

## SCRUMPIES "GROUP RIDE GUIDELINES"

These Guidelines have been compiled using several sources from the Internet and many past experiences leading group rides. The purpose of these guidelines is to give ALL Group Members the "knowledge" required to ride together safely. The guidelines are not

intended to restrict your freedom but to help ensure that we are all able to enjoy the run and return home safely. Because circumstances may dictate adaptability, they are intended to serve only as a basic guide for most situations.

Please read, understand, and apply these guidelines, using your best judgement.

Remember that **YOU have the ultimate responsibility for YOUR safety.**

Always ride within your own capabilities and that of your machine.

### 1. ALL GROUP RIDER'S :

It is your responsibility to observe the objectives and guidelines in order to assure the safety and the welfare of every individual within the group, along with surrounding motorists and pedestrians.

You should follow the instructions of the Road Captain in all situations, unless those instructions place you or any other individual in an unsafe situation.

You must maintain your motorcycle and other equipment in a safe riding condition and ensure that it is insured against accident to at least 3<sup>rd</sup> party status.

You must ride with headlights on unless instructed otherwise by the Road Captain.

Always ride with a "safety first" attitude toward all individuals, whether or not they are a part of the group.

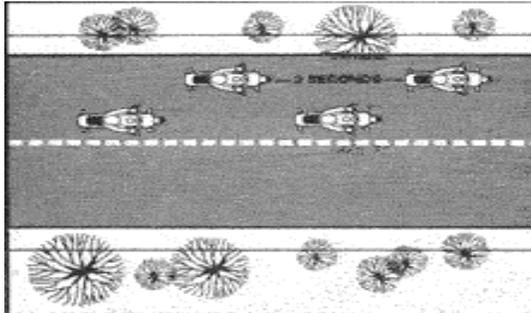
### 2. MEETING PLACE AND DEPARTURE TIME:

Meeting places and departure times should be posted to the membership either by e-mail or phone preceding the scheduled event.

Rider briefing should be held just prior to departure, to establish a schedule for fuel and rest stops, to inform the group of the intended route and to provide other pertinent information including reviewing the group riding guidelines, to include formations and procedures.

Individuals should make every effort to arrive promptly at the meeting place at the scheduled meeting time and be completely prepared for the scheduled departure time. This includes a full tank of fuel.

### 3. RIDING FORMATION AND INDIVIDUAL POSITIONS:



The standard formation, under good conditions of road, traffic and weather, should be a double row,\* staggered, in one traffic lane. The interval should be approximately one second\* between staggered riders, which will automatically provide a 2 second\* interval between you and the bike directly in front of you. This should allow an adequate stopping margin whilst keeping the overall length of the group as short as safely possible. (\*Depends on travelling speed and road Width). Riders should try to maintain their position on the road as much as possible, therefore if you only feel comfortable riding on the inside line, try to join the pack to accommodate this; likewise for the outside line. If you are new to group riding or would sooner ride at a slower pace introduce yourself to the Road Captain before departure. He will probably direct you to join the group nearer the front as these are usually the more stable positions. Make a mental note of the riders directly in front and behind you. If you lose sight of the rider behind then slow to allow the rest of the pack to catch up (don't worry about getting left behind yourself as the riders in front should slow with you). You should also remember to frequently check your rear view mirrors in case a Road Marshal is trying to recover to the front. Safely adjust your speed and position (using indicators) to facilitate his progress past your position.

#### **4. MARSHALED GROUP RIDING:**

When travelling in a larger group it will be necessary to "marshal" the group to aid with road safety.

The "Senior" marshals should consist of

#### **ROUTE MASTER (Yellow Hi-Vis)**

Knows the route to be taken (possibly having recce'd it beforehand) and leads the group at the front at a pace to be determined by the Road Captain.

#### **ROAD CAPTAIN (Orange Hi-Vis)**

Should know the route to be taken. Must have prior marshalling experience for the size of group on ride-out. It is his/her duty to control the speed of the group consistent with the ability of the least experienced rider, surrounding conditions, legal speed limits etc. and to direct his/her Marshals where to mark junctions/deviations. If there is no marker/Marshal then it is taken that the route continues straight on, on the same road.

The Road Captain will be at the head of the group immediately behind the Route Master, and typically will ride just to the right of lane centre.

#### **ROAD MARSHALS (Yellow HI-Vis)**

Usually ride at head of group, directly behind Road Captain.

In larger groups it is preferable that an adequate number of road marshals for the size of group are pre-selected and given Yellow Hi-Vis vests for the duration of the run. (Each County within the Scrumpies should have at least 5 such vests).

They should be briefed by the Road Captain before departure as to how they will be required to mark junctions and if they will be required to resume their place at the front of the group after having marked a junction. If they are only required once then they should re-join the pack immediately in front of the Tail Gunner.

On smaller ride-outs or when there are no designated Road Marshals, junctions or deviations may be marked by the 3rd man rule: That is the rider directly behind the Road Captain who will instruct on how & where to mark. The 3<sup>rd</sup> man should always re-join immediately in front of the Tail Gunner.

#### **TAIL GUNNER (Orange HI-Vis)**

Always rides at the rear of the formation. Should know the route to be taken.

It is recommended that trikes and bikes with sidecars be to the rear of the formation and ride single file at all times ahead of the Tail Gunner.

#### **5. UNSCHEDULED OR EMERGENCY STOPS:**

Unscheduled stops for fuel, bladder emptying, or rider fatigue can lead to confusion in the group, and confusion can lead to accidents.

Any rider with a problem should inform one of the Officers / Road

Captain / or Tail Gunner as quickly, and as safely as possible. When the Road Captain is informed, he or she will stop the group at the earliest possible moment, when and where, it is safe, if this is deemed necessary.

#### **6. ROAD CAPTAIN CHECKLIST:**

Welcome riders, designate Road Marshals and introduce Route Master and Tail Gunner

Define destination and outline route

Determine fuel stop requirements

Outline itinerary for the day

Determine return plans

Review riding standards, staggered position and safe distance

Entrance and exit

Single file procedures

Determine riding group by size, skill level, & cruising speed

**Remind everyone to have fun, and to ride safely**