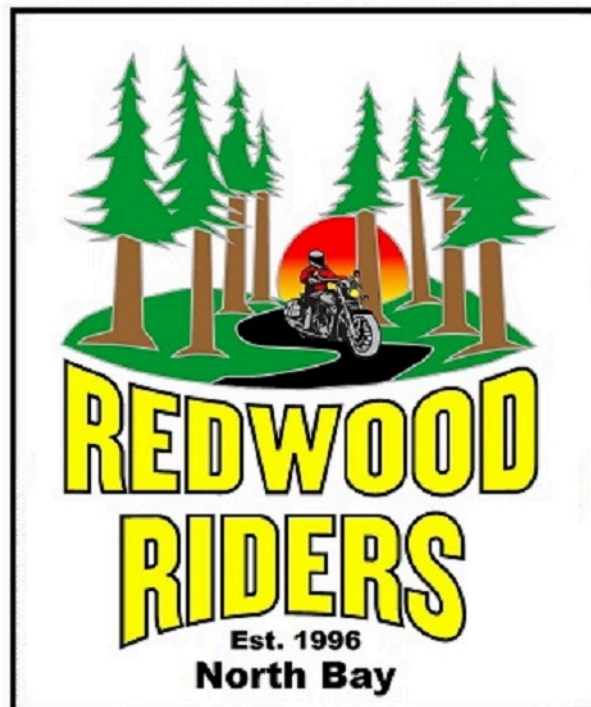


REDWOOD RIDERS MOTORCYCLE CLUB



GROUP RIDING SAFETY

January 2015

Group Ride Rules & Recommended Observances

The goal of the Redwood Riders Motorcycle Club is to provide all its members with a great experience in group motorcycle riding. We accomplish this with common sense, respect for each other, and safe riding practices. A diversity of people ride. What we all share in common is our love of riding. Show consideration for your fellow riders. Everyone should be here to have a good time on a motorcycle. The following riding rules and tips are both for your own personal and for overall group riding safety.

Preparing for a Group Ride:

Do a personal and bike safety check before beginning a ride. Your bike should always be in good running condition before riding. See the June and July 2010 RRMC newsletters at www.redwoodridersmc.com for information on how to perform mechanical and tire inspections on your motorcycle.

Protect yourself from the elements. Being too hot or too cold can affect your alertness. Dress in easily removed layers on cooler days. On hot days, bring a light-weight long sleeve cotton shirt in case the temperature goes over 99 degrees. Bring any necessary medications required for allergies or other conditions. Inform the Road Captain in advance if you have a medical condition that may occur during the ride. (Insect allergies, low blood sugar, etc.)

Top-off your gas tank before you meet with the group. If you have a *small gas tank*, make sure the Road Captain is aware of your gas/mileage limit. This will help them plan the distance between gas stops

All riders should wear eye protection, and a DOT/Snell certified helmet. Footwear should cover your ankles. Gloves and protective (armored) clothing or leathers are highly encouraged. A lightweight scarf or bandana is useful to protect your face and neck from cold, heat, dust, bugs, and windburn.

Riding in the Group:

Our typical riding arrangement is a staggered double line, unless otherwise indicated by the Road Captain. For everyone's safety, maintain your position in the formation. The "safety cushion" space between bikes is determined by both speed and time. (Distance in seconds) This means that when the bike directly ahead of you passes a known spot in the road, you should be able to count "one thousand, two thousand" before you pass that spot, for a two second separation. The faster you are going, the greater the distance there should be between bikes. Study the attached riding formation diagram, and if you have questions, ask for clarification. If you are an inexperienced rider, it is better to ride on the right side of the formation.

The Road Captain is the group ride leader. Their responsibility is to insure the safety of the group on the road, to maintain order within the group, and to determine and announce the ride route and planned stops before the ride.

Know where you're going. If you have any special requirements, questions, or concerns about a ride, you should talk to the Road Captain prior to departure. All reasonable efforts will be made to accommodate your requests and ensure your comfort and safety.

If you are a novice or inexperienced rider, inform the Road Captain so they can plan the ride accordingly. You should ride in the middle or near the front of the group until you are comfortable with group riding.

Know the hand signals, and pay attention to them. Signals are passed from the Road Captain back by every rider so that everyone is informed. See the attached "Hand Signals" sheet.

Road Hazards: This is the one signal that can be initiated by ANYONE. Anyone seeing a hazardous condition on the road surface (road kill, oil, gravel, significant pot hole, etc.) will point at it. All following riders will repeat the signal to the one behind them.

If you think another member may be having a problem, (fatigue, heat, cold, or other), inform the Road Captain.

Anyone who consistently rides out of formation or in any other unsafe manner will be asked by the Road Captain to leave the group ride.

You will not be allowed to ride with RRMC if you are under the influence of any intoxicating substance.

HORN SIGNALS

When you **hear a series of short horn beeps from rider(s) behind you**, sound your horn in a similar pattern. This is our "honk it forward" signal to the Road Captain to pull over and stop the group at the next safe place.

If you start to become separated from the group due to a red light or mechanical problem, or see group member(s) who have, **honk your horn in a series of short beeps**. Make sure the rider in front of you hears your horn and honks their horn to pass the signal on. Keep honking until they "Honk it forward". If you hear someone behind you honk their horn, immediately honk your own horn. If the missing rider(s) do not catch up to the stopped group, a rider will be sent back to look for them.

When you **hear a long horn signal from behind you**, immediately slow and move to the right. Sound your own horn to warn riders ahead. This signal is used when a car is attempting to pass the group on a narrow road, double yellow line, or anywhere visibility ahead is limited.

SPECIAL RIDING CONDITIONS

On curvy roads with limited view ahead, or any limited view conditions:

Spacing between bikes to increase: from our standard two seconds to three or four seconds, (or more), in order to allow more reaction time. (when riding in either single file or staggered formation)

When a car attempts to pass on a solid yellow line: slow down, hold your horn button down to warn the riders ahead, and move to the far right of the road. (one very long beep, not several short ones) Prepare to take evasive action. React similarly when being passed by another motorcycle, but don't honk unless you think the rider ahead of you needs warning.

We may ride **either single file or staggered formation**, depending on the discretion of the Road Captain and the condition of the road, **except:**

Always single file on narrow roads or where the road surface is rough. (to allow adequate room for dodging potholes, etc., as well as any possible traffic)

In formation on open two lane roads with fair visibility:

When riding in formation and you see a driver attempting to pass, slow and move to the right.

When the sweep sees a driver attempting to pass, the sweep shall move to the left (middle of the road) to be visible to the Road Captain and members ahead, and sound their horn in warning. Slow and move to the right.

Yellow traffic lights:

Unless the group is very small, expect the Road Captain to slow and prepare to stop when a traffic light ahead turns yellow. This is to avoid separating the group. Under no circumstances try to run the intersection on the red light. If the light turns red before you enter the intersection, stop and honk your horn in a series of short beeps. If riders behind you fail to make it through the intersection before the red light, honk your horn in a series of short beeps. Make sure the rider ahead of you hears you and "honks it forward".

Always Anticipate:

Ride defensively and be aware of your options to avoid a vehicle, particularly an on-coming one. It's far better to risk running off the road at 60 mph than to meet an on-

RRMC GROUP RIDING FORMATIONS AND CHANGING LANES

Normal group riding formation is staggered.

Normal space (safety cushion) between riders is between 2 to 3 seconds by count, or seeing the rider's face in front of you in their rear view mirror.

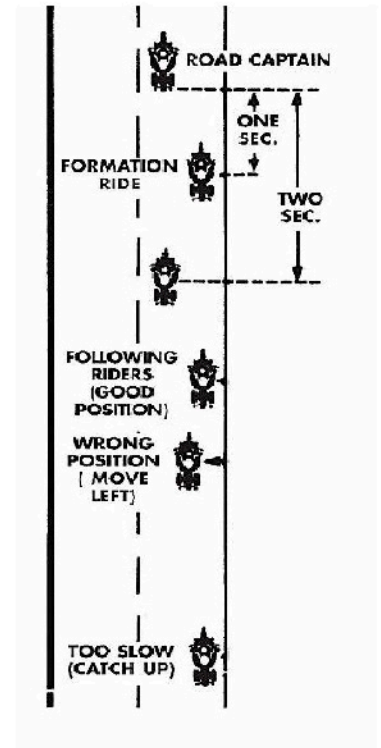
Staggered formation is at the discretion of the Road Captain leading the group.

On mountains, curves, and narrow roads, the Road Captain will signal for single-file formation (index finger pointing upward)

Keep a minimum 2 seconds maneuvering space between bikes when riding single file on straight roads.

Increase the distance to 3 to 4 seconds when there are curves and visibility of the road ahead is limited.

Maintain single file formation until a 2-up signal (two fingers) is given by the Road Captain.

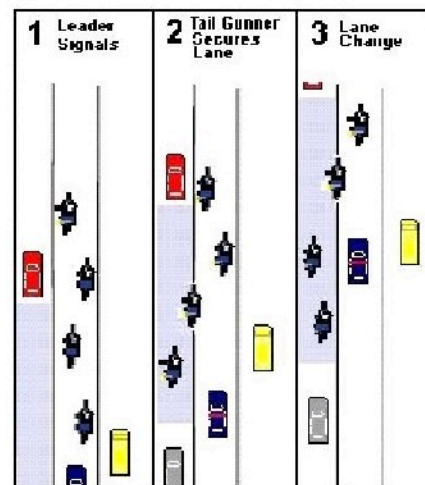


CHANGING LANES

Changing lanes on a freeway will be done from the rear rider (Sweep), then each bike moving over to the new lane.

When the Road Captain signals for a lane change, all riders will put on their turn signals. When all riders are signaling, the Sweep will then move into the indicated lane and secure the lane space for the group.

The riders will then move into the secured lane, starting with the rider closest to the sweep and ending with the Road Captain.



HAND SIGNALS

HAZARD IN ROAD



Point to hazard with
left hand or right foot

POLICE – CHP



Tap top of helmet

SLOW DOWN



Move hand down from level

SINGLE FILE



One finger

DOUBLE FILE



Two fingers

PULL OFF ROAD



Wave to right

FUEL STOP



Point to tank

STOP



Hand down

SPEED UP



Move hand up to level

YOU PASS ME



Move hand forward from side

TURN OFF SIGNAL



Open & close hand

RIGHT TURN



BICYCLE OR PEDESTRIAN AHEAD ON RIGHT



Circle hand by helmet
(also known as “bicyclists are crazy”)

LEFT TURN

