

# GUIDE FOR GROUP RIDING FAITH RIDERS

## MISSION:

### ARRIVE PREPARED

Fill your Gas Tank

Clean your motorcycle

Examine your tires

Check General Condition

Riding Equipment:

Helmet, Riding Jacket(available), Gloves(optional), Bluetooth Helmet comm.(preferably).

### Riders Meeting

A pre-ride conference to review the riding course and pass on any type of adjustments that might have been made. Discuss any questions regarding upcoming flight.

Designate the Team Leader(Ride Captain) and Sweeper(Tailgunner).

**Lead Rider(Ride Captain)** will establish the PACE that everyone can follow. A rate limitation that fits all riders. Lead rider will use hand signals along with Bluetooth Communications where available. Advising of upcoming turns, stops, lane changes and general traffic awareness.

**Sweeper(Tailgunner)** has the task to watch the riders in front of them. If something were to happen (safety issue, mechanical failure, designated emergency contact person, etc.) the Sweeper rider will be there to assist and manage the scenario.

## **KNOW THE RIDING FORMATION**

Normally we will use the typical Staggered Formation. By using the staggered formation we will enable greater room between each rider permitting a greater response time in case there is a hazard.

**Staggered formation.** You've probably noticed how groups of riders space themselves out within their lane; this is called "staggered formation." The purpose is pretty simple: it allows each rider a clear view ahead, along with space to the side for any quick or sudden maneuvering in the case of road hazards like potholes, rocks, critters, debris, etc. The Team Leader is typically in the very front left portion of the lane, rider No. 2 is in the right portion, rider No. 3 in the left and so on. It is recommended to maintain spacing intervals so there is a minimum two/three-second gap between you and the rider directly in front of you. As speeds increase, that means a longer distance, and at slow speeds (especially in heavy traffic areas) that means closing ranks and tightening up the formation.

**Who rides where?** An experienced, responsible rider will be designated for the Ride Lead position. The Ride Lead will know the route we will taking. The No. 2 position, also an experienced rider, is just behind and to the right of the leader. Ideally, the newer riders and trikes should be at the rear of the group. If less experienced riders are placed at the front they may feel the need into speeding up beyond where they ride comfortably to accommodate the group. The last position, called the Sweeper will also be an experienced rider. The Sweeper will carry a first aid kit and tools, and will also know the route in case the group gets separated.

## **DO NOT RIDE SIDE-BY-SIDE**

## **NO PASSING WITHIN THE LANE**

Generally, in a staggered formation the more experienced riders should ride in the left side of the pattern while novice motorcyclists remain to the right. It is necessary to keep your distance from the biker in advance as well as beside you.

If the rider ahead of you suddenly detects a barrier or issue calling for a swerve or stop, **You Will** be prepared and have time, ideally, to stay clear of clashing.

If you must vary formation due to road threats or issues, Signal the motorcycles around you with hand signals to let them aware of what's going on. Return to your initial position as quickly as you can, trying to keep a constant rate within the formation.

On narrow, single lane roads or winding roads, particularly without solid road shoulders, we may often ride in Single file to allow a more comfortable formation.

## **DO NOT FIXATE ON THE MOTORCYCLE IN FRONT OF YOU**

It is easy to become a bit hypnotized by constantly staring at the rear of motorcycle in front of you.

Keep in mind that each motorcycle or motorcyclists vary. Your motorcycle or your skills may not react as fast(increase or decrease) as the motorcycle in front of you.

Keep your rate in formation as constant as possible. However, remember to always ride your own ride. Slow down or speed up according to your own ability, **NOT** in effort to maintain a pretty formation~!!

Abrupt changes (like hard striking your brakes) may trigger a domino reaction down the line. Making sure you are riding your own ride by lifting your eyes up and looking down the road to maintain a complete picture of what's going on.

## **PAY ATTENTION TO THE MOTORCYCLIST BEHIND YOU**

Watching or just being aware of the cyclist behind you does a couple of things.

Primarily, you should readjust your riding, as required, to maintain constant balance with the motorcyclist in front. Thus, allowing the riders behind to also adjust accordingly.

Secondly, during a team ride some riders can be left behind quickly, the leader can not keep an eye on every person. If each person in the team keeps an eye on the motorcyclists to their rear, it assists to keeping the team together.

## **PASSING IN TRAFFIC (IF NEEDED)**

Passing or overtaking is done independently, Good leaders will be watching their mirrors, and may wait until there is a large enough space for the whole group to move over. Most times this is not possible, in which case the riders make individual lane changes, returning to their positions within the new lane. Maintain your speed when changing lanes!

Most likely, the team will not attempt to pass all together(all at one time). The only time team passing may occur will be a detailed freeway passing where both the Leader and Sweeper are in communication and physically coordinate a team unified totally unrestricted move. The Leader will signal lane change only after the Sweeper has secured the lane change from the rear of the group.

It is important not to blindly follow the rider ahead of you. Only surpass when you have the ability to see that it is unquestionably feasible. Keep calm, each cyclist should spend sufficient time according to his skill required to make the passing maneuver.

Do not make the blunder of depending on others to assume for you~~!!! Frequently, in a group there is a false sense of defense as those around will figure out the risks, roadways and traffic situation for you.

Remain alert, as you never know **when it may be you** that needs to alert the group to a situation~!!