



# MEMBERS' MANUAL



**MERALOMA BIKE**

*“Once a Loma, Always a Loma”*



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## WELCOME

Welcome to Meraloma Bike. Whether you are a returning member or whether you are joining us for the first time, we are very excited to ride together this year. Meraloma Bike is an inclusive cycling club that seeks to cater to riders of all abilities. We hope that this year will be exciting, fun and rewarding with all of becoming stronger cyclists and having a great time along the way.

## MERALOMA BIKE

Meraloma Bike was founded in 2015 and is the seventh sport section currently active under the Meraloma banner. During the spring and summer months, we organize two club rides per week, always leaving from the Clubhouse: on Wednesday evenings, we have a 1.5 – 2 hour coached session, followed by a BBQ at the Clubhouse and, on Saturdays, we have a longer club ride, covering distances from approximately 60 km to 120 km. We also organize day trips and overnight trips on a number of weekends throughout the season.

In addition to participating in our club rides, we are very active in the local cycling community all year round; our members participate in both competitive and non-competitive activities such as the Whistler and Penticton Gran Fondos, local races (criterium, cyclocross, velodrome, etc.), and local charity rides such as the Triple Crown for Heart and the Cypress Challenge.

## THE MERALOMA ATHLETIC CLUB

The Meraloma Club is the largest amateur sport organization in Canada. The Meralomas were founded in 1923 and have operated continually since that time at Connaught Park in the heart of Kitsilano. While it began as a swimming club, the Meraloma Club expanded over time and now has approximately 900 members, participating in seven sport sections: bike, soccer, rugby, cricket, fast pitch, basketball, and field hockey.

Eric Whitehead, former sports writer for the Vancouver Province Newspaper once wrote:

Speaking from my experience ... I know of no other organization that so epitomizes the special spirit and character of a community that has produced a far greater *pro-rata* share of outstanding athletes of national and international caliber than any other area in the nation. Now, in these times of change, with all the swing back to participation sport at all age levels, the Meraloma Club stands as a time-tested model of all that is best in volunteer community sports establishments.

If you are interested in learning more about the Lomas' history, see the Club's website: <https://www.meraloma.com/history>. There is also a book titled "Once a Mermaid", which is available for purchase at the Clubhouse.



## **THE MERALOMA CLUB CODE**

### **Our Mission**

Building upon our history and tradition, the Meraloma Club collaborates with community partners and the City & Parks Board to create a modern multi-sport community 'hub' for greater Vancouver, providing a modern, safe, inclusive, respectful and enjoyable environment - promoting sports to amateur athletes of all ages; providing the best facilities, coaches and social life.

### **Our Vision**

The Meraloma Club will become a fully integrated, multi-sport organization that supports an environment as a time-tested and trusted resource that is accessible to all; the first choice for players, sponsors, and community/neighbors to pursue and realize their ambitions through sport.

### **Code of Conduct in the Club**

#### **All members:**

- Are required to conduct themselves in a manner that encourages a positive environment
- Have equal right to be in the club facilities, without prejudice or discrimination
- Will be held accountable for their actions, and the actions of non-members they bring to the club
- Will adhere to club rules and policies without exception
- Will do their part in ensuring that new members are welcomed
- Must follow the Complaints/Suggestions Procedure posted in the Clubhouse

### **The Clubhouse**

#### **Please:**

- Take care of the fields and the clubhouse
- Treat our neighbours with respect
- Leave quietly at all hours
- Leave your sport footwear at the door
- Keep your furry friends outside the clubhouse
- Stay out of resident only parking at all times
- Leave no litter at any time
- 'Police' others diplomatically whether they are members or not. If they are causing trouble, the club could be blamed



## **MERALOMA BIKE EXECUTIVE**

Our club is governed by an executive, which we elect each year. While we all have specific areas of responsibility, please feel free to contact any of us with any questions you have.

VP Bike	Jacqueline (Jac Holmes)
Sport Director	Marek Dukiewicz – onboarding, events
Treasurer	Andrew Parkinson

### **Directors at Large**

- Jonathan Hanvelt – coaching, events
- Ben Etkin-Goulet – social media
- Pfei Kozier - social
- Hai Nguyen - club kit
- Chris Reid – onboarding, events
- Bob Shaw

## **ACTIVITIES**

### **Wednesday Training Rides**

Wednesday training rides begin in May and continue until the end of August. For more information, or if you have any questions, contact director coaching.

### **Saturday Club Rides**

Club rides begin in April each year and continue until the end of September. For more information, or if you have any questions, contact director onboarding, events.

### **Fondos**

We attend a number of Fondos throughout the season, with our greatest attendance at the Penticton Fondo in July and the Whistler Fondo in September. Group discounts are often available. For more information or if you have any questions, contact director events.

### **Racing**

Racing takes on a number of forms throughout the year.

- Escape Velocity Spring Series
- Escape Velocity World Tuesday Night Series (Criteriums)
- CX Racing
- Burnaby Velodrome



If you are interested in racing, or for more information, contact Jonathan Hanvelt.

### **Destination Rides / Day Trips / Weekends**

We schedule a variety of destination rides that may include the Okanagan, Sunshine Coast, Kootenays, Vancouver Island, and Mount Baker. For more information, contact director events.

### **COMMUNICATIONS**

We communicate across a number of media and recommend you ensure you are added to as many as possible.

1. Email: The Club's email address is [meralomabikeclub@gmail.com](mailto:meralomabikeclub@gmail.com). We also maintain a list of our active members' email addresses, which we use to circulate information such as ride plans and information about upcoming events, and to coordinate food, transportation and accommodation where necessary.
2. Facebook: Meraloma Bike has a private Facebook Group, which we use to post photos and cycling related points of discussion:  
<https://www.facebook.com/groups/495625050839443/>
3. WhatsApp: We also maintain a number of WhatsApp group conversations; currently, there is a general group, a track group, and a Zwift group. We will add more as the need arises to enable activity-specific communications and not inundate other members with information not relevant to them. Please ensure you are at least on the general group chat as it is particularly useful during club rides.
4. Instagram: Meraloma Bike has two Instagram Accounts under the name "meraloma\_bike" and "meralomaracing". If you are on Instagram, please follow our accounts.
5. Strava: Meraloma Bike has a Strava page that you can access and become a member under the name "Meraloma Bike Club"

### **KIT**

All members are required to wear our club jersey on rides. In addition to the jerseys, we recommend people purchase bib shorts or shorts. The full range of kit options is available at: <http://shop.jakroo.ca/Meraloma-2021> The store link changes yearly with any new updates to the kit. Note that there are volume discounts from JACKROO, and so we recommend coordinating with other members. For more information, or if you have any questions, contact director kit.



## **SAFETY POLICY**

In our club rides you are part of the group. Each member contributes to the wellbeing and functioning of the group as a whole. Safety is a primary concern for us, and by choosing to participate in a club ride, you agree to abide by our norms and practices.

## **RULES OF THE RIDE**

1. Obey traffic laws.
2. Ride single file is the norm, two up the exception. “Share the Road” is a two-way street; act with respect and courtesy to all others on the road.
3. Helmets, ID, and medical and emergency contact information are mandatory on all Meraloma Bike rides.
4. Wearing earbuds or headphones or using cell phones while riding is not permitted on Meraloma Bike rides.
5. Ride predictably and use hand signals so that others can anticipate your movements and respond safely.
6. Tri bars are not permitted.
7. Lights strongly recommended on days where we have flat light/no sun and mandatory during dusk and dark.

## **RIDER RESPONSIBILITIES – STANDARD OPERATING PROCEDURES**

### **Communicate**

Communication is a requirement of safe cycling, to provide advance notice of rider intentions, upcoming hazards, and approaching vehicles.

### **Be Predictable**

Group riding requires extraordinary attention to cycling in a very predictable manner. Others expect you to consistently ride in a straight line, at a constant speed, and to clearly signal changes. Pedal continuously at a cadence and speed that are consistent with those around you.



### **Do Not Overlap Wheels**

When riding in a pace line it is important to maintain a small gap between your front wheel and the rear wheel of the cyclist you are following. If your front wheel overlaps the rear wheel ahead of you and the rider ahead of you moves laterally — to avoid a pothole, blown by a gust of wind etc. — and by doing so touches your front wheel you will be on the pavement before you know it. It's also likely that other riders behind you will crash into you.

### **Look Ahead, Past the Rider In front Of You**

In order to see hazards before you're upon them, and to anticipate movements within the pace line, look ahead; don't focus on the wheel immediately in front of you.

### **Announce Hazards**

When riding in a group many cyclists may not have a good view of the road surface ahead because of the riders in front of them. The rider at the front of the group is responsible for communicating and clearly pointing out hazards well in advance to warn those riding behind. The riders behind the front rider then follow suit, pointing out the hazard to those behind, and so on. If the hazard is not seen until the last minute or riders are unable to take one hand off the handlebars to point out the hazard (e.g. riding downhill), riders are to communicate by shouting out the hazard such as shouting "Hole!" or "Glass!" or "Rock!" It is also acceptable to use voice calls at any time as clear communication is the key for safety when riding in a group. As cars approach from ahead, shout "Car up!" and maintain your position as far to the right as is reasonable. When you are the last rider in a group, watching for vehicles approaching from the rear and calling "Car back!" is your responsibility. If you are at the front of a rotating pace line and are pulling over to allow the group to pass by, it is your responsibility to look back and ensure it is safe with no cars behind so that you can pull out safely into the traffic lane.

### **Change Positions Safely**

If you want to pass, do so on the left only and say "On your left!" to warn the cyclists ahead that you are passing. NEVER pass another rider on the inside/on the right!

### **Obey Traffic Lights & Stop Signs**

Use hand signals and a loud voice to let other riders know that you are "Slowing!" and





“Stopping!” Follow traffic laws: In B.C. red lights and stop signs require a full stop at the line. At 4-way stops yield to vehicles that stop first. Through light-controlled intersections, do not ride through when the light is red. If the light changes from green, stop and wait for the next green before proceeding, just like you would when driving. Proceed in small groups after each rider comes to a stop at the limit line. Communicate your intentions clearly to motorists. When riding through roundabouts, or past side streets where motorists may pull out in front of you, shout “clear” to riders behind if it is safe to ride through. NEVER pass motorists when riding downhill. Do not cut corners at an intersection to “make the light”.

### **Move Fully Off the Road When You Stop**

Ensure individual and group safety, and do not interfere with traffic. Watch for cyclists approaching on the shoulder and ensure they have space to get by as well.

## **COURTESY MATTERS**

### **Provide Camaraderie and Support**

We are a social recreational bicycle club. Encourage group cohesiveness and camaraderie. Watch out for your fellow cyclist before, during and after the ride. Help newcomers feel welcome; introduce yourself and share some kilometers with them.

### **Regroups**

As a courtesy, the last cyclist to join the regroup should determine when the group restarts the ride. Faster riders are encouraged to take turns as “sweep” to assist those who fall off the back. If you decide to leave the group and ride on your own, inform the ride leader, or another rider, so that people don’t waste time looking for you.

### **Watch the Pace**

A group ride, by definition, is designed to accommodate a range of abilities. While it is natural for clusters to form, no one should be intentionally dropped. When riding near others, adjust your speed to maintain your position and help keep the group together. Resist the temptation at the front of the group to speed up; maintain a constant tempo or level of effort and check occasionally to confirm the pace is suitable for all. Likewise, if an individual or the pace line is surging, say "Easy or Steady!" to moderate the pace. It may be best to let those who are surging go.



## **Respect the Ride Leader**

The ride leader's role is to lead the ride according to the club's safety guidelines and adapt the ride plan for changing conditions or to deal with exceptions. Be respectful of their efforts as active volunteers within the club and support them in their role. If a ride isn't to your interests, politely discuss with the ride leader and feel free to excuse yourself from the ride.

## **REMEMBER**

When you ride with the club, and when you wear our club jersey you become an ambassador for both the club and cyclists in general. If you ride in a way that is courteous and respectful to others on the road you may or may not be noticed. Conversely, if you behave in a way that antagonizes others *it will be noticed - and will reflect poorly on all cyclists.*

## **SAFETY VIOLATIONS**

It is incumbent on all of us to offer courteous input regarding mistakes and riding habits that are dangerous.

If you are uncomfortable discussing a dangerous riding situation directly with a rider, please inform one of the ride leaders or the Sports Director for follow-up.

Failure to correct dangerous riding habits may result in warning, suspension, and eventual dismissal from Meraloma Bike."



## APPENDIX

### Hand Signals

Riding in a group requires that we communicate constantly with each other. We do this using our voices and using hand signals. All our members should be using the same signals to ensure the communication is clear. The following has been shamelessly poached (oddly) from a Map My Run blog: <https://blog.mapmyrun.com/10-cycling-hand-signals-need-know/>



The hand signal you use for stopping will most likely depend on the situation. If you're only riding with one or two other cyclists, a closed fist behind the back is probably sufficient. On a large group ride, raising your hand above your head may be a more appropriate option because it is more visible to cyclists several positions behind.

Keep in mind that when a sudden stop is required, you'll likely have both hands on the brake levers. In this situation, calling out "stop" over your shoulder is your next best option.



When you're riding with other cyclists, it's always a good idea to alert those behind you when your speed begins to decrease. This can help to keep others following closely from accidentally riding into your wheel.

To signal that you plan to begin slowing, extend your arm with palm down and move your hand up and down. While signaling, it's always a good idea to call "slowing" if possible.





Whether you're entering an adjacent lane of traffic or making a left turn at a traffic signal or stop sign, you'll need to indicate to others on the road that you intend to change your direction of travel.

To signal a left turn, extend your left arm away from your body to shoulder height, parallel to the road.



Just as you would signal for a left turn, a right turn should be signaled when you intend to change direction and move to the right.

In a group, extending your right arm away from your body to shoulder height and pointing in the direction of the turn is usually acceptable. When you're riding solo, make your signal more visible to motorists by using an alternate signal, extending your left arm away from your body at a 90-degree angle.



An unseen pothole has the potential to cause an accident. When in a group, point out a pothole or other obstacle that shouldn't be ridden over by extending your arm on the side of the obstruction and pointing to it.

If possible, alert others behind you by calling out.



Dirt, gravel, sand or other loose debris on the road that might cause you to lose traction should be signaled to all trailing cyclists.



Though there are two variations to this signal, you should always extend your arm on the side of the loose debris. With your arm extended, you can either wiggle your fingers or wave your hand side to side, palm down.



While a bit tricky to signal, you'll need to alert cyclists behind you of a parked car or an open car door. To signal an approaching hazard, place one arm (use the arm that is on the same side as the hazard) behind your back and point in the direction those behind you need to move.

For example, if there is a parked car on the right side of the road blocking the roadway, place your right hand behind your back and point to the left.



If you'd rather not get too complicated with your signals, train tracks or cattle guards can be pointed to just as you would to signal a pothole.

The one downside to not having a specific signal is that if the train tracks often run in the same direction you're traveling, making it easy for wheel to slip into the groove if you aren't aware of what you're trying to avoid.

To signal for train tracks, extend your arm, point, and move your finger in a back-and-forth motion horizontally.



This signal is most commonly used in a pace line during a group ride or race. When you find yourself on the front of the pack and have either completed your pull or are too tired to continue maintaining the front position, a flick of the elbow will alert the rider behind you that it is their turn to pull through and relieve you of your duties.



The road can be a stressful place. While it's easy to get mad when an inconsiderate motorist creates a dangerous situation, it's just as easy to forget to acknowledge others when you've been given the right of way.

Waving to other motorists and your fellow cyclists on the roadway helps to create a less hostile environment and positively promote the sport of cycling. It's also a good way to remind yourself to have fun and be friendly when sharing the road with others.