

# CROSSROADS HOG

## MAY 21, 2006 SAFETY MINUTE

### PERSONAL RESPONSIBILITY

Do you know that 54% of all fatal motorcycle accidents involve impairment of the rider by consumption of alcohol?

We don't have statistics on non-fatal accidents but it does not seem unreasonable to assume that the same might be true for the non-fatal and non-reported accidents as well.

Your impairment due to alcohol begins with the first swallow and remains until every bit of the alcohol is out of your system. It takes our body 1 hour to purge one ounce of alcohol. There is no way to speed it up – 1 hour per ounce. That's a bottle of beer, or a glass of wine, or one shot. ONE HOUR EACH. And the more there is in our system, the more impaired we are.

We all know that operating a motorcycle takes both physical and mental capability. Alcohol affects both. It is not possible to ride to the best of your ability with any alcohol in your system.

IN THE CROSSROADS CHAPTER OF HOG our policy is firm. There will be no consumption of alcohol during any chapter ride. After the ride ends, you are on your own to make your own decisions concerning alcohol consumption. However, in keeping with the recommendation of HOG worldwide, CROSSROADS also will enforce a restriction that you must not have consumed alcohol within 6 hours of riding with the group. So, if we ride at 8, you're done drinking alcohol at 2.

Remember that the first rule of group riding is to show up on time, fit and ready to ride. Impaired or "hung-over" does not meet that requirement.

### ON THE ROAD

Passing in a Group on a multi-lane highway is done in the following sequence.

1. Lead rider evaluates the need to pass and notifies the Sweep rider to secure the left lane.
2. Sweep rider secures the left lane when safe and notifies the Lead rider when accomplished. (This means the Sweep positions his/her bike in the left lane)
3. Lead rider signals (hand and indicator), does a head check, then moves to the left lane.
4. Group riders signal (hand and indicator), do a head check, then move to the left lane in sequence beginning with the first rider behind the Lead rider.
5. Sweep rider notifies the Lead rider when everyone is in the passing lane.
6. Sweep rider notifies the Lead rider when he/she has passed the target vehicle and is in proper position to return to the right lane.
7. Lead rider directs the Sweep rider to return to the right lane.
8. Sweep notifies Lead that he/she is in position in the right lane.
9. Lead signals (hand and indicator), does a head check, and moves to the right lane.
10. Group riders signal (hand and indicator), do a head check, and move to the right lane in sequence beginning with the first rider behind the lead rider.
11. Sweep notifies the Lead that the group has returned to proper formation in the right lane.

Riding tip: Beware of decreasing speed as you change lanes. Your bike will slow slightly as you change direction without some slight throttle correction (Trikes more than Bikes) Unchecked this will cause compression followed by "rubber banding" as you re-establish the proper stagger formation.

That's it for this month. Go practice.

Mike (the Safety Guy)