

Passing vehicles with two (2) way traffic. One (1), rider passes at a time. As each rider completes the pass, the next rider moves over into the left third of the lane (this places them in the best position to see oncoming traffic), and gets ready to make the pass. Position #2 becomes position #1, position #3 becomes position #2 and so on.

The leader must leave enough room for the rest of the group to complete the pass and the sweep should signal the leader when the pass has been completed. If the whole group has not completed the pass before reaching the end of the passing zone, the remaining bikes wait for the next passing zone to complete the pass.

NEVER ATTEMPT TO PASS ON HILLS OR THROUGH CURVES, YOUR LINE OF SIGHT IS LIMITED.

BREAKDOWNS OR INDIVIDUAL PULLOVERS: In the event of a breakdown or, if an individual pulls over to the side of the road, the tail/sweep is generally the only rider to stop with him to find out what's wrong. The leader will stop the group when and where it is safe for everyone else to pull over. In large groups, a Road Lieutenant may be designated to stop and assist the stopped rider.

Once the group has safely pulled off, the leader may designate one (1), rider to go back and find out what is wrong.

PULL-OFFS / DROP-OFFS

If a member of the group is going to be leaving before the rest of the group or plans to drop out before the final destination, let the leader know before hand.

THIS IS NOT MEANT TO BE, NOR IS IT A SUBSTITUTE FOR, FORMALIZED RIDER EDUCATION. IT IS RECOMMENDED THAT ALL OPERATORS OF MOTORCYCLES PARTICIPATE IN THE MSF RIDER BASIC RIDER COURSE.

BASIC HAND SIGNALS



Stop



From up to down Slow down



Left turn



Right turn



Hazards on the road



Staggered riding



Single riding



From front to back Don't pass me



From back to front Go ahead and pass me

**SHIFTING GEARS
WOMEN MOTORCYCLE
RIDERZ**



SAFETY GUIDE

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SAFE GROUP RIDING

Safe Group Riding Requires Planning & Preparation by Both the Individual & the Group

Individual Rider Preparation: TCLOCK

- T = Tires & Wheels
- C = Cables & Controls
- L = Lights & Switches
- O = Oil & Fuel
- C = Chain & Chassis
- K = Kick / Sidestand

Before arriving at the riders meeting prior to the ride you should ensure your bike is in top working order. Use the T-CLOCK system to ensure your bike is in order.

You should also ensure you have the right equipment to protect your body from the road and environment: helmet, eye protection, motorcycle jacket, full finger motorcycle gloves, long pants, and motorcycle boots.

You should also consider carrying other weather related gear to anticipate weather changes such as a rain-suit or spare sweatshirt.

WHAT IS GROUP/TEAM RIDING

If you have never ridden with a group before, you do not know what you are missing.

Group riding is as different from individual riding as night is from day. It is important to recognize and remember that group riding is a TEAM effort. To reduce the risks and increase the fun and enjoyment, you must rely on the cooperation of all the riders in the group. Remember, even though you are in a group, you are riding your own motorcycle and are responsible for it. Don't just follow blindly.

Generally, groups ride in a STAGGERED formation (see diagram), with a minimum of one second interval between the rider on the left and the rider on the right. There should be a minimum of two seconds between you and the rider directly in front of you. At night, or any other time visibility is reduced, spacing should be increased to a minimum of two seconds and four seconds. Newer and slower riders should be placed towards the front. Newer, less experienced riders should not be placed next to each other.

The minimum recommended spacing to the bike directly in front of you should not be less than two seconds (the two second rule).

The bike in the lane to your left or right should not be less than one second ahead of you.

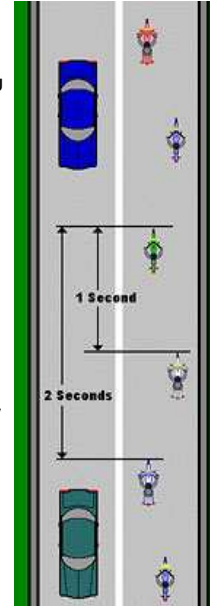
The two second rule is a rule of thumb, try to adhere to this rule when possible, especially at highway speeds.

The last bike should ride in the middle of the two bike lanes with all head lights and running lights on.

METHODS OF LEAVING/DEPARTURE:

Entering or pulling onto a highway from an assembly point or rest stop can be confusing and frightening to both the members of the group and the other traffic sharing the road. The best method is for the leader to pull out and each member then pulling out when it is safe, assembling into formation when possible.

Another method that is commonly used, but is illegal, is for the tail to pull out first and secure the lane. The leader then pulls out with the group following and then forms into a staggered formation.



TRAFFIC LIGHTS and STOP SIGNS:

When the group stops at traffic lights or stop signs, it should close ranks by forming a double file. Be sure to go only when the light is green and do not block the intersection -- this is dangerous and illegal. The group should know to reassemble after crossing the intersection

After the traffic light has turned green, the leader moves out slowly to allow the group to reassemble on the other side. No rider should pass another bike while doing this. If the light changes again before the entire group has made it through, the leader should either proceed slowly until the rest of his group joins up, or pulls over on to the shoulder, where it is safe, to allow the group to catch up.

At stop signs each bike must stop at the sign and then proceed. Regroup as in stop lights. After the group has gone through the intersection, the last bike, which should be the tail or sweep, notifies the leader that everyone is through and he can pick up the pace.

CURVES:

When approaching curves the group forms a single line and maintains a two (2) second following distance through the curve. By forming a single file, your line of sight increases and the single file formation allows each rider more maneuverability in picking their own path of travel.

CHANGE OF SPEED:

When the leader wants to pick-up or increase the speed, he announces it over the radio or signals for the change of speed by hand signal with each rider in turn passing the signal down through the group.

LANE CHANGES AND PASSING OTHER VEHICLES: TIME AND SPACE MANAGEMENT

When more than 1 motorcycle or any other vehicle for that matter, attempts to pass another vehicle, it takes a tremendous amount of time and space. Above all else remember that PATIENCE IS A MUST!!