



# CHAPTER 311

# RIDERS GUIDE

## NOTES

## American Legion Riders Rider Guide

### Introduction

This guide is designed to inform and explain topics on safety, and group riding. No one wants to die or be injured due to the unsafe actions of another rider. Therefore, safety will never intentionally be compromised, nor will anyone be allowed to jeopardize your safety. This guide will try and cover topics that years of riding experience has proven to be critical to safe group riding. However, no guide can cover all situations; so your best resource for any specific situation and/or questions not covered by this guide is your Ride Coordinator. This guide is not to limit your freedom, but rather enhance your group riding knowledge which hopefully will increase your safe riding experience. To coin a phrase: “you have the most freedom when the boundaries are clearly defined”. This guide will be a living document, meaning it will be added to and/or deleted from as required to meet the demands of our ever growing chapter.

there a pecking order in the pack. This positioning is strictly for safety; not only yours, but everyone else riding in the group. Proper positioning will safely help you become accustomed to the ALR group riding (which may differ from what you are accustomed to), and if you're a new rider it will help you safely gain experience.

2.2 Our default riding pattern is a two column staggered formation (see appendix). The Motorcycle Safety Foundation (MSF) has proven this to be the safest riding formation giving each rider room for defensive maneuvering. The lead Road Guard will be in front and the group will form two columns off of him. Once we are rolling the group will form its staggered formation. This is accomplished by what we call the **“two second rule and one second rule”** (see appendix).

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2.2.1 The two second rule is simply keeping a two second pace behind the bike in front of you. This is as simple as counting one thousand one, one thousand two. Pick a point out in front of the person your following, and when they reach that point count one thousand one, one thousand two which is when you should be passing that same point. The one second rule is the distance behind the person adjacent to

5.2 If a rider is creating a situation that could cause death or injury it will require immediate correction. If a Road Guard, Ride Coordinator or safety officer is required to make an impromptu safety stop your cooperation in this matter is paramount. If anyone repeatedly puts the lives of the other riders at risk they may be suspended from the group pending a hearing of the board.

5.3 If areas are identified that you should improve on, or you're asked to fall back behind the sweep. It is done for your safety, and the safety of the group, and should not be taken personal. Remember, if you're being unsafe and are putting the other riders a risk I am sure it isn't anything personal from you.

5.4 If your ideal of safety differs from the Road Guard's and/or this Guide you are more than welcome to fall in at a safe distance behind the sweep, and meet us at our destination.

**Be safe, and Keep the Rubber Side Down.**

miss a turn, hit an obstacle in the road or even crash into you. If a rider crashes into you because you didn't pass back a hand signal then you both might have time to discuss the benefit of passing back hand signals from adjoining hospital beds.

2.3.1 If the single file signal is given continue in single file until the hand signal is given to return to double file,

2.4 **Road Guards** are appointed by the Ride Coordinator, and are there for your safety. The Road Guards are in charge of the group ride, and their decision is for the safety of the group. Every rider is expected to conform to the Road Guards decisions, and directions. If however, any rider feels they cannot comply they are welcome to fall back at a safe distance behind the sweep and meet the group at the destination. Any complaints should be directed to the Ride Coordinator, and/or any chapter officer.

2.5 **Safety** is our number one concern while riding, and is taken very seriously. If you see a safety issue please bring it to the attention of the Road Guard, Ride Coordinator or Safety Officer at a fuel stop, rest stop or final destination. Safety is one thing that shall not be compromised, and your cooperation will add to a safe ride.