

RIDING IN FORMATION

RC = Road Captain leading the ride group SWEEP = Road Captain keeping rear of ride group together

RIDING FORMATION

Unless specified by the lead RC, all rides will be conducted in a staggered riding formation for safety reasons. The lead motorcycle will be in the left 1/3 of the lane, the second motorcycle should be in the right 1/3 of the right lane, one second behind the first rider, and so on. Always stay in lane with the bike in front of you. If a gap needs to be filled, wait for the staggered motorcycle to the left or right of you to wave you forward. Do not cross over the lane.



CHANGING LANES AS A GROUP

The way to accomplish a lane change as a group is for the last bike (sweep) to move one lane to the left and hold this position, after the lead RC has indicated a lane change. Each rider should move to the left lane (back to front of the group) as the traffic clears. You can then pass the slow car as a group.

The lead RC should move back to the right lane after passing the slow car by a safe distance. Each rider should move back to the right lane one at a time once safely clearing the slow car.



PASSING ON A TWO LANE ROAD

It is usually very difficult for a group to pass a slow moving car on a two lane road. Generally the group will not pass a car on a two lane road, particularly on local rides, unless it is going very slow. If the lead RC decides to pass the car, each motorcyclist must decide on his own if it is safe for him or her. DO NOT follow the bike in front of you unless you are certain that is safe for you to do so. After passing the car, keep going to make room for the entire group of motorcycles behind you. Should the group become separated, regroup when it is safe to do so.



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GROUP STOPPING

When stopping as a group at an intersection, break staggered formation and pull up beside the rider in the adjacent lane. This will reduce the length of the group by half. Stay in this formation until you are through the intersection. Because the group is half as long it will take half the time to clear the intersection and increase the odds of keeping the group intact.

If you cannot make it safely through the intersection with the group STOP. Do not take a chance and run a red light. The lead RC will slow down and allow time for the separated riders to regroup. If need be, the sweep will lead the separated riders until they can regroup.



GROUP PARKING

Parking in an orderly method substantially reduces the time for all to get off the road and out of traffic. There is a risk of injury for the last riders that may be blocking the road in an attempt to stay with the group.

A good way to park is for each rider to pull ahead of the intended parking place and then back up into your spot. This can be done fairly fast since you do not have to wait for the rider ahead of you to finish backing.

For bagger drivers, don't forget your pipes. Everything is cool when you back up to the curb until you lean your bike over on the side stand and you bend and scratch your left pipe on the curb.



UNSCHEDULED or EMERGENCY STOPS

It is unsafe for a large group of riders to stop on the side of the road. If a rider needs to pull over, the remainder of the group should continue to the next planned stop. The sweep will pull over to assist the rider until they are able to regroup or until alternate arrangements have been made.

