

ORR Riding in a group

Introduction

In order for group riding to be a safe and rewarding experience, a number of rules need to be applied. All participants need to understand these rules, and why they exist. It is also understood that your participation in a group ride means you have understood and accepted these rules. Inexperienced riders will require some time to learn, and it is up to the more experienced members to assist, accommodate and teach the new members.

Pre-ride preparation

It is up to any individual rider to ensure his or her bike is in safe condition (including license and insurance). Unsafe bikes will not be allowed to participate. Also please remember: tank full, bladder empty. Proper riding attire is required. Be prepared to ride for about two hours, or a minimum of 100 Km. before a scheduled stop. Do not ride under the influence of alcohol, or any other drug (pharmaceutical or recreational) that may impair your judgment, or ability to ride.

Group Structure

Each official group ride shall have minimum two officials, a Ride Captain, and a sweep. Both of these officials are to be riders with significant experience, and fully versed on all the rules as outlined in this guide. All participants in the ride will follow direction given by these two officials. Passing within the group is NOT permitted, only exception is when a hole in the formation needs to be filled, and must than be done safely. The group will normally travel in a staggered formation, one-second distance (minimum) behind the rider in the opposite "slot", two seconds distance behind the rider straight ahead (minimum). The Ride Captain may require the ride to proceed in single file, in which case a minimum two-second distance must be maintained behind the next rider. Try not to let the distance between riders increase too much, because of the "accordion" effect caused by catching up (the rear of the group will have a hard time keeping their distance and speed).

Traffic Rules

ALL TRAFFIC RULES APPLY. Any group ride (unless escorted by Police) must adhere to traffic rules; this includes speeding, stop signs, traffic lights, right of ways etc. NO EXEPTIONS.

Ride Rules

The role of the Ride Captain and Sweep:

- If you have any concern, suggestion or other need, speak with the Ride Captain as soon as it is safe to do so. If the concern is more immediate, use the proper hand signal to alert the group. Pull out safely only if you must. Pull out on the side of your slot, i.e. centerline slot to the left, right hand slot to the right. If at any time you feel unsafe for whatever reason, pull out. Trying to keep up can only endanger yourself and the rest of the group.
- When a rider falls out of the group, the Sweep shall stop to assist the rider and/or establish the reason. The last rider in the group will now be temporarily promoted to Sweep and move position if required until the others rejoin the ride. For this reason, only experienced riders shall ride in the rear of the group.
- The Ride Captain and the Sweep will always occupy the center lane position. Whenever possible, these officials will keep visual contact. After a stop, the Ride Captain will resume the ride only after receiving a thumbs-up sign from the sweep, indicating everyone is ready to proceed
- The Ride Captain will place the least experienced (new) rider(s) where he/she/they can be monitored by the ride Captain and the sweep. Ride conditions will be adjusted if required. It is primarily your responsibility to identify yourself. Alternately, either the Ride Captain or the Sweep may assign you a slot based on their joint or individual observations. Please adhere to their direction; it will only be done with the safety of yourself and the group in mind.
- The Ride Captain will use various signals during the ride to indicate changes or conditions. All riders are expected to pass those signals on to the rear by repeating those signals. (See chart at the end)

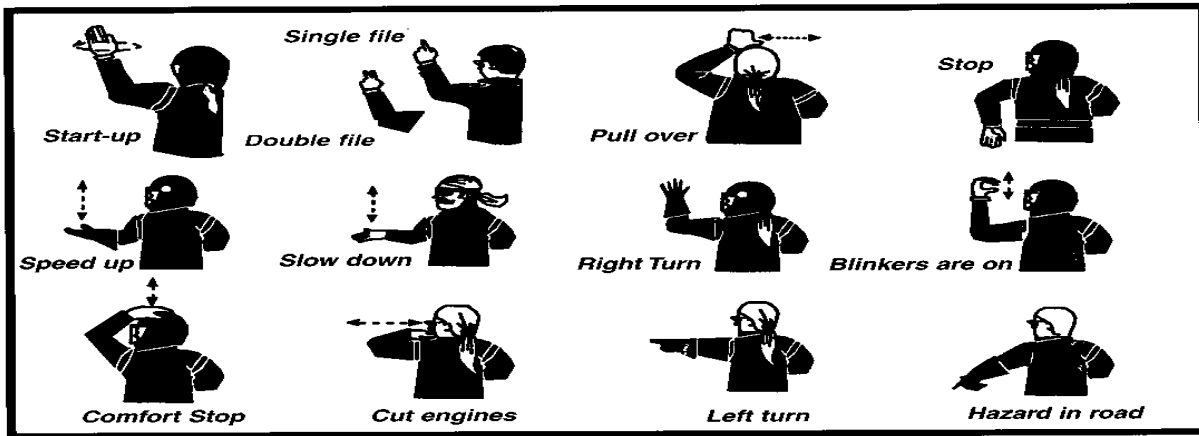
Role of the rider (you)

- When the group comes to a stop on the road, (like a traffic light) close up the formation, stopping two bikes side by side. This allows the group to occupy the least amount of space, and facilitate a speedy departure. As soon as the group starts moving, resume proper formation.
- The entire lane width is yours; this allows you to swerve in case of an emergency or road obstruction. For this reason, do not pull up beside an other rider. Return to your proper riding position as soon as possible.

- You are responsible for your passenger if you have one. You will ensure they are equipped with proper safety gear, and know what to do and not to do.
- If your riding buddy/partner falls out of the group, you may fall out if you wish (providing it's done safely). It is preferred you stay with the group, remember, the Sweep will attend to this rider.

The group (all of us)

- Ideally a group consists of about 6 riders. If there are a lot more participants, splitting in multiple groups will be considered. Sometimes circumstances (such as the lack of experienced riders to take the Ride Captain and/or Sweep position) do not allow this to happen. The result will be that other vehicles or traffic signals may break up the group. If that happens, proceed normally by following the road. **DO NOT MAKE ANY TURNS.** The ride will re-group at the next convenient point or the next turnoff; whichever comes first.
- Especially in a larger group, be aware of vehicles passing the group or entering the roadway. Whether they are right or wrong is irrelevant; give them space. None of us can win an argument while riding a motorbike. Always safety first.
- When changing lanes on a multi-lane highway as initiated by the Ride Captain, all riders shall maintain their position in the current lane. The Sweep will immediately (if safe) move to the new lane in response to the lead from the Ride Captain to secure the required space for the group. Only then the main body of the group may switch lanes. This method will be applied to both left and right hand lane changes.
- When passing on a two-lane highway, no more than three bikes maximum shall enter the passing lane.
- If for any reason an opening forms in the formation, it can be filled two ways. The rider following the open spot can pull up filling the void. This involves passing another bike, and may only be done with great care, and then only when the rider to be passed is aware of what is happening. Alternately, the rear portion of the group can switch lanes.



Hand signal

Start your engine
 Single file
 Resume formation
 Pull over
 Stop
 Speed up
 Slow down
 Right turn
 Blinkers are on
 Comfort stop
 Cut engines
 Left turn
 Road hazard

sign

rotating motion, arm vertical
 left hand above head, index finger up
 left hand above head, two fingers up
 left hand above the head in fist with thumb extended, moving sideways
 left arm extended, forearm 90 degrees pointing down
 left arm extended, moving up and down with palm up
 left arm extended, moving up and down with palm down
 left arm extended, forearm 90 deg. vertical
 left arm extended, forearm 90 deg. vertical, hand opening and closing
 left arm above head, patting motion with hand on helmet
 left arm extended, forearm pointing at the neck, horizontal motion with hand
 left arm extended horizontal
 point 45 deg. down, arm or leg, L or R as appropriate

The above signals are initiated by the Ride Captain, and repeated through the group.