



TOMA “Ride for Burned Kids”



Group Riding

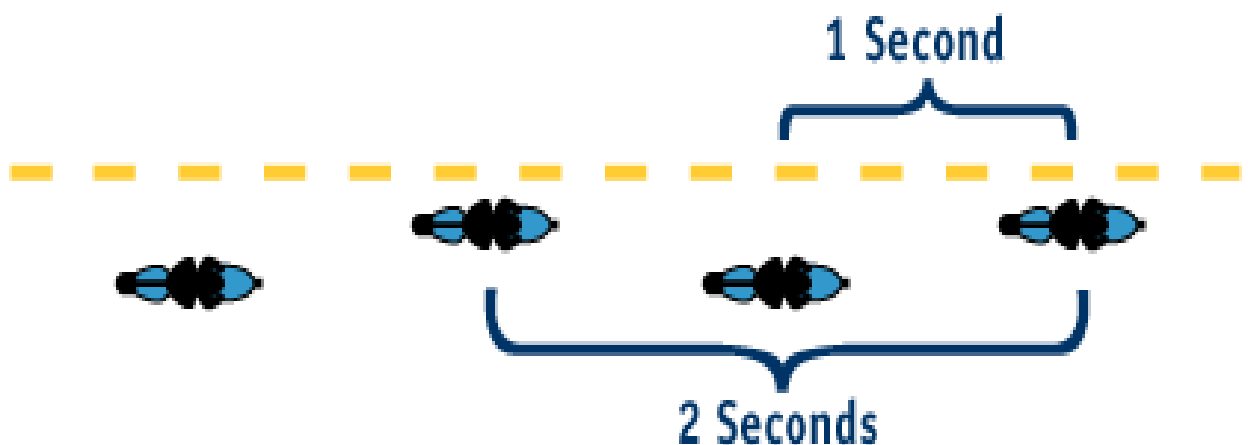
Introduction

In an effort to provide for a safe and enjoyable TOMA ride for all participants, the following information relating to group riding has been provided by the RED KNIGHTS INTERNATIONAL MOTORCYCLE CLUB – ONT CHAPTER 14 (Hamilton).

Performed correctly, riding in a large group can be a lot of fun; however, if done incorrectly, a group ride can be dangerous for the riders as well as the public. All participants are responsible for ensuring their own personal safety.

General Guidelines

1. All riders taking part in a group ride must conform to the Provincial or Municipal laws in effect where they are riding.
2. Group riders should use one lane in a staggered formation. The leader of the individual group (Road Captain) rides to the left side of the lane, while the second rider stays a little behind and to the right side of the lane, one (1) second behind the leader. The third rider will take a position to the left side of the lane, two (2) seconds behind the leader. The fourth rider would be to the right of the lane and two (2) seconds behind the second rider. (see illustration)




Note: How to Use the Two Second Rule for Distance

To maintain a safe distance (two seconds) simply pick a stationary object (fence post, hydro pole, painted road markings, etc). Immediately as the motorcycle directly in front of you passes the marked you selected, then start counting, one-thousand-one, one-thousand-two.....you should now be at that selected mark.


3. While group riding there are a series of standard hand signals given by the leader (Road Captain) which are used to denote various instructions to the riders. Each rider in succession is to repeat the hand signal for the benefit of the riders behind him. This will ensure all riders in the group see and understand the signals as given by the Road Captain.

Below are the various hand signals;


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



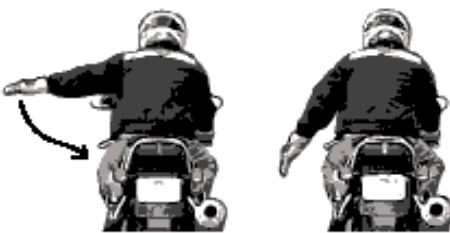
Often during the meeting, **hand signals** are reviewed so that you can communicate with the other riders during the ride. Hand signals are a useful tool to keep the group aware and cohesive on the roadway. Your group is free to determine its own set of signals, but here's a review of some commonly used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



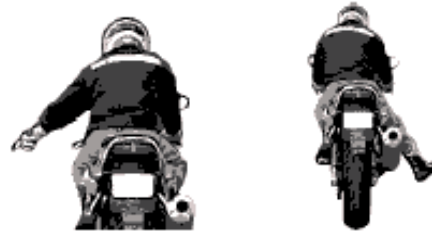
Single File - arm and index finger extended straight up

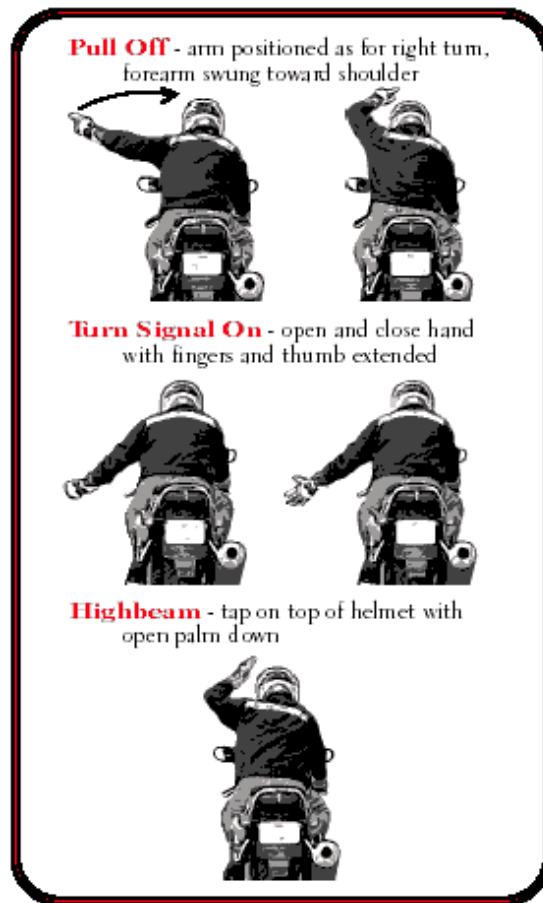


Double File - arm with index and middle finger extended straight up



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





4. Single file will be assumed upon command of the Road Captain (i.e. curves, tight turns, or secondary roads).
5. Riders must always be conscious of other vehicles wishing to pass or pull into their group, and be prepared to let them do so.
6. Riders passing other vehicles on a two lane highway must pass one at a time and allow the vehicle a reasonable space before pulling in front of them.
7. Check the space behind. Let the Tail Gunner (last rider in the group) set the pace. Use your mirrors and shoulder checks. If he or she falls behind, slow down the pace.
8. Inexperienced riders should be directly behind the Road Captain or the Lead Rider.
9. If the ride is pulled off the road, both riders and motorcycles must keep as far off the road as possible.
10. In the case of a rider pulling over, the Tail Gunner (last rider) will also pull over to assist. The remainder of the group will continue. If the Tail Gunner has a C.B. radio, he will inform the Road Captain of the current status. If it is in the opinion of the Road Captain that the group should also pull over, they will do so at the first safe area.

11. It is every rider's responsibility to be aware of potential hazards and notify other riders behind them by radio, hand signals, or tapping their brake lights.
12. At stop signs, lights, etc, the staggered formation shall double up and proceed in pairs, then resume staggered formation thus limiting time lag and possible traffic hazards.
13. Channel 15 for C.B. radios, is the designated channel for use by all clubs in Ontario. The Road Captain may use his/her discretion to designate an alternate channel before each ride if necessary. The placement of riders with C.B. radios will be at the discretion of the Road Captain to ensure the maximum benefit to the group.
14. When parking in a public lot, all bikes will be parked in such a manner as to cause as little inconvenience to the public as possible. Preferably angled and maintaining riding position within the group.

In summary, our goal is to provide for as safe a ride as reasonably possible for all riders and passengers participating in the TOMA Ride for Burned Kids.

We sincerely thank you for your support to the TOMA Foundation for Burned Children.

Have fun and safe ride.