

SHOW-ME RIDERS

GROUP RIDING POLICY

FOR THE SAFETY OF ALL RIDERS, CONSUMPTION OF ALCOHOL BY RIDERS OR CO-RIDERS, WHETHER THEY BE MEMBERS OR GUESTS, WILL NOT BE ALLOWED DURING ANY CHAPTER FUNCTION INVOLVING THE OPERATION OF MOTORCYCLES, UNLESS OTHERWISE STATED

GROUPS

- Rides will consist of one or more groups.
- Each group will consist of no more than 9 bikes (less is better).

*If 10th bike arrives, break down into 2 groups of 5 bikes each.
Group sizes may vary depending on type of road and amount of traffic.*
- **EACH** lead and drag bike will need to know the route being taken. If at all possible, provide route information to lead and drag bikes **BEFORE** ride.
 - Discuss route with **ALL** riders.
 - Discuss procedure to be used in case group gets split up.
- Even though each Lead/Drag bike is responsible for their own group, Lead bike of Group 1, is responsible for whereabouts of all groups (*i.e.*, how far back are groups, location, any problems, etc.). Lead bikes of other groups shall keep Lead of Group 1 advised of location, etc.
- Lead bike shall **NOT DEPART** without first checking with **ALL** riders that they are ready—helmet on, motorcycle started, rider in designated riding slot, etc.
- Ride Coordinator(s) shall check with all riders as to how many miles they can make before needing a fuel stop. Ride Coordinator(s) will advise **ALL** Lead/Drag bikes of planned fuel stops.
- Drag bike will not leave a bike behind. If a rider makes wrong turn or gets separated from the group for some reason, it is the Drag's responsibility to "collect" the stray rider and bring back into the fold.
- Lead and drag bike of each group should have a CB (if at all possible).

*If more than one group and only 2 CBs, one CB in each group—
lead bike in first group with CB and drag of second group with CB.
This may vary under different circumstances.*

- Lead and drag bikes shall check to make sure all CBs are on correct channel and in contact with each other before departing.
- Hand signals should be used. They should be gone over with ALL members before departing.
- Lead bike will NOT exceed the posted speed limit. Lead bike should check with ALL members to see what speed they are comfortable riding.

On interstate, if everyone is comfortable enough, the posted speed limit should be run. Running the speed limit will cut down on numerous passing vehicles and, thus, cut down on additional “wind buffling.”

RIDE INFORMATION

- A staggered formation will be used for each group. The lead bike should ride in the left wheel track, and each bike thereafter in a staggering position. Consideration should be given to those who prefer certain lane positions (left or right track).
- New riders should be placed in the next to last position (in front of Drag bike).

*Drag will have opportunity to view how new riders are doing—
trouble stopping, trouble taking off, problems with curves—and
can then notify lead bike to slow down around curves, etc.*

- Once a rider has taken up a riding position in the group, they should keep that position. Lead and drag bikes shall keep their respective position, unless otherwise decided upon.

*It is very important that each rider maintain the riding position
she/he starts out with. This enables the lead and drag bikes to
keep track of the riders in their group and lessens the possibility of
leaving a rider behind.*

- The group will ride within the abilities of the **least** experienced rider.

*A group may have inexperienced riders and riders that are not
familiar with group riding. Please, no matter what your riding
ability and riding experience are, DO NOT ride in a way that will
make someone else nervous. **BE CONSIDERATE OF OTHER
MEMBERS IN THE GROUP.***

- Riders should ride with a 2-second interval with the bike directly in front of them, and a 1-second interval with the bike in the opposite track in front of them.
- **DO NOT** “tailgate” the rider in front of you. REMEMBER—when one bike goes down, usually a second bike also goes down.
- The distance between each group should be around a quarter of a mile to half a mile (this may vary).
- The drag will assign the riding position of any bike that joins the ride later on. Usually this will be the position directly in front of the drag bike.
- The group should tighten up when approaching a stop light to help stay together. DO NOT run a red light or a stop sign to stay with the rest of the group. **The drag will inform the lead bike** if any bike did not make the light so the rest of the group can slow down in order for them to catch up.
- Anyone that is planning to leave the group, at any point during the ride, should inform the lead and drag bike before doing so.

You may leave the ride at any time. Group rides are riskier than single rides, and you are justified in not wanting to ride with a group. The Ride Coordinator will be able to provide you with directions to the destination.

- Each rider finds her/his own line through a curve. DO NOT attempt a curve at a higher rate of speed than you are comfortable with. DO NOT “tailgate” the person in front of you going through a curve.

PASSING

- On a two-lane road, each bike will pass in order, one at a time, and in turn.
- Each rider is responsible for checking for oncoming traffic.
- After passing, get well clear of the passed vehicle so bikes behind you have a safe distance in front and in back after they have passed.

LANE CHANGES

- Lead bike informs drag which lane is needed.
- Drag moves into that lane to secure it (when lane is clear).

- Drag informs leaders that lane is secured.

If drag moves into requested lane behind a vehicle which is passing group, drag describes vehicle to leader and announces the lane will be clear when that vehicle passes the leader.

- Leader directs the group to switch lanes.

*Members of group move from front to back, with Lead changing first, then in succession (you should **NOT** switch lanes at same time of drag; drag is the blocker.)*

- Use blinkers when switching lanes. This will alert riders without CBs that a lane change is being made and also let other traffic know that the group will be moving as one.
- Each rider should do a head and mirror check before switching lanes.
- If a vehicle pulls into middle of group, pass when safe. The first bike (with a CB) behind the inserted vehicle should inform the leader of what is happening.

REMEMBER THAT THE GROUP IS NOT A “SINGLE ENTITY,” OTHER TRAFFIC HAS THE RIGHT TO MAKE LEGAL PASSING MOVEMENTS.

- When making turns, each bike should remain in its proper track.
- U-turns should be made one at a time. (Leader should be careful in making tight U-turns and remember that inexperienced riders may not be comfortable doing this.)

REST/FUEL/DESTINATION STOPS

- Lead bike should try and select a large area for all bikes to park.

*If you are uncomfortable with the area leader has picked out, do not hesitate to park where you want. It is not a written rule that you need to park together. If you are uncomfortable following leader around a parking lot, pull out of the way and stop until group has parked and then you may join them. **REMEMBER—never do anything that you are not comfortable doing just because others are doing it. RIDE WITHIN YOUR OWN ABILITY.***

- Stop often. **DO NOT STOP ON SHOULDER OF ROAD.**

Leader – Keep in mind that sport bikes and smaller cruisers do not have the comfortable ride that a touring bike or large cruiser has and a rider may experience fatigue quicker.

Members – DO NOT hesitate to signal to pull out if you are having any problems or need to stop for any reason.

In extremely warm weather, it is a good idea to stop somewhere with air conditioning where you will have a chance to cool your body down and prevent heat stroke and dehydration. Stop often. Drink plenty of liquids—wind and sun can dry you out before you know it.

In cold weather, make sure you have enough warm clothing. It is essential to stay warm. Stop often to prevent hypothermia.

- Threat of Rain

If it looks like rain, put rainsuit on before taking off. If already on road, try to pull over at a safe spot (exit ramp, gas station, rest stop, etc. DO NOT PULL OFF ON SHOULDER OR UNDERPASS. It's better to be wet than create a situation where you might get hit.

Decrease speed; increase 2-second and 1-second intervals.

Lead bikes should be aware of each rider's ability to ride in the rain. If not sure, slow down.

If it's raining to the point where you are uncomfortable, having problems seeing, etc. DO NOT hesitate to contact leader and advise that you need to pull off until rain lets up. If unable to contact leader, go ahead and pull off, the drag bike will notify the lead bike of the situation.

SAFETY is the most important issue. STAY ALERT. Be aware of your limits. DO NOT ride to the point of exhaustion or beyond your riding ability.

START WITH A FULL TANK OF GAS

There's nothing worse than trying to start a ride and someone pops up and says, "Oh, by the way, I need gas first." Be considerate and fuel your motorcycle before meeting at departure location, or arrive earlier to give yourself enough time to fuel up.

- Advise leader of how many miles you can travel before refueling. Leader should advise ALL riders how far will be traveling before stopping for fuel/rest stop.

Try not to make unnecessary fuel stops. (If group is going to refuel every 100 miles, a bike that can travel 160/180 miles before refueling should get gas at the 100-mile mark, preventing an unnecessary stop before the second 100-mile refueling.

EMERGENCIES

- Inform leader that there is a problem.
- Give bike with emergency as much room as possible.
- DO NOT contact bike with the emergency unless requested by rider.

• THE DRAG BIKE should be the ONLY one to pull out and assist. The drag should then inform the lead bike if help is needed.

- The rest of the group should stop when safe to do so. **DO NOT STOP ON THE SHOULDER OF A ROAD.**

If there is not a CB in the group, after stopping at a safe place, designate someone to go back and check on drag and rider. The group as a whole should NOT return to check on problem—this could cause a more serious situation than there might already be.

*For bike with emergency, if there is no other place to pull over except the shoulder, pull off with care; **bikes DO NOT stop until last bike has pulled off and stopped.***

REMEMBER, YOU ARE RESPONSIBLE FOR YOUR OWN RIDE. RIDE AT YOUR OWN ABILITY AND COMFORT. BE CONSIDERATE OF OTHERS AND MOST OF ALL—HAVE A FUN AND SAFE RIDE!!!!

You cannot enjoy tomorrow's ride unless you live through today's. It is the responsibility of each person in the group to insure that everyone does just that.