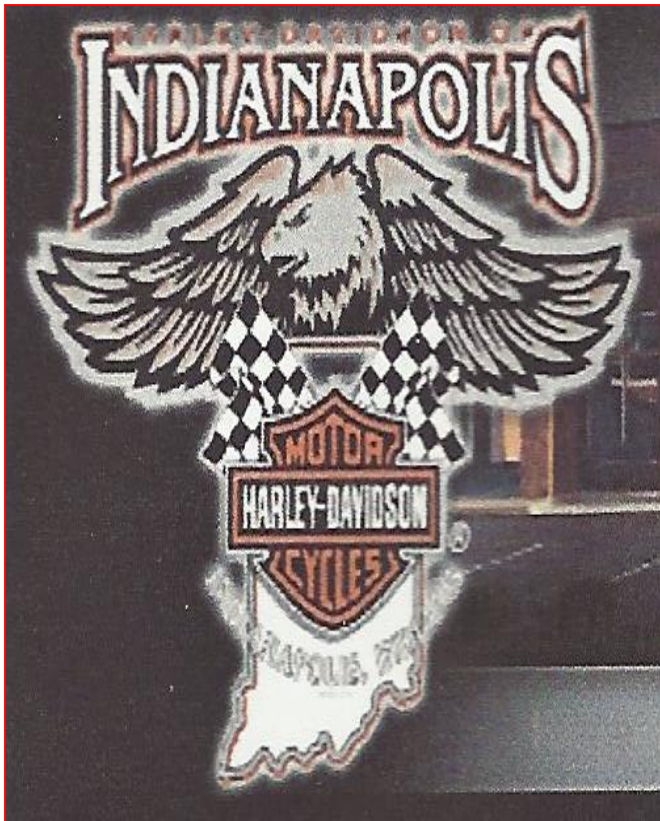


Group Riding Orientation

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Group Rider Introduction

There is a night and day difference between group riding and riding alone. Group riding is very disciplined with established rules that everyone must follow to ensure the safety of the group and to make the ride is fun for all. One maverick that ignores these rules can spoil everyone's day. After all, the reason we ride is to have fun.

Everyone is responsible for the safety of the group. All participants must ride in a way that enhances the group's safety while maintaining the flow of traffic. While riding in a group, you are still responsible for your own motorcycle and your own decision making when it comes to your safety.

The Ride

Never be intimidated to ride outside your skill set.

Riding with a group is full of excitement and should always be fun. But, there is also a feeling of power when riding in a mass of bikes. It is tempting to let the exhilarating feeling cloud your senses. But within that mass of bikes, you must be riding your own motorcycle and assume responsibility for your actions. Don't let the excitement of the group lure you into a false sense of invincibility. Don't let the actions of the group entice you into riding over your head. What we don't want is a lot of "white knuckling" and tense concentration. If you don't feel like you can comfortably keep up with the group, let the lead rider and sweep know at the next stop. They will work with you to regain that sense of security.

GROUP RIDING TIPS

Group Riding requires an extreme level of awareness and concentration. Clear your mind of distractions and strong emotions (anger, frustration, etc.)

- KNOW YOUR LIMITS AND RIDE WITH THEM; Never ride above your abilities.
- COME TO RIDE PREPARED. Arrive with a full tank of gas and an empty bladder. Bring the appropriate riding gear for the expected conditions.
- MAINTAIN A CONSTANT SPEED. This helps prevent the “rubber band effect”.
- ALWAYS RIDE IN A TIGHT BUT COURTEOUS STAGGERED FORMATION OR SINGLE-FILE LINE.
- YOUR EYES SHOULD BE WATCHING A FEW BIKES UP THE ROAD FROM YOU. Not fixed on the bike directly in front of you. Always look at least 4 seconds ahead.
- RIDING SIDE BY SIDE IS DANGEROUS. The only time bikes are to be side by side is when the group is stopped at an intersection.
- ALWAYS BE IN FIRST GEAR AT A STOP. This allows you a quick escape if a vehicle enters your comfort zone. It also allows the group to depart the stop timely.
- NEVER COME UP BESIDE THE MOTORCYCLE IN FRONT OR BESIDE YOU. This should only happen during a stop.
- IN A STAGGERED OR SINGLE-FILE FORMATION. DO NOT PASS THE BIKE IN FRONT OF YOU. This is very unsafe and will put the entire group in an unsafe position.
- IF AN EXIT IS MISSED, STICK TOGETHER. Proceed to the next exit, then return to the correct exit.
- NEVER STOP IN THE ROAD. If the group or a rider needs to stop they should proceed to the next safe area and pull over, never stop and maintain presence in the roadway.
- ALLOW VEHICLES TO ENTER AND EXIT THE HIGHWAY AND CHANGE LANES. A group of motorcycles is not considered a single vehicle. Be courteous. Generally speaking, a car will not want to ride in the middle of a group of motorcycles and will get out of the group as quickly as possible.
- ALWAYS RIDE WITH YOUR HEADLIGHT ON; IT’S THE LAW. Cars have enough trouble “noticing” motorcycles; riders should do everything possible to help them out.
- WHEN IN A CURVE, the rider on the outside of the curve is required to give room to the rider on the inside of the curve, in case the inside rider has to use the full width of the lane to safely negotiate the curve.



**LOOK AHEAD.
LOOK TO THE SIDE.
LOOK IN YOUR
MIRRORS.
LOOK OVER YOUR
SHOULDERS.**

KEEP LOOKING!

Hand Signals

- Hand signals should be simple, easy and kept to a bare minimum.
- Either the rider or passenger can relay the signal. As soon as you see a signal, you should give the same signal so the rider behind you can see it.
- Hand signals are used by the Chapter on all rides.

The following page will describe the hands signals.

Turn Signals

- Most bikes have turn signals – *use them.*
- Hand signals used in conjunction with turn signals gives everyone in the group and other traffic a clear idea of your intentions.

ALWAYS follow a mirror check with a head check before changing lanes . Never assume the path is clear.

MSF's Guide to Group Riding: Hand Signals

Stop - arm extended straight down, palm facing back



Single File - arm and index finger extended straight up



Turn Signal On - open and close hand with fingers and thumb extended



Slow Down - arm extended straight out, palm facing down



Double File - arm with index and middle finger extended straight up



Fuel - arm out to side pointing to tank with finger extended



Speed Up - arm extended straight out, palm facing up



Hazard in Roadway - on the right, point with right foot; on the left, point with left hand



Refreshment Stop - fingers closed, thumb to mouth



You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front



Highbeam - tap on top of helmet with open palm down



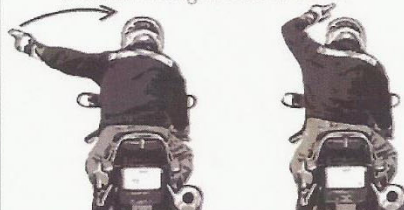
Comfort Stop - forearm extended, fist clenched with short up and down motion



Follow Me - arm extended straight up from shoulder, palm forward



Pull Off - arm positioned as for right turn, forearm swung toward shoulder



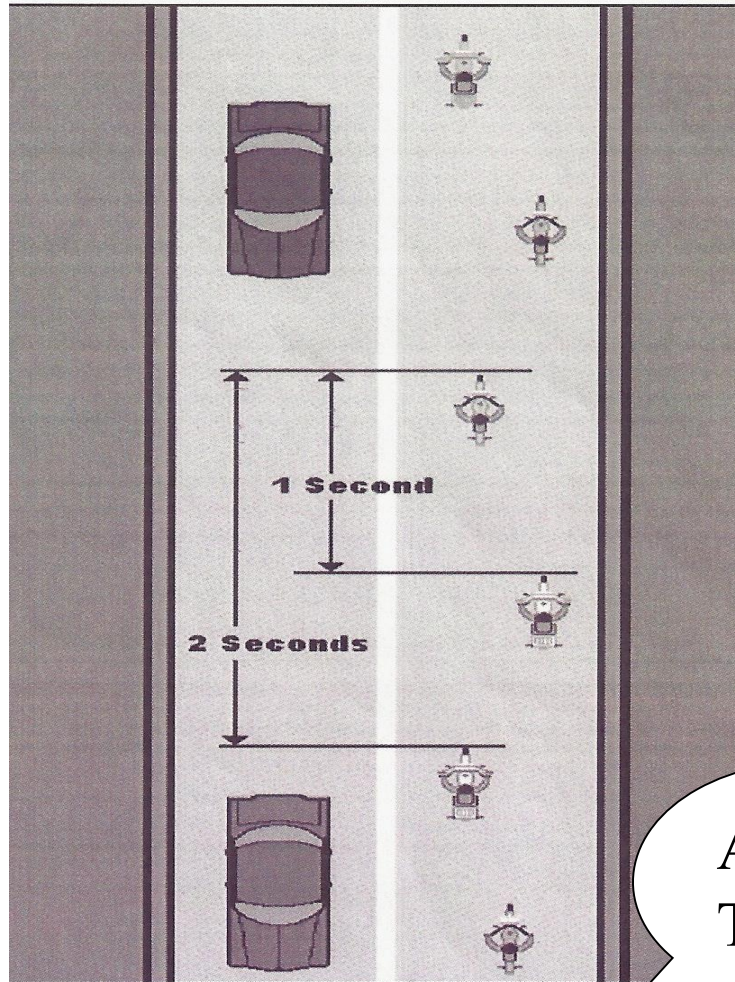
Staggered Formation Riding

Below is the primary riding formation used during Chapter Rides.

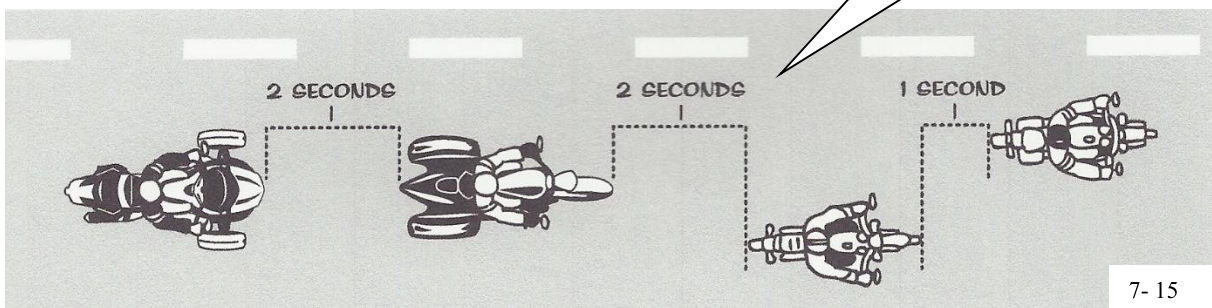
Single file is used when directed by the ride leader.

One-Second Rule: The bike in the lane to your left or right should not be less than one second ahead of you.

Two-Second Rule: Maintain at least two second between you and the rider directly in front of you.



ADD the
Trike



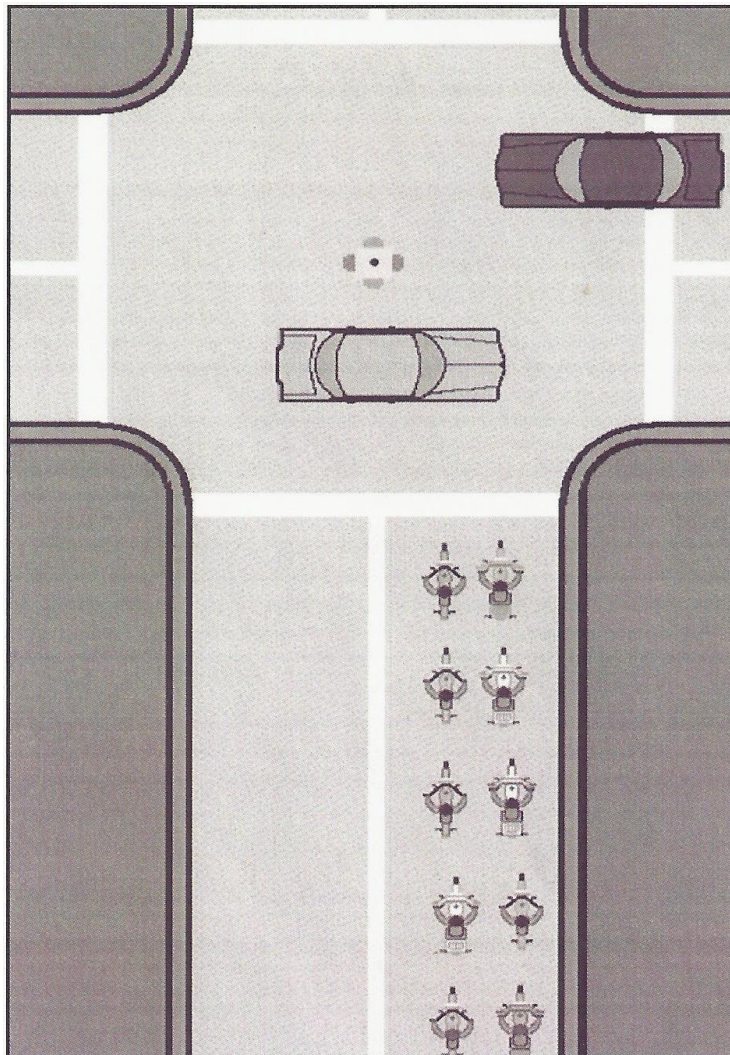
Stopping at an Intersection

Break staggered formation and pull up beside the bike in the adjacent lane.

When the ride leader had determined it is safe, he/she will proceed, followed by the “number 2”, the “number 3” bike, the “number 4” bike, etc.

If you don’t make it through the intersection with the group, RELAX. Proceed when safe. The group will finally come back together.

NEVER assume that other vehicles are going to allow you to follow.
NEVER run a red light to keep up.

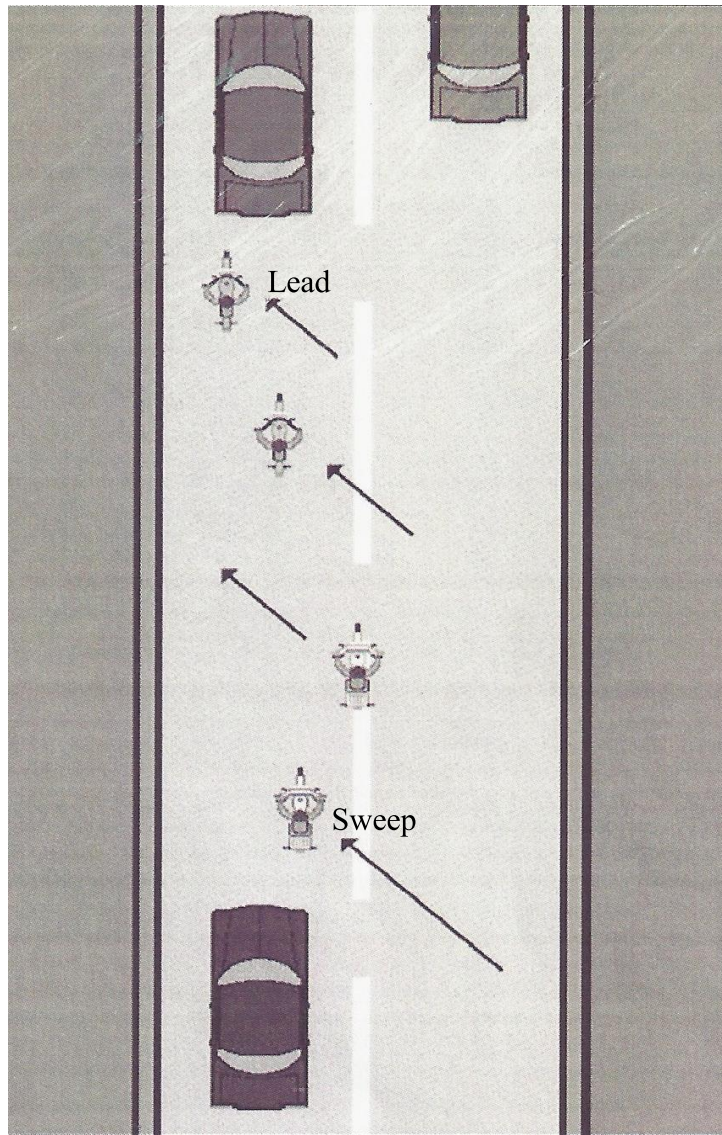


Changing Lanes or Passing on a 4-lane road.

When your group wants to pass slower traffic or change lanes on a 4-lane road such as a freeway or interstate, ***the group passes as a unit.*** One of the preferred ways to execute this movement is for the ride leader to communicate the move to the sweep rider. The sweep rider then finds an opportunity and moves to the desired lane, thus holding back the traffic. When safe the leader will signal the lane change. ***The entire group can change lanes and pass as a unit.***

Only move lanes after the ride leader initiates the move and the riders in front have entered the new lane. Never move lanes by seeing the sweep rider shift. Remember he is securing the lane to make your move safe.

Since riding in a group doesn't change your right-of-way, be alert to the fact that cars entering or exiting the roadway may cut through your formation. Do not try to restrict their movement. The group will close the gaps as they clear.



ALWAYS follow a mirror check with a head check before changing lanes. Never assume the path is clear.



Passing on a 2-Lane Road

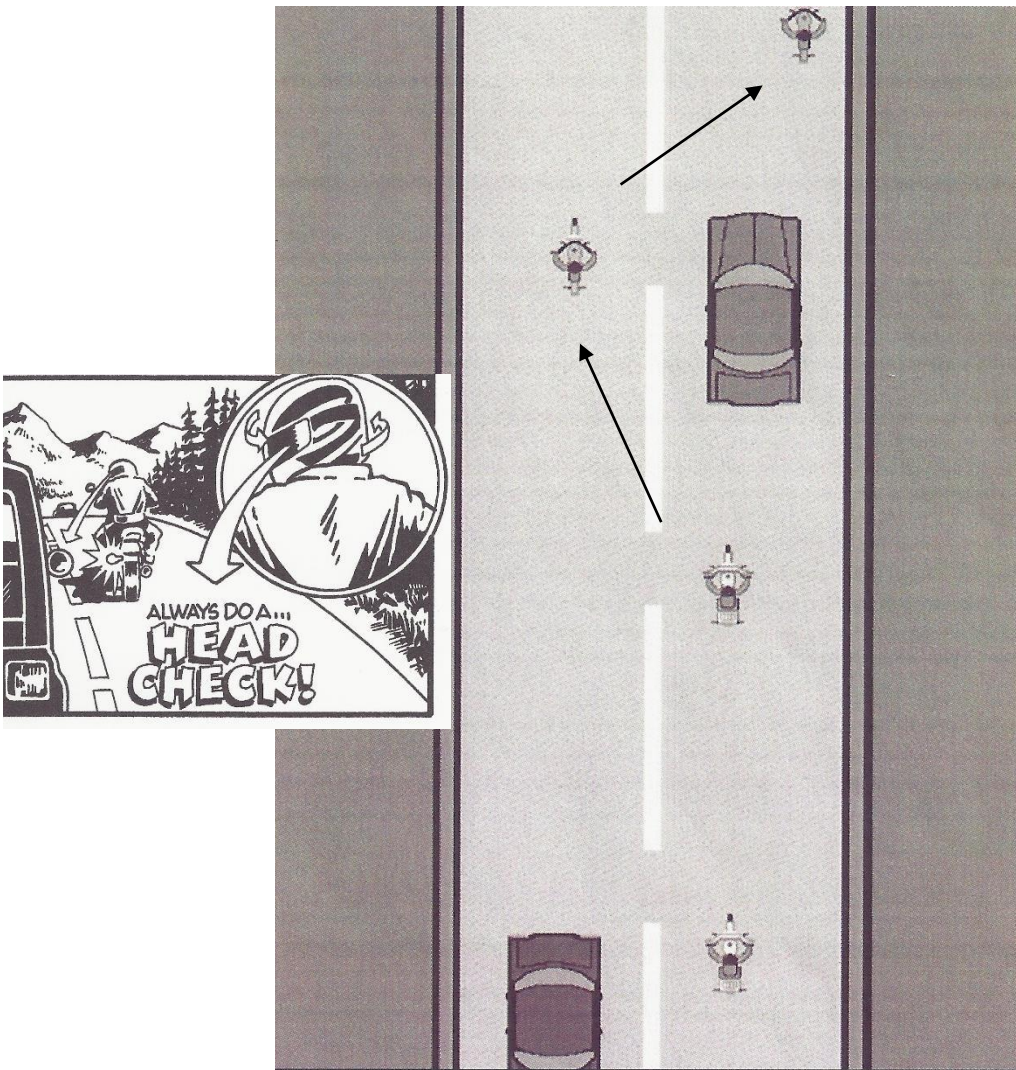
It is usually very difficult for a group to pass a slow-moving car.

If the lead rider decides to pass the car, each rider must decide on his/her own if it is safe to follow. Don't blindly follow another rider.

Pass as if you were riding alone.

IMPORTANT: Passing the vehicle, move on ahead to make room for all the bikes that will come behind you

ALWAYS follow a mirror check with a head check before changing lanes . Never assume the path is clear.



Emergencies:

In the case an unfortunate incident arises. The ride leader should continue on with the group to the next stop. If the incident happens in front of you, stay focused on your riding. Continue riding until you have reached the lead group.

The sweep rider and at least one other rider should stop. The sweep rider will take control of the scene and assign specific people to specific duties.

If the incident is minor in nature and the bike is operational and the involved is not injured they may decide to continue on. It is not always possible to accurately evaluate damage to the motorcycle alongside the road or determine the mental condition of the rider. If the rider's decision is to proceed home someone will accompany the him/her via the most direct route.

If the incident results in an injury, a 911 call will be made for emergency responders. First and foremost if you are not trained in first aid never attempt to treat the injured.





H.O.G. CHAPTER ALCOHOL GUIDELINES

Safe and responsible motorcycling activity is a major H.O.G. goal. In this regard:

- The consumption and use of alcohol is a serious personal responsibility involving the safety and welfare of family, riding friends and the individual H.O.G. member.
- Alcohol consumption before or during motorcycling activity is not safe responsible behavior.
- National H.O.G. has no direct operational control over chapter operations. Consumption of alcohol after riding activity or at non-riding events is a matter to be decided by the sponsoring dealership and H.O.G. Chapter leadership. All such decisions are subject to final review and approval by the sponsoring dealership.
- If the sponsoring dealer and chapter decide that alcohol may be consumed at a chapter activity, then the recommended approach is either to "Bring Your Own" or to "Buy Your Own" from a vendor licensed and insured to sell alcohol.

NOTICE

LIQUOR LIABILITY COVERAGE IS NOT PROVIDED BY THE CHAPTER
GENERAL LIABILITY INSURANCE POLICY.

PRE-RIDE INSPECTION = T-CLOCS

One of the most important things you can do to reduce your riding risk is to inspect your motorcycle every time before you ride. By following the "T-CLOCS" checklist, it's easy to remember what to check. It only takes a few minutes – and could make the difference between an awesome, enjoyable ride and a frustrating roadside debacle.

T TIRES AND WHEELS

Inspect your wheel rims for dents and cracks. If you have spoke wheels check for spokes being tight and straight. Check your tire pressure often – daily when you are touring – and always use a good gauge. Consult your owner's manual for correct pressure and load rating. Air pressure can change with the air temperature. While you're at it, inspect the tires. Remove any objects stuck in the treads that may cause a puncture. Check for sufficient tire tread. Replace them if less than 50 percent of the tread remains, or if there are any cracks, cuts, or signs of distress.

***TIP:** If you strike an object, such as a curb, at speed, severe internal tire damage may result which is not visible from the outside. In such a case, have your dealer remove and inspect your tires.*

C CABLES AND CONTROLS

Next you'll want to check the controls to be sure they operate properly. Inspect the front and rear brakes, throttle, clutch, and shifter. Squeeze the clutch to feel if it is operating smoothly. Squeeze the front brake; it should feel firm and keep the motorcycle from rolling forward when pushed. Check the rear brake in the same way. Replace broken, worn, or frayed cables at once.

L LIGHTS

Check your headlight(s), directional signals, tail light, and brake light every time you ride. Not only do they help you see where you're going, but they are your best way of being seen by others. If a light is out, it is often easy to change it yourself. Consult your owner's manual and/or service manual for correct type, and removal and replacement procedure. If replacing a headlight, consult your owner's manual for proper headlight alignment.

***TIP:** If your turn signal indicator light is on but not flashing, check the bulbs. It may simply be a burned out bulb in one signal that is causing the other signal (and the indicator light) to not flash.*

O OIL, FLUIDS

Start by checking your fuel supply. Always start your rides with a full tank of fuel. Check the engine-oil level according to the instructions in your owner's manual.

T-CLOCS Continued

C CHASSIS

Inspect the chassis for cracks at gussets and accessory mounts. Check the steering for smoothness by turning the handlebars through the full operating range. Test the suspension for smooth, damped movement, and be sure to adjust it according to the load you're carrying and your riding style (consult your owner's manual). For high-mileage bikes, inspect the drive belt and sprockets.

***TIP:** If your motorcycle is equipped with an air-adjustable rear suspension, a good rule of thumb is to add three pounds of pressure to the rear shock for every 10 pounds of additional weight (passenger or cargo). Just be sure to check your owner's manual for your bike's upper limit*

S SIDESTAND (KICKSTAND)

Check for cracks or bending in the metal, and make sure there's enough tension in the spring to hold it up and out of the way when riding. A dangling stand is a real hazard. Also, before you start riding, sit on your bike and take a look in the mirrors to be sure they're adjusted properly. Even if you don't think you've moved the mirrors, do a quick check just to be sure.

***TIP:** Your sidestand can easily sink into soft soil or hot asphalt. To avoid a potentially hazardous situation, consider carrying a small flat block of wood with you at all times to place under the sidestand when parking your motorcycle on dirt or asphalt.*

If you follow these simple T-CLOCS checklist tips before every ride, it is just another means to help ensure a safe and successful ride.

Group Riding Orientation

Material and video media that were used during the orientation are guidelines for riding motorcycles in a group as provided by the Rider's Edge – The Harley-Davidson Academy of Motorcycling and the Motorcycle Safety Foundation.

Group Riding References

Rider's Edge / MSF Guide	Harley Davidson Academy
MSF Group Riding Safety Tips	MSF Motorcycle Safety Foundation
MSF Motorcycle Operator Manual, 16 th Addition	MSF Motorcycle Safety Foundation
Harley Davison Group Riding Section	HD Chapter Officer Manual (POT)
Rider Together – A Guide to Group Riding	Author: Chuck Miles

CONCLUSION

*There is no conclusion.
Motorcycling is a constant
learning experience.*

You'll never know all there is to know about riding. But a year from now, you'll know a lot more than you know now — and 10 years from now; 50 years from now. Go forth, have a good time, don't do anything foolish, and we'll see you on the road. It's going to be a great ride!