



SCRUMPIES
"GROUP RIDE GUIDELINES"



Basic guidelines for riding together and not intended to restrict your freedom. They may require flexibility. You have ultimate responsibility so ride to your ability and that of your machine.

1. ALL GROUP RIDER'S

- 1.1. Ride with "Safety First" attitude and observe guidelines and objectives to assure safety and welfare of everyone in group and all other road users.
- 1.2. Follow the road captain and his instructions in all situations, unless it places you or anybody else in an unsafe situation. Stay with the group even if you know or think they are going the wrong way. Leaving the group causes unnecessary confusion.
- 1.3. Maintain your motorcycle and equipment in a safe riding condition with suitable MOT, insurance, tax and breakdown cover.
- 1.4. Headlights on unless instructed otherwise by the road captain.

2. MEETING PLACE AND DEPARTURE TIME

- 2.1. Meeting places and departure times should be posted to members by e-mail prior to scheduled event.
- 2.2. A briefing prior to departure covers scheduled stops, the route and group riding formations.
- 2.3. Arrive at the scheduled meeting point on time and fuelled up for the scheduled departure (stands up) time.

3. RIDING FORMATION AND INDIVIDUAL POSITIONS

- 3.1. Standard formation, is staggered, two rows, in one traffic lane.
- 3.2. One second gap between staggered riders to provide an adequate two second gap between you and the rider directly in front and keeps the overall length of the group as short as safely possible (depending on speed and road width).
- 3.3. Maintain your position on the road as much as possible. If you only feel comfortable riding the inside or outside line, notify the road captain and join accordingly.
- 3.4. Remain in nearside or outside position, do not change every time a void opens ahead.
- 3.5. If group riding is new to you or you would rather ride a slower pace ensure you inform the road captain before departure. He will direct to stay near the front where pace is more stable.
- 3.6. Note riders in front and behind you. If you lose sight of the rider behind then slow to allow the rest of the pack to catch up. Riders in front should slow with you.
- 3.7. Frequently check rear view mirrors in case a road marshal is returning to the front. Adjust your position and speed (using indicators) to facilitate progress past you.

4. MARSHALLED GROUP RIDING

- 4.1. Only larger groups are marshalled and experienced riders will be appointed to marshal by the road captain.
- 4.2. "Third man drop" is when road captain directs third rider to mark a junction. That rider marks the junction until the tail gunner passes him, re-joins the group again just ahead of the tail-gunner and remains in position until he becomes third man again.

4.3. ROUTE MASTER (Yellow Hi-Vis)

4.3.1. Knows the route and leads the group at a suitable and steady pace.

4.4. ROAD CAPTAIN (Orange Hi-Vis)

- 4.4.1. Responsible for briefing group and road marshals.
- 4.4.2. Rides behind the Route Master just to the right of lane centre.
- 4.4.3. Knows the route with good marshalling experience
- 4.4.4. Controls the pace of group to the ability of the least experienced rider, surrounding conditions, legal speed limits etc. (Pace should be as steady as possible in the front to minimize concertina effect at the rear. Speed should be below legal limit to allow riders at the back suffering the concertina effect or traffic the opportunity to catch up without breaking the speed limit)

4.4.5. Directs Marshals where to mark junctions/deviations. If no marker/marshal at junction then it is taken that the route continues straight on.

4.4.6. Sometimes the road captain doubles as route master. 3rd man drop then becomes 2nd man drop.

4.5. ROAD MARSHALS (Yellow HI-Vis)

- 4.5.1. Several riders at head of group, directly behind Road Captain. (and well briefed on route)
- 4.5.2. Adequate numbers of pre-selected road marshals are given Yellow Hi-Vis vests for the rides in large groups. Each Scruppies county has at least 5 vests.
- 4.5.3. They will mark junctions until the tail gunner has passed and then safely work their way forward and join pack behind the rear marshal at the front of the group. If they are no longer required then they re-join in front of the Tail Gunner.
- 4.5.4. On smaller ride-outs there are no designated Road Marshals. Junctions or deviations may be marked by the "3rd man drop." The Road Captain will instruct the rider directly behind how and where to mark by pointing. The 3rd man re-joins just in front of Tail Gunner.

4.6. TAIL GUNNER (Orange HI-Vis)

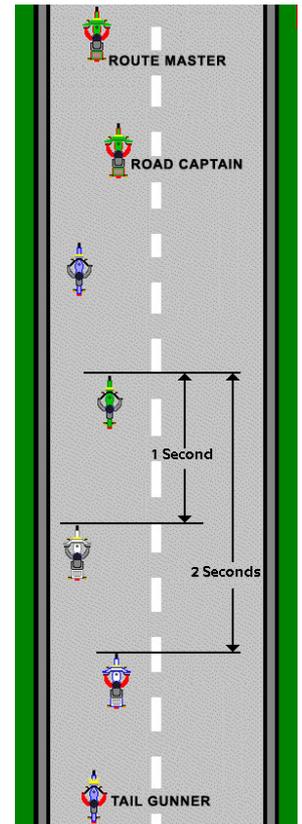
- 4.6.1. Rides at the rear of the formation in the centre of the lane
- 4.6.2. Should know the route to be taken. (as might need to lead the group if it breaks up)
- 4.6.3. Trikes are normally favourites for tail gunners and if more than one also route master.

5. UNSCHEDULED OR EMERGENCY STOPS

- 5.1. Unscheduled stops for fuel, bladder emptying, or rider fatigue can lead to confusion and even accidents. Inform any marshal or tail gunner as quickly and as safely as possible if you need to stop. The Road Captain will be informed and they will stop the group at the earliest possible safe moment.

6. ROAD CAPTAIN - BRIEFING CHECKLIST

Welcome all riders, especially new ones	Introduce Route Master and Tail Gunner
Determine fuel stop requirements	Designate Road Marshals
Review riding standards. Staggered position and safe distance.	Define destination and outline route
Determine riding group by size, skill level, & cruising speed	Entrance and exit (?)
Outline itinerary for the day	Single file procedures (?)
Advise of return plans	Remind everyone to have fun, enjoy the ride and do it safely.



Internationally recognised signals worth knowing



Start up
Rotate finger



Your turn signal is on
open and close hand



Single File
One finger



Double File (Staggered)
Two fingers



Comfort Stop
Shaking fist



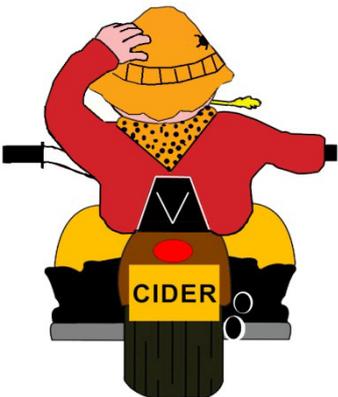
Refreshment Stop
Thumb to mouth



Pull over (to left)
One finger, straight arm



Pull over (to right)
One finger, point over head
Normally in countries where driving on right hand side of the road



Police (or Camera)
Also used by some to request high beam to be turned on or off



I need fuel
Point at fuel tank



Slow Down
Wave arm up and down with flat hand



You lead
Point forward repeatedly



Pothole (left)
Point at pothole or danger



Pothole (right)
use leg to point at danger
Also used as greeting motorcycles on your right when passing



I'm OK (or continue)
Thumbs up. When pulling over but happy for pack to continue as you will catch up



I have a problem (help)
Thumb down, Something is wrong. I am stopping and need help