

# GROUP RIDING

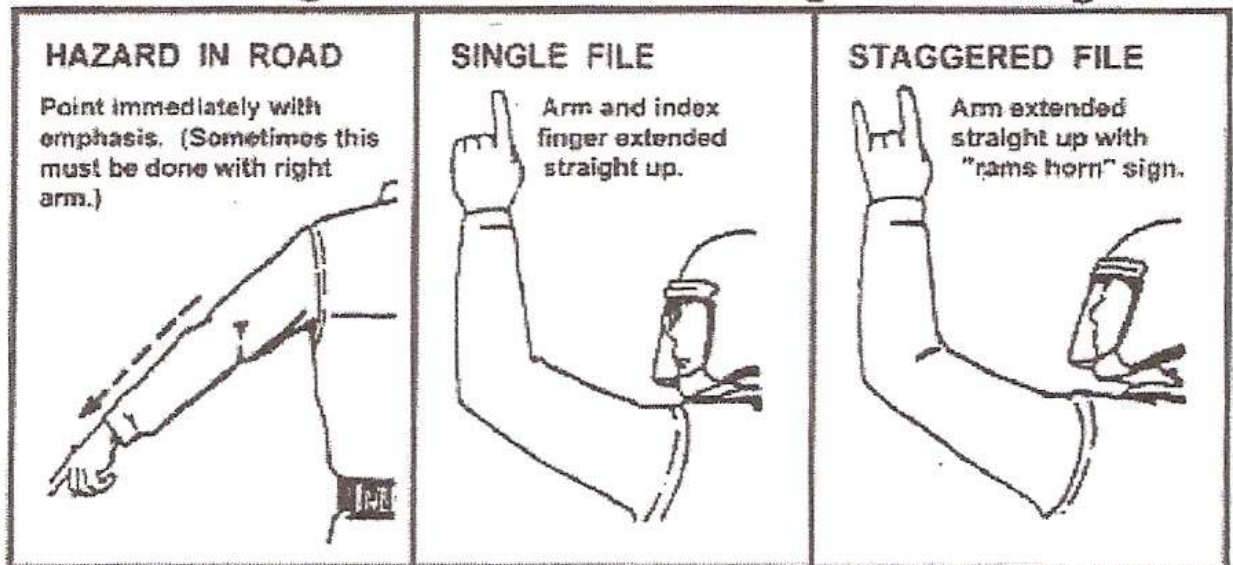
***A few general rules to follow:***

## **Recommended Riding Apparel:**

1. Safety approved helmet.
2. Proper eye protection
3. Boots, jeans or leather pants, riding suit, rain gear, gloves. (Shorts and tennis shoes are not proper clothing when riding a motorcycle. Do so at your own risk and preferably not on a chapter ride.) This protocol is only a suggestion and for your safety in an activity that is inherently risky

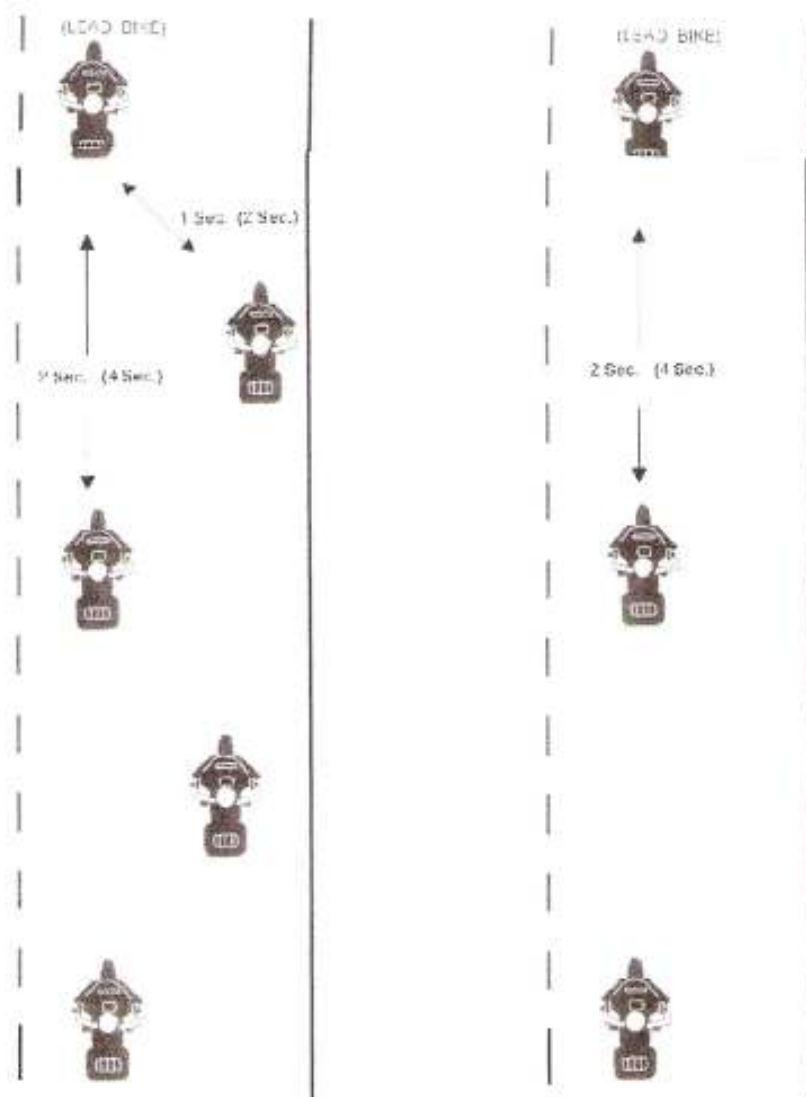
*Riding in groups of many motorcycles can be confusing for both the group and other traffic. If there are too many bikes, we will break up into smaller groups called teams provided we have experienced leads and drag. Team size should not consist of over 7 bikes. The ideal number is 4-5 bikes per team. When there is the need to split up into smaller teams, they are to be separated by at least enough space for cars trying to pass the formations to pull in. 15 seconds should be fine but it can be adjusted as the leader sees fit. The CB will be the main means of communication and all teams will use the same CB channel, Channel 1. A pre-ride briefing should be conducted and teams determined prior to leaving. No bike should pull out of existing formation until instructed by team leader, unless a circumstance un-expectedly occurs that must be avoided to prevent an accident. There are 3 primary hand & arm signals that will be used: single file, road hazard and staggered.*

## **Hand signals for communicating while riding:**



***The Ride:*** Riding is generally done in a staggered formation. The first bike will be on the left side of the lane, the second bike on the right side and so on not side by side. Keep a two-second interval (minimum) from the motorcycle that is in front of you

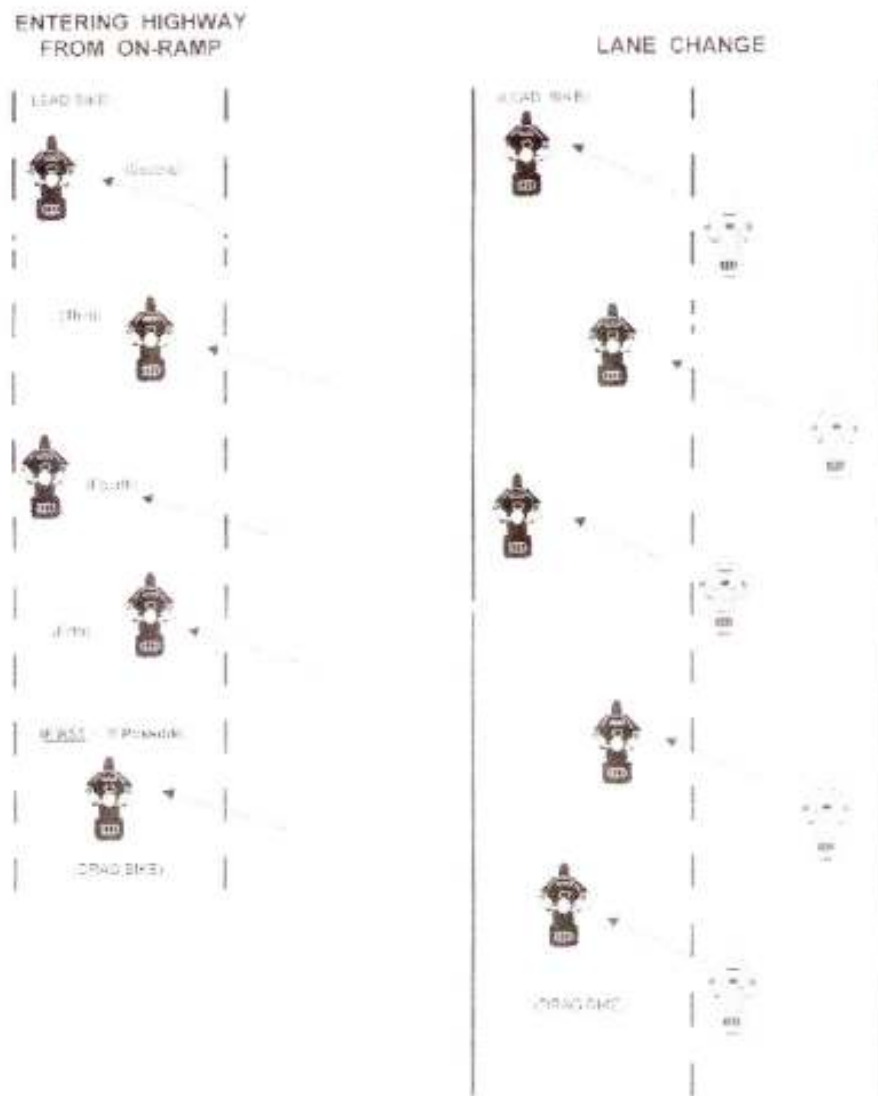
in your track. At 60 mph, 1 second is about 88 feet so the proper interval will be about 190 feet. If riding behind a trike, an increase interval (3-4 seconds) should be established. The staggered formation will be maintained unless conditions, (such as narrow roads, numerous curves, no shoulders or pull-offs, etc and/or any other conditions that is deemed unsafe for formation riding), warrant otherwise. If single file riding is required, the voice command will be given on the CB followed by the hand signal. Staggered formation also means you should maintain at least 2-3 seconds interval between you and the bike in front of you. This will spread out the formations quite a bit. "The chapter tries to avoid riding at night and in bad weather. However, if conditions do change on a ride such as wet roads, the spacing should be increased or single file used."



**2-lane highways:** Single file will be called when in curves, winding roads, narrow roads, or hazards on one side or the other. Most common for us are roads with no shoulder. It may also be called when approaching blind hills or passing semi's from either direction. When passing other vehicles, do so individually and safely when the command is given. Move around the vehicle quickly and leave enough space for the

bikes behind you to get around. When vehicles are passing the bike formation, the need may arise for them to break into the formation. If so, riders should be prepared to make a hole for the vehicle.

**Changing Lanes:** When passing on 4-lane roads, the group leader and the drag will work together to help ensure a safe move. Do not move into the other lane until the command “Look left/right, move left/right” is given. It works best if the team moves as a unit and moved with the bike directly in front of them. Use your turn signal and never move without first checking that the lane is clear. The other method is used in heavier traffic. Riders will move over from front to rear after the command has been given. When on passing lanes, maintain no more than a 2 second interval with the bike in front of you. This will allow more cars to pass the formation.



**Merging into traffic:** Enter as quickly and safely as possible. Each bike will pick its merge point in traffic and safely move into it. The formation will regroup down the road.

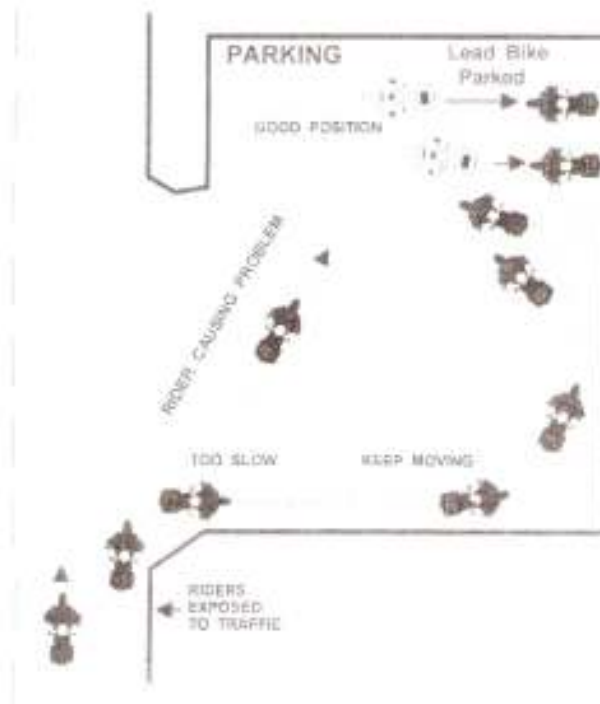
**In Town:** Speeds are usually much slower in town and the distance between bikes will then be much smaller. It is important to try and maintain a 2 second interval. At 30 mph, a 2 second interval is only 88 feet. This closes up the formation and makes it move much smoother through town. If the group does get broken up, it will regroup on the other side of town. Generally the lead will pull over and wait for the rest of the group. When getting ready to enter corners, the team should move into single file as to have the entire lane to execute the turn.

**Traffic Lights:** Use the compressed staggered formation. The #2 bike is to the right and 3 feet back so he has a clear view. Normal staggered formation resumes when the group begins moving. Lead will start slowly to keep the group together.



**Parking Lots:** When pulling off the road or into a parking lot, the lead will try and find an area to accommodate all the bikes. Everyone should move off the street as quickly as possible. Pull into the area, ride to the end and swing the front of your bike out. Then back it up. Two bikes per parking space is ok. See the diagram below.

## PARKING LOT / PULL OFF



**Interstate Driving:** Interstates can be very easy driving. With heavy traffic, safety is primary. It is important to slow down and be patient. Fewer lane changes will be made. It also may be best that the groups break down even further and ride as pairs or in threes. If so, the command will be given on the CB.

**Emergencies:** The rider will notify the group of any mechanical problems and intent to pull over. The drag will pull over with the bike. The lead will generally find a safe place to pull off with the rest of the group. Accidents will be handled by the "Motorcycle Crash Scene Response" guidelines.

**Misc:** When heading back from a ride, there are times when a bike (or group of bikes) will split off from the main group. This split should come before the turn so that you do not have bikes breaking out of a formation at an intersection where other drivers might get confused. If you know you will be leaving the group during the ride, position yourself at the rear of the group.

### **Responsibilities:**

#### **All Riders Responsibilities:**

Arrive early with a full tank and empty bladder

Complete the pre-ride check (T-CLOCS)

Be prepared with essentials such as water, 1<sup>st</sup> aid kit, rain gear, etc.

Inform the leader of any special needs or need to stop for any reason.

**Lead Bike Responsibilities:**

*Should be experienced and responsible*  
*Be able to make decisions safely and quickly*  
*Picks his/her drag bike*  
*Sets the tone for the ride by starting on time*  
*Sets the speed for the ride*  
*Maintains Communication*  
*Communicates any changes (speed, lane, etc)*  
*Adheres to the schedule*  
*Listens to the needs of the team members*

**Drag Bike Responsibilities:**

*Controls the general conduct of the ride by keeping the lead and members informed*  
*Ensures the team is following the "rules"*  
*Drops off and assists team members with a problem*  
*Notifies unusual riding action*  
*Secures the lane for the team when making lane changes*  
*Keeps the lead informed*  
*Controls the pace of the ride*

**Team Member Responsibilities:**

*Rides their own ride*  
*Arrives early, prepared and ready to go*  
*Communicates any change in position*  
*Maintains adequate spacing and position*  
*Follows the lead bike's direction*  
*Minimizes CB traffic*  
*Makes certain they have the ride information*  
*Communicates and issues or concerns to the lead bike*  
**Do not** allow yourself to be "pushed" beyond your ability