

All posted rides should contain, at a minimum, the following information:

1. Type of Ride
2. Average moving speed
3. Planned distance
4. Departure time
5. Departure location

### 1) Type of Ride

**No-Drop** - We ride at a pace comfortable for the slowest rider, and no one gets left behind. If someone gets a flat, we all stop and wait (and help) until it's fixed. Anyone is welcome to come on this ride, and you don't need to know the route ahead of time. But, you should always carry a spare tube and materials to fix a flat tyre. If a gap opens up in the line (because of a difference in speed, or a traffic light that turns red when half the group is through, etc.) yell "Gap!" so that the leader knows to slow down and wait to bring the group back together. If the person behind you yells "Gap", you should yell it too to pass it up the line.

*\*\*For any ride that is not explicitly listed as a no-drop ride, everyone on the ride is expected to be able to make it back home by themselves if necessary (i.e. bring a map or a smartphone). Generally, no one is going to try to actively drop you, but it's unfair to expect the ride leader to go slower than advertised because you can't keep up.*

**Hammer Ride** - These rides are fast, and may involve [attacking](#), pace-lining, sprinting, etc. These rides can be a lot of fun, but also tiring. If you post a hammer ride, make the expectations very clear, especially with regards to how to re-group after faster sections.

**Recovery** - These rides are done periodically after long bouts of hard rides (e.g. hammer rides and races, or just a lot of miles in the last few days). They are really really slow, but help your legs to flush out any accumulated lactic acid. Often, even if you feel really bad or sore, easy spinning for an hour or so can make you feel a lot better and ready to get back to training the next day.

**Steady** - This describes the majority of our rides. We ride at a pretty consistent pace on the flats (communicated in the ride listing), but the person on the front will take it easier on hills (as the benefits of drafting diminish as the speed goes down).

*\*\*We used to often describe these steady rides as Z2, but this doesn't make sense, as it has a very specific training meaning (that we will discuss before heading into the training plan) that defines a pace that is highly individual and doesn't make sense for a group ride. So, please do not post Z2 as the speed of a ride any more.*

**Other** - If what you want to do doesn't fall into a category above, that's fine - just be sure to make it clear what you're planning: E.g. "Ride to Harvard at 16-17mph except when I go for the KOM on Johnson Road and will then wait at the top"

### 2) Average Moving Speed

This should be the speed that the pack is maintaining on flat sections. It is a moving speed, *not* the average speed for the ride including stops. You can get this from Strava for your recent rides to make this accurate. Bear in mind that, although it doesn't sound like it, there is a BIG difference between 16-18 mph, and 19-20 mph in terms of how hard the ride is.

3) 4) and 5) are pretty obvious.

### Responsibilities of the Ride Leader

There are few things more frustrating than showing up to a ride, and then it being significantly faster or slower than advertised. So, as the leader, keep an eye on the pace, and if it's getting faster than advertised or the group is starting to fracture, take charge of the situation. It's OK to split up the group, as long as everyone in it knows what is happening. Doing this will ensure everyone stays happy, and is solely your responsibility. In general, be attentive to what's happening with the pack. Bear in mind that, when you're climbing steeply, no one is getting a draft, so try to back off the power so you're less likely to gap newer riders.

### Responsibilities of the Other Riders

Although the ride leader should be attentive to what's going on in the pack, this is really hard to do when he/she is pulling at the front. So, if a gap is starting to form, call it out so the leader knows what's happening and you don't just disappear off the back, even if it is not a no-drop ride. If you find yourself pulling on the front, try to maintain the advertised pace, and be responsive to adjustment instructions from the ride leader. If you don't have a speedometer, one way to do this is to maintain the same gear and same cadence when you pull through.