




# **Riding in a KV group**

**The know how and rules  
during a KV ride**



**Last update: March 2021, board 20/21**

# Safety in general

- A helmet is mandatory. When you are not wearing a helmet, you cannot join the training. A helmet should not be older than 6 years.
- During training rides, we are riding on public roads; therefore, we will always respect the general traffic rules.
- We behave normally within traffic. We will not get in discussion with other road users. If they are looking for a discussion, we will continue our training.
- Inside built-up areas, our maximum speed is 30 km / h.
- Always keep your hands in range of your brakes and on the handlebars. In this case, you can react fast if needed. Signaling and  or eat  drink is allowed but keep an extra eye out for danger.
- Ride a straight line, and do not zigzag. When riding a turn, do not derogate from your line.
- When riding inside a group, do not suddenly brake and  or divert. Keep the other riders in mind, and act gradually.
- Ride behind the bike of the rider in front of you, your wheel should not overlay with his/hers. This will prevent falls when your forerunner suddenly brakes and/or diverts.

# **Your bike**

- **Your bike should be in good shape and maintained well. Your tires should have enough profile and your brakes should be adjusted accordingly. Do not forget to change your brake pads, chain, and cassette in time. If you do not know how to deal with (parts) of your bike, ask the TechCom, a bicycle shop or someone with knowledge about bike.**
- **When riding in a group, you are not allowed to use a time trail handlebar, except when a trainer allows it.**
- **Your bike should have shifters on the handlebars, it is not allowed to ride with shifters on the frame (commandeurs).**
- **Your bike should have disc brakes or rim brakes with two hinge points (dual-pivot). Cantilevers (cyclo-cross brakes) and rim brakes with one hinge point are not allowed.**

# **What to bring with you during a ride?**

- **Identity card, bank card and public transport card (if you own one)**
- **2 inner tires, tire levers, small pump and a multitool.**
- **Telephone**
- **Card / paper with ICE (in case of emergency numbers)**
- **Enough food and drinks (guideline: 1 bar an hour, 1 bidon every 1.5 hours)**
- **Some cash money**
- **(LED-)bicycle light, chances are we ride in the dark if a breakdown happens during a training especially in spring or autumn.**
- **Knee, leg and / or arm warmers, to put on when the temperature cools down (especially during spring and autumn)**

# During training

- **Sprinting for signposts, KOMs, Strava, etc. is not allowed, except when it is part of the training.**
- **The trainer is always right. If he is not, then he still is.**
- **The speed will be adapted for the slowest rider. Is the pace too high for you? Communicate this with the trainers or the rider next to you.**
- **To ensure safety, the group size during a training is limited to 14 riders. If needed, multiple groups will be formed**

## The route

- **The forerunners and/or the trainer(s) determine the route and will communicate this to the rest of the group clearly by shouting and signaling.**
- **Other riders to not interfere in determining the route unless circumstances force them to do so (such as stoppages missed by the forerunner and/or trainers). Do not shout to go the other way than what is said by the forerunners and/or trainers.**
- **When you want to leave the group earlier during a ride, communicate this to the riders behind you such that they will not get confused and/or surprised.**

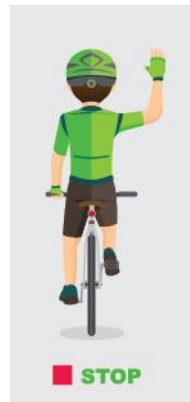
**Klein Verzet offers different types of trainings, check out the site which trainings are suitable for you!**

# Signals during a ride – part 1

To easy communicate about the route and possible dangers on the road, there is a commands and signal “language”. Commands and signals are usually spread by the riders at the front or at the back first. It is expected that you pass on what is said and / or shouted. If you are unsecure of you bike handling / handlebar skills, you can also only shout the commands that are given. This will prevent zigzagging and unexpected movements. The commands used are in Dutch, and you are expected to also use them this way.

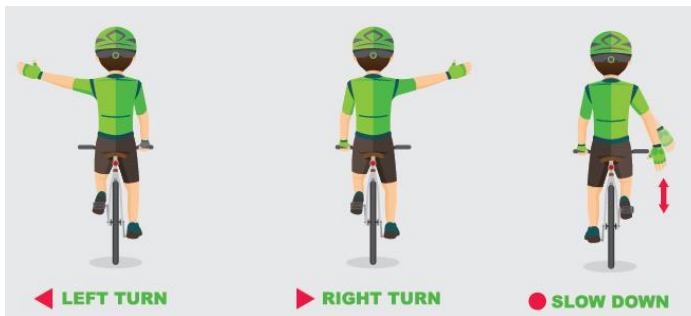
The used commands are:

- **HO or STOP:** the group needs to stop.  
The signal for this is a raise of hand.
- **VRIJ:** translation “free”, used in case the group can safely cross a road and no priority to other road users must be given
  - If the group cannot yet pass (safely), you are expected to shout where the other road user (s) that should be given priority is coming from, such as **AUTO RECHTS** (translation: car on the right) or **FIETS LINKS** (bicycler on the left). The (part of) the group behind you has enough time to make it to a safe top.



# Signals during a ride – part 2

- **LINKS:** translation “to the left” or **RECHTS:** translation “to the right”. The forerunner will point with their hand to the direction accordingly. In case of doubt, always choose the direction which will not cause a collision.
- **RUSTIG:** translation “take it easy” or “decrease the speed”, used in case the overall speed needs to go down. To show this move a horizontal hand up and down .



- **LEK:** translation “flat tire”, used in case of a flat tire and /. The group rides to a safe spot along the road, such as a driveway or a berm, such that the flat tire and / or breakdown can be fixed. No do stop and stand in the middle of the road.
- **NIET COMPLEET:** translation “not complete”, used in case the group is not complete, for example after crossing a busy road. The group rides on slowly, waiting for the others to join.

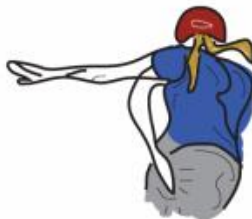
# Signals during a ride – part 3

For the next four signals, you can also show this by moving a vertical hand from side to side horizontally. You use your hand on the side where the danger is.

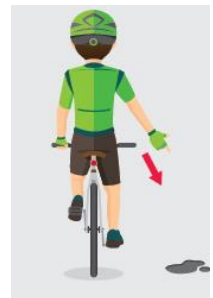
- **TEGEN:** translation “in the opposite direction”, used in case another road user or is coming from the other direction. Then the group zips together and / or gives space to the nearing road user.
- **VOOR :** translation “in front”, used in case that the group is nearing a standing vehicle and / or need to pass a riding vehicle. The groups zip and / or gives space the other road user(s).
- **ACHER:** translation “behind”, used in case traffic is overtaking the group from behind. The group zips and / or gives space to the other road user(s).
- **PAALTJE:** translation “pole” used in case there is a pole coming up which may cause dangerous situations. While saying “paaltje” you point to pole.



Hazard on right side



Hazard on left side





- **ELLEBOOG:** This is only used as signal, not in words. If you want that someone must move up and overtake you. The signal is moving your elbow demonstrative. In this way, the one behind know you will decrease your speed and he / she must ride in front.



Move up - forward

## Echelon formation

Cyclist often ride in a so-called echelon formation. This formation will keep the riders in line out of the wind, the rider in front is keeping the rest out of the wind. The riders rotate riding in front. There are two different echelon formations, the single line and the double line.

The single echelon is an echelon in which the riders ride in one oblique line. The more wind there is coming from the front, the more the riders ride straight behind each other, the more the wind is coming from a side, the more the riders ride next to each other. The riders rotate turn riding in front

In a double echelon, there are two lines of riders. One line, on the side where the wind is coming from, the riders are cycling at bit slower than the other line, such that the second line is overtaking the first line. When the first riders of the second line is passed the first rider of the first line, this rider moves from the second line to the first line, after which he decreases its speed and slowly moves back.

One rider determines if the lines move clockwise or counterclockwise. Keep in mind that if riding counterclockwise, the riders do not respect traffic rules. So, in that case, be extra conscious and focused for other traffic.

If it is your first time riding in an echelon during a training, please indicate so to the trainer, and he / she can explain more.