

## PARTICIPATING IN THE SRA GROUP RIDE



- Drinking and driving is never a good idea and must be totally avoided while participating in a group ride.
- Everyone is responsible for knowing what all the hand signals mean and for passing all signals from the Road Captain to the following riders.
- All riders are expected to insure that their bike is in a safe operating condition, gassed, and generally ready to go. It is no fun to crash because of a bad tire on your bike or someone else's machine
- All riders must clearly signal the Sweep Rider if they decide to leave the ride for any reason. Don't make the Sweep wonder if you are having trouble and follow you to see if they can help.
- Riders should not speed up suddenly should a gap develop between them and the bike in front. Rather, they should accelerate slowly until they catch up and are back in position. This will help prevent the riders in back from over reacting and possibly running into the group when they suddenly catch up.
- Riders should signal the Road Captain when they have to pull over for an emergency by flashing their lights. All other riders are responsible for passing this signal forward until the Road Captain acknowledges that he has seen it.
- The normal riding formation will be the staggered or diamond formation as it is sometimes known. This formation provides the best safety margin of reaction time and space as each rider only uses one third (either right or left side depending on the stagger position) of the lane. Heavy, very slow traffic may require that you ride in a side by side column of twos for a very short distance. A staggered formation complete with a safe interval should be immediately adopted as soon as conditions allow. The lead motorcycle (Road Captain) should be in the left 1/3 lane, the second motorcycle should be in the right 1/3 lane, and so on. Each rider should leave enough room for the motorcycle in front of them to make a left or right maneuver without danger of hitting the next motorcycle in line. Typically, you should leave a minimum of about a motorcycle and a half length between you and the next motorcycle in your (1/3) lane whenever possible. Another way of stating this is that at slow speeds you should have at least a three second interval between you and the next bike directly in front of you and at least a two second interval between you and the bike to your left or right front. This time or distance interval is of course adjusted for speed. Always stay in line with the bike in front of you and do not switch between left and right side of the lane. The objective is to keep as tight a group as possible and yet have enough separation so as to allow for required safe maneuvering room.



**Start your engines**



**Stop**



**Go ahead and pass me**



**Bikers ready**



**Hazards on the road**



**Don't pass me**



**Stop your engines**



**Turn off your turn signals**



**Single riding**



**Left turn**



**Slow down**



**Staggered riding**



**Right turn**



**Speed up**



**Time for a pit stop**