

Group Riding Tips

TIPS & Considerations for Group Riders:

Nothing can replace Good Judgment and Common Sense!

1. Be aware of places you may have to stop. Watch for loose gravel or sand.
2. The arrows painted on the lanes indicating the lane traffic flow become slick when wet.
3. Watch for oil slicks around stoplights, stop signs or around areas where cars may have to sit for a period of time.
4. If the formation is broken, and there is a turn in the route, the formation does need to stop as close to the turn as possible, allowing the trailing group to see where you turned. The last person in line should wait at the corner to guide the rest back up to the formation.
5. Summer time & asphalt do not mix well, kickstands will sink in & the bike may fall over. Be aware of where you park. (A small 4-6" metal plate will prevent a tip-over)
6. All riders need to pay attention to the bikes and traffic around them! Nothing worse than a bike hitting another bike in formation because they were not paying attention. Riders should follow the Ride Leader/Road Captain, even if the leader makes a wrong turn. It's easier to get back on track as a group, rather than try and patch a separated group.
7. **REMEMBER! Too much following distance can be just as bad as, and frequently is WORSE than too little following distance. If the formation lacks uniformity in what we appear to be doing, then we don't "look" like we are "together" as group. And we become regarded as random individual vehicles in the traffic pattern, and not like a group or unit trying to function as one vehicle. Too much following distance INVITES cars into the formation, splitting it up in traffic. And if we don't control our lane space the cars WILL take it away from us. Be prepared! Non-motorcycling car drivers really do NOT understand what we do when we ride as a group or why. So, if a car starts to blindly move into or through the group - LET THEM IN. We can always re-form the group a little later down the road.**