

# King's Road Riders Rules for Group Riding\*

The purpose of riding in an organized group instead of an undisciplined pack is to provide the additional safety that a well-organized group inherently generates. When a group rides in an orderly fashion, people don't get in each other's way, and the organization of the formation itself discourages cars from attempting to cut in. Trucks have been seen moving to the far side of their lane to minimize wind blast when they see a well-ordered formation "single up".

The King's Road Riders (KRR) motorcycle riding group is open for all makes and models of motorcycles, as well as open to all levels of riding experience. Safety is our top priority for everyone at every level. Therefore, for us to insure the safest possible riding environment for all, EVERYONE riding with the KRR is expected to follow the Group Riding Rules as listed below. Anyone violating the rules and compromising everyone else's safety will be warned, and if their actions continue, will no longer be welcome to ride with the KRR.

Anyone riding with KRR recognizes and accepts responsibility for their own safety. They recognize that KRR, its members, officers, and volunteers cannot accept any responsibility for accidents, injuries, or incidents of any other sort while riders and passengers are participating in any event organized or planned by KRR. Any participants in a KRR event accept full responsibility for maintaining appropriate licenses, registrations, and financial responsibility for their own actions. Those who do not agree with the statements of this paragraph are not invited or allowed to participate in KRR activities of any sort.

The following rules are compiled from a number of sources. Most clubs that ride in orderly formations follow similar rules.

## Formation

For safety reasons, KRR generally ride in a staggered formation. Minimum recommended spacing to the bike directly in front of you should not be less than two seconds (the two second rule). The bike in the lane to your left or right should not be less than one second ahead of you. Two seconds seems like a long distance when riding at highway speeds when everything is going well, but when things go wrong, two seconds distance is gone in the time it takes to realize you are in trouble.

The two second rule is a general rule you should adhere to whenever possible. There are times, however, when it is best to squeeze together - while on city streets and slowing for a stop (helps prevent cars from entering the group). There are times when for safety reasons your leader will signal the group to ride in single file until it is safe to ride in staggered formation once again. (See page on hand signals for the single file signal and the signal to return to staggered formation).

We normally ride in groups of up to 8 riders, each with its own Ride Leader and Sweep. All groups will follow the same route and make the same stops. Each group will stay together during the entire ride, meeting up with the other groups at the designated stops. Individual riders planning to leave the ride at any time must inform his Ride Leader when and where he plans to do so.

## Road Captain

The Road Captain is responsible for the overall organization of the ride. He will route the ride, distribute route maps, and designate gas stops and stopping points. He will assign Ride Leaders and Sweeps to each individual group and assist in staging the bikes into groups. He will lead the first group, launch the ride and communicate any information to the riders necessary to ensure a safe and enjoyable ride.

## Ride Leader

The Ride Leader is responsible for the safety of his group. He must be aware of the length of the columns, and must gauge the passing of merges, highway entrances and exits, etc., to allow for maximum safety and keeping the group together. He must make sure that he leaves enough time/space for the formation to get into the appropriate lanes before exits, etc.

All directions come from the Ride Leader. The Ride Leader makes all decisions regarding lane changes, closing of gaps, turning off at exits, any concerns of what lies ahead, and so on. No individual will assert himself independently without direction from the Ride Leader to do so. If his group gets split up for any reason, he will pull off at the next available safe place and wait for the remainder of his group to catch up.

## Sweep

The Sweep serves as the eyes of the Ride Leader. He watches the formation, and signals the Ride Leader of any potential problems within the group. He watches other vehicles, will watch for merging lanes, and will move into a merging lane (or stay in a merging lane just vacated by the group) in order to "close the door" on other vehicles that may otherwise find themselves trying to merge into the formation. He will also assist in any emergency situations that may develop.

At the Ride Leader's request, the sweep changes lanes BEFORE the formation, to secure the lane so the formation can move into it.

## Changing Lanes

After the Road Captain or Ride Leader signals which lane he/she wants the group to move into, each rider will turn on their turn signal and then pass the correct hand signal back to the sweep. This information should also be communicated by radio from the Road Captain or Ride Leader to the sweep and group.

When its safe the sweep will pull over into that lane first and hold it for the group, indicating by radio that he has secured the lane.

After the sweep has secured the new lane, the Ride Leader will lead the rest of the group into the new lane. He signals this by raising his hand to shoulder height and "pushing" it towards the new lane.

## Intersection Stopping

When stopping as a group at an intersection, break staggered formation and pull up beside the bike in the adjacent lane. This will reduce the length of the group by half. Stay in this formation until you are through the intersection. Because the group is half as long, it will take half the time to clear the intersection and increase the odds of keeping the group intact.

If you don't make it through the intersection with the group, stop and wait until it is lawful and safe to proceed. Don't take a chance and run the red light. Your group's sweep will inform your ride leader and the ride leaders will either slow the group down or pull the group over to the side of the road and wait for you to catch up. Your ride leader will not make a turn unless his/her group is intact.

## Emergencies

In the unlikely event of an emergency condition, the Ride Leader will make every attempt to move the formation to the shoulder in an orderly manner. If a bike breaks down, let the rider move to the right. DO NOT STOP. The Sweep will stop with the problem bike. The Ride Leader will lead the rest of his group to a safe stopping place. If another group comes along and sees that a group is stopped, it should continue on to the next scheduled stopping point. If a group comes along a rider in an emergency situation and that rider is not being assisted, then the Ride Leader should stop his group at the next available safe stopping point and offer assistance.

## Hand Signals

Each rider (and passenger) should duplicate all hand signals given by the rider in front of him, so that the signals get passed all the way to the back of the formation.

See the last page for explanations of hand signals frequently used.

## Toll Booths

Though the Road Captain usually will choose routes that don't take the group on the tollway, there may be times that it is necessary. When riding with a club or the same group frequently, plan to purchase a I PASS so that the rest of the riders don't have to wait for you to pay to come through the toll booth. Serious riders agree that I PASS is a great thing! The Road Captain should be advised (in advance) of visitors riding with the club/group, or other riders, who have to pay tolls. These riders should split out from the group BEFORE reaching the toll plaza, so as not to hold up the group. When the formation arrives at the toll booth, all bikes should proceed through the toll booth one at a time. The formation will reform on the other side of the toll booth.

## Group Parking

Parking in an orderly method substantially reduces the time for all to get off the road and out of traffic.

There is risk for injury for the last bikes that may be blocking the road in an attempt to stay with the group. If there is room, each bike should pull ahead of the intended parking place and then back up into their spot. This can be done very fast because you don't have to wait for the bike ahead of you to finish parking. Please stay in your original formation order. This will make it much easier to stage when leaving the parking lot.

## **General Considerations:**

- Be considerate - have a full tank BEFORE arriving at the departure point.
- Tell the Road Captain and/or your ride leader if you have any special concerns, i.e. speed, sharp corners, etc
- Tell the ride leader and sweep if you plan to leave the group before the destination. Also tell the persons riding in front and behind you so they don't think you are having a problem.
- When a rider leaves the group while in staggered formation, the best way to compensate for the hole made by his absence is for each rider behind the missing bike to change lanes. Doing this eliminates passing in a single lane.
- Tell the Road Captain if your bike (or bladder) has an unusually short fuel range
- Bring adequate clothing for the weather conditions expected during the day.
- Remember to take some clear eye protection if the ride will extend into the evening.
- When exiting a freeway, keep up the pace so the riders behind you aren't forced to slow down while still on the freeway, thus becoming a traffic hazard.
- The position of new (inexperienced with GROUP riding) riders within the group is significant. New riders should be positioned as close to the front as possible, or choose to ride in the designated "Easy Riders" group. This group will be placed as the final sub-group in the ride. The leaders of the Easy Riders group are committed to "taking things easier" regarding speed and curves.



# MOTORCYCLE HAND SIGNALS



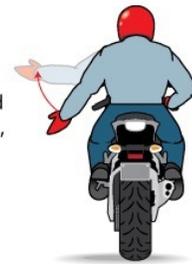
**Left turn**  
Arm and hand  
extending  
left, palm  
facing down



**Right turn**  
Arm out, bent  
at 90° angle,  
fist clenched.



**Stop**  
Arm extended  
straight down,  
palm facing  
back.



**Speed Up**  
Arm extended  
straight out,  
palm facing up,  
swing upward.



**Slow Down**  
Arm extended  
straight out, palm  
facing down,  
swing down to  
your side.



**Follow Me**  
Arm extended  
straight up  
from shoulder,  
palm forward.



**You Lead/Come**  
Arm extended  
upward 45°, palm  
forward pointing  
with index finger,  
swing in arc from  
back to front.



**Hazard in  
Roadway**  
On the left,  
point with left  
hand; on the  
right, point  
with right foot.



**Single File**  
Arm and index  
finger extended  
straight up.



**Double File**  
Arm with index  
and middle  
finger extended  
straight up.



**Comfort Stop**  
Forearm  
extended, fist  
clenched with  
thumb up and  
down motion.



**Refreshment  
Stop**  
Fingers  
closed, thumb  
to mouth.



**Turn Signal On**  
Open and close  
hand with  
fingers and  
thumb extended.



**Pull Off**  
Arm positioned  
as for right turn,  
forearm swung  
toward shoulder.



**Cops Ahead**  
Tap on top of  
helmet with  
open palm down.



**Fuel**  
Arm out to  
side pointing  
to tank with  
finger  
extended.