

2.6 **Traffic laws** still apply to each and every rider even though you're riding in a group.

2.6.1 Speed limit; typically we ride as a group at the posted speed limit to 5 mph above it. If you get separated from the group don't try to rejoin it by traveling at excessive speeds. The Road Guards will adjust the groups speed so you can safely rejoin the group at the posted speed limit.

2.6.2 Intersections; you must clear yourself prior to entering one just like you would do if you were riding solo.

2.7 **“We leave no one behind”** on a chapter ride. However, if you chose to stay behind, or plan on leaving the group to do your own thing let the Road Guards (or someone) know of your plans. Otherwise you may have actually created a safety issue when the road guards set out to search for you.

3.0 Colors and patches:

3.1 Motorcycle clubs (MC) wear what is coined “colors”. This is a patch identifying their club that is typically worn on the back of a vest (shirt, jacket, etc). MC's differ from the ALR in the

fact that we are enthusiasts, and non-territorial. Meaning we do not claim an area of turf as our domain. We do not associate ourselves with any MC, association, group etc., and as such when riding as a group we wear the ALR patches only or no patch on the back of our vests, shirts or jackets.

4.0 **Suggestions** from the group are welcomed, and encouraged.

4.1 Your experience is held in high regard. If you have suggestions and/or ideals to improve the safety of our rides please bring them to the attention of a Road Guard or chapter Officer for consideration.

4.2 Suggestions from new riders are also encouraged. Often times a new rider can see things that experienced riders often over look.

4.3 Ride suggestions are always welcomed. If you have an idea for a ride we want to hear it.

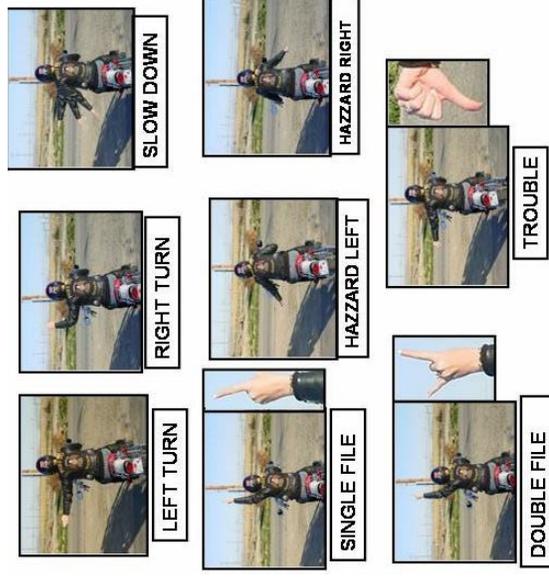
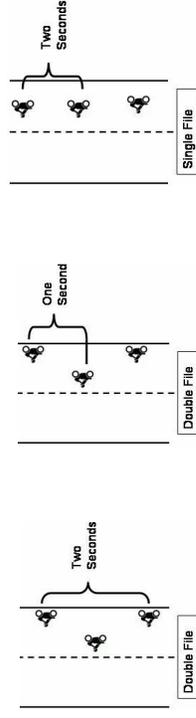
5.0 Conclusion

5.1 Maintaining the safety of the group may require identifying areas for improvement. If a Road Guard, Ride Coordinator or Safety Officer identifies to you such areas it is for your benefit and the safety of the group.

you, and is accomplished in a similar manner as the two second rule. An alternate way to perform the one second rule is if you can see the rider's reflection in his rear view mirror you are at the correct distance. When coming to a stop (such as a stop sign) slow down with the group but maintain the two second rule until you're stopped. The importance of the "two second rule" is: It helps prevent autos from merging into the pack. This disjoins the group creating a safety issue with riders trying get around the car to rejoin the group. Maintaining the two second rule will also help to keep everyone in the group traveling at the same speed. Slowing down then speeding up is what is called "Yo-yoing", and can create a catastrophic event from cars approaching from the rear of the pack colliding with a pack of riders that have slowed down way below the speed limit.

2.3 Hand signals are given with your arms and hands, and everyone riding in the group should pass back a hand signal by simply giving that same hand signal. These hand signals are the life line to the group, and help keep everyone informed what the group is doing, and/or what hazards are coming up. If a hand signal is not passed back the person behind you could possibly

APPENDIX



1.0 Pre-ride checklist:

- 1.1 Arriving with a full tank of gas helps to maximize riding time as opposed to waiting for people to fill up at the nearest gas station.
- 1.2 It is advisable to dress appropriate for the ride taking into consideration the weather, temperature change and safety (proper gear will make your ride safer and more enjoyable).
- 1.3 Keeping your motorcycle in good mechanical shape is not only economically sound, but could save your life. A quick safety inspection of your motorcycle prior to arriving can mean the difference between a safe ride, and a ride to the hospital. Checking the head lights, tail lights, turn signals, tire pressure, tire tread, oil level is advised before a ride.

2.0 Group riding:

- 2.1 **Group riding is a learned skill**, and your actions can make it a safe cohesive group, or set it up for disaster. If you're a new rider, new to group riding or simply haven't been riding for some time, talk to one of the Road Guards, or chapter officers so you can be best positioned in the pack for your safety. It must be emphasized that there is no competition of who is a better rider, nor is

NOTES

INDEX

Section	Page
Index.....	2
Introduction.....	3
1.0 Pre-ride Checklist.....	4
2.0 Group riding.....	4
3.0 Colors and patches	8
4.0 Suggestions.....	9
5.0 Conclusion.....	9
6.0 Appendix.....	11

NOTES: