

C M A Victoria

Riding Together



**Group Riding &
Safety Tips
2023**

RIDE PLANNING

- ★ Save an offline Google map of the planned riding area. (Saved offline area maps need to be refreshed annually.)
- ★ Prepare a route map on Google Maps showing planned stops along the way. Send the route map to yourself as a note or email etc so it can be recalled and used later when needed. Test that you can recall and use the route map.
- ★ Planned route stops should be scheduled every hour or so.
- ★ Print out some paper copies of the route map for riders who do not have a GPS navigation device.
- ★ Maps could be sent out as part of the ride information before the ride day.
- ★ Agree before the ride who will be tail-end-charlie.
- ★ Identify if any participating rider is first aid trained.

PRE-RIDE BRIEFING

- ★ Give ride overview, share map, identify planned stopping points, and advise the wait time for unplanned stoppage.
- ★ Introduce new people and know/ask the experience and skill level of riders.
- ★ Point out the ride leader, tail-end-charlie, and mid-group leaders (if applicable) and provide their phone numbers.
- ★ Count the riders and split into separate groups if necessary.
- ★ Ensure everyone has a 'riding buddy' to look out for.
- ★ Discuss riding speed and riding to your comfort level.
- ★ Confirm corner marking for the ride.
- ★ Sync intercom connections between riders.

RIDE LEADER

- ★ An experienced and responsible rider.
- ★ Know the route well to give the group plenty of notice of approaching turns.
- ★ Preferably has GPS navigation to follow the route.
- ★ Alert the group to get ready to ride. Beep horn 3 times with 5 minutes to depart, 2 beeps with 1 minute to go. The 'TAIL END CHARLIE' does a long single beep for 'ready to depart'.

Keep the riding group together:

- ★ Choose and maintain a comfortable speed so, if gaps occur riders at the rear can catch up without speeding.
- ★ Ride leader should take off smoothly without 'gunning it' and adjust speed to suit the skill level of riders in the group.
- ★ Never exceed the speed limit. Preferably ride 5km/hr below the limit and stick to advisory corner speeds. This allows corner markers to catch up and stay with the group.
- ★ Ride leader should keep 3 or 4 riders visible in rear vision mirrors, slowing down as necessary.
- ★ If the group is split by traffic lights, heavy traffic, or a long run of corners, the ride leader to use discretion to slow down, pullover, or stop further up the road to regroup.

Keep the riding group safe:

- ★ Always indicate when changing lanes and well ahead of upcoming turns. If the leader comes to an intersection too quickly for entire group to make the turn safely, continue on until it is safe for the group to turn around.
- ★ Use hand signals to identify road hazards, stopping, corner marking position and any change to riding instructions.

- ★ Before overtaking, the ride leader should consider the less experienced riders and if they will be safe overtaking.
- ★ Stop at planned stop points along the way. Make further stops if necessary to regroup.

TAIL-END-CHARLIE

- ★ An experienced and responsible rider.
- ★ Carry a first aid kit and some tools.
- ★ Know the destination and stopping points.
- ★ Have the ride map and mobile contact numbers.
- ★ Sync intercom connection with leader / other riders.
- ★ Wear a flouro vest.
- ★ Toot the corner marker on approach. Make sure they know it's ok to leave the corner.

MID-GROUP RIDER (MG)

- ★ When the group has 10+ riders, the leader could choose a 'mid-group' rider.
- ★ The MG should ride in the middle of the group and drop back by one place after passing a corner marker to retain their position in the middle of the group.

SECOND GROUP LEADER (2nd)

- ★ For groups of 15+ the ride leader could split the group into two or more separate groups, each with their own 2nd ride leader and tail-end-charlie.

COMMUNICATIONS

- ★ Ride leader and tail-end-charlie preferably to be in contact via a 'mesh' intercom system. The range is approximately 1.5km, so if the group is strung out it is preferable to also have other riders in the group with a "mesh' intercom. Mesh communications will link over 20+ kms, providing there is a mesh connection point at least every 1.5km.
- ★ Ride leader, MG leader, 2nd leader and tail-end-charlie to have all phone numbers of each other.
- ★ Handlebar mounted phone with the screen left on would be helpful to receive messages.

GROUP RIDING

- ★ It's a 'Group' ride. Riders should ride as part of the group.
- ★ The 'group' is not a single road user. Allow cars to enter and exit the highway and to change lanes.
- ★ Bring your mobile phone. Have your motorcycle in good repair, filled with fuel, and with correct tyre pressures.
- ★ Familiarise with the ride route and scheduled stops.
- ★ Leaders and riders should watch out for any rider who is struggling with the ride, or factors affecting concentration.
- ★ Keep pace with the rider behind you. Don't race to catch the rider in front. Every rider should keep sight of another rider in the mirror. Slow down until the following rider catches up.
- ★ Advise ride leader and tail-end-charlie if you are going to leave the group.
- ★ If a rider takes a wrong turn don't chase them. Stop and wait for 10 minutes then continue with the planned route.

Large Groups:

- ★ For groups of 10+ riders, the ride leader could choose a 'mid-group' rider to help rejoin the group if gaps occur..

Split Groups:

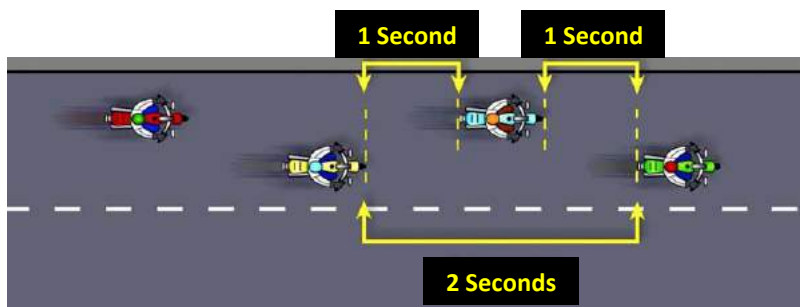
- ★ For groups of 15+ riders the leader could split the group into 2 or more separate riding groups, each with their own ride leader and tail-end-charlie.
- ★ Separate ride groups would depart 15 minutes apart.
- ★ The 2nd ride leader of the following group should not overtake the tail-end-charlie of the group ahead.

Riding Buddy:

- ★ Each rider should have a 'wingman or buddy rider' looking out for each other. This should be confirmed at briefing.
- ★ Buddy riders should ride together, so if one rider stops the other stops too, making sure all is ok.
- ★ If buddy '1' is corner marking, buddy '2' should keep riding. They will re-join after buddy '2' marks the next corner.

RIDING FORMATION

- ★ Staggered riding formation is preferred so riders have a clear view ahead, and space to the side to manoeuvre.



- ★ For better visibility the front rider should ride on the right side of the lane towards the centre of the road. The next rider should be 1 second back on the left side of the lane, then the next on the right side of the lane etc. This allows a 1 second gap between staggered riders and a 2 second gap to the rider directly in front, for longer braking distance.
- ★ Single-file riding formation may be required on curvy roads or poor road surfaces, poor visibility, or when entering or leaving highways. The leader will hold 1 finger in the air to signal this. When moving to single file, riders should space out to ensure a 2 seconds gap between riders. the leader will hold 2 fingers in the air to return to staggered riding.

CORNER MARKING

- ★ The ride leader will point to where the corner marker is required. The pointing may be an up and down motion.
- ★ If you are riding behind the leader you must stop and mark the corner when requested by the leader. Another rider two or three places back from the leader won't know to mark the corner if you don't stop.
- ★ Don't ride behind the leader if you don't want to be a corner marker.
- ★ Never leave your post as a corner marker until the tail-end-charlie beeps with their horn, or a rider returns to tell you the group has become lost and to regroup at the next stop.
- ★ At times a corner marker may be directed to stop at a side road to direct riders to continue straight ahead.
- ★ Stop where directed, use your flashing indicator for the turn direction, and point with your outstretched arm. Dismount and face the oncoming riders if practical.

HAND SIGNALS



CORNER MARKER

Pointing to side.
Rider behind
must stop here
to mark corner.



HAZARD ON ROAD

Hazard on left:
point left arm.
Hazard on right:
point right boot.



STOP

Arm bent.
Clenched fist.



SLOW DOWN

Palm down.
Arm moving
downwards.



SINGLE FILE

1 finger - single
file riding.
2 fingers - resume
staggered riding.



LOOK AHEAD

Tap the top of
helmet with
palm down.
Eg. cops ahead

EMERGENCY STOPPING

- ★ If a rider pulls over for an unscheduled stop, the rider directly following should also stop.
- ★ The tail-end-charlie will also stop to assess the situation.
- ★ It's dangerous for a large group to stop on the side of the road. If a rider and the following rider pull over, the rest of the group should continue riding to the next stop.
- ★ At the next stop the leader may wait for the riders to rejoin or may send two riders back to support and assist. At the pre-ride briefing the leader may have advised how long the group will wait for delayed riders to catch up.
- ★ If riders have a route map they can make their own way to the destination if necessary.

FIRST AID

- ★ Ride leader and tail-end-charlie should be aware of any people on the ride who are first aid trained.
- ★ If an accident occurs, the following rider/buddy should stop. Also a first aider (and their buddy) should stop, and the tail-end-charlie should stop. All other riders should continue to the next planned stopping point.
- ★ After assessing the incident, if it's not serious the tail-end-charlie should continue riding on.
- ★ If the incident is serious, the tail-end-charlie should contact the ride leader and also any first aider riding ahead.
- ★ If contacted, the ride leader needs to pull over when safe.
- ★ If a corner marker is left stranded, they should call or text the tail-end-charlie after 10 minutes of no following riders.

PASSING

- ★ Passing should always be done one motorcycle at a time.
- ★ Before passing make sure you have a clear view down the road to check for oncoming traffic.
- ★ Always indicate before commencing to pass.
- ★ Check your mirrors. Turn your head to check blind spots.
- ★ After passing, check your mirrors and blind spots before signalling and returning to your lane.
- ★ Turn off your indicator.

GENERAL

- ★ Drinking alcohol in excess and motorcycle riding should never mix. It's better to wait until end of day when riding is done to enjoy a drink.
- ★ Be aware of riders in the group around you and allow plenty of room to brake or manoeuvre.
- ★ Maintain a constant speed. Don't speed up and slow down.
- ★ At traffic lights and intersections try to keep the pack tight so the group does not become separated.
- ★ Never ride in another rider / driver blind spot.
- ★ Wear all your protective gear all the time.
- ★ Carry gear to allow for temperature change or rain.
- ★ Be courteous and respectful of all road users.

--- SAFE TRAVELS ---