

How to Conduct an AR Eagle Riders Ride

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Why Team Riding?

AER team riding follows a set of tried and true standards for conducting a ride that ensures the ride is safe. Team rides are conducted in strict accordance with all traffic laws. In other than a Team ride, members are free to ride anyway they wish although it is our desire that they continue to wear all safety equipment and obey all traffic laws.

Ride Coordinator Position:

- Identifies and schedules Road Captains to lead rides.
- Issues ride checklist to all Road Captains.
- Maintains a schedule of all future rides including overnight trips.

- Ensures that people serving as Road Captains are capable of leading a ride in accordance with Team Riding Guidelines.
- Publishes ride notices on Arkansas Eagle Riders Facebook page and via email to AER members.

Lead Road Captain Position:

- In concert with the Ride Coordinator, plans and publishes the details of a future ride. Details should include: A) The ride destination B) the route that will be taken C) the location of the rest stops D) estimated time and miles E) motels, etc.
- On the day of the ride, Road Captain arrives early and appoints a qualified Drag rider (also known as the tail gunner). The Drag rider should understand the roles and responsibilities of the Drag rider.
- Road Captain holds a pre-ride safety meeting and goes over the ride and asks the group if there are any special needs or medical conditions that someone needs to know about. (If there is an accident, it might save a life!)
- Breaks the group into smaller groups if a large number of motorcycles show up. This is at the discretion of the Ride Captain but could change during the ride if problems arise.
- Determines if any motorcycles have mechanical or other problems e.g. pulling a trailer
- Is not required to wear all safety equipment even though this is encouraged.
- Does NOT police safety equipment compliance with team riders.
- Maintains communications, communicates changes and adhere to the schedule.
- Listens to Team Members.
- Reviews the 3 primary hand signals (covered later)

All Riders Responsibilities:

- Arrive on time. The ride should NOT be held up for a rider who is late.
- Full tank and an empty bladder.
- Complete pre-ride check of motorcycle, which is a thorough inspection of everything including tires, fluid levels, brakes, cables, etc.
- Be prepared with essentials e.g. first aid kit, rain gear, cell phone, money, etc.

- Inform Coordinator and/or Lead Road Captain of special needs e.g. allergies, bladder problems, etc.

Drag Bikes Responsibilities:

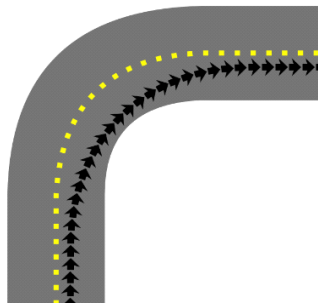
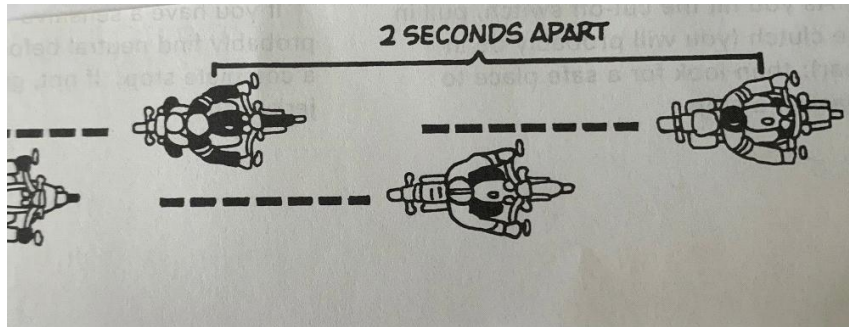
- Controls general conduct of the ride.
- Ensures that the team is abiding by the rules.
- Drops off to offer assistance to any Team member who has dropped out of the ride.
- Notices any unusual riding action
- Secures traffic lanes for the Team
- Keeps the Lead Rider informed.
- Controls the pace of the ride.

The Ride

Team Members Responsibilities

- Rides their own ride
- Arrives prepared and ready
- Communicates any change in position including leaving the ride
- Maintains proper spacing and position (2 second rule)
- Follows the Lead Road Captain's directions
- Make certain you have the ride information
- Communicate any issues or concerns with the Lead Road Captain.
- Never take anyone's word that a lane is clear – Always do a head check and don't depend on mirrors.
- During a ride, think of the lane you are riding in as being divided into three tracks. You will ride staggered or single file as directed by the Lead Road Captain. (see illustration). When riding staggered, the Lead rider starts in the left track i.e. the left side of the lane and the second rider starts in the right track about 1 sec back. The third rider is in the left track about 2 seconds behind the rider directly in front of them and about 1 second behind the rider in the right track. Riders should avoid riding in the center track since that is where trash tends to collect and it hampers

your vision and that of other riders. Interval distances might increase with rain or at night, which is generally double the following distance.



When approaching a sharp curve in the road, Team members should break formation and concentrate on properly setting up and executing the curve. For a right hand curve, this would require reducing your speed, starting in the left track; looking as far through the curve as possible; picking an exit point and then accelerating through the curve riding outside, inside outside (see illustration).

The Lead Road Captain might call for riders to go single file by holding their arm straight up and displaying one finger. If the road is narrow, very curvy, and contains blind hills, this might prompt calling for single file riding. To return to staggered riding, the Lead would hold their arm straight up and hold up two fingers.

Merging

- When entering traffic on an on ramp or from a turn, enter as quickly and safely as possible. Be careful that the motorcycle in front of you has fully committed.
- Do not attempt to block a lane with your motorcycle.
- Each bike picks out their merge point.

Lane Changes

- The Lead signals a lane change, either left or right.
- The Lead checks traffic behind, doing a mirror and head check.
- Team riders look left/right and move left/right while doing a mirror and head check, following the leader.

Passing

- Passing is done single file.
- Do a mirror and head check before pulling out.
- When you complete the pass, stay on the throttle allowing plenty of room for the next motorcycle.
- Lead checks that all have passed.

Traffic Lights/Stop Signs

- When stopping for a light, use a compressed staggered formation with about 3 foot spacing.
- Lead bike should start slow to keep the ride together.
- From stop signs, the Lead should allow the bulk of the Team to arrive at the stop sign before proceeding. Make sure the bike in front of you is fully committed before you accelerate to avoid rear ending them.
- If a ride gets severed by traffic lights, the Lead should pull off in a safe place and wait.

Hazards

- The Lead or Co-Rider should always point to the hazard to alert other riders. Those riders, in turn, should point at the hazard to ensure riders behind them become aware of it.
- Hazards e.g. road dirt, gravel, road kills, etc. should always be communicated with hand signals even if CB's or Bluetooth are the primary forms of communication so everyone gets the message.

Destinations/Rest Stops

- If you decide to leave the destination on your own or leave the ride, this needs to be communicated to the Lead before the ride starts so they are aware of it.

Mechanical Problems

- Mechanical issues – When a Team member indicates they have a problem either verbally or using hand signals, the drag bike pulls over with the bike.
- Lead finds a safe place to pull the rest of the group off the road.

Crash Scene Response:

- Drag rider and other team members alert the Lead that a crash has occurred.
- Drag and Lead Rider secure the crash site and call 911.
- Drag and Lead Rider assign Team members to direct traffic control.
- Team members trained in First Aid and CPR should make themselves available and manage actions taken on the victim.
- Team members with no assigned responsibilities should evacuate the scene to reduce road hazards and make room for emergency personnel.
- **CRITICALLY IMPORTANT** - Do not park motorcycles directly opposite the crash site. There needs to be at least two car lengths of open space for emergency vehicles.