

GROUP RIDING ETIQUETTE

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As Club Rides Become Bigger We Need to Tighten the Procedure

At each club ride route instruction sheets are made available. These sheets advise the route there and back, the lunch venue details and fuel stops. My mobile number can be found at the bottom. I have a Telstra CDMA or 'Blue Tick' phone which works pretty much everywhere. In future Tail End Charlie's mobile number will also be provided.

The rider registration book is to be filled in prior to the ride commencing. We won't even know you're missing if we don't know you're on the ride.

Fuel stops occur within 200km at locations where 95/98RON fuel is available and are also noted within the route instructions. Unless your motorcycle's range *comfortably* exceeds the distances between fuel stops you must top up. Always start a ride with a full tank.

Once underway I do not direct corner markers to stop at freeway on/off ramps and interchanges as I consider this places the nominated rider at risk, therefore it is very important riders know in advance when we will be changing direction on freeways. On a freeway it is easy to lose sight of what is happening at the front of a ride when a B-double truck or bus for example blocks a rider's view. So read your route instructions. When a rider is directed to mark a corner that rider is to STOP in a safe position and mark the corner until Tail End Charlie appears and waves the corner marker on. The corner marker DOES NOT take off as soon as TEC appears – TEC may require your assistance.

And finally **if you're exiting a ride early** make sure both the Ride Captain and TEC know.

- Arrive with a full tank well before the departure time (30 minutes is good). **Give your details to the ride leader** and collect a copy of the Route Instructions (the Ride Leader's mobile number will be included).
- **Fuel stops** will be planned at a maximum interval of 200km. Advise the Ride Leader if your motorcycle has a particularly short range. Everyone should fill/top-up at a fuel stop as this makes for a more efficient ride.
- **Ride briefing:** Listen carefully. It will outline the route, any expected hazards, fuel and lunch stops and identifies the Tail End Charlie(s) [TEC].
- On a large ride the Ride Leader may advise he will be using two TECs and two 'corner markers'. This will be advised at the outset.
- **Follow the Corner Marking System:**
- The Ride Leader signals to the following rider(s) to stop and wait for TEC(s) wherever he would normally use a blinker. The **'corner marker(s)'** must be visible to the following riders and should indicate the direction to be taken as the others approach. The TEC(s) (usually wearing a fluoro vest) will indicate to the 'corner marker(s)' to continue. **Wait for this! Never leave the corner until the TEC(s) comes through and gives that indication.** Next corner or exit, we do it all over again and again. If there is one TEC he never overtakes anyone. It may happen if there are two.
- If you have somehow still managed to stuff up (it does happen) you will eventually come to a corner, hopefully a T-intersection. If there is no 'corner marker' waiting, you should be suspicious. **Stop and wait.** We'd rather not chase you down two roads. Listen for a call on your mobile.
- When the Ride Leader pulls over, **do not dismount**, or take off any gear. Be guided by him – If he stays on the bike, helmet and gloves on, do the same. It usually means the ride will be continuing shortly.
- Try not to ride in the middle of the lane as it is full of loose stones and debris and you will pepper those following with it. Cars flick all this shit to the middle of the lane. It is also a good way to get a puncture!
- **Allow a safe distance** between yourself and other riders. Staggering left and right side of a lane increases visibility and rider distance.
- If someone catches up to you in the *twisties*, don't race them on the straight, or inhibit them when overtaking you. Back off and let them do so safely. If they caught up to you, they're most likely more skilled anyway.
- **If you're not intending to complete the ride make sure you advise the Ride Leader where you intend to go your own way.**
- **For new members on their first ride:**
- The easiest place to start the day is towards the back, regardless of how good a rider you may think you are. You will gain some idea of how other riders behave and this will save you from getting into a sticky situation. If you're comfortably keeping up, then move up until you find someone riding at your pace. Generally speaking, this will be a good place to stay.
- Watch and learn from other riders. It takes time to build trust within the club, so don't start off on the wrong foot.
- This is a ride, not a race. Exercise patience, ride safely and return home.