



BRIEFING NOTES

Social rides



Introduction

My name is xxx, I am the leader. The tailman is yyy.

The route

Describe the route and any possible problematic/hazardous sections.

Riders may leave at any point they wish but please make sure that the tail man or leader knows what you are doing. Wave as you leave the group so those behind do not follow you.

Any riding problems or advice may be discussed with any member or observer at any stop off point or at the end of the ride.

Discipline

Any rider seen or reported to be riding dangerously, inconsiderately or irresponsibly will be warned by either me or the tail man. Further discretions will result in them being asked to leave the group immediately. This obviously does not apply to normal riding errors

Slower riders

Be honest with yourselves. HANDS UP. You need to be at the front of the pack because the further back you are the brisker you will have to ride.

Faster riders

Be fair. Take positions towards the rear of the pack where you will have more fun playing catch-up.

Associates

Associates may pair with an observer for assessment. HANDS UP

Moving Off

We will not move off until the tail man has indicated to me that all riders are ready and present. Please ensure the tailman can see you/ knows where you are if parked away from the main group so you are not left behind.

TURN OVER

GROUP RIDING

Leader actions: Where speed limits change I will reduce speed earlier and over a longer distance or increase speed later than I would ordinarily do. This is to help those getting left behind to catch up/close the gap. Do please use this to catch up and close any gaps (safely & correctly, obviously).

The gap: A 2 second gap is quite sufficient. Longer gaps are excessive stretching the line too far allowing other traffic will get in between, breaking up the group. If a large gap is generated between you and the bike in front DO try to catch up but don't take silly risks or ride dangerously.

Closing up: At slow speeds reduce the gap and **stagger** your bikes. The two second gap automatically reduces the space between you and the rider in front when speed reduces. (*Demonstrate stagger if necessary*)

Junctions: At junctions or queues of traffic all bikes should close the gap and stop two abreast. You should position yourself to allow this to happen.

The bike you pull up next to must always be allowed to move off first. If paired at the front of the line leave sufficient room in front of you to allow the leading rider to see laterally (don't block his vision).

Marker: If we turn off at a junction and you cannot see another rider behind you, wait safely and in clear sight at the junction until it is obvious that the lost rider is turning in correctly or the tail man appears.

Overtaking: Plan your own overtakes and do not blindly follow the person in front. This doesn't mean that you cannot follow through but you must remember to have planned and assessed the manoeuvre for yourself.

Disclaimer You are deemed to be in charge of your own machine at all times and are personally responsible for your own actions, riding and safety. CWAM, IAMRS nor any of its officers, leaders or co-ordinators accepts any responsibility for what happens to you on this trip.