



THE TMA RULES FOR SAFE GROUP RIDING

For new and experienced riders

On this page we learn “who’s who” in a riding group as well as spell out the rules that are observed by the TMA while riding as a group. These rules have been adopted in an effort to ensure a safe and enjoyable riding experience for all riders, no matter what level of riding experience they have. Always remember that we share the road with traffic. Other traffic neither understands or cares about our presence. We are simply in their way, BE VISIBLE and not DEAD RIGHT!

It is good for even experienced riders to review these rules at least once a riding season as a safety practice. Please review these rules/responsibilities and have a safe ride.

Road Captain

Chooses the route and advises the Sweep and the group
Determines where to place “new” riders in the group.
Leads the ride.
Signals line changes (which are passed on to the Sweep).
Makes sure there are no other vehicles in the lane the group is changing to.
Determines where gas stops will be made based on the bike with the smallest tank.
Keeps an eye on how everyone is riding and tactfully talks to anyone whose riding may be a hazard to the group
Starts the ride in an organized formation, no jack rabbit starts.

Sweep

Helps any bike that has to stop during the ride.
Secures the lane once the Ride Captain signals a lane change.
Takes over the lead or arranges for a second Ride Captain should the group split up.
Keeps an eye on how everyone is riding and tactfully talks to anyone whose riding may be a hazard to the group.

The Group

Knows the “Ride Rules”
Looks out for their own safety and the safety of those around them.
Passes on all hand signals (see Hand Signals below).
Follows the bike in front of them.
Does not change lanes or tire tracks until after the bike in front of them does.
Speaks to the Road Captain or Sweep if they have any concerns with the way the chapter is riding.

Maintains the group speed so that we have no gaps that invite cars to jump into the middle of the group



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1. Inexperienced Riders are welcome: we prefer to position them towards the rear of the group.

We ask that new riders be comfortable with their bikes and abilities before attempting a group ride.

2. Arrive at the ride starting point at least 10 minutes in advance to allow for pre-ride preparation. This would include such things as a safety check, discussion of the route and fuel stops and a review of hand signals.
3. Arrive with a full gas tank, an empty bladder and appropriate riding gear. Don't assume that because it is warm when you leave, it will be that way until you get back. Bring clothing for cold and or wet as well.
4. We will ride in a staggered formation with a 2 second gap between bikes in the same tire track.
5. If a space occurs in the staggered formation, the rider behind the empty space, after signaling and where space permits, crosses over to the free tire track. The riders behind that bike will, safely and after signaling, cross over to the free tire track in front of them. Staggered bikes coming to a stop will assume a side-by-side formation and leave the stop and enter the intersection together. Although the bikes will leave together the bike in the left tire track will move slightly faster so that we are back in a staggered formation by the time we clear the intersection.
6. The Road Captain (lead bike) will initiate the speed and lane changes. **Do not pass the Road Captain.**
7. A Sweep (last bike) will be appointed for each ride. The Sweep will be responsible for pulling over to assist another bike should that bike signal help is needed. The group will continue to the destination. The Sweep will contact the Ride Captain by phone.
8. Two or more groups may be formed depending on the number of bikes that are involved in the ride. Each group will have a separate Road Captain and Sweep.
9. Passing will be initiated by the Road Captain's flasher, this will signal the Sweep to pullout and secure the lane on a divided only) then a hand signal, then he/she will pull out to secure the passing lane as long as traffic permits.
10. Follow the bike in front of yours.



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11. Regardless of the Road Captain's signals, a rider is responsible for his or her own safety at all times.

12. Once the group has departed from the stop it is expected that there is a commitment to go to the next stop. If you know in advance that you will be leaving the group ensure that you inform the Sweep and Road Captain and then ride toward the back of the group, or as directed by the Sweep.

13. Anyone joining the ride after on the route will, after requesting/notifying the Sweep of their presence, cut immediately ahead of the Sweep. This ensures the Sweep remains last rider in the group.

NOTE: Some riders have adopted the habit of "LAZY" hand signals. These do NOT properly identify their intentions to other traffic. Hand signals should begin with the forearm out at right angle from the shoulder. This will garner the attention of anyone behind.

The appropriate use of "brake light flashes, and or 4 way flashers" are very effective attention getters.

Many riders have adopted the use of headlight "high beams" during daylight hours. This is a very effective way to become more visible to traffic. However, the riders in the GROUP need to remember to use the LOW BEAMS.

Many riders enjoy the use of "LOUD PIPES". If this is you, as a courtesy, please find a place near the rear of the group so as to not impose your preference on those who do not enjoy the increase volume.

2024 TMA

I agree with the above 2024 TMA Ride Rules

(print) _____

Sign _____



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