

# Northumbria Advanced Motorcyclists

## Group Rides

### Guidance For Organisers

#### **Planning the ride**

The organiser should decide the purpose of the ride and the capabilities of the members who will participate. If either of these factors subsequently changes, the organiser should re-plan the event accordingly.

The ride plan should consider the distance to be covered, types of roads, fuel range of machines, breaks etc. No on-road section between breaks/debriefs should be planned to exceed 90 minutes. No limits are set on the total length of Full Member Group Rides. The routes of All Member Group Rides, however, should be agreed in advance with the Ride Co-ordinator. They are expected to be around 100 miles in length in total, with longer planned stops, and are intended to be taken at a relaxed pace.

The group should ensure that suitable full members are appointed as the ride organiser. Groups should consider providing ride leader and tail-end rider training courses. For more information contact your Area Service Delivery Manager who can recommend groups running successful courses. All riders associated with the running of the group ride should be fully conversant with this manual of guidance regarding IAM RoadSmart policy and advice.

#### **The Recce**

Approximately a week beforehand the ride organiser should, together with the proposed group leaders and tail-end riders, ride the full route. This is to ensure –

- 1) that the roads along the route are open and in rideable condition, with no major hazards,
- 2) that any establishments riders might make use of at the proposed rest stops will be open, and are prepared to host the anticipated number of riders
- 3) that the group leaders and tail-end riders are familiar with the route.

#### **Publicity**

Group organised rides should be advertised within the group's usual communications channels. These channels should include a reminder that participants in group organised rides are responsible for their safety and compliance with the law and should always ride within their capabilities.

#### **Size of group**

Be aware that large groups of motorcycles riding together can disrupt the flow of traffic and should be avoided.

Where the number of participants is large, riders are of mixed ability, or the route complexity or required skill level justifies it, consideration should be given to splitting the run into smaller groups.

### **The briefing before setting off**

- Remind all riders that they are responsible for maintaining safety and complying with the law at all times.
- Make sure that everyone is familiar with the lead & tail-end rider system. If the group is large, consider riding in two or more separate groups.
- All riders should be made aware who the lead and tail-end riders are and how they can be identified on the road.
- Ensure every rider knows how to recognise the leader's signal to stop and act as a marker.
- Every rider doesn't need to have full route details, but it may be beneficial that all are aware of the rest stops and final destination.
- Ensure that everyone is aware of the number of bikes within the group and who are riding together .
- Remind participants that if any rider is planning to leave the group, whether at a pre-arranged stop or elsewhere, they should inform the lead or tail-end rider of their intentions.
- Check that everyone has heard the briefing ok.
- Although no rider is expected to become separated from the group, it may be advisable to have a plan.

#### Suggestions:

Agree a rendezvous point and time.

The lead and tail-end riders should have each others phone numbers.