

**Crossroads H.O.G.
Group Riding Policy**

PLEASE REMEMBER THAT YOU HAVE THE ULTIMATE RESPONSIBILITY FOR YOUR SAFETY. ALWAYS RIDE WITHIN YOUR CAPABILITIES AND THAT OF YOUR MACHINE.

Group Riding is a TEAM event. Please notify your lead if you are having any concerns.

No alcohol should be consumed before or during a planned group ride.

Your motorcycle should be fueled and in proper working order, for example lights, brakes and tire pressure.

Only the lead and sweep riders should use high beam or passing lamps.

Do not fool around, (horse play, rapid acceleration/braking, or breaking formation) when riding with the group. Any member observing another member fooling around when in formation should discuss it with that member and attempt to clear up the situation. If it should persist, bring it to the attention of the Road Captain.

These guidelines are intended to serve as a basic guide for most situations. Each rider is expected to read, understand, and apply these guidelines, using their best judgment.

RIDING FORMATION AND INDIVIDUAL POSITIONS

The ride route should be laid out in advance. Everyone on the ride should be made aware of the ride route and destination.

1. The standard formation, under good conditions of road, traffic, and weather, will be a double row, staggered, in one traffic lane. The interval will be TWO SECOND MINIMUM DELAY between the rider and the next rider directly ahead and no less than a ONE SECOND MINIMUM DELAY between staggered riders.
2. When stopping at stop signs and traffic lights double up (side by side). Proceed through the intersection doubled up unless you are turning.
3. The Lead Road Captain will be at the head of the group and typically will ride in the left side of the traffic lane occupied by the group. Other Road Captains may be assigned positions within the group which will be followed by the Rear Road Captain or "Sweep"
4. New members with less than one year experience, guests, and any rider with little experience in group riding will be positioned at the front of the group, just behind the Lead Road Captain. The Road Captain(s) may choose to separate the group of new to group riding riders into a group of their own, consistent with expected or actual conditions.
5. Each rider should maintain his or her starting lineup position in the group until arrival at the destination. This allows each rider to become more familiar with the riding style and habits of those nearest him or her in the group and is particularly important for those new to group riding.

6. Under certain conditions the Lead Road Captain will signal the group to form a single file formation. Each rider will drop back to a safe following distance (Two Second Minimum) from the rider in front and form a single file line.

SPEED, INTERVALS AND DISTANCES

All group rides will be at posted speed limits, conditions permitting!

7. The Lead Road Captain will attempt to establish and maintain a uniform speed, consistent with the ability of the least experienced rider, surrounding conditions and safe riding practices. All riders will make an effort to maintain this uniform speed.
8. Minimum Safe Following distance within the group is defined as a TWO SECOND MINIMUM DELAY between the rider and the next rider directly ahead. This means that there is a ONE SECOND MINIMUM DELAY between staggered riders. Whenever a single file formation is employed, a safe distance remains defined as a TWO SECOND MINIMUM DELAY between the rider and the rider directly ahead.
9. With respect to vehicles ahead of the group, a safe distance is defined as a MINIMUM of a THREE SECOND DELAY between the Lead and any vehicle directly ahead of the group. Avoid leaving a large space in your group. A large space invites cars to squeeze into the gap of the group.
Do not try to prevent vehicles from entering the group or cut off other road users.

LANE CHANGES AND PASSING (right to left or left to right) - ON FREEWAY

10. The Lead Road Captain will hold his or her position and signal for a lane change.
11. All riders will hold their positions and pass the signal to the rear. The hand signal should be held only briefly so as to be less confusing to passing motorists. The Sweep will change lanes and the lead will then signal the lane change and the group will change lanes. If the lead and sweep are using CBs no hand signals would be necessary until after the sweep has pulled out and the lead is ready to change lanes. The lead will then signal a lane change and the group will follow.
12. The Sweep will change lanes at the first safe opportunity, protecting the lane for the group and allowing the Lead Road Captain to see that the lane is clear and protected.
13. We then change lanes using the "follow the leader" approach. The Lead Road Captain will change lanes first followed by all other riders moving from the front to the rear of the group.

Note: NOBODY, except the Sweep, is to change lanes before the Lead Road Captain. ALWAYS make a HEAD CHECK before you begin the lane change and maintain safe distances.

INDIVIDUAL PASSING - NON FREEWAY

14. There are times when it will not be possible for the entire group to change lanes as above. Such a situation occurs on a two-lane road with two way traffic (one lane each way). When this situation arises, the Lead will signal for single file formation. Riders should add space between each other – two second minimum, and then move into the single file formation. The Lead will

then signal for a lane change. The Lead will then change lanes when safe to do so. Everyone signals, head checks, and changes lanes front to back, as individuals, when safe. On occasion, the Lead may continue in the passing lane, while safe to do so, allowing other riders to see that the way is clear for them to continue the passing maneuver. Please use known safe riding practices, INCLUDING HEAD CHECKS.

UNSCHEDULED OR EMERGENCY STOPS

15. Low Priority Unscheduled stops are for gas, restrooms, rain gear, rider fatigue, and group separation which can lead to confusion in the group and confusion can lead to accidents. The Lead should be informed that an unscheduled stop is necessary in order to lead the group in an organized fashion to the next convenient and safe place to stop.
16. Moderate Priority Emergency Stops are for a rider that must pull over immediately with a minor equipment problem such as loose parts, open saddle bags or low tire or a major equipment problem such as parts falling off, a flat tire, running out of gas or on reserve. The Sweep will accompany that rider to a stop. All other riders will continue with the group. The Lead should be informed that a moderate priority emergency stop was required. Once the Lead is informed, he/she will pull the group over as soon as it is safe to do so.
17. High Priority Emergency Stops occur when a rider is involved with a serious injury or crash. All riders following the affected rider should pull over (as long as time, space and safety allows) to secure the crash scene and assist with Accident Protocol. The Sweep is in charge of this situation until formal assistance arrives.