



American Legion Riders

District 28

Prunedale, CA

GROUP RIDING GUIDELINES

Group motorcycle riding is a great experience when common sense, respect for other riders, and safety prevail. The following techniques will allow the group to stay together, ride safely, and enjoy the ride.

Table of Contents

Paragraph	Title	Page
1.0	Introduction	3
2.0	Rider Responsibilities	3
3.0	Departure Time and Place	3
4.0	Rider's Briefing	3
5.0	Riding order of officers	3
6.0	Formation and Interval	3
7.0	Changing Lanes and Passing	4
8.0	Speed	4
8.0	Road Hazards	4
10.0	Hand Signals	4
11.0	Trikes and Sidecars	4
12.0	Leaving the Group	4
13.0	Rider Down	5
	Example of Hand Signals	6
	Example of Rider Intervals	8
	Flag placement on motorcycles	9

- 1.0 **Introduction:**
These are a set of guidelines to help aid in training a group to ride safely. These are not rules, or laws, but rather universally accepted techniques. Group rides are normally composed of a Ride Leader and a Sweep. The Lead Rider is the first bike in the group and is an officer or road captain. The Sweep is the last bike in the group and is a road captain.
- 2.0 **Rider Responsibilities:**
Rider must have a valid California motorcycle license, registration, and proof of insurance. Arrive at the meeting place early with a **full tank of gas**. Bikes should be in good riding condition. Ride with headlights on and follow road captain's instructions. **YOU** are responsible for the safety of yourself and that of your passenger.
- 3.0 **Departure time and place:**
This information will be given at the general membership meeting and also on the Legion Riders web site, www.alriders28thdistrict.org and click on calendar of events.
- 4.0 **Rider's Briefing:**
Prior to departure, gas stops and rest stops will be discussed. Also discussed will be the route and other important information. If there are any questions or issues, this is the time to present them.
- 5.0 Officers will ride at the front of the group in the following order: President, 1st Vice, 2nd Vice, Cycletary, Finance Officer, Sgt at Arms, 3rd Vice. All past Presidents will ride behind the President and to the right.
- 6.0 **Formation and Interval: (See Page 8)**
The staggered riding formation, 2–4 seconds behind the bike in front of you allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. This is the normal riding formation.

A single file formation is preferred on curvy or narrow roads, or when road conditions dictate. The Lead will initiate the hand signal for single file. Riding single file allows the rider more freedom to negotiate the curves and to dodge obstacles while having the freedom to use the whole lane. In the single file formation the interval is increased to no more than 3-5 seconds. This allows the rider to see and pass on hand signals.

When stopping at a stop sign or stop light, form up two abreast (side by side). When the group starts, the rider on the left starts first.

- 7.0 **Changing Lanes and Passing:**
Always use your blinkers. Once you pass a slow moving vehicle, do not slack off on the throttle. Leave enough room for the rest of the riders to pass safely and move back into the group.
- 8.0 **Speed:**
Maintain a steady pace with as few speed changes or sudden moves as possible. If the group is spreading out, the road captain will give instructions to close the gap. A spread out group invites vehicles to cut in and split the group. It also causes riders to increase speed to catch up and then slow down for proper interval. Stay close to each other in the group when going through intersections and traffic lights so the group doesn't get separated.
- 9.0 **Road Hazards:**
If an obstacle is spotted in the road, it should be immediately signaled to other riders. Some typical obstacles are pot holes, dead animals, pieces of truck tire tread. These signals should be passed to the rear as soon as possible so as to give the riders the best opportunity to avoid them.
- 10.0 **Hand Signals: (See Page 6)**
Know hand signals and pay attention to them. Signals are passed back by every rider so that everyone is informed. Familiarize your self with the hand signals. Especially single file, staggered and hazards. The Lead will initiate the signal for single file and staggered. A hazard can be signaled by anyone in the group.
- 11.0 **Trikes, Sidecars:**
3-wheelers, sidecars and bikes with trailers should be placed to the rear of the group in front of the Sweep and should be spaced as if they were in single file. These bikes may need more room to maneuver.
- 12.0 **Leaving the group:**
If a member or a group is going to drop out before reaching the final destination, let the leader or road captain know. This way everyone is accounted for.

13.0

Rider Down:

What to do if a rider goes down:

Secure the area.

Get advanced medical help.

Do not move an unconscious rider unless there is a compelling reason.

Do not remove their helmet unless CPR is necessary.

Attend to any bleeding.

Stay calm; keep them calm.

Keep them from getting chilled or overheated.

Keep them comfortable.

Do not abandon. They need to know that someone is there for them.

This is about a subject that none of us likes to think about. I'm talking about a rider going down – hard. Nearly all of us have at one time dropped the bike while we were backing up in a slippery parking space, or somehow misjudged the curve of the road or slid on a little – or a lot – of gravel as we roared down the road. We get up, shake ourselves off, give everyone the look that says “I meant to do that,” get back on our ride and go our merry way wondering how much that little mishap will cost in chrome replacement on our pipes. But what happens when the rider goes down, and doesn't jump right back up?

If you are with someone who goes down hard, there are some safety and victim issues you should consider. First: is the area safe? Do not move an unconscious rider out of the road unless there is a compelling reason. Moving the rider could compound a spinal and/or neck injury. Do not remove their helmet unless CPR is necessary. Control any bleeding with a clean cloth and applying hand pressure. Have the victim help, if they are conscious. Stay calm. If you are calm, you will think clearer, and the downed rider will pick up on that. If you haven't already called for help, do it now. Keep the rider from getting chilled or overheated. Shock can set in pretty quickly. Stay with them. Right now they need to know that someone is there for them. Keep them still; keep them comfortable.

Rider Down!

By Jackie S.

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Often during the meeting, **hand signals** are reviewed so that you can communicate with the other riders during the ride. Hand signals are a useful tool to keep the group aware and cohesive on the roadway. Your group is free to determine its own set of signals, but here's a review of some commonly used ones:

Hand Signals

Stop - arm extended straight down, palm facing back



Slow Down - arm extended straight out, palm facing down



Speed Up - arm extended straight out, palm facing up



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



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



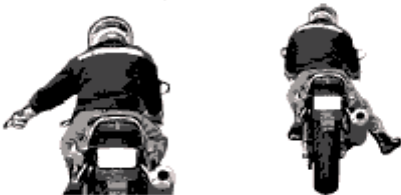
Single File - arm and index finger extended straight up



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



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



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



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



Highbeam - tap on top of helmet with open palm down



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

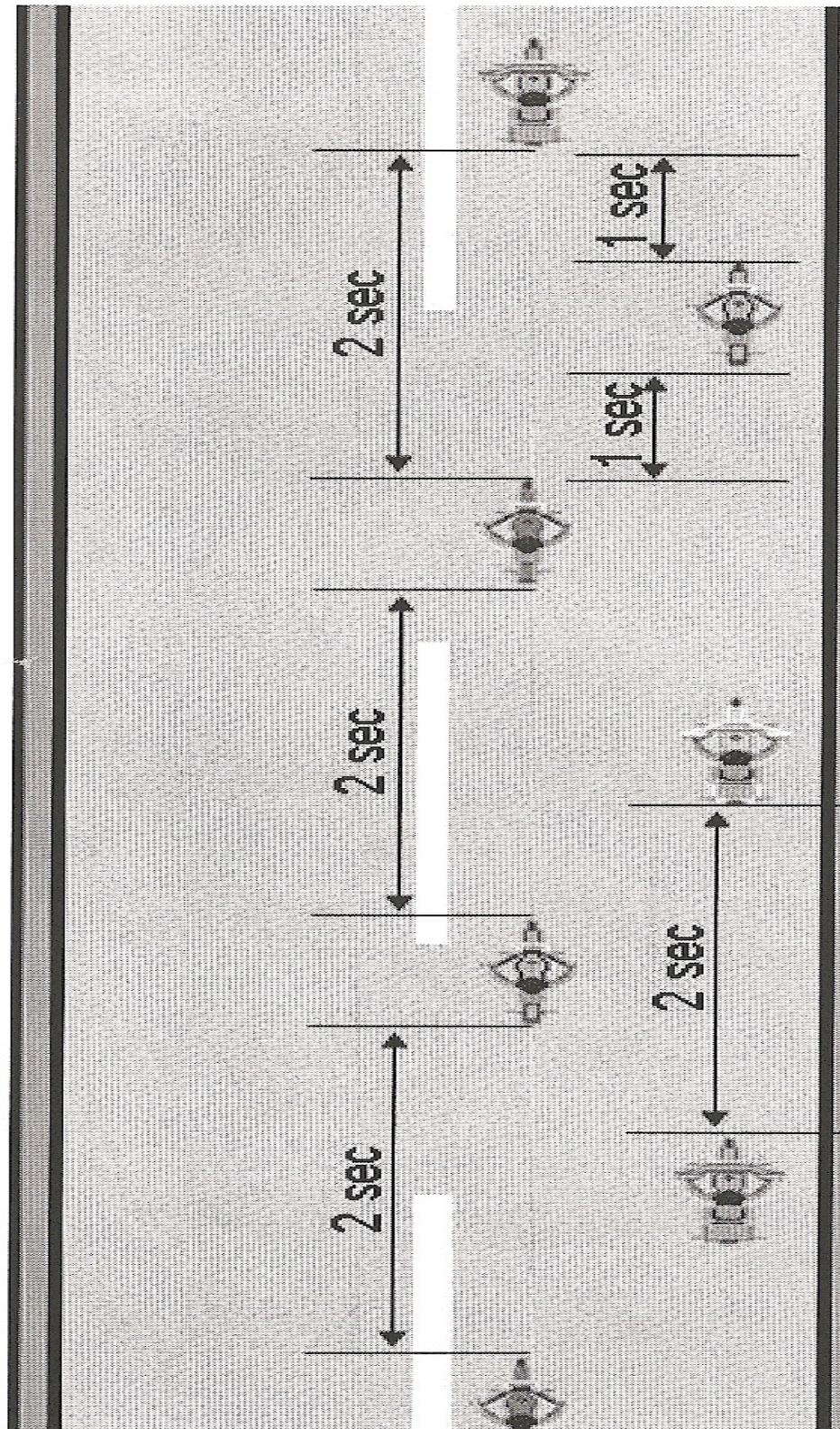


Refreshment Stop - fingers closed, thumb to mouth



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





Flag Placement On Motorcycles

Flag Code Explained

US Flag Only

If only the US Flag is on your bike, it should either be at the center, or to its "marching right" - on the right side of the motorcycle to the rider's perspective when facing forward.

US Flag And One Other Flag Of Any Type

If the US Flag is on your bike with another, it should be to its "marching right" - on the right side of the motorcycle to the rider's perspective. If the other flag is that of another nation, it should be the same size and at the same height of the US Flag - NO flag should ever be displayed higher than the US Flag.

US Flag And More Than One Other Non-National Flag

If the US Flag is on your bike with several other non-national flags (POW/MIA, ALR, Eagles, Service Banners, etc.) , it should be at center and higher than any of the other flags.

US Flag And More Than One Flag Including Those Of Other Nations

If the US Flag is displayed on your bike with those of any other nation, the flags should be same size and at the same height, with the US Flag to marching right (right side of the vehicle), and others arranged in alphabetical order to the left. Other flags should be arranged in order of decreasing importance - Nations first, states (in order of admittance) and territories second, military third (in order of establishment), and then any others. Again, no flag should fly higher than the US Flag, but the US Flag should be no higher than that of any other nations displayed.