**Riding in a group**

For all riders, when faced with any situation, the first and last question that needs answering is - what is the safest solution? Everyone in your group is responsible for their own ride, but you must ensure the group stays together and arrives together.

Be particularly careful about overtakes - just because you have managed doesn’t mean everyone has. Check your mirrors frequently.

**Ride your own ride**

You are responsible for your own safety. All decisions affecting your ride, your bike and

your safety must be made by you alone.

Never go faster than you want just to keep up. You will not be left behind. If you have to

stop, do so where it is safe, regardless of what the others do.

**Do not overtake within the group**

Stay in the position you are allocated, except for an emergency. If you must overtake

within the group, take extra care, as the others will not be expecting it.

**Basic Group Riding Rules**

Ride in staggered formation if appropriate, for maximum vision. Remember (and follow)

the two second rule to keep a safe distance. Be considerate to other road users. Allow

them to overtake you if it is appropriate.

Traffic laws **must** be observed at all times. In the event of a conflict with these guidelines,

the law always prevails.

When the rider in front indicates a direction change use your indictors to acknowledge the deviation, and to indicate to the rider following you there is a deviation in the route.

**Watch out for the person behind**

This is standard group riding practice. At the start of the ride, check what the bike

behind you looks like. Consider riding with your lights on to make it easier for the person

ahead to spot you.

Do not expect to keep the person behind in your mirrors at all times on twisty road etc,

but do not leave too long a gap before slowing sufficiently to let them catch up if you

have not seen them for a while.

Ensure that you can see the person behind you at all junctions and changes of route direction and they can see which direction to take.

If you haven't seen the person behind for a few minutes, slow down, and if they don't catch up, pull in somewhere safe and wait. If they don’t arrive soon, the whole group will stop, and the group leader will come back to see what is going on.

Wait for instructions about whether to wait longer, go on, or go back. If the person ahead of you takes a wrong turn wait at a safe, visible place at the junction and they should return when they realise that you are not following.

**Getting lost**

If, despite everything you are separated from the group, make your own way to the next planned stop or the destination. Try and text the group leader to advise them that you are well and what your plan is.

**Get in an appropriate group**

Participants are expected to arrive punctually and be attentive during briefings.
Within groups, Observers or the most experienced members will be allocated the Rear/

Tail position. New Members will be allocated the number two position behind the leader.

**Beware of Other Riders**

Just because you are in a group does not mean you can relax. Don't assume you won't be overtaken. The bike behind you might not be in your group, so don't stop using lifesavers. Just because the rider in front overtakes does not mean it's safe for you to do the same. Remember, ride for yourself.

**Keep the others informed**

If you are going to leave the group at any point, warn the leader in advance, and ensure

that you signal to another group member before turning off.

Fill up when everyone else does

Unless you are absolutely certain you have enough fuel to get home without stopping again, fill up when others do. If need be, let the group leader know your tank range before setting off. Running on empty counts as an emergency entitling you to overtake the leader and warn him, (although you should never let yourself get into that position and do not wait until completely empty before telling anyone.) The same principles apply to toilet breaks, but for "fill" read "empty" and vice versa.

**Be considerate, and expect consideration**

If you are faster than the people around you, don't crowd the person in front, or try to encourage them to go any faster. Don't leave the person behind you stranded. If you are slower than everybody else and feel you are holding them back, never increase your speed to a point you feel uncomfortable but do consider asking to move to a slower group during one of the stops. Do not feel you have to apologise for your pace. Everybody started slow; some people stay that way and still enjoy their riding!

It is accepted that some riders may wish to withdraw after a stop so an alternative shortened home return leg is usually suggested, please ensure you have a means to navigate your way home.

**Riding**

Leader always sets the pace to 7/10th

Straights: Staggered position

Cornering: Indian running line

Stopping Distances: Highway Code & Advanced Rider Safety Rules

Entering 20's, 30's and 40's leader drops the pace to allow others to close-up and adopt

staggered positioning.

Allocated group position must be maintained and **No overtaking** within groups.

**General Advice**

Know the fuel range of your bike and arrive with sufficient petrol.

POWDER checks should be completed prior to arrival at the Ride

Minimise delays and know when your Group will be departing

At route deviations wait until the rider behind sees your direction change

Remove helmets when entering premises and avoid stowing them on food tables/

counters.

Summary

Arrive on time, be present and attentive for briefings

No overtaking within a group

Remember to have a means of navigating home if you need to leave the ride early.

Safety first at all times