



NSCC Bunch Riding Guide

Rolling Together: The NSCC Way

With over seven decades of cycling history, Northern Sydney Cycling Club has grown into one of Australia's premier cycling clubs, offering something for everyone - racing, junior development, coaching, bunch rides, MTB and gravel adventures, and, of course, plenty of social rides. Like a well-balanced bike, our club thrives on a mix of challenge, camaraderie, and a shared love of two wheels.

As a club member, you'll often ride with other members in the club. From one rider to a large bunch of up to 30. In addition, you'll often be riding on public roads with traffic, where bunch riding skills and clear communications are absolutely necessary. When you're in a bunch, predictability is key. Staying alert, riding smoothly, and avoiding surprises is what keeps everyone safe (and upright!). That's exactly why we put this guide together - so every member, new or experienced, can ride with confidence and safety.

Your responsibilities extend beyond the bunch to other road users as well, so please read, understand, and apply the etiquette and disciplines described. If you're ever unsure, just ask one of the club's ride captains or committee members, who are always happy to help. And remember, when riding out on the roads, you're representing the club.

Like any sport, bunch riding takes practice. While NSCC doesn't officially sanction rides (because we're a cycling club, not a governing body), we do have Ride Captains who help keep things smooth, safe, and sensible. Listen to them. They know things.

Below are essential guidelines that ALL members should follow - because a crash-free ride is a good ride. And yes, ALL riders must always obey NSW road rules. No exceptions.

The NSCC Committee is committed to steering the club in line with its constitution while fostering a culture of inclusiveness and safety. Because whether you're sprinting for the finish line or just here for the coffee ride, there's always a place for you in our club! So, here's to riding together, staying safe, and keeping NSCC the fantastic club it is!

Safe Bunch Riding: Eight Key Words to Ride By

For every group ride, safety is everyone's responsibility. These **eight key words** are your guide to a safer, smoother, and more enjoyable bunch riding experience. **Safe bunch riding** hinges on these 8 words.

Predictability

Ride in a consistent and controlled manner.
No sudden swerves or unexpected braking.

Consistency

Maintain a steady pace and avoid unnecessary surges or slowing.

Communication

Use effective hand signals and voice calls to alert the bunch of hazards, turns, or changes.

Awareness

Stay alert to your surroundings - traffic, road conditions, other riders, and pedestrians.

Responsibility

Know your position in the group and what it requires - especially when leading or tailing.

Focus

Keep your eyes up, hands ready, and stay mentally present. Minimise distractions.

Formation

Maintain the agreed and proper riding formation - Aligned handlebars and correct spacing.

Courtesy

Respect fellow riders, motorists, and road rules.
Ride with patience and consideration for others.

Essential Skills for Club Rides

To join a club ride, all members should have basic bike-handling skills. A rider with good control is a safer rider, making the experience better for everyone.

If you're new to riding and unable to perform the following skills, please refrain from joining a bunch ride until you've had time to practice. These techniques may not come naturally, so take the time to refine them until they feel instinctive.

Practice in a safe, quiet, environment, and master each skill before attempting it in a bunch. If you need additional guidance and support, our Club Committee and Ride Captains are happy to help. Let us know.

Unclipping with Confidence

You should be able to unclip from your pedals smoothly on both sides.

One-Handed Control

Maintain a straight line while riding with one hand, allowing you to hand signal or grab your water bottle.

Looking Back Without Wobbling

You need to be able to check for traffic or other riders behind and around you while maintaining a steady, predictable line.

Emergency Braking

Know how to stop quickly and safely without losing control.

Slow-Speed Stability

Practise riding in tight, slow circles to improve balance when moving at low speeds, such as approaching traffic lights or busy intersections. Good slow-speed control also enhances overall bike handling.

Cornering & Descending with Precision

Maintain your line and control your speed while navigating turns and descents.

Group Riding Awareness

Be comfortable riding near other riders, keeping a steady pace and predictable movements.

Master these skills in a safe environment before joining a bunch ride. They will make you a safer, more confident cyclist!

The Golden Rules: **What you should always do...**

These are the non-negotiables for safe and respectful bunch riding. Following these “Always” practices keeps the group moving smoothly, promotes trust, and protects everyone on the road.

Always obey all road rules – Safety starts with legal, responsible riding.

Always ride within your ability – Know your limits and pace yourself accordingly.

Always maintain a predictable line – Ride smoothly and consistently to avoid surprises.

Always keep handlebars level with the rider beside you – Helps maintain formation and safety.

Always communicate clearly – Use hand signals and repeat verbal calls up and down the bunch.

Always check intersections, roundabouts, and merging lanes – Never rely solely on others to call traffic.

Always warn others of hazards – Point out obstacles and dangers early to keep the bunch safe. Use hand signals and call out.

Always be aware of your surroundings – Know who’s around you and anticipate changes in pace or direction.

Always ride smooth and steady – Ride for the bunch, not yourself. Try not to accelerate or brake extremely hard within the bunch.

Always increase spacing on descents – Give extra room when speed and braking distance increase.

Always signal and call early for lane changes or turns – Early communication reduces confusion and risk.

Always listen and respond to calls and hand signals – Stay engaged and pass them on.

Always show respect to all road users – Be a responsible ambassador for cycling.

Always ease the pace if asked – Look after every rider, especially those who are struggling.

Always support and encourage your fellow riders – Safe bunch riding is a team effort.

Always be self-sufficient – Carry your own tools, spares, food, water, and essentials.

Always indicate every turn – Don’t presume everyone knows the way.

The Red Flags: **What you should never do or avoid...**

These are the critical habits that can compromise safety, disrupt the bunch, or put others at risk. Avoid these behaviors at all costs to maintain a predictable and cooperative riding environment.

Never break road rules – Always obey all traffic signals, signs, and laws.

Always avoid overtaking on the left – Always pass on the right with clear communication and sufficient space.

Always avoid riding between lanes of traffic – Remain together and predictable; avoid weaving between vehicles.

Always avoid half-wheeling on the front – Ride level with your partner to maintain a smooth and predictable pace.

Always avoid overlapping wheels – Keep a safe distance and straight line behind the wheel ahead to avoid crashes.

Always avoid surging or braking suddenly – Sudden changes in pace cause splits, increase risk, and tire the group.

Never ignore calls or signals – Listen carefully and pass all calls up and down the bunch.

Always avoid rotating off the front just before a climb – Change leaders only on the flat to maintain bunch cohesion.

Always avoid changing direction or position without warning – Signal clearly before making any move.

Always avoid exceeding your ability level without communication – Let others know if you're struggling or need to rotate off early.

Never take your eyes off the road – Look ahead, stay alert to the group and traffic conditions.

Never compromise safety to hold your position – Ride cooperatively and yield when necessary for the benefit of the group.

Never use earphones or talk on mobile phones while riding – Keep ears clear to hear calls, traffic, and instructions and keep both hands on the bars.

Always avoid riding hands-free in the bunch – Keep both hands on the handlebars for full control.

Always avoid standing up to pedal abruptly – Signal beforehand; the brief loss of speed can cause rear-end collisions.

Always avoid freewheeling on the front or downhill – Pedal consistently to avoid bunch compression.

Always avoid bunny hopping hazards in the bunch – Instead call out/point out obstacles and move around them to give visibility to riders behind.

Always avoid dropping riders from the group – Stay inclusive; look after newer or struggling riders.

Always avoid snot rockets in the bunch – Wait until you are at the rear of the bunch before clearing your nose.

Always avoid braking without warning – Feather the brakes gently and alert riders behind.



Know the Rules: Safe & Legal Riding

In NSW, cyclists have the legal right to occupy a full lane and ride two abreast, provided they remain no more than 1.5 metres apart.

Motorists must allow at least 1 metre of clearance when passing in speed zones of 60km/h or less, and 1.5 metres in higher-speed areas.

While these rights are established by law, not all motorists are aware of them. Cyclists should ensure their movements are clear, noticeable, and predictable to enhance safety and reduce driver frustration. Erratic or inconsistent riding can be distracting for motorists,

increasing risks on the road. Riding two abreast is often safer than single file, as it improves visibility and reduces the time needed for vehicles to overtake.



Why is Bunch Riding Safer?

Riding in a bunch improves safety in several ways:

Increased Visibility

Riding two abreast makes cyclists more noticeable to motorists compared to a long, thin single-file line.

Safer Overtaking

A single-file group stretches out over a greater distance, forcing vehicles to spend longer in the opposite lane to pass. Riding two abreast shortens the bunch, making overtaking quicker and safer.

Discourages Unsafe Passing

Single-file riding can sometimes tempt motorists to squeeze past when it isn't safe. A more compact group encourages safer overtaking behaviour.

Use Your Judgement

While two abreast is often safer, there are situations where riding single file may be the better option such as uphill left-hand bends. Be aware of your surroundings and adjust accordingly.

Avoid the Danger Zone

Closely hugging the kerb increases the risk of encountering drains, grates, and road debris. Additionally, parked cars pose a risk of sudden door openings. When necessary and safe to do so, ride in the centre of the lane - also known as "taking the lane" - to stay clear of these hazards.



The 2 x 2 Bunch Formation



Ride in pairs

Maintain a side-by-side formation with your handlebars aligned.

Keep a safe gap

Avoid sitting directly on the wheel of the rider ahead - keep a gap of 0.7 to 1 metre. We believe this gap is the best balance between reaction-time safety and drafting benefits. In wet conditions, extend this gap to 1.5 metres for safety.

Awareness of surroundings

Instead of fixating on the wheel in front, focus on the riders ahead and scan down the line to enhance situational awareness, watch for hand signals, and anticipate changes in pace or terrain.

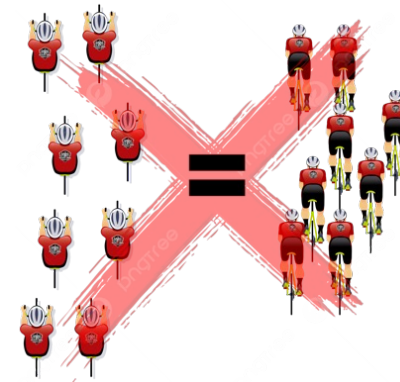
Listen for calls

It's OK to chat but always keep your eyes down the line of the bunch, watching for hand signaling and listening out for any calls.

Importance of a Neat Formation

While you may feel you're riding two abreast, from a motorist's perspective it can appear as though the group is spread much wider—potentially giving the impression of riding three or four abreast. This can lead to driver frustration and unsafe passing behaviour.

Aim to stay aligned with the rider beside and in front of you to maintain a smooth, predictable formation. Avoid half-wheeling or overlapping wheels, as these actions can compromise the safety of the bunch



Safe & Legal Riding...

Wheel Overlapping
Never overlap wheels, as this puts you in the front rider's blind spot and increases the risk of a crash if they change direction or brake suddenly



Standing Out Of The Saddle

When a rider stands out of the saddle - often to climb or accelerate - their bike momentarily slows and moves backward. To prevent disrupting the group, ensure you are past the top of your pedal stroke with downward pressure when standing to maintain speed. Before you stand, flick both elbows outwards momentarily to notify the rider behind of your intention to stand.

Remember to keep enough space - 0.7 to 1 metre - behind the rider in front to avoid clipping wheels and reduce the risk of a fall.

Slow Traffic

In slow-moving traffic, the bunch must remain within the lane and avoid weaving between vehicles. Filtering through traffic makes it difficult for drivers to see cyclists, causes distractions, and creates uncertainty about

their next move. It also breaks up the group, positioning riders unpredictably between vehicles.

Stay within the lane, even if it means a slightly longer journey, as this reduces driver frustration, uncertainty, and the risk of accidents. When approaching stopped traffic at intersections, cyclists should stop behind the last stationary vehicle, just as a car would. Given the length of a typical NSCC bunch, it is safest to move as a unified group, following the flow of other vehicles.

Safe Overtaking...

Overtaking other riders is always a risk, especially on a bike. It should only be attempted if it can be done quickly, safely, and with clear communication.

Always pass on the right

Overtaking on the left is dangerous and should never be attempted.

Call out your presence

When passing a rider or bunch, call “Riders Back” as you approach and continue calling “Riders Right” to ensure everyone is aware of your movement. Keep the tone friendly and add a greeting.

Allow enough space

Before moving back into line, ensure you are well clear so the overtaken riders do not have to brake. The last rider in your bunch should call “Over left” when the group has fully passed.

Overtake only if you can maintain the pace

Riding in another group’s slipstream makes it easier to overtake, but if you can’t sustain the speed pushing against the wind, you’ll slow down the group you just passed.

Be mindful at intersections

Do not overtake through single-lane roundabouts or when approaching a left turn. Respect other groups - never merge onto the back of another bunch uninvited and avoid swarming other groups at traffic lights. Maintain a safe gap when riding near other bunches.

Commit to overtaking only when it’s safe, controlled, and respectful to all riders on the road.



Lead Riders' Responsibilities (The pair on the front)

Lead riders play a crucial role in guiding the bunch, setting the pace, and communicating road hazards and traffic changes. This is not the time for socialising - clear and effective communication is essential. Strong leadership from the front ensures a safer and smoother ride for the entire group.

Maintaining a **constant and predictable speed** is essential for group safety. Sudden braking or changes in pace should be clearly signaled to riders behind to prevent collisions.



Key Guidelines

Keep aligned

No half wheeling. This is when one rider at the front of the bunch is always half a wheel ahead and constantly pushing the pace.

Make sure you ride to the slower rider's pace. Keep your handlebars aligned. Otherwise, the bunch will surge and be out of kilter down the line.

Focus on keeping a consistent speed

Ride to a speed that is to the bunch's ability and agreed bunch pace.

Listen out for "Ease Up" calls

If riders in the bunch are struggling with the current pace, they should call "Ease Up" to alert the front riders to reduce the pace slightly.

Start gradually from a stop

Slowly increase the pace until all riders are clipped in and ready.

Always signal

Clearly signal before easing off or stopping. Be aware of route changes and signal turns or lane changes well in advance.

Call hazards consistently

Point out obstacles clearly, as the lead rider has the best visibility. Avoid overcalling minor issues or shouting unnecessarily. Calls should be prompt, clear, and decisive to give the group enough warning.

Scan the road ahead

Monitor at least 100m ahead, while also keeping an eye on immediate surroundings and potential risks. Situational awareness is key to ensuring safe navigation.

Key Guidelines cont.

Communicate effectively

When identifying hazards, lead riders should **call out AND point** to their location:

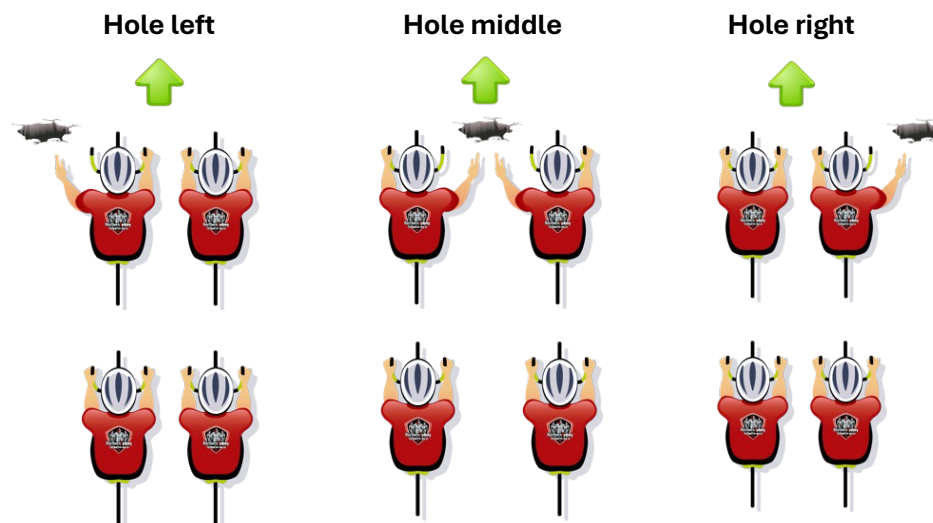
“**Hole left**” (left-side hazard, called by the left rider)

“**Hole middle**” (centre hazard, called by both riders)

“**Hole right**” (right-side hazard, called by the right rider)

Apply calls to all hazards, e.g., “**Stick middle,**”

“**Glass left,**” or “**Rock middle**” etc.



For a large area of hazards

For large hazard areas such as multiple holes or debris, or large areas of gravel, indicate this by waving your hand backwards and forwards parallel to the ground.

Navigate obstacles safely

Whenever possible, lead riders should guide the bunch so that hazards pass between or around them, ensuring minimal disruption while avoiding unnecessary lane shifts or last-minute movements.

Key Guidelines cont.

Lead riders are also responsible for calls such as **“Car up,” “Walker up,” “Runner up,”** and **“Riders up”** to alert the group about approaching vehicles, pedestrians, joggers, or cyclists. A lead rider should also use **a hand signal behind their back** to indicate the need to move across to avoid an upcoming hazard. This signal must be passed down the line.

It is essential to call out only genuine hazards that pose a risk to the group. Overcalling minor or irrelevant obstacles - such as scattered leaves or very light gravel - can cause riders to disregard important warnings. If unnecessary alerts become frequent, riders may ignore critical calls, increasing the risk of accidents when a real hazard arises.



Traffic Light Protocol for Lead Riders

Lead riders are responsible for making clear and decisive calls when approaching traffic lights.



If a traffic light changes from green to amber and there is sufficient distance for the bunch to stop safely, the lead rider should call **“Lights... Stopping”** and, where possible, **signal with a raised hand**.

If stopping is not feasible and it is safe to proceed, the lead riders should call **“Rolling”** to ensure a coordinated response from the group. In smaller bunches (up to 12 riders), the lead riders make this decision for the entire group. However, in larger bunches, or if a hazardous situation arises for riders further back, those in the middle or rear may call **“Stopping”**, causing the bunch to split and regroup later.

The effectiveness of lead riders in these situations is crucial. Hesitation, unclear communication, or conflicting calls can lead to confusion and increase the risk of accidents.



Key Guidelines cont.

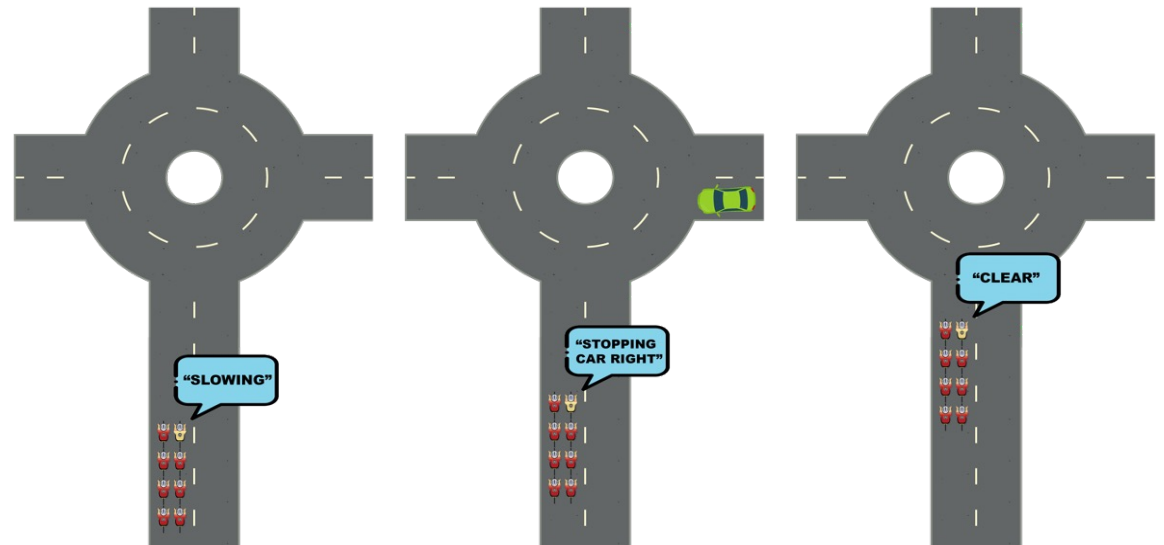
Navigating Roundabouts and Intersections

When approaching an intersection or a roundabout, lead riders must communicate clearly with appropriate calls such as **“Slowing”**, **“Stopping”**, **“Car left”**, **“Car right”** and **“Clear”** depending on traffic conditions.

At roundabouts, the group should take and hold the lane to prevent motorists from attempting to overtake while the bunch is navigating the roundabout. This ensures the safety of all riders during the manoeuvre.

All verbal signals must be relayed clearly and promptly down the line, with riders repeating the call for those behind them to ensure consistent awareness throughout the group.

When negotiating multi-lane roundabouts, riders must maintain their lane and avoid cutting corners or changing lanes mid-roundabout. Holding the lane provides predictability for motorists and maintains bunch cohesion.



Key Guidelines cont.

Lane Change Protocol

When the group needs to change lanes (e.g., to prepare for a right turn at an intersection or if there is a car parked in the lane ahead), the right lead rider should **raise an arm upward in the direction of the required lane change** and announce **“Call”** as soon as possible. This signal should be relayed down the group to ensure awareness among all riders.

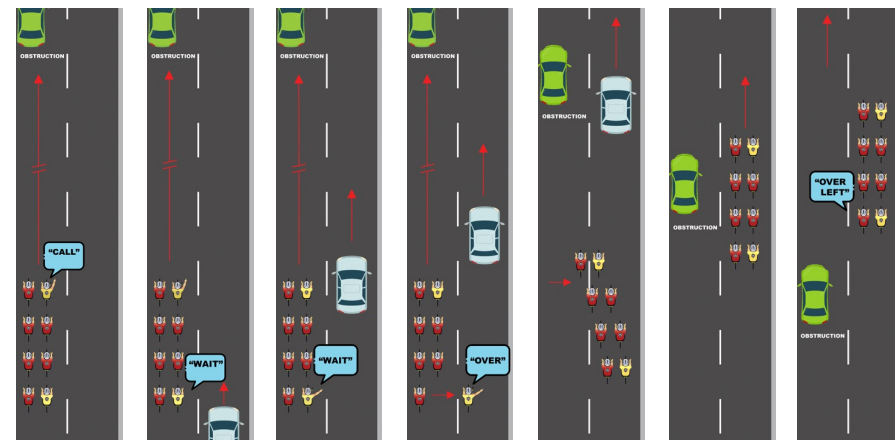
The rear right rider plays a crucial role in managing the lane change. This rider is responsible for assessing traffic conditions and determining when it is safe for the group to move.

The **rear rider** will issue one of two verbal commands:
“Wait” – Repeated until it is safe to proceed.
“Over” – Given only when there is sufficient clearance for all riders to transition safely.



Before signaling **“Over”**, the rear rider must ensure that any passing car has passed the lead riders - to ensure the whole bunch can move lanes safely - then indicate the lane change by hand signal to any approaching traffic. After **“Over”** is called, the rear riders then move over into the adjoining lane followed by the bunch in front.

In situations where there are three adjacent lanes and the group is preparing to turn right at an upcoming intersection, the rear rider may first call **“Over one”** to move the bunch across a single lane. If both lanes to the right are clear and it is safe to do so, the rider may instead call **“Over two”** to move the group directly into the rightmost lane in preparation for the turn. It is essential that this command is communicated clearly up the line, ensuring a coordinated movement. When executing the lane change, the group must transition as one unit to maintain safety and avoid fragmentation.



Key Guidelines cont.

Transitioning to Single File

There are times when road conditions require a shift to single-file riding such as when the road shoulder narrows. The lead riders initiate the transition. This is signalled by **raising an open hand above the helmet, pointing forward**, and calling out “**single**” to alert the group.

To facilitate a smooth and timely transition, the lead riders briefly increase their pace to create adequate spacing. The left-side riders continue at a steady speed allowing the right-side rider to slightly reduce speed and shift left to fall in behind.

This manoeuvre ensures a controlled and orderly formation adjustment.



Maintaining a Consistent Pace

The lead riders play a vital role in ensuring the group maintains a steady and sustainable speed. Their focus should be on setting a pace that accommodates all riders, avoiding unnecessary accelerations or decelerations that could disrupt the group’s rhythm.

On gently undulating terrain, the group should remain together, matching the lead riders’ speed. When approaching a steeper incline, the lead riders should gently accelerate just as the climb begins, to counteract the natural reduction in speed. If the lead riders ease off too soon, it can cause a “concertina effect,” forcing trailing riders to slow or brake unnecessarily. For longer or steeper climbs, the group may decide to ascend at individual paces. If this is the case, the lead riders should establish a plan for regrouping, either by slowing their pace after the climb or selecting a safe stopping point off the road.

On descents, the lead riders must continue pedaling, as those behind benefit from the slipstream and will naturally gain speed. To prevent the concertina effect, the lead riders should maintain a controlled pace downhill and, upon reaching the flat, slightly increase their effort for the first 100 meters to keep the group moving smoothly.

Key Guidelines cont.

Rotating the Lead

Sharing the workload at the front of the bunch allows all riders to conserve energy, helping the group maintain speed and ride longer distances more efficiently.

NSCC adopts the circular rotation system, as it occupies less space on the road, keeps the bunch 2 abreast, and is considered the safest option for bunch riding.

Ride on the front for as long as you feel comfortable before any fatigue starts to set in. Rotating lead riders shares the workload and provides all riders the opportunity to experience and practice lead riding.

As a courtesy, lead riders should avoid rotating off just before a climb begins. Rotations are best performed on flat terrain to maintain consistency and safety within the group.

If a rider does not feel strong enough or competent enough to take a full turn at the front, they should communicate this with nearby riders. When their turn arrives, others will be aware and can assist with a prompt rotation.

Rotating Turns: Step by Step Guide

Step 1: Initiate the Rotation

The lead riders signal their intention to rotate by using a clear hand gesture - an **upward-pointing finger making a circular motion**. This alerts the bunch that a rotation is about to begin.

Step 2: Right Lead Advances

The front lead rider on the right slightly increases pace to move ahead of the left-side lead rider, creating enough space to safely shift across. All riders on the right line follow by advancing one position.

Step 3: Move Across

Once clear, the right lead rider moves left, positioning in front of their former partner. Simultaneously, the rear rider on the left side moves across to the right line, continuing the circular flow.

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Key Guidelines cont.

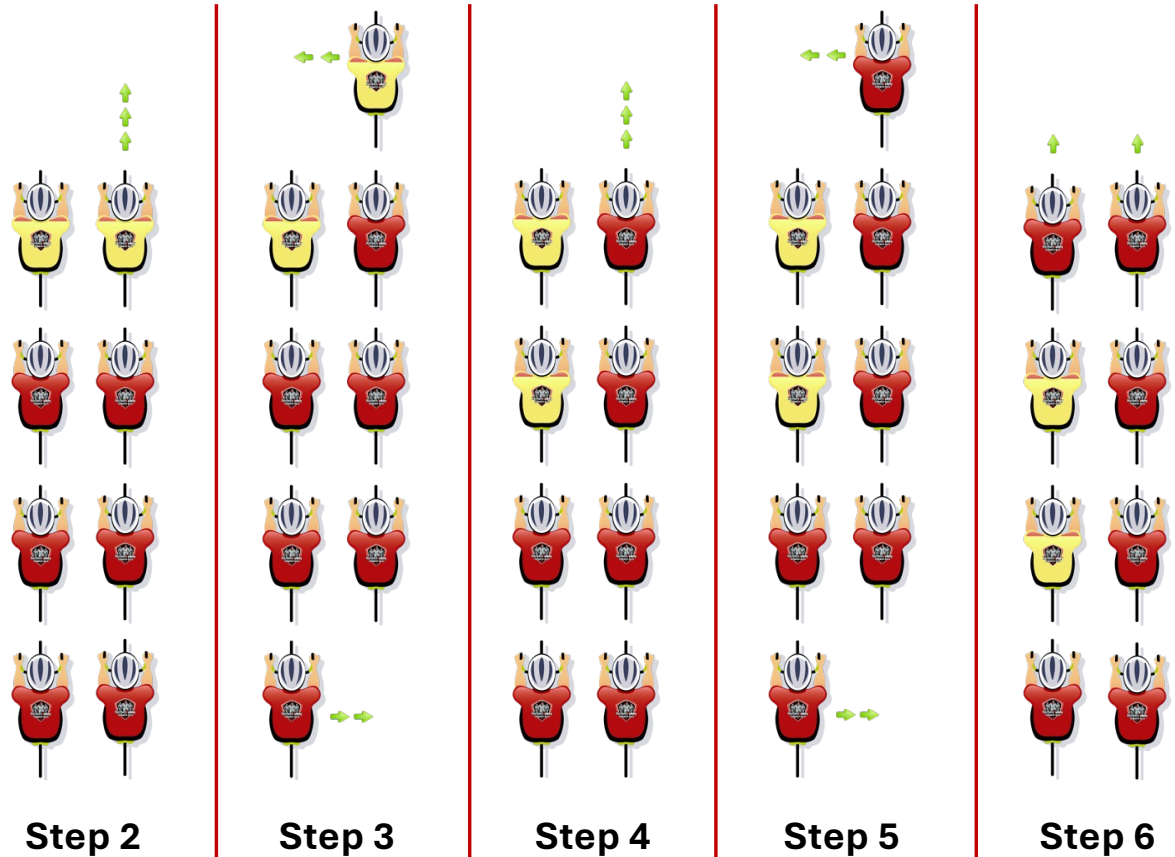
Rotating Turns: Step by Step Guide

Steps 4 & 5: Continue the Rotation

Steps 2 and 3 repeat, allowing two new riders to move into the lead positions. This continuous, circular pattern is maintained by the bunch to share the workload evenly.

Step 6: New Leaders

With two new riders now at the front, the process restarts when they are ready to rotate off. A rotating hand signal begins the cycle again (Step 1), ensuring a smooth and safe rotation for all riders.





Calls Guide

Effective Communication is Everyone's Responsibility

In large groups, wind and traffic noise can make it hard to hear instructions. That's why **every rider must repeat calls**—both up and down the line—to ensure messages are heard clearly by all.

Even the best calls from front or rear riders are useless if they're not relayed. Riders in the middle play a crucial role and must stay alert, avoid hazards, **and pass on the message** - never assume others have heard it.

Calls Guide

Speed & Group Management

- EASE UP** Front riders ease the pace slightly; bunch is struggling to hold speed and dropping off.
- ALL ON?** Front call checking if group is back together.
- YES!** Response from the back confirming all riders are on.
- SLOWING** Group is reducing speed — called in advance.
- STOPPING** Group is coming to a complete stop.

Lane Movement & Positioning

- CALL** Lead rider signals intent/requirement to change lanes.
- WAIT** Rear rider call: not safe to move lanes yet.
- OVER** Lane is clear to move; may be “Over 1”, “Over 2” for multiple lanes.
- HOLD THE LANE** Maintain current lane position, do not move left to shoulder.
- SINGLE UP** Change from two abreast to single file.
- PAIR UP** Safe to return to two abreast.

Turns & Traffic Navigation

- TURNING LEFT / RIGHT** Bunch turning; call clearly regardless of route knowledge.
- CLEAR / CLEAR LEFT / CLEAR RIGHT** Intersection or roundabout is safe to proceed.
- ROLLING** Light just turned amber, whole group can safely roll through.
- CHANGING** Traffic light about to turn green; prepare to move.

Hazards & Road Conditions

- HOLE (LEFT / RIGHT / MIDDLE)** Significant pothole ahead, point and pass the call through.
- RUBBISH** Obstruction or debris on the road. Call and point.
- CAR UP** Oncoming car on narrow road; keep left and tight.
- CAR BACK** Car approaching from behind; ensure correct bunch formation.
- DOOR** Watch for car doors opening ahead.

Group Dynamics & Support

- REGROUP AT TOP** After a climb, wait for all riders at a safe point.
- MECHANICAL** Rider has a problem (e.g. puncture); bunch to stop and assist when/where safe.
- RIDERS BACK** Notification to riders ahead that riders are intending to pass on the right.
- RIDER/S RIGHT** Riders are passing on the right (or being passed).
- BUNCH UP** Close the gaps, especially near traffic lights.
- YEP** Front left rider signals rotating partner that it is safe to move left in front.
- LAST / LAST WHEEL** Rear rotating right rider signals left partner to rotate across; always check I t’s clear.



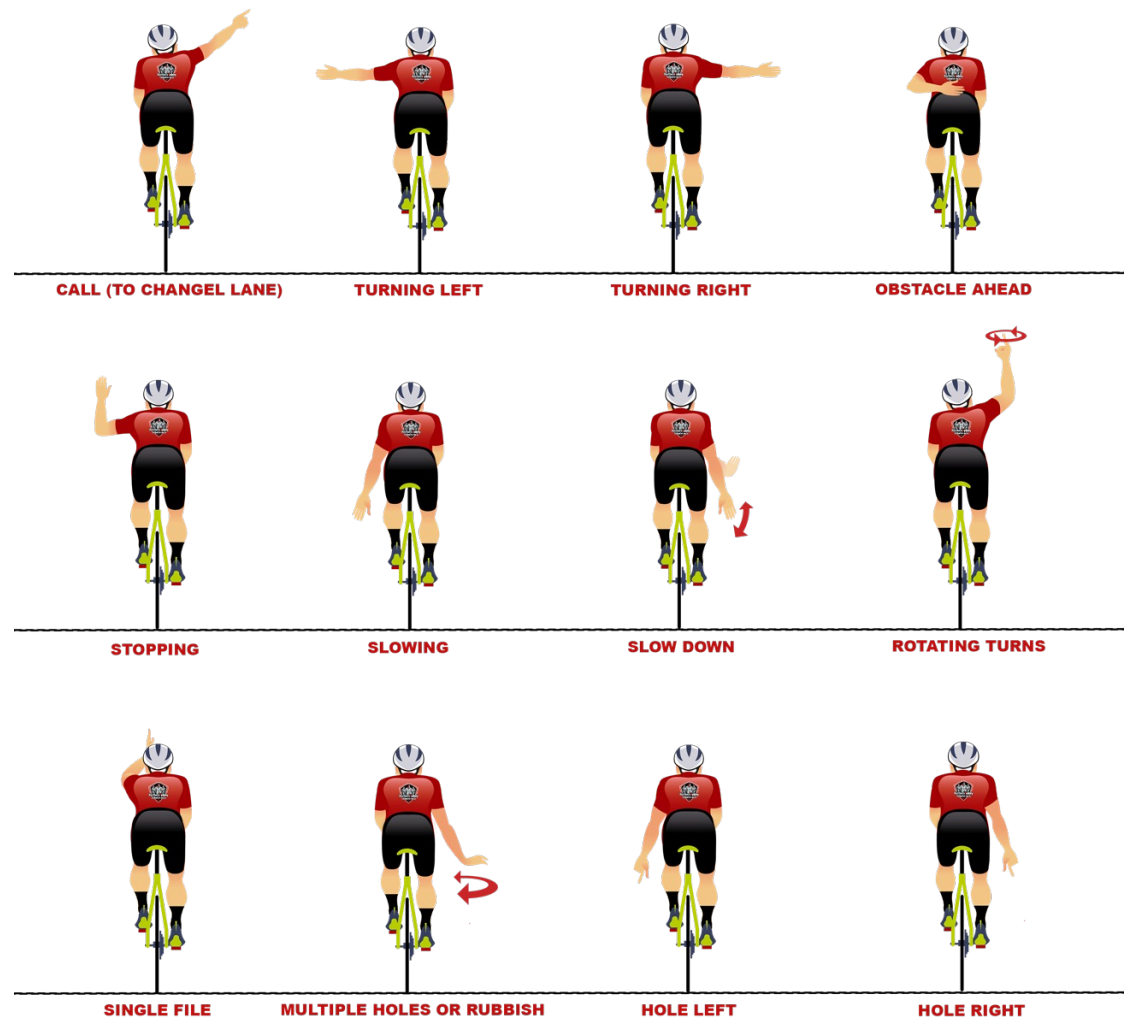
Hand Signal Guide

Clear Signals Keep Everyone Safe!

Hand Signal Guide

In group riding, hand signals are just as vital as verbal calls—especially when wind, traffic, or road noise makes hearing difficult. Every rider must observe, use, and pass on hand signals to ensure the group stays informed and safe.

Signals should be clear, early, and repeated by riders down the line. Whether pointing out hazards, indicating turns, or preparing to slow or stop, never assume others have seen the signal—especially those behind you.





Be Prepared: Ride Self-Sufficiently
Clear Signals Keep Everyone Safe!

Be Prepared: Ride Self-Sufficiently

Group riding relies on every individual being prepared and self-sufficient. While it's great to ride in a supportive group, don't rely on others to fix your mechanical issues or share their supplies.

Being properly equipped means you can handle common problems independently, support the safety and flow of the group, and enjoy the ride with confidence.

Before you leave home, double-check that you have these essentials covered:

Safety First

Helmet – Must be worn at all times and securely fastened.

Front and rear lights – Required for early morning or low-light conditions. Always ensure batteries are charged.

Basic Repair Kit

Spare inner tubes (at least one, ideally two)

Tyre levers

Pump and/or CO₂ canisters

Mini tool – Including chain breaker if possible

Puncture repair patches – Useful for multiple flats or emergencies

Tubeless Repair Tool & Plugs

Emergency Preparedness

Basic First Aid Kit – For any unforeseen spills

Mobile phone – Fully charged, with key emergency contacts saved

Cash/card – For emergencies or the post-ride café stop

ID or emergency contact card

Set up Medical ID on your Mobile Phone

Nutrition & Hydration

Water – At least one full bottle, two for longer rides

Snacks or fuel – For rides over 2 hours: energy gels, muesli bars, bananas, etc.

Comfort & Conditions

Weather-appropriate clothing – Layers, gilet, rain jacket, arm warmers, etc.

Sunscreen – Even on overcast days, UV exposure is significant



Stay safe and see you on the road

This Bunch Riding Guide has been prepared by Northern Sydney Cycling Club. If you have any questions about anything in this guide reach out to ride captains or committee members on your next ride. Otherwise email the club's secretary at: secretary1@northernsydneycyclingclub.org.au.

Northern Sydney Cycling Club