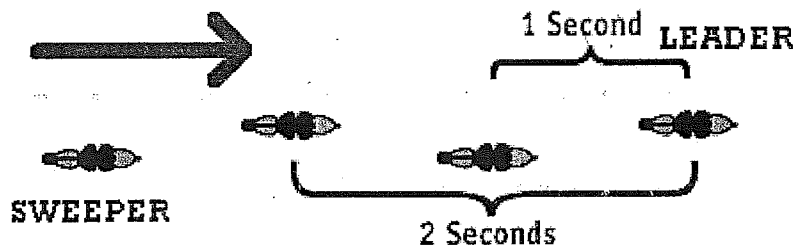


Guidelines for motorcycles group riding

Each spring when the riding season begins, the opportunities for free weekends and vacation times for riding seems endless. It is our assumption that all members are aware of group riding practices and procedures. This situation makes each ride we do very important, and that's the reason for these guidelines. It is probably far more likely that everyone will enjoy many rewarding and safe riding experiences.

1. It is a good idea to arrive at the assembly point with a fully fueled bike, and an empty bladder. A motorcycle in proper running condition. Proper riding attire for all weather conditions. (i.e. Rain suit, helmet, gloves, chaps, etc...)
2. The first and last positions in any ride should be occupied by a Road Captains. If these individuals are not available, the senior Chapter officer present may designate riders to act in these positions for the ride. Individuals may also volunteer to be a Road Captain for a particular ride which they are leading.
3. No one passes the Lead Road Captain, except in situations designated by the Lead Road Captain.
4. Before departing, the Lead Road Captain will announce the riding formation, route, destination, length and time of ride, and rest or gas stops. When possible, gas and rest stops will be on the right side of the road.
5. If you will be leaving a ride prior to its return, let a Road Captain know prior to starting.
6. When merging on to the highway system, the Lead Road Captain will maintain a speed of approximately 90 km/h until all riders are caught up and a tight formation is attained. When on country roads, the group will pause briefly at Stop signs to insure all group members are present.
7. A staggered file formation has been adopted as the standard group riding formation for the Chapter. In practice, the staggered file appears as illustrated:



8. Each rider is responsible for the safe operating condition of his/her motorcycle. Carry appropriate riding gear for the conditions you expect to encounter and carry a first aid (trauma) kit and know how to use it. Ride within your limits, as typical ride will be in remote areas without emergency services. Don't allow peer pressure, pride, or stupidity push you beyond your comfort level.

9. There is a tendency there is a tendency when riding in a group to experience the "Rubber Band Effect" which, at it's worst, is the almost constant speeding up and slowing down necessary to maintain the proper formation spacing. This situation can be minimized if the following points are observed:
 - a. change speed gradually

 - b. look ahead, pay attention, and be aware of changing road conditions/terrain, and try to anticipate upcoming road speed changes and begin to initiate them

 - c. do not attempt to maintain the "one second between bikes" rule on curvy roads or when it would require acceleration.

10. For less experience riders, it is recommended to ride near the rear of the column. All sidecars and bikes with trailers should ride at the rear of the column.

11. If you have a strong preference for either riding positions, centerline or shoulder, talk to the Lead Road Captain or position yourself there.

12. This Chapter obeys all traffic laws. THIS CHAPTER WILL NOT BLOCK TRAFFIC LIGHT CONTROLLED INTERSECTIONS. WE WILL NOT RUN RED LIGHTS.

13. If you are uncomfortable with the road speed of the group, it would be a good idea to speak to the Road Captain.

14. The length of the ride between breaks is generally determined by weather, fuel needs, and the preferences of the Road Captain. It is usually the case that a break is called approximately every hour or somewhere between 100 and 125 kms.

15. It is not necessary to maintain your exact position in the file when resuming the ride following a break. However take a look around so you know who is immediately behind. You need to keep an eye on that bike, and signal ahead by flashing your bright lights or by overtaking the leader, if you notice the person behind you has pulled off. Riders with mechanical or other difficulty will be assisted by the group so they can continue. If this is not possible, arrangements to retrieve the bike will be made and riders may double up to transport the member(s) then without a bike.

16. Road hazards are identified first by the Road Captain by pointing and usually, slowing down. The pointing should continue back through the file. See additional hand signals on the last page.

STAGGERING

- The lead motorcycle should be in the left 1/3 of lane, the second motorcycle should be in the right 1/3 of the lane, one second behind the first rider, and so on.
- Leave enough room between each motorcycle so that any rider can maneuver to the right or left without hitting anyone else.
- Always stay in line with the bike in front of you. Do not switch between the left and right side of the lane.

Maintain the following formation for normal group riding. On narrow roads, curvy or mountainous roads, areas where visibility is limited, construction areas, loose surfaces, and when there is an obstacle in the roadway, ride single file. It is inadvisable to ride side-by-side to take up less room in traffic, and to proceed more efficiently: two at a time.

Adjust your lane position to deal with hazards and invasion of your space cushion. Use at least a 2 second spacing when riding in a single file such as twisty sections. The two seconds is a **MINIMUM** space cushion with the motorcycle directly in front of yours. More room is needed at high speeds, in heavy traffic, in the rain, or at night. Above all, use common sense.

SINGLE FILE RIDING

All motorcycles ride in single line, two seconds behind one another, in either the right or left third of the lane. The lead rider determines on which side of the line the group will ride.

PASSING

Passing should always be undertaken one motorcycle at a time, in staggered formation. Remember, passing at any time can be hazardous. Use common sense.

Passing other vehicles

1. Pre-pass position: Be far enough behind the vehicle you are passing to see clearly down the road to do an "oncoming check".
2. Signal. If you have a passenger, he or she should signal as well.
3. Check your mirrors and then turn your head to check your blind spot and ensure that no one is passing you.
4. Accelerate and change lanes. Remember, legally, you can't exceed the speed limit.

- When returning to your lane, signal and make a mirror check and head check to be sure there is place between you and all other vehicles. Return to your lane and turn off your blinker.

After making the pass

The lead rider makes the lane change, going to the right track, until he can clearly see that the other riders have made their lane changes.

EMERGENCY STOPPING

Ride with a partner. In the event someone needs to pull over for an unscheduled stop, the partner should also stop in case assistance is needed.

It's unsafe for a large group to stop on the side of the road. If someone needs to pull over, the remainder of the group should continue to the next stop. At that time, the group can decide to wait for the missing members or to send two riders back to assist. If the group has a standing policy to wait for a specified period of time, say half an hour, the members left behind will be aware that they can catch up. Again, all riders should have a map of the route so they can reach their destination on their own if need be.

