



American Legion Riders Post 141

The following are group riding guidance for our riders:

The following are groups riding rules for our rider. They are not complete, official or sanctioned, and only cover the basics. We all should attempt to adhere to them for our safety.

-All riders should obey the law at all times.

-All bikes should be gassed up before the ride.

-Lead from the left – The leader (front rider) should always be in the left of the lane.

-There should always be a tail gunner (last bike), who preferably can communicate with the lead rider and road captains. The tail gunner should ride in the left or center of the lane. All other riders ride staggered except when approaching a stop i.e. red light, stop sign, etc. At which time the riders should pull up side-by-side in the same lane if possible.

-When group riding, always use the 2 second rule for spacing, except when riding side by side at a stop, or when making a turn, or when riding slow, as in a town, etc. It means that there should be 2 seconds (no more-no less), between you and the rider directly in front of you.

-All newcomers and beginners should ride in the rear of the pack, in front of the three wheelers.

-All trikes and sidecars should ride at the back of the pack, with slingshots right behind them being the tail gunner, or just before the tail gunner. Any one of these vehicles can be the tail gunner.

-When more than 2 lanes are going in the same direction, the center lane usually is the safest for a rider group.

-Lane changes: 1) leader signals for a lane change, 2) all riders activate their turn signals, 3) Ideally, the tail gunner moves to the new lane first to protect the lane from other traffic, but it

is OK for other riders to move to the new lane before the tail gunner. 4) Two lane roads are the exception where each biker beginning with the leader, passes on their own.

-When turning at intersections, make turns in a tight, staggered formation. Do not ride side by side unless there is ample, safe room to do so.

-If leaving the group early – inform all riders of specific plans prior to the ride.

-Chase vehicles always ride behind all bikes and are not considered part of the ride.

-Alcohol should not be a part of the ride.

-All riders should know hand signals and use them (sample attached).

A GROUP OF MOTORCYCLES THAT KEEP A NEAT, SHARP, TIGHT FORMATION IS SAFER AND QUITE IMPRESSIVE TO OBSERVE.

MOTORCYCLE HAND SIGNALS

 <p>LEFT TURN Arm and hand extending left, palm facing down</p>	 <p>RIGHT TURN Arm out bent at 90° angle up with fist clinched</p>	 <p>STOP Arm out bent at 90° angle down with palm facing back</p>
 <p>SLOW DOWN Arm extended straight out with palm facing down while swinging arm down</p>	 <p>SPEED UP Arm extended straight out with palm facing up while swinging arm upward</p>	 <p>HAZARD IN ROAD On left point with left hand On right point with right foot</p>
 <p>FOLLOW ME Arm extended straight up with palm facing forward</p>	 <p>COME AROUND/ TAKE THE LEAD Arm extended index finger pointing out while swinging arc from back to front</p>	 <p>PULL OFF Arm extended index finger pointing out while swinging arc from left to over head</p>
 <p>SINGLE FILE Arm straight up with index finger pointed up</p>	 <p>DOUBLE FILE Arm straight up with index finger and middle finger up</p>	 <p>RIDE STAGGERED Arm straight up with index finger and pinky up</p>
 <p>FUEL STOP Point to fuel tank</p>	 <p>COMFORT STOP Arm extended with clinched fist with short up and down motion</p>	 <p>REFRESHMENT STOP Fingers closed with thumb to mouth</p>
 <p>TURN SIGNAL ON Extend arm while opening and closing hand</p>	 <p>POLICE AHEAD Tap top of head or helmet with palm of hand</p>	 <p>CYCLEFISH BIKER & MOTORCYCLE NETWORK</p>