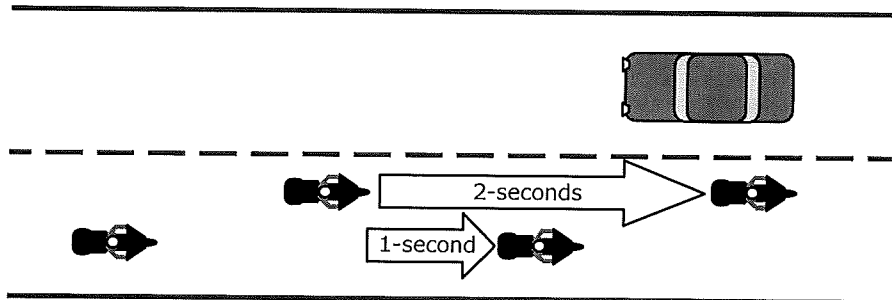


* * * MOTORCYCLE / SCOOTER GROUP RIDING * * *

The following are recommendations for reducing risks while enjoying group riding:

1. Motorcycling can be dangerous with the risk of injury and damage to property. Each individual involved in a group ride does so voluntarily and assumes full responsibility for their own actions before, during, and after a group ride, whether on the road or off. No other participant of a group ride, including the organizers, Ride or Pack Leader, or Tail Rider, bears any liability for the actions of others.
2. It is the responsibility of cycle operators to supply their own safety equipment and to have their machine in proper safe working condition. It is strongly urged that all riders, whether they be operator or passenger, wear a D.O.T. approved helmet and eye protection, as well as, gloves, boots, and other appropriate protective gear.
3. Each individual rider is responsible to comply with all appropriate laws regarding the use of a motorcycle on public roads.
4. Drinking alcoholic beverages and motorcycle riding is a dangerous combination and should be avoided.
5. Three key positions for a group ride are the Ride Leader, Pack Leader and Tail Rider (Sweep or Tail).
 - a. The Ride Leader is the person who determines the route, plans stops, and ensures a route sheet is prepared.
 - b. The Pack Leader is the person who leads a group of riders along a route. The Pack Leader sets the pace for that group and works with the Tail Rider to keep the group together during the ride.
 - c. The Tail Rider is designated to be the last person in the formation and tries to make sure nobody is left behind. They should know the route set for the ride and have an area map. It is recommended that this person also have a mobile phone. If a rider needs to make an unplanned stop, the Tail Rider will also stop to assist if needed.
6. A pre-ride meeting is conducted at least 15 minutes before each ride to review expectations, the route, and stops. This is also when a final headcount is taken, riders are divided into packs, and route sheets are handed out.
7. When possible if eight or more cycles are on a ride, the group should be broken into roughly equal packs (sub-groups) of no more than seven cycles. Each sub-group will have a Pack Leader and a Tail Rider. These packs should strive to maintain at least a one minute distance between other packs while on the roadway.
8. Rides should when possible use a two column Staggered Formation* in one lane of traffic as further explained below. The spacing stated is the MINIMUM distance under fair weather, daylight conditions to assure adequate time to perform evasive maneuvers when necessary. Greater distances should be set as conditions warrant.

*Staggered formation:



- ❖ Maintain a 2-second distance behind the cycle ahead in same wheel track of the lane.
 - ❖ Maintain a 1-second distance behind the cycle in the alternate wheel track of the lane.
 - ❖ Maintain specified position in the lane with these exceptions:
 - ♦ **BLIND OR SHARP CURVES** – Use a Single-File Formation and a 2-second interval.
 - ♦ **NARROW ROADS** – Use a Single-File Formation and a 2-second interval.
 - ♦ **ONCOMING OR PASSING TRUCK** – Centerline cycles move to middle of lane.
 - ♦ **OBSTACLES** (potholes, debris, etc.) – Move to a clear portion of the road until obstacle has been passed.
 - ♦ **PASSING OTHER VEHICLES** – Pass the vehicle in Single-File Formation one cycle at a time.
9. Stop Signs and Flashing Red Signal Intersections:

When it is safe and appropriate, proceed through the intersection, do so in pairs, one cycle in each wheel track. Let cross traffic go, then repeat the process until all riders have made it through the intersection.
 10. Emergency Stopping:
 - a. Signal intentions to bikes behind you, then proceed to side of the road well out of the traffic flow.
 - b. The Tail Rider will stay with the stopped rider.
 - c. The Pack Leader will take the group to a safe area to stop and then determine the extent of the problem.
 11. **COMMUNICATE!** Use hand signals, lights, horns, and/or radios to communicate intentions to others in the group.

RIDING SAFE IS NO ACCIDENT!

* * * MOTORCYCLE / SCOOTER PARKING * * *

Safe parking is important as it is something we do before, after, and often several times during every ride.

General Guidance – Alone or with a group

Park on the sidewalk. Tires do not sink into even the soft surfaces, but metal stands can. Leave parking on the center stand for the nice firm level concrete of your garage or the local gas station when you fill-up.

Use a 'foot' under the sidestand if there is even a remote chance the ground is soft. A foot can be a hard plastic or metal plate, a piece of wood, a flat rock, or even a crushed can. Be particularly wary of dirt or warm blacktop.

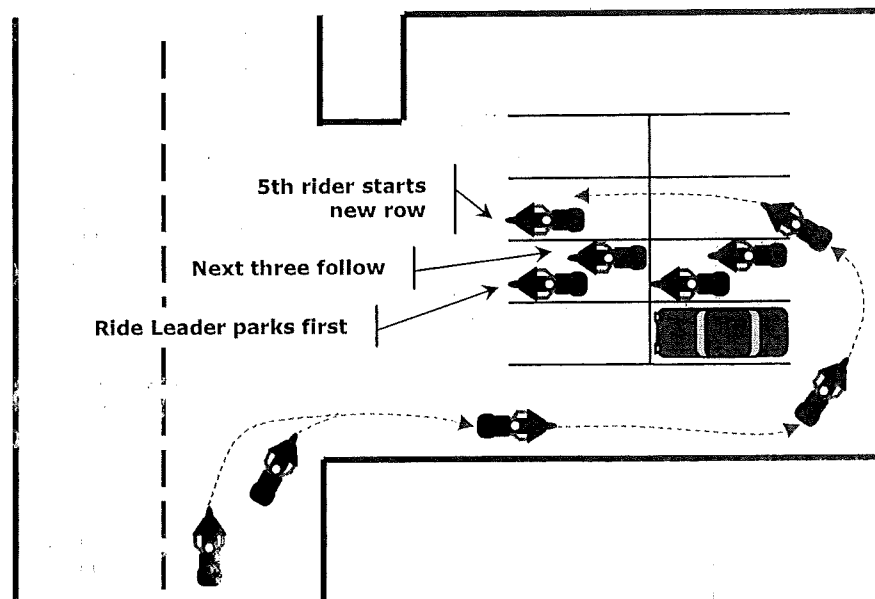
Park with your rear wheel to the curb which allows you to easily pull out of the spot later. Most roads slope down from the center of the road, so by backing in the curb also helps keep your cycle from rolling.

Park at between 45 and 90 degree angle to the curb. Parking parallel to the curb makes your cycle less visible to others on the road. Choose an angle that keeps the nose of your cycle from impeding traffic.

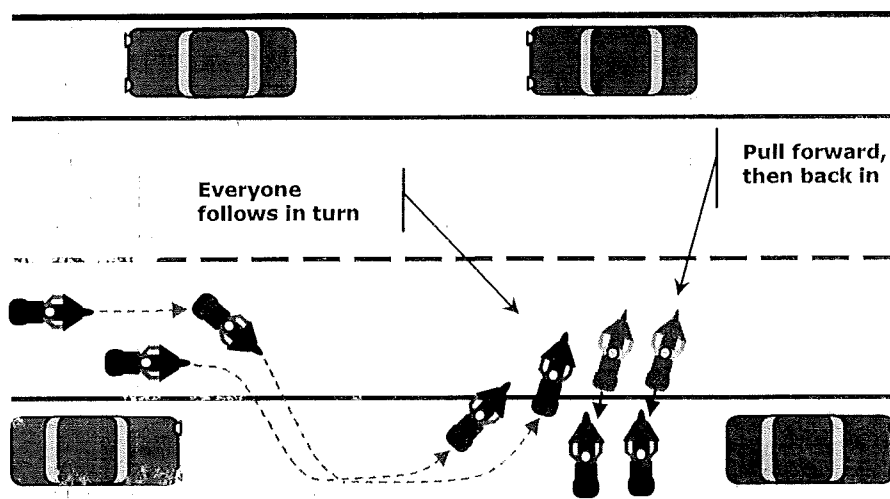
Group Parking

Park with the group if you can. There is safety in numbers, people are much less likely to mess with your cycle if it is in a pack. Also, multiple machines are easier to see for other motorists, so they are less likely to accidentally hit your cycle.

Choose pull through parking when possible. Align the cycle for easy exit from parking lot. Park staggered, two scoots to a spot. Dismount only after cycle behind you in the formation has parked.



Single row and curb parking spots where the whole group can fit is the next best choice. Ride to the end of the open parking area, angle the front of your cycle towards the roadway, then back up to the curb. Each cycle follows in turn, keeping a fairly tight, but comfortable distance between machines. Dismount only after the cycle behind you in the formation has parked.



If the group must split up, use similar techniques in each sub-group to ensure ease of exit and maximize use of space.

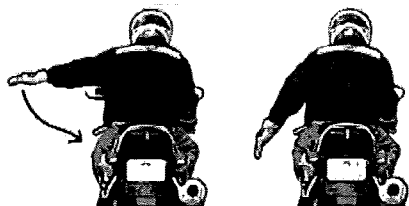


MSF's Guide to Group Riding: Hand Signals

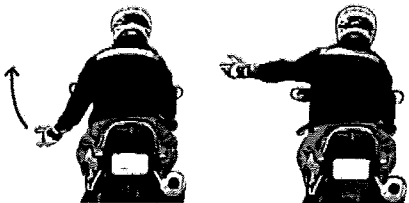
Stop - arm extended straight down, palm facing back



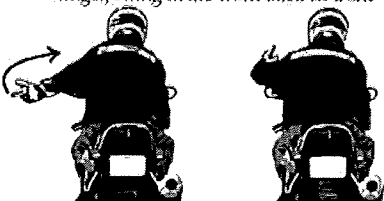
Slow Down - arm extended straight out, palm facing down



Speed Up - arm extended straight out, palm facing up



You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front



Follow Me - arm extended straight up from shoulder, palm forward



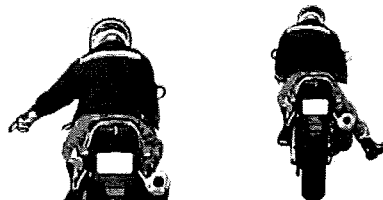
Single File - arm and index finger extended straight up



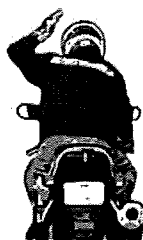
Double File - arm with index and middle finger extended straight up



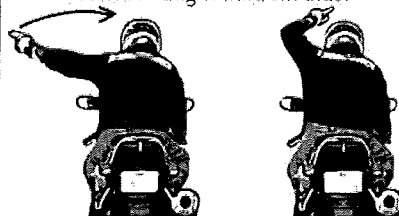
Hazard in Roadway - on the right, point with right foot; on the left, point with left hand



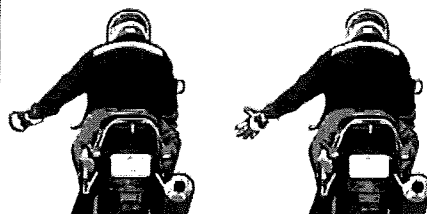
Highbeam - tap on top of helmet with open palm down



Pull Off - arm positioned as for right turn, forearm swung toward shoulder



Turn Signal On - open and close hand with fingers and thumb extended



Fuel - arm out to side pointing to tank with finger extended



Refreshment Stop - fingers closed, thumb to mouth



Comfort Stop - forearm extended, fist clenched with short up and down motion

