



Cheshire Widows Sons Masonic Bikers Association

On ride-outs, it's necessary for you to ensure both yourself, any passengers and your machine meet all legal requirements. Ride-outs are for the group and not for the selfish. We are always also required to represent the fraternity in a positive light.

Remember that YOUR safety is ultimately YOUR OWN responsibility.

On ride-outs, we always want everyone to ride safely and comfortably to ensure their enjoyment. To avoid the need for anyone to make progress outside their skill set and in order to keep up with the bikes in front, we use the "Third man drop off" technique to signpost the route taken by the ride-out. We also use the "Buddy system" i.e. your speed should be dictated by the motorbike behind you and not the one in front.

There is an absolutely no overtaking protocol of others on the ride-out other than Road Marshals. After setting out from each stop, riders must keep to a fixed running order - Unless you are the next designated Third man.

Maintain a safe distance, no matter how slow the rider in front of you may be. A group ride-out is not a race and the overall pace must be set to cater for the slowest group member i.e. the "Buddy system". However, as well as observing speed limits there is also the need to ride at a safe minimum speed. As a guideline and conditions permitting, we will aim to ride at slightly below the maximum on motorways and dual carriageways and at appropriate speeds on other single lane roads as dictated by speed limits, overriding road and traffic conditions.

All riders should inform the Road Captain prior to the ride that they are attending, that way he knows who to wait for.

All riders should arrive at the start point with a full tank of fuel.

If rides are going to leave the ride part way through than they should inform the Road Captain at the start of the ride.

THE RIDE OUT-

- A. Line up for all ride outs - Road Captain - President or their delegated person - Road Marshal (S) – Group Riders - Last-man. Depending on numbers attending, the group may be split into two groups. This decision will be made by the Road Captain.
- B. The President will indicate where the Third man must drop-off.
- C. The Road Captain will be assisted throughout the ride out by appointed Road Marshals.
- D. The Road Captain should give a quick brief to all riders, where we're going and which route we are taking, if we are using the 3rd man drop off system and who is the last man.
- E. We will use the Third man drop off method to mark all junctions/roundabouts where the group is exiting left or right. A drop off will be signaled by the President as the place to stop.
- F. If a junction is not manned, then the ride will continue straight on.
- G. Every ride out will have a Last man at the back of the group. All Third man drop offs or riders who have stopped are to rejoin the group and go in front of the Last man.
- H. All riders in addition to Road Marshalls may be required to do, and should be capable of doing, Third man drop off. Except for the Road Captain and President (or their delegated person).
- I. During the ride out we will always obey all speed limits and traffic regulations.
- J. While riding in formation you should maintain the 2 second distance rule in dry conditions between you and the rider immediately in front and 1 second distance between you and rider in your inside/outside (these distances must be increased during inclement weather conditions).
- K. We will maintain the staggered riding formation (one nearside – one offside) wherever possible; this allows the group to remain tight but gives enough room for maneuvers where necessary.
- L. Riders should try, as much as possible, to maintain a steady speed. Any need for acceleration or slowing down should be carried out as smoothly as possible to reduce any 'bunching' effect within the group.
- M. When riding in 2 abreast, staggered formation, once you have occupied a position within the group (i.e. nearside or offside) this position should not change except when road and traffic conditions dictate i.e. riding on a particularly narrow road or if it is obvious that everyone in front of you has changed position. Remember the 2 second rule and maintain a safe distance behind.



- N. In narrow roads the Road Captain will signal when to ride in single formation. This will be indicated with the left arm and index finger extended straight up. This signal should be passed down the group.
- O. Conversely if the Road Captain wants to reform the staggered formation this will be indicated with the left arm raised and two fingers extended straight up. This signal should be passed down the group.
- P. All changes in formation are to be actioned from the front. Do not try and second guess the Rider in front of you.
- Q. When road or traffic conditions dictate, changing position should only be performed when safe to do so. (Note that crossing over from inside to outside staggered riding position (or vice versa) can be very hazardous if the gaps between riders are too short. Remember the 2 second rule and maintain a safe distance behind.
- R. When riding in 2 abreast, staggered formation, if a rider must pull out of the riding group and this causes a gap, Do not change position. Maintain your position in the group with the gap.
- S. Do not OVERTAKE any other riders in the group. Only Road Marshals can overtake other riders in the group and then only in the case of an emergency.
- T. Check your mirrors often.
- U. If you need to stop during the ride, pull safely in to the left when possible and indicate (Thumb down) to the first Road Marshals you see if you have a problem. They will pull in and assist. If you do not have a problem, indicate with the thumb up signal. The Road Marshals will not stop.
- V. On Motorways and Dual Carriageways, at times the group will need to overtake. When the Road Captain pulls out, this does not mean that the rest of the group must pull out and do the same at the same time. This is dangerous and causes congestion. Wait in the nearside lane until you personally encounter the obstruction, then overtake when it is safe for YOU to do so. Then rejoin the main group.
- W. When the group is held up or stops, riders should close up side by side so that the group occupies the minimum length of road necessary. This is especially beneficial in built- up areas in getting as many bikes through a junction or traffic light sequence in as short an interval of time as possible.
- X. The Road Captain and Last man will ride in a central position within the lane/road, so that they can see each other along the central gully between the other riders in the column.
- Y. We will not stop for bad weather, unless unsafe to carry on, until the next designated stop point.
- Z. When slowing down you should 'indicate' to the rider behind you are doing so, i.e. show a brake light with a gentle touch on the back brake. In normal riding, we all slow down by easing off the throttle and shifting down through the gears but in a group ride, the rider behind might not realise what's happening and get to close!
- AA. If you ride a bike that is equipped with a radio/CD etc. please be considerate of the riders around you who may not share your taste in music, i.e. when riding in a group please switch off the speakers.

In summary

The group ride is supposed to be fun and enjoyable for everyone. We ride together because it is part of our chosen hobby. It looks good when we ride safely like a well-oiled machine. Follow the rules, turn some heads and above all, enjoy yourself.

The Road Captain and Marshals will do everything they can to prepare for the ride and make it safe for everyone.

Safety is not just the jurisdiction of the Road Captain and Road Marshals it is the collective responsibility of all members.

As previously stated, group riding is not for the selfish, it's not a race so **DON'T CHASE THE RIDER AHEAD**. But **DO** always **KEEP THE RIDER BEHIND IN VIEW** (Buddy System). If contact with following riders is lost - slow down and or stop (where it is safe to do so) and wait. The rider in front of you should then also slow/stop until the Road Captain realises there is a problem and will stop at a place where the group can reform safely before continuing.

Develop a safe attitude and ride with pride. Always maintain a good margin of safety, whether it be the gap between riders, the distance from opposing traffic, keeping within the capabilities of machine, rider and observing.

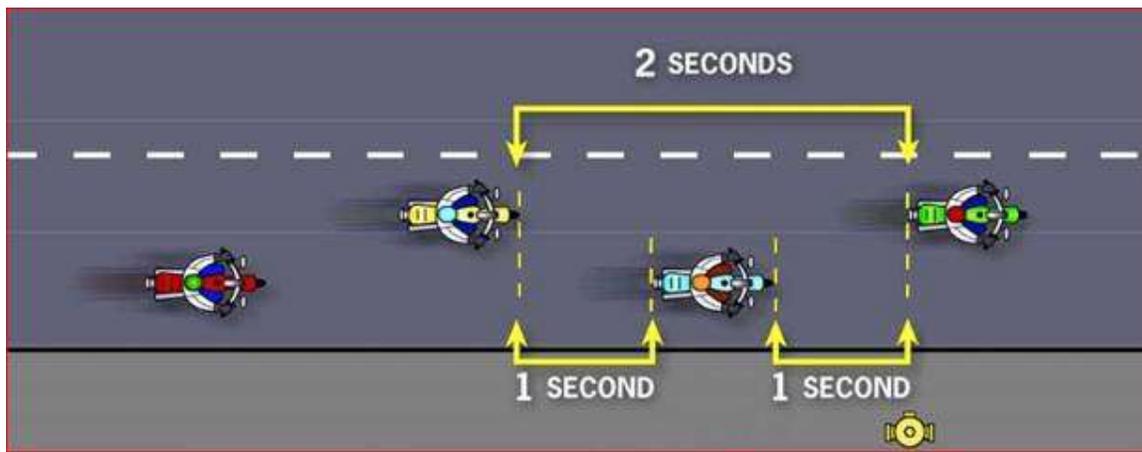
All speed limits will be observed. They are a limit not a target. Overtaking opportunities of other vehicles not in the ride-out should be taken as they are presented but, if in doubt, hold back.

The Road Captain decisions are final. They decide the timings, route and stopping places.



Remember that YOUR safety is ultimately YOUR OWN responsibility.
THESE GUIDELINES ARE NOT INTENDED TO REPLACE THE HIGHWAY CODE. RIDERS SHOULD
ADOPT THESE GUIDELINES AND APPLY THEM AS REQUIRED IN GROUP RIDING SITUATIONS.

MSF guide to group riding





MSF's Guide to Group Riding: Hand Signals

<p>Stop - arm extended straight down, palm facing back</p> 	<p>Single File - arm and index finger extended straight up</p> 	<p>Turn Signal On - open and close hand with fingers and thumb extended</p> 
<p>Slow Down - arm extended straight out, palm facing down</p> 	<p>Double File - arm with index and middle finger extended straight up</p> 	<p>Fuel - arm out to side pointing to tank with finger extended</p> 
<p>Speed Up - arm extended straight out, palm facing up</p> 	<p>Hazard in Roadway - on the right, point with right foot; on the left, point with left hand</p> 	<p>Refreshment Stop - fingers closed, thumb to mouth</p> 
<p>You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front</p> 	<p>Highbeam - tap on top of helmet with open palm down</p> 	<p>Comfort Stop - forearm extended, fist clenched with short up and down motion</p> 
<p>Follow Me - arm extended straight up from shoulder, palm forward</p> 	<p>Pull Off - arm positioned as for right turn, forearm swung toward shoulder</p> 	