



SUPPLEMENT HANDBOOK

ON RIDERS' SAFETY

June 2005
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This riders' handbook is a supplement informational source only and a quick reference on safety and chapter group riding.

Chapter riders should familiarize themselves with this information and those safety references provided on the Chapter's Web Site at:

www.clermonthog.com

PURPOSE OF RIDER'S GUIDE

The purpose of the Rider's Guide is for your safety. Procedures and customs in it are based upon the experience of generations of riders who have gone before us. The rules it contains have proven over the years to be effective in maximizing communications between members of the group, assuring that the group member who is having trouble does not get left behind, while still allowing us to have a great time riding our motorcycles.

While the guide may appear to limit individual freedom, you may rest assured that is not its intention. Our sport is risky by its very nature; we understand that and find that risk worth taking. However, no one can enjoy motorcycling if they are injured. We regard each member as a brother or sister, and, like family, we care a great deal about your welfare as well as the welfare of others. There is a mutual sense of responsibility among us, which is expressed in our concern for your well being. Therefore, please study the Rider's Guide and support its application by our Safety Officer and Road Captains. We will all be safer for it.

INTENT

This guide is intended to promote safe riding skill and give general information to riders that are new to group riding. For more detailed information and training, we suggest the MSF Safe Rider course and/or DMV m/c handbook. We also encourage passengers to review this guide and the DMV handbook to increase their riding pleasure. An important point to remember:

PRACTICES - GUIDELINES

Chapter Rides Are Not Races. We are not under a deadline to get to our destination. Keep your speed to the posted limits or no faster than the flow of traffic.

1. Pre-Ride Preparation

Be sure you have a full tank of gas and have checked your oil, tires, lights and chain/belt. All Road captains and the ride leader will have a pre-ride meeting to discuss the route, riding positions, gas, rest, and regrouping stops. The **Safety Officer or Road Captain(s)** may prohibit a rider(s) from riding with the group, or move the rider(s) to the rear of the group, if the rider(s) motorcycle is thought to be unsafe or the rider(s) is/are riding in an unsafe manner or violating traffic laws.

2. Basic Formation

Ride in a safe and close staggered formation, with the lead road captain in the front left side position of the lane. A minimum interval of 2-3 seconds should be maintained between you and the motorcycle directly in front of you. (See Staggered Formation Diagram found at **Group Ride - Tips, Hand Signals, Staggered Intervals** link located on safety page at:

<http://www.clermonthog.com/safety.htm>

Riders that are not comfortable with this interval are encouraged to ride in the rear of the formation. Always ride in single file formation on narrow or winding roads. New or less experienced group riders and slower riders are encouraged to ride at the rear of the formation. This will decrease the pressure to maintain a too-fast pace and will increase their riding pleasure. At least one experienced rider should be with the less experienced riders to observe and ensure they become more confident in their abilities to ride and avoiding any discouragement. We will follow the suggestion of the HOG Road Captain handbook about using the Buddy System. In addition, this chapter will use an odd/even position indicator for riders. The left column of riders will be odd and the right column will be even.

If a hole opens in the formation:

DO NOT FILL THE GAP BY CROSSING OVER THE CENTER OF THE LANE IN A STAGGERD FORMATION OR PASS-BY ANOTHER RIDER TO FILL THE GAP.

FILLING THE GAP:

- If a stop is not too far ahead [stop sign, traffic light, etc.] the group can wait until all riders come to a stop where the gap will repair itself.
- Riders from the start of the gap should give and pass-back the SINGLE-FILE formation hand signal. Once the single-file formation is complete, the rider at the beginning of the gap should give and pass-back the STAGGERED formation hand signal. In doing this, the gap will repair itself without bikes having to pass one another to fill gaps that may occur during a ride.
- Rider(s) who plan to leave the ride before it is complete must notify the road captain(s) so they can maintain proper accountability of all group riders.

A. Highway

Use a staggered formation with a 2 second interval between riders at speeds up to 50 MPH. Increase the interval to 3 seconds at speeds greater than 50 MPH. If there are a large number of riders, break the formation into smaller groups. Each group should have a lead rider (preferably a road captain), appointed before the ride begins. When vehicle(s) wish to enter or exit the highway in mid-formation, riders should slow and provide an opening to allow the vehicle(s) to safely enter or exit. After the vehicle(s) is through, close the formation.

B. City

Identify locations that the formation may use to regroup if separations occur while riding through the city. **Curb or parking lanes** – Use staggered formation to allow rapid

direction changes if other traffic moves away from the curb. Center lanes – A staggered formation is preferred, but lane sharing may be permitted to decrease the impact on other traffic. Lane sharing should be discussed before the ride begins. If you are not comfortable with lane sharing, you are encouraged to ride in the rear and maintain a staggered formation.

C. Stop Signs and Signal Lights

Approach all stops in pairs and **MAKE A COMPLETE STOP**. Then proceed through the intersection when safe to do so. **DO NOT BLOCK AN INTERSECTION or ROADWAY** to allow a full group to pass through intersection(s) or enter highway(s) without stopping.

NOTE: At times, motorists at intersections may motion the bike group on through as a courtesy, but this DOES NOT entitle the group riders to run traffic stop signs or signals.

D. MOVE OVER LAW

NOTE: Effective July 1, 2014, the law was changed to include sanitation vehicles and utility service vehicles.

1. On a two-lane roadway, you are required to slow to a speed that is 20 miles per hour **less than** the posted speed limit.
2. If the speed limit is 20 miles per hour or less, you must slow down to **five** miles per hour.
3. If you are driving on an interstate or roadway with multiple lanes of travel in the same direction, and you approach an emergency or law enforcement vehicle parked along the roadway, you must vacate the lane closest to that vehicle **as soon as it is safe to do so**. If you are not able to safely move over, you must slow down to a speed of 20 MPH below the posted speed limit unless directed otherwise by a law enforcement officer.
4. Violating the move over law puts **both yourself and a public safety professional** at risk.
5. Violating the move over law can result in a **fine and points** on your license.

3. Hand Signals

For safety we will use clear and deliberate left hand/arm motions as signals to communicate while riding. We will use the standard hand signals (as defined in the DMV M/C Drivers Handbook) for left, right turns and for slowing/stop, and the Rider Ready used by the MSF. To view hand signals please click on **Group Ride - Tips, Hand Signals, and Staggered Intervals** link located on safety page at:

<http://www.clermonthog.com/safety.htm>

Remember the only **Great Ride**, is a **Safe Ride**.