

Bike Rodeo Event



A guide to setting up your local
community cycle safety event.



Bike Rodeo

A bike rodeo event is a skills based course/activity that is designed to be fun, interactive and in the main non- competitive. The rodeo will allow young people to practice bike handling, maintenance demonstrate and improve skill levels.



Cycling is a great form of transport and recreation and nearly all young people will own a bike at some time. While a young person can quickly master how to ride a bike – riding a bike on roads and as a means of transport is a skilled activity and requires training and experience.

Many injuries can be attributed to cycling. The more obvious ones will be falls, which are experienced early in the learning process, but more severe injuries occur when cyclist engage with other road users. The wear of a cycle helmet is vitally important to prevent head injuries. All accidents are avoidable or reduced with awareness, care and obeying the rules of the road.

The main causes of accidents – car/bike/pedestrians are:-

Riding out of driveways or passages without stopping and observing.

Failing to stop at stop signs or 'jumping' lights at traffic junctions or crossings.

Suddenly swerving or drifting into traffic (perhaps because of an obstacle)

Swerving or drifting when looking behind or without looking behind

Other common situations include cycling on the wrong side of the road, poor visibility – no lighting or reflective clothing. Riding on pedestrian pathway as well of lack of control and poor seat height and handle bar adjustments.

Young people also have some other disadvantages to consider

- Generally, they are smaller than adults and less visible. Developmentally, there are other considerations:-
- They cannot judge a car's speed and distance
- They assume because they can see a car or other vehicle that the driver can also see them.
- They can be impatient and impulsive
- They have a limited sense of potential and real danger – passing between parked cars or other objects for example.
- Imitate the bad behaviour of others
- Concentration on the job in hand – riding their bike safely – particularly if distracted by friends or on a 'mission' to get somewhere fast...with excitement.
- Risk taking behaviour is also common particularly if spurred on by their peers and older young people.

Cycling therefore is a risk activity and by controlling and limiting the dangers through education and practice we can drastically reduce the risks and dangers. The bike rodeo event is such an activity whereby young people can show what they know, get help and improve their skills.

Young people, and indeed young and old, learn more and remember more by interactive learning by doing activity than they will ever learn by reading leaflets or sitting listening to instructors. So the Bike Rodeo event is a very practical, hand on, activity.



Venue

The ideal venue is perhaps a large car park with some grass areas or a school playground with hard surfaces and grass areas. Some County Council have special areas in local parks that can also be used. There might also be sports ground which would also be suitable – local GAA clubs often have car park areas and practice grass areas.

Permission should be sought in all cases. Statements of insurance can be provided by Scouting Ireland National Office if required (public liability, statement of insurance cover on members).

Apart from the hard and soft surfaces you will also need some basic equipment and time for setting up the event.

Extra help

Each station/base will require to be manned and it is likely that additional help will be required. It is suggested that the event is Group based or inter-sectional based. So, the Group may get permission to use the school ground for example, and the event is organised with set times for older and younger members (skill levels). Older sections can also help out with manning stations.

Bike maintenance

There will be a station where bikes are assessed and examined. This can be a bit of a log jam as it is normally one of the first stations. If a bike does not pass the initial inspection it will require some adjustments, so bikes need to be taken aside.

In the main these will be simple adjustments to seat height, pumping up tires and adjusting brakes. Most of these adjustments can be carried out without much expertise, however, if there is a local bike shop in your town it might be a good opportunity to involve them in the event.

Local Gardai – it is also a good idea to inform the local Gardai of the event and request some assistance.

Local cycling club – if you have such a club in your town they may also be willing to help and advise.



Stations

The event is comprised of a number of stations and is laid out in a circular arrangement – young people going from station to station.

The stations include:-

Registration and inspection
Bike and Helmet fit
Quiz

Essential skills
Starts and stops
Scanning – looking behind/hand signals/observation
Obstacle avoidance
Driveway – stopping and observing
Cone Slalom - bike control
Thinning space – control/clearance
Circle – Yield and control
Balance

Fun stuff
Can Drop
Doughnut spear
See – saw
Ball kick



Registration and inspection

This is the station that all young people taking part register their participation and get their equipment inspected – bike and protective gear.

Each Participant is given a report card that can be hung on their bike. As each station is completed it is marked on the report card or assessment of skill or guidance notes. At the end of the station circuit a certificate is presented to each participant. The report card can be kept by the participant for future reference and skill upgrading.

The event is not a competitive activity in the essential skills area – rather an assessment and improvement of proficiency skill. The fun area is best run as a team based exercise either on completion of activities and gaining collective points or as a timed event.

Each Participant should be made aware of the layout of the event and what will happen at each station. Safety is paramount and to the fore – young people should be careful and considerate of others and obey instructions at all time.

Inspection

Each bike needs to be checked to ensure it is safe to use on the event and generally. Each Participant should also have a cycle helmet which is fitted correctly and other protective equipment – knee and elbow pads

(younger cyclists) if required. The general dress of participants should also be observed – loose clothing, boot laces, wide or loose trousers that might catch in chains, proper footwear, in some cases long hair (ideally tied back).

As has been stated already this can take a bit of time and if there are issues with regards to bike adjustments they need to be dealt with before the participant can proceed to the stations. It might be possible to do the bike inspection at a meeting prior to the event to shorten this time. The more help you have at this point the better to keep things rolling and get young people active.



Bike Check

Before any participant can take part in the Bike Rodeo event they must pass through the bike check and inspection area/station.

The object of this station is to ensure that all bicycles are in proper and working order and that the cyclist is wearing appropriate clothing and protection. The participant should also be correctly 'matched' to their bicycle, by this we mean, saddles are at the correct height, and the bicycle is also of the correct size.

The nature of this station is that each participant will need individual attention and a large number of volunteers may be required to get everyone ready to start on the other stations as quickly as possible.

Tools and equipment will need to be readily available for minor adjustments and repairs. This will include

Pumps

Lubricants

Wrenches, spanners, pliers, screwdrivers

Insulation tape

Spare bicycles - perhaps some spare bicycles for those who don't make it due to bad or dangerous condition of their bicycle. In some cases, because of the nature of a repair, it might be easier to 'loan' a bike to a participant to get them moving to other stations quickly.

Inspection

All participants need to have a cycle helmet (and they should be informed prior to the event that one will be required in order to participate. The first inspection therefore relates to the participant and what they are wearing and the proper adjustment of their cycle helmet.

| | Pass | Fail |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| Does the participant have a cycle helmet | <input type="checkbox"/> | <input type="checkbox"/> |
| Have the helmet been adjusted correctly | <input type="checkbox"/> | <input type="checkbox"/> |
| Does the participant have any loose clothing that might get caught in the mechanical elements of their bicycle. | <input type="checkbox"/> | <input type="checkbox"/> |
| Does the participant have loose clothing that might slide down their body as they cycle – loose pullovers or tops. | <input type="checkbox"/> | <input type="checkbox"/> |
| Does the participant have proper footwear for cycling (not flip flops and loose fitting shoes or boots) | <input type="checkbox"/> | <input type="checkbox"/> |
| Does the participant have other protection gear that they use – elbow or knee pads. This is not compulsory equipment but if a participant is wearing it then it should be correctly fitted. | <input type="checkbox"/> | <input type="checkbox"/> |
| Does the participant have a reflective jacket or belt | <input type="checkbox"/> | <input type="checkbox"/> |

The Bicycle

Brakes

Do the brakes work

| Pass | Fail |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |

Are cables frayed or broken

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Are brake blocks adjusted correctly to ensure they work easily when the brakes are pulled

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Are brakes working on each wheel.

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Wheels

Are wheel running free without wobble or rubbing

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Are tyres in 'reasonable' condition and pumped up to correct pressure

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Are valves tight and not 'leaking' air

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|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Chain and pedals

Are pedals secure and working – they should be able to spin and move freely

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Are chains oiled and clean so that they running freely without squeaks

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Are chains correctly tensioned

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

All gear mechanisms should be working freely

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

All gear cables should be in good condition

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Gear changing mechanism is working correctly

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Saddle and handlebars

The saddle is correctly adjusted to height of the cyclist

| Pass | Fail |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |

Is the saddle tight with no movement

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Handlebars are free to move and there is not backwards or forwards movement.

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Handlebar tape should be secure

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Handlebar should have hand grips

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Does the bicycle have a bell or horn

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Frame

The frame should be true without bends or damage

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Wheel forks should be true and not causing rubbing

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Are their reflectors on the front and rear of the bicycle

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

If the bicycle had mudguards are these secure

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

The bicycle should be lifted about 10 cm off the ground and dropped. If there are any rattles they should be identified and tightened.

| | |
|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|

Overall condition of the bicycle (mark from 1-10)

| |
|----------------------|
| <input type="text"/> |
|----------------------|

Saddle

At correct height and secure - no movement

Frame

The frame and forks are straight and true.

Handlebars

Correctly adjusted and no movement - back and forth

Brakes

In working order and properly adjusted.

Wheels

Spin freely without wobbles and rubbing

Gears

In working order and all mechanisms adjusted.

Chain and pedals

Oiled and working freely and tension adjusted.

Tyres

In good condition and properly inflated.



Helmet Check

All young people should wear an approved helmet when they ride. Helmets are checked to see that they are fitted correctly.



Chin Strap should form a 'Y' beneath the ears



Only one finger should fit between the chin and chin strap



Snug fit with no movement



Two finger widths between helmet and eyebrows



Correctly adjusted straps and padding

Quiz

A simple quiz can be devised – some basic questions and identification of road signs or a spot the difference element....see suggestion.

The quiz is one of the stations in its own right but often it can be used to engage young people as they wait to register and be inspected. Usually it is used as the last station and the questions are reinforcing items they have learned.

For younger sections the quiz can be completed as a team exercise with the help of a station leader.

Warm up pit – can be a useful addition. It should be slightly away from the main activity area and a place where young people can improve balance or other skills with a station leader before going on to the 'more formal' station testing. It can also be used to improve braking techniques and release some energy. Be careful however that it does not become a unregulated area for messy about that can lead to minor accidents.



Quiz

What do these signs and signals mean







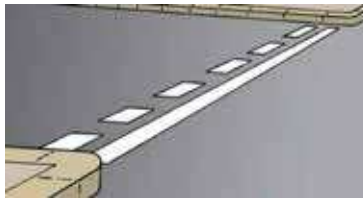






What do these road markings mean







What do hand signals mean









Starts and Stops

The objective of this station is to teach young people how to start and stop the bikes safely and efficiently.

Starts and stops are part of cycling to such an extent that they are often overlooked and many bad habits and practices have often be adapted by many young people – skidding to a stop, dragging feet, even jumping off a bike. Starting is also prone to habits such a run and jump, push starts, wobbly starting and starting in the wrong gear. The station therefore is about the safer and correct method that should be used.



Scanning

The objective of this station is to teach a young person how to look behind for traffic, observe around themselves and give hand signals without swerving or falling.

A course is set up as illustrated. Young people are asked to cycle through the course and give appropriate hand signals before they turn and looking behind them at set times, when their name is called, around the course.

A participant should be at all times trying to cycle in a straight line without swerving. Each Participant is observed by the station leader and pointers are offered. The young person then completes the course a number of times till they have achieved the skill level required.



Obstacle avoidance

The objective of this station is to teach young people how to control their bike and balance as they avoid obstacles and unexpected hazards while riding.

Many hazards exist on roadways – pot holes, uneven surfaces, drains, kerbside stones/glass and even puddles of water, animals running into pathway or pedestrians crossing. Parked cars and road works can also be considered hazards.

Often a cyclist will be unaware of the hazard until they are right on top of it – so observation of the roadway ahead can reduce risks and provide more reaction time to complete safety manoeuvres.

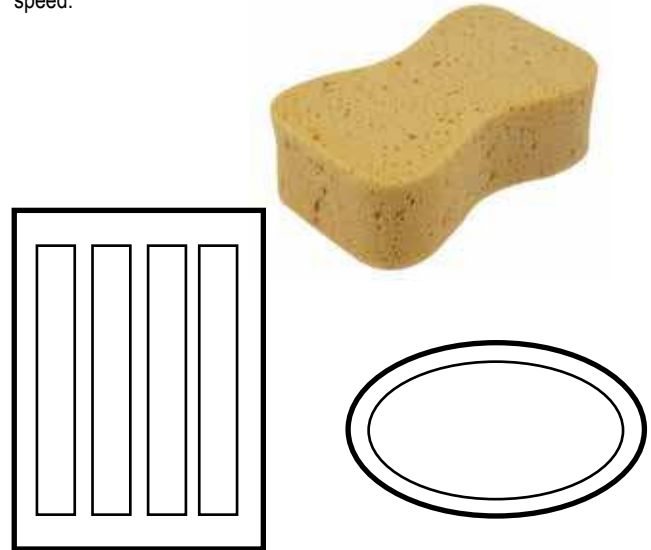
A participant is given multiple opportunities to complete the station. The station leader should observe the young person and offer observations and advice after each attempt. Once the required skill level is achieved the young person moves to next station.

Sponges and cardboard cut outs are preferred obstacles as they present little danger to the participant.

Station leaders should be looking for care and attention, braking, looking back/observing the situation and swerving with care in a safe and measured action. It is not a competition slalom exercise to be raced through swerving and sliding to avoid obstacles. A ball might be rolled across the course to

simulate an immediate action (an animal or child running across a path or indeed a ball rolling or hopping over a fence).

An element of speed is connected to this exercise....so participants should build up some speed before reaching the obstacles (normal cycling). If the exercise is conducted from a slow start line then it does not explore the real simulation of an obstacle appearing in your path while cycling at normal speed.



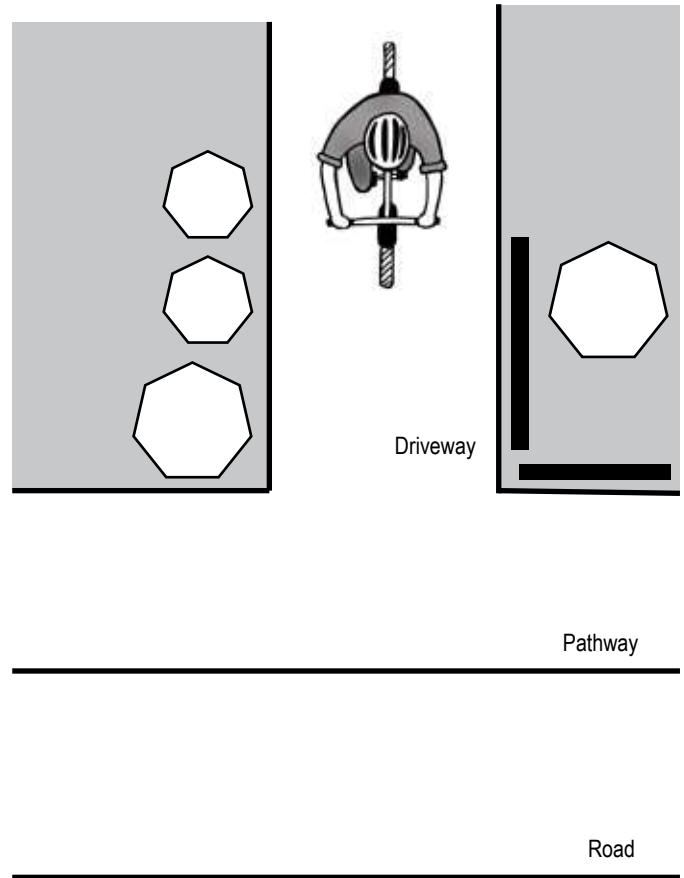
Driveways

The object of this station is to teach a young person how to come onto a street/roadway safely.

The excitement – lets go out to play on our bikes...jump on the saddle and race down the driveway of your house and.....a large number of accidents happen at this very point. Driving at speed out of a driveway and into the unknown.

This station is therefore all about stopping and observing and turning correctly left or right – STOP, LOOK, LISTEN it is the same as the safe cross code (for cyclist).

Thinking about their home situation is important part of this exercise as the station will not be representative of all situations so the station leader should have a discussion with each participant to explore their situation and how they might handle it. For example tree lined streets, high walls and bushes, lane ways etc.

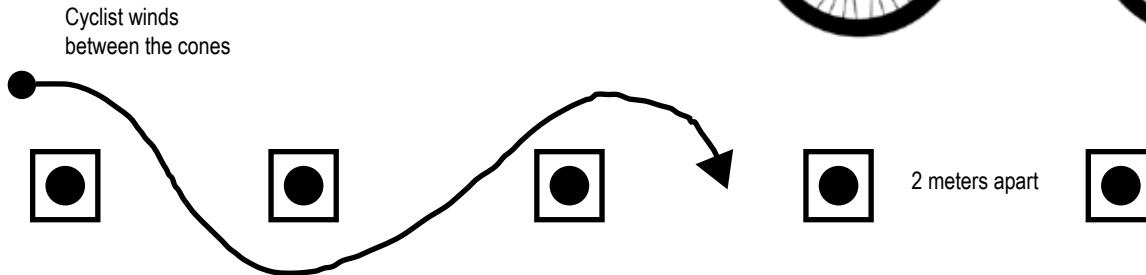


Cone slalom

The objective of this station is to assess bike control and balance.

The station comprises of a line of cones placed 2 meters apart. A simple exercise at first glance but can prove difficult for even an experienced cyclist if approach without due care and attention to speed. What is expected is a clean cycle through the cones in slalom fashion weaving between each of the cones. Often cyclist will start off fine and perhaps stumble in the middle and place their foot on the ground.

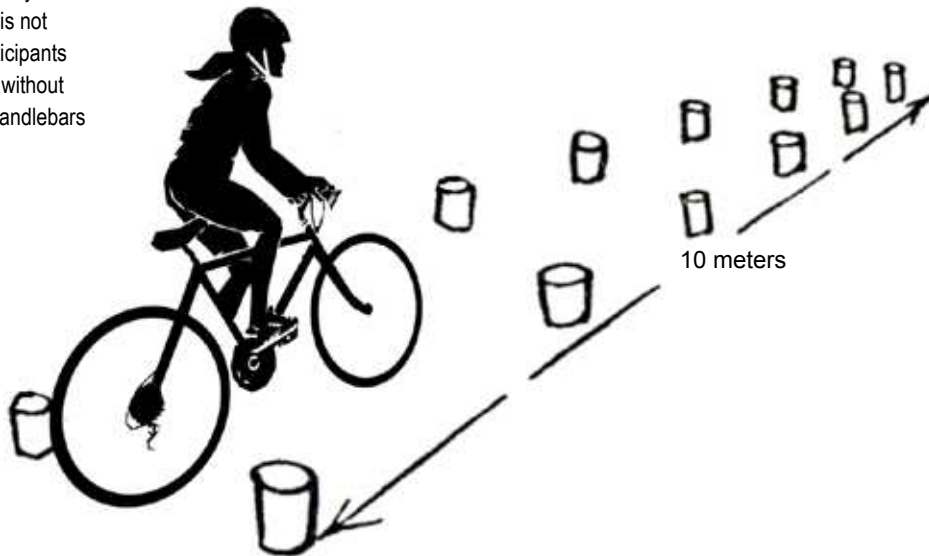
Station Leaders should be promoting care and attention using braking and balancing as the skill required to complete the course. Participants can have as many turns as required to complete the exercise.



Thinning space

The object of this exercise is bike control as a cyclist moves from a wide opening to a closing space pathway – maintaining a straight line.

The station presents a cycle lane that starts off wide (60 cm) and diminishing to (10 cm) over distance. The object is to pass through the space with touching the side tapes/markers. The exercise should start some distance from the obstacle to allow cyclist to build up to normal cycle speed. It is not undertaken from a stop start. Participants should pass through the obstacle without taking their feet of the pedals or handlebars and avoid touching any cones.

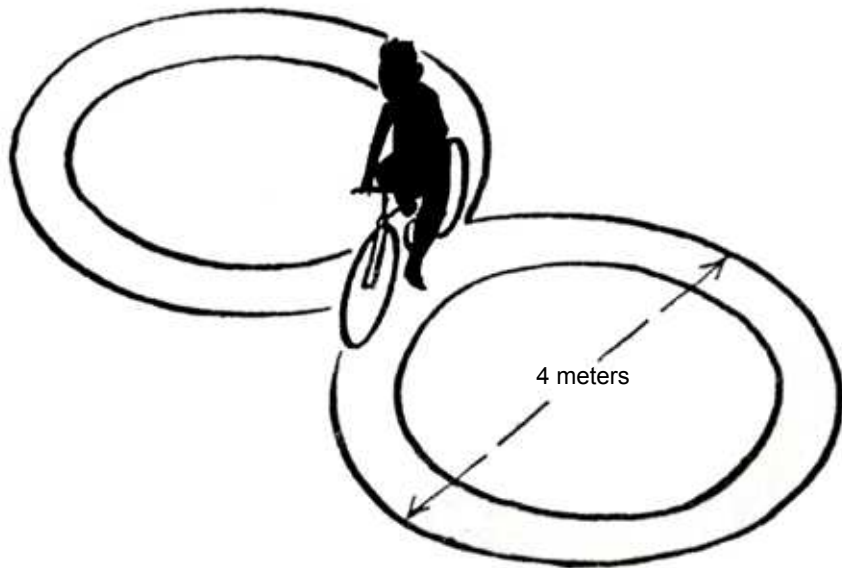
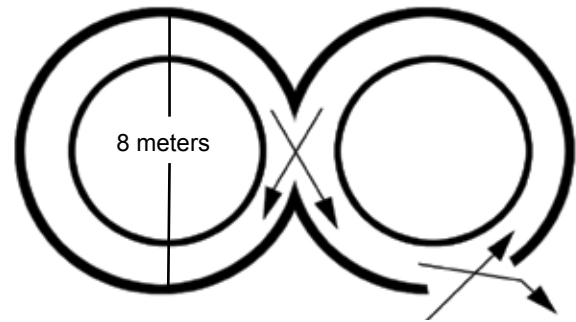


Circle – yield and control

The object of this exercise is bike control and balance, stopping and starting, observation and yielding.

The station presents a figure of eight pattern on the ground. There is an entry and exit point and an intersection. Two or three participants are operating on the course at any one time. The intersection feature will involve – observation, stopping, starting and yielding. The circular feature of the course will involve balance and change of steering direction. While the course will easily be completed by stopping and placing feet on the ground a station leader should be seeking to avoid over use of 'feet down'. Smoothness of actions and keen observation based on judgment of speed and anticipated action of other users should be encouraged.

Two course can be created a single bike course which needs to be 4 meters in diameter or the larger course for a number of bikes which needs to be at least 8 meters in diameter



Balance

The object of this station is development of balance and control.

The station presents a two lie course 25 meters long and .5 meters wide. Participants start some distance away to allow build-up of normal cycle speed then enter the course. The objective is to travel through the lines without touching them.

Once participants are comfortable and can complete the course they are then asked to do the exercise again and this time the station leader will call out their name a couple of times and they must do a 'look behind' turn and still maintain their line of travel without touching the marker tape or cones.



Fun activities

The following are suggestions but many more ideas can be developed and added. This will depend on the venue location and possibilities. In all activities in the fun area they are ultimately designed to improve confidence and skill of the participant – balance, control, handling, awareness, speed and oneness of action between cyclist and bicycle. While they are fun and enjoyable to take part in do not let up on safety. Mark off areas and control the action.

Can Drop

This station is basically a series of containers placed on the ground perhaps in a triangle or square formation. The object of the exercise is for the participant to cycle around the circuit and place an object in each container. If tin cans are used, then the object to be placed might be small stones, if buckets are used then the object might be a small ball. Ideally, small stones are preferred as they are easier to carry and are more in line with safety considerations. This exercise can be done as a team event all participants have to add together their scores (one point for every object dropped on target). Or it could be a timed event over a set time to see how many objects can be placed in the time allowed.

Doughnut Spear

This station is similar to can drop but in this case the object is to spear the doughnut through the doughnut hole. This is done by holding a pole (spear) and in a jousting action approach the hanging doughnut and 'spear' it. While

the name suggests spearing a real doughnut in reality it is a cloth wreath that is the target or indeed a cardboard cut-out hanging from a branch or frame.

See saw

This station is a low level see saw obstacle. The participant cycles up the plank stalls and waits for the see saw effect and cycles off the other end of the plank.

Ball Kick

This station is again like the can drop and doughnut spear station only this time the participant has to kick a series of balls set out around a circuit. The object is to kick the ball but if you wish you can also incorporate a target to aim at.



Print off on cards
- cut out and
punch. These tags
should be tied to
the handle bar of
each bicycle after
the inspection has
taken place .

Bicycle Inspection Report

| | Pass | Fail |
|---------------------|--------------------------|--------------------------|
| Brakes | <input type="checkbox"/> | <input type="checkbox"/> |
| Saddle | <input type="checkbox"/> | <input type="checkbox"/> |
| Frame | <input type="checkbox"/> | <input type="checkbox"/> |
| Handlebar | <input type="checkbox"/> | <input type="checkbox"/> |
| Wheels | <input type="checkbox"/> | <input type="checkbox"/> |
| Tyres | <input type="checkbox"/> | <input type="checkbox"/> |
| Chain/Pedals | <input type="checkbox"/> | <input type="checkbox"/> |
| Gears | <input type="checkbox"/> | <input type="checkbox"/> |

Date

Bicycle Inspection Report

| | Pass | Fail |
|---------------------|--------------------------|--------------------------|
| Brakes | <input type="checkbox"/> | <input type="checkbox"/> |
| Saddle | <input type="checkbox"/> | <input type="checkbox"/> |
| Frame | <input type="checkbox"/> | <input type="checkbox"/> |
| Handlebar | <input type="checkbox"/> | <input type="checkbox"/> |
| Wheels | <input type="checkbox"/> | <input type="checkbox"/> |
| Tyres | <input type="checkbox"/> | <input type="checkbox"/> |
| Chain/Pedals | <input type="checkbox"/> | <input type="checkbox"/> |
| Gears | <input type="checkbox"/> | <input type="checkbox"/> |

Date



**This certificate of participation
is awarded to**

**who took part in the
Bike Rodeo event at**

on

Signed _____

Date _____

