world of jargon, hand signals and expensive equipment. The club exists not just to excel in elite level racing and destroy Oxford at Varsity (although we are fairly good at both...), but to allow people to get into the sport for the first time. We want people to develop as riders and hopefully fall in love with the sport. Whether that means a steady 30 km social ride to a café for coffee and cake, smashing it round the famed 'Botty Triangle', or anything in between, we try to cater for it.

Cycling is a great way to form friendships with people you might never have otherwise bumped into. There is something very special (at least we think so) of sitting on the wheel of a fellow rider during a bracing winter ride through the Fens or sharing the view of a summer sunset from the top of Chapel Hill. Whilst a cliché, Cambridge can be a real bubble at times. Getting outside the city on your bike to explore the local area can really help clear your head from a hectic week of essays or labs. No other sport will provide you with such a fantastic knowledge of the neighbouring villages and towns around Cambridge!

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

CUCC Committee 2021-22

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

- 1) CUCC Health & Safety Policy
- 2) British Cycling Best Practice Guidelines (www.britishcycling.org.uk/zuvvi/media/bc_files/membership/BEST_PRACTICE_GUIDELINES.pdf)
- 3) Cambridge University Sport's safety website

Training Information

WEEKLY SESSIONS

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

Tuesdays and Thursdays – Turbos (17:15 arrival for a 17:30 start @ *University Sports Centre*)

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

(See Meeting points for locations)

Pace of rides

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

- **Green ride** (Sundays only) – for those trying the sport for the first time or do not have a road bike. Short ride to a café for a drink and a bite to eat. No rider will be left behind, speed will be based upon the slowest rider.
- **Blue ride** [~ 25 km/h (16 mph) for ~ 50 km (30 miles)] – casual riding of a variable distance. The best ride to join if you are relatively new to the sport. No rider will be left behind and the group will ride at a speed to suit everyone.
- **Red ride** [~ 28 km/h (17 mph) for ~80 km (50 miles)] – longer continuous rides. These are ideal for riders wanting to improve their fitness and endurance whilst riding in a large group. No rider will be left behind. There is usually a café stop but it is recommended that you bring something to eat.
- **Black ride** [~ 32 km/h (20 mph) for 100 km+ (60 miles)] – rides for experienced racers and very fit club members. These rides have a high tempo from the outset and so it is probably best to check with the person leading the ride at the start if you are joining the Black ride for the first time. The group will try to stay together (e.g. reconvening at the top of a hill) but riders may be dropped so please ensure you have a copy of the route with you. Café stop obligatory. However, the café is a variable distance into the ride and so bringing something to eat is recommended.
- **Training ride** [TBC]

What to bring

Nothing listed here is strictly essential although it is strongly recommended. You do not need expensive lycra or fancy equipment. Just ensure you wear clothes that are comfortable to ride in. However, if you do want to invest, then we would recommend Le Col (our kit manufacturers), of which we have **discount code [TBC]**, as well as online retailers such as Wiggle, Chain Reaction Cycles and Sigma Sports.

Health & Safety Provisions

If you require specific medication, **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, it is recommended you set up Emergency contact information which can be accessed from a locked mobile phone. This enables the fast retrieval of potentially vital information (e.g. allergies and blood type) 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 take it in for a regular service. **No tri-bars are allowed on group rides.**
- **HELMETS ARE COMPULSORY.** This is essential for our insurance. **No helmet = no ride.**
- **Two spare inner tubes, a hand pump, tyre levers (and a puncture repair kit).** Do not rely on others always having a spare tube. If you do borrow one, be sure to replace it on the next ride or give your friend a new tube.
- **Multi-tool** (including a chain tool if possible).
- **Water** – a couple of 750 ml bottles for long rides is advised. Every individual will have different water requirements, and these will vary depending on the weather, but it is better to bring too much water than too little. The water bottles will not weigh you down on the ‘hills’ in Cambridgeshire...
- **Food - eat something every 30-60 minutes.** Bring slightly more than you think you will need! Energy bars can be expensive but flapjacks, bananas and cereal bars do the job.
- **A bank card/cash** for the café and (if necessary) a taxi home in case of an unfixable mechanical.

- **Phone** to call for assistance in case of emergency.
- **Lights** – particularly for afternoon rides where an unwanted delay may result in you riding back in the dark. Small LED lights are unobtrusive and greatly improve your visibility to other road users.
- **Sunglasses/glasses with clear lenses** – prevents insects, pollen, grit, water etc. getting into your eyes. If you're a cheap STEM student, lab goggles do the job...
- **Decent tyres** – there is nothing more annoying than getting punctures (tubeless anyone?) Good options include Continental GPs/4 Seasons, Schwalbe Marathons or Ultrasports.

Road Rides – cold conditions (i.e. most of Michaelmas and Lent)

- **Overshoes** – neoprene or similar. These stop the wind whistling through your shoe vents and keep your feet a lot warmer (or at least delaying the onset of the cold!), especially when the roads are wet.
- **Long-sleeved jacket** – dedicated cycling jackets can often be found on sale or as part of the CUCC kit order! Apparently, rower splash jackets do a similar job...
- **Long-sleeved leggings/leg warmers** - keep your knees covered when the temperatures drop.
- **Decent gloves** – there is nothing worse than having cold hands! Neoprene gloves are recommended on very cold days. Neoprene provides a tight fit and good control of your shifters whilst keeping your fingers warm.
- **Under helmet cap/ buff** – extra layers can make a big difference on a cold day.
- Always bring **one more layer than you think you will need** in case of an emergency where you might be standing around for a sustained period of time.

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

- **Waterproof jacket** – self-explanatory.
- **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 mudguards as these protect brakes better. If you do not have mudguard mounts, we recommend an 'Ass saver' which may at least keep your own posterior dry.

Turbos

- **Bike**
- **Water** – lots!
- **Layered up kit** – shorts and a jersey to ride in, with layers to ride to and from the USC (jogging bottoms and a jumper will do it).
- **Lights** to get home
- **Towel**
- **A turbo tyre or wheel** (if you have one). Let the session leader know, and it might be possible to store your turbo wheel in the USC.
- *Turbos and turbo skewers are provided.*

Road group riding

The following information provides a basic introduction to group riding. It might seem a lot to think about and remember, but do not worry. Group rides are *not* a 'test' nor are experienced club riders looking to 'catch you out'. Most of these tips are simply designed to **keep everyone safe**. All that matters is that you are considerate to others and are receptive to constructive feedback. These are things you will **learn** as you progress through the different colour rides. You are not expected to know everything straight away, although we do expect members to be committed to learning them over time. Just ask questions, keep practising, and safe, efficient and fast group riding will quickly become natural.

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 (i.e. a 'paceline')

Riders form a single-file line. After a set time interval, the front rider **CHECKS BEHIND FIRST**, before pulling out to the right and re-joining the paceline at the back. The cyclist now at the front should not increase the speed although they will increase their effort as they experience greater wind resistance. Bikes in the line should be approximately half a wheel length from each other.

We normally only ride in a paceline when a small group is doing a hard effort, *or* when a larger group needs to single out on a narrow road to allow traffic to pass safely.

DOUBLE TRAINING LINE (most common)

This is how we most commonly ride. Riders form two equal length parallel lines. After a few minutes on the front, the rider at the front of the righthand line draws forward smoothly and then left such that they become the new leader of the lefthand line. The new leader of the righthand line pulls forward such that they move alongside the new head of the lefthand line. Other riders in the righthand line stay on the wheel of the lead rider, so are drawn forward. The rider at the back of the lefthand line should then pull forward and across, joining the back of the righthand line.

It is important to keep the pace the same during these 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 do not bother moving to the front at junctions. If you are struggling, it is more than acceptable to remain on the back – just keep communicating with the rest of the group so they know what you are doing.

Here's a video to demonstrate: <https://www.youtube.com/watch?v=f1rXCcNG1GM>

CIRCULAR PACELINE/CHAINGANG

Like the double training line, except changeovers occur much closer together, with the two lines moving like a chain as riders spend minimal 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 is room to move across you. This is usually done on short fast-pace rides on continuous sections of roads.

ROAD GENERAL ETIQUETTE

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

1. **Do not overlap wheels.**
2. **Look before changing your road position.**
3. **Alert others to potential hazards**
4. **Avoid braking suddenly.**
5. **Use mudguards when wet.**
6. **Do not run red lights and obey the highway code.**

- Arrive promptly. Rides will not wait for late riders.
- Ride at sensible distances from other riders. Do only what you are comfortable and confident with. However, if you can, sit about half a wheel behind the rider in front with **no overlap**; if they pull out and you are overlapping wheels with them, you (and the riders behind you...) will crash. **If you can remember one thing about group riding, it should be "DO NOT OVERLAP WHEELS"**. Laterally, stay at about half a handlebar width: do not take up the whole road since this will give (already) irate drivers more to complain about... Ride about half a meter from the curb.
- Communicate with the other riders in your group. **Call out hazards** on the road ahead based on the assumption that riders behind cannot see dangers such as potholes, parked cars and loose gravel chippings. Draw the attention of fellow riders by calling out or pointing at the hazards (if safe to take hands off bars). It is better to urge on the side of caution: 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'. Reducing the need to brake will come with practice and experience group riding. If the whole group needs to slow down or stop (e.g. approaching horses or a junction) those at the front of the group should clearly shout 'slowing' or 'stopping' **before** they begin to use their brakes. Generally, in group riding, **smooth is always better**. It is sudden, unexpected movements that cause crashes.
- **Bring your own stuff** – constantly borrowing things (e.g. tubes, food, water) is irritating. You are responsible for your own well-being during the ride, so try to avoid running out of energy (bonking). Everyone who cycles will experience a bonk at some stage in their cycling life but making it a weekly habit is bad for your health and annoying for everyone involved.
- **On wet rides, full mudguards with flaps are mandatory**. If you lack 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.
- Maintain a constant and steady pace unless the session dictates it (e.g. the Balsham road sign appears). Do not ramp up the pace on every hill and drop most of the group. The pace may increase up some hills, especially on the Black ride, but these efforts should be communicated beforehand to 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

do not need to sprint off the front to show what a mighty cycling god you are: you are on a club run, not the Champs-Élysées.

- **Obey road laws.** The highway code allows cyclists to ride two abreast on UK roads. Aside from that, all car rules apply – signal, do not swerve, do not shout abuse at cars even if they are incompetent. You are wearing, or will be with people wearing, club kit. Be a good representative for CUCC, not a dick.

SIGNALLING

PHYSICAL 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). Signal accompanied by calling out "slowing" or "stopping".



- c) **Pointing.** Use to indicate potholes, speed bumps and other hazards. Accompany by shouting "hole" (or "anti-hole" in the case of speed bumps). Use well in advance of a hazard such that the whole group can react in time and avoid it.



- d) **Arm across back.** Use to indicate overtaking a parked car or other obstacle. In the image (right), the hazard to be avoided is to the left of the rider. N.B. difference from that indicating a road junction.



VERBAL SIGNALLING

These are some of the terms you will hear when out group riding. 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 the road being joined is free of traffic. **Only shout this if you are certain that 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 in a safe manner.

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

“LINE OUT/SINGLE OUT” – a car/obstruction ahead is preventing the usual training double lines. The left-hand line should spread out, allowing the riders within the right-hand line to slot in every other cyclist. After the car/obstacle has been passed, resume previous positions.

“LEFT/RIGHT TURN” – use for actual junctions, accompanied by 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 and offer some assistance (tyres can be challenging on and off...).

Turbo sessions

We run turbo sessions on Tuesdays and Thursdays 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 sessions are for anyone looking to improve their fitness, not just those wanting to compete in BUCS. You can also do your own thing but there will always be something structured going on.

It is important to sign up to these sessions as we 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 – ensure you get your name down as the number of turbos is limited.

Tips

Warm-up is always critical. Allow ≥ 10 minutes of winding the pressure up, keeping your cadence high. Warming down and stretching is also important. Do not just rely on the cycle home for this.

Ride routes

COMMON ROUTES

<https://cucc.co.uk/training/meeting-points-routes/>

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

Ride leaders

Ride Leaders Guide

We are always looking for new faces to lead rides. If you are willing to do this, please contact the current Ride Captains (tjw86 and jsc95) and then go and have a self-congratulatory coffee: **without ride leaders club runs do not happen**. Leading a ride is far easier than you may think and also allows you to dictate which roads and 'hills' are cycled as well as the location for the all-important café stop.

Some guidance for leading a ride:

- Find a suitable route; this can be your own or (more commonly) stolen off your mate's Strava. Download the route to your cycling head unit or ensure you can navigate in some other way. Post a link to the route on the ride spreadsheet at least the night before the ride so other riders can also download the route to their devices.
- Have a brief look through the 'Emergency procedures' (see below). Everyone is ultimately responsible for their *own* safety but as ride leader, you should manage the group in the event of a mechanical or accident. Just use your common sense in most instances.

- Bring your mobile phone in case of an emergency.
- Be a friendly face at the start of your ride and introduce yourself. It may be worth asking if there are any newcomers on the ride to give them a brief outline of the ride. Ask if anyone is planning to peel off early.
- If a group is large, split into two smaller groups and designate an experienced rider to lead the second group. They can either follow the same route leaving ~ 5 minutes later or go on an alternative route.
- People choose *which* group to ride with based upon approximate speed and distances. Therefore, try and stick to what is advertised.
- Be a model rider. 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 no one has become lost.
- If a few riders are flagging, happy to return to Cambridge and know the way, this is okay. **If riders are flagging and do not know the way back, reduce the pace of the group.** Do not leave people to find their own way home from the middle of nowhere, even if they seem happy to be left.
- If you want to test other riders' legs up a hill or for a town sign sprint, ensure everyone in the group knows what is happening **and that you regroup afterwards.**
- Rides shall be cancelled 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 (although 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 (found under the 'Policies' section).

IMPORTANT: Ride leaders are not qualified guides and carry no legal responsibility for the rest of the group. Whilst risks can be reduced, riding on public roads remains a potentially dangerous activity.

There is often a shortage of leaders for the Green and Blue rides. If you usually ride in these groups, please volunteer to lead them. If you can navigate a route, you can lead a ride (we have phone mounts available to follow a route – email gss43).

Emergency Procedures

Puncture

- The whole group should stop and wait **off the road**, although if it is very cold, you may want to ride up and down a small stretch of road to keep warm. If the rider does not have a spare tube, a member of the group should donate one (this should be returned/replaced).

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 (and) return a more direct route.
- If the bike is unrideable, the rider should call a cab or a friend with a car. The majority of 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 dry winter rides. Therefore, it is essential that riders bring enough clothing to stay warm and dry.

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. Likewise, if you are setting off for an afternoon ride in Winter, bring a light. An unfortunately timed mechanical could result in you riding home in much darker conditions than you originally anticipated.
- In the case where not every rider has lights, at the very least put a front light at the head of the group and a rear at the back.

Accident

- The priority after a crash is to ensure the injured rider(s) is not subsequently struck by a car. Riders not involved in the crash should position themselves in such a way to warn oncoming; this may involve cycling to the far side of a blind corner or over the crest of a hill.

- Having warned other traffic users of the crash, 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 one.
- Riders with minor injuries should either get a cab back to Cambridge or cycle directly back.

MTB Trips

What to bring

These are the things you will need for a day out mountain biking:

- Functional bike
- 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 (+ spares)
- Layered clothing + hat and gloves (always bring one layer more than you think you will need in case of an 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)

For weekend trips you will need additional items (e.g. sleeping bag and casual clothes).

Trips

Most trips take place for a full day at the weekend. Details are announced on the mailing list and on the CUCC Facebook page. Bike hire is usually available.

Mountain bike trip policy

CUCC organises mountain biking trips. Each person is responsible for their own safety and the implementation of control measures as described in the club risk assessment. In practice, this means bringing appropriate kit (page above) and judging your own abilities. For practical reasons, a “ride leader” (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.

Emergency procedures for MTB

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 a personal first aid kit. If there is no mobile phone signal part of the group will stay with the rider(s) whilst others go to get help/signal. Mountain rescue can be reached by dialling 999 and asking for the police. An appropriate signal with a whistle/torch is six blasts/flushes repeated every minute. The reply from rescuers would be three blasts/flushes. The six blasts/flushes should be continued until help arrives and should not be stopped if a reply is heard.

Track training information

What to bring

- Shoes with **Look cleats** for hire bikes. If you do not 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

CUCC has several track bikes though you will need to bring your own pedals to use them.

Training sessions

We run several track training sessions before BUCS track in November; we usually use the velodrome at Derby, although we also use Welwyn and Lee Valley. You do *not* have to have done track cycling before to come along to the early sessions. Bikes are provided: club ones or rented at the track. CUCC typically requests a small contribution towards the transport and hire costs. These sessions will be organised by email - watch out for weekly newsletters.

Track etiquette and safety

Track cycling is somewhat different to road cycling. 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 cannot stop pedalling and you cannot brake to avoid an obstacle. Be careful of this after a sprint! You cannot freewheel as you might after doing so on the road.
- Be very mindful of other cyclists on the track: **do not undertake and always check your right shoulder before pulling up the track.** Communicate.
- Do not ride on the blue band at the bottom of the track.
- When cycling slowly, the sharp banking seems scarily steep. However, the physics states that you will *not* slide at speeds greater than 20 km/h.

Emergency procedures

Velodromes are public venues. Therefore, 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.

Club kit

Cycling kit

This year, CUCC is partnering with Le Col as our kit supplier. You will have two opportunities to purchase club kit this year. The first kit order will be at the end of October and the second in Spring. Timelines for kit delivery will be provided closer to the time.

Casual kit

Club stash (casual clothing) is ordered during Michaelmas. This includes T-shirts, hoodies, hats etc. and anything else that will keep you looking cool off the bike. Keep your eyes peeled for this year's mystery item!

Membership

For 2021/22, membership prices are as follows:

- 1-year membership £30
- 3-year membership £70

Whilst membership is *not* required to attend group rides, **membership is required to use club turbos, purchase club kit and compete for CUCC**. See the website for a complete 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/1NIj7RwkHL_WeLT38I0asZwzzk18Z8iP31vtoPZ_qzM1c/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 do not previously have one, although membership of British Cycling (whilst advised by the committee) is not a requirement of membership.

Any queries should be directed to the junior treasurer, Ethan Tebbutt (et471).

All members of the club will be sent an e-membership card, or can use a BC Membership Card (which should read Cambridge University CC) which will be required for access to club turbos and also get the club discount at Bicycle Ambulance.

Racing

Members are highly encouraged to take part in races throughout the year. Traffic-free circuits relatively close to Cambridge include Redbridge (i.e. Hog Hill), Lee Valley and Northern Gateway Sports Park (Colchester). I would highly encourage anyone interested in road racing to start by racing these crits as there are many opportunities, and they provide a condensed environment in which you will pick up the skills you need to race successfully a lot quicker. After the clocks change in the spring, there are evening time trials run by Cambridge Cycling Club. Additionally, 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 (CTT) in the new year.

Contact Joe (ja728) or Zoe (zlb23) if you have any further questions.

What to bring

BUCS races

- Fully functional bike (bring tools, tubes etc. in case of a mechanical)
- A **helmet** (compulsory for BUCS TTs)
- A **charged** rear light (compulsory for BUCS TTs)
- Warm clothes to wear after the race
- Food
- Water – the venue may not have somewhere for you to fill up bottles.
- Camcard - you may require this for signing on

British Cycling races

- As above + BC membership card

Races

BUCS races include:

- 1) Hill Climb
- 2) Track
- 3) 10 Mile TT
- 4) Downhill Mountain Bike
- 5) 3up TTT
- 6) 25 Mile TT
- 7) Road Race

A Varsity XC MTB race is also held, usually in Lent.

Where possible, the club will cover entry fees and transport for BUCS races.

CUCC Members also regularly compete at open events around Cambridgeshire. You can look at nearby events on the British Cycling and CTT websites. The Race Captain may highlight particular races which may be of interest to club members. If you have any further questions, please get in contact with them.

Emergency procedures

The race organisers will have accident and emergency cover in place. If doing a TT, you can shout to fellow competitors to alert the next marshal that you are in difficulty. If competing in a road race, there should be a following car; if you know there will not be a supporting vehicle (e.g. on a sportive), it would be advisable to bring your mobile.

Training camp

There is an annual training camp to southern Spain in early January, 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 (Quick-Step, BMC, Giant-Alpecin etc.) hold their training camps at this time of year. The training camp is organised throughout Michaelmas.

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.

Standards of behaviour

Members of CUCC are solely responsible for their conduct when representing the club. Members **must** therefore:

- a) Respect the rights, dignity and values of others;
- b) Operate within the rules of the sport.
- c) Treat facilities, staff and students at the University of Cambridge and other institutions with respect and abide by any rules that may apply;
- d) Be aware of how their actions may be perceived by others;
- e) Maintain high standards of personal behaviour at all times;
- f) Conduct themselves in a reasonable manner relating to offensive language and temperament
- g) Refrain from any form of bullying or harassment of others. Harassment is any offensive conduct based on a person's race, sex, gender identity, national origin, colour, disability, age, sexual orientation, marital status, religion or any other status protected by law.
- h) Respect the decisions of officials, making all appeals through the appropriate formal process and respecting the final decision;
- i) Not condone, or allow to go unchallenged, any form of bullying, harassment or discrimination if witnessed;
- j) Refrain from the use of and involvement with illegal substances at all times.
- k) Not act in an unlawful manner;
- l) Not encourage or pressure others into acting against the code;
- m) Understand the repercussions of any breaches of this Code of Conduct.

Anti-doping

CUCC adopts a zero-tolerance policy to doping of any form, whether in competition or not. Any member found to be using any performance enhancing drugs that are prohibited by WADA will face immediate expulsion from the club, and reported to UKAD UK anti-doping authority, CTT and BC to face further action.

Social media

The club has two main social media accounts:

Facebook

<https://www.facebook.com/cambridgeuniversitycyclingclub>

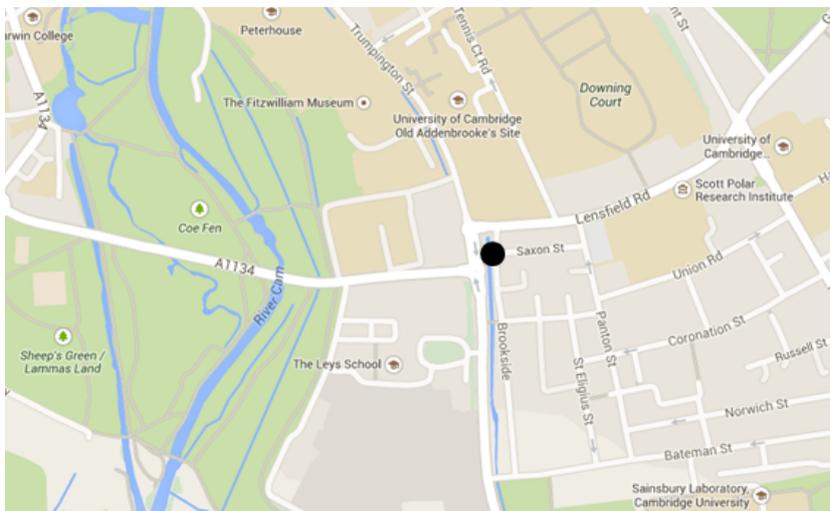
Instagram

<https://www.instagram.com/cambridgeuniversitycyclingclub/>

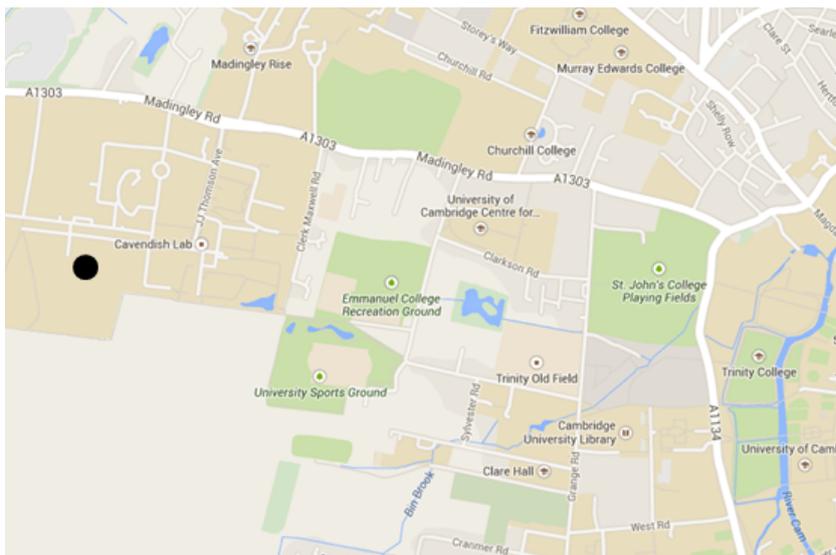
We may upload photos of club members onto these accounts from time to time, but if you do not wish for any photos featuring yourself to be publicised, please let the General Secretary (Matt Bryan, mjb314@cam.ac.uk).

The club asks all members to remember that their own social media accounts can reflect upon CUCC too. We politely ask that members do not post anything that may bring the club into disrepute. Should the committee be made aware that this has happened, we reserve the right to deal with the member through our complaints and discipline procedures.

Meeting points



Brookside



University Sports Centre

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://cucc.co.uk/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.