

Guidance notes for riders on CWAM Social Rides

All attendee riders must be fully paid-up members/associates of CWAM and must be fully paid up members or associates of the IAM. All riders within CWAM are expected to practice their riding skill and exercise precision within the spirit and discipline of the Roadcraft system of riding at all times. The Roadcraft System of Motorcycle Control is therefore the default style of riding expected of all CWAM members during all on-road social activities arranged by CWAM and this is reflected in the guidance provided below.

Breakdown It is important that you have your own recovery arrangements. Once the run leader has established that you cannot proceed you will be left to wait for your recovery vehicle. You must not attend a social ride if you know that you have a fault with your machine that might cause a breakdown or disruption to the run.

Briefing All social rides will start with a briefing given by the run leader or CWAM officer and all riders must be present. Associates will be asked to declare themselves.

Excessive distance between bikes If you are continuously 'marking' for the rider behind you and/or that rider has a consistently large gap then let the run leader or tail know at the next break point.

Following distance The two second gap is ample for the advanced rider in most conditions and at slower speeds should be reduced with a positive stagger to the machine in front. Where a gap has stretched it is important that riders make every effort to safely shorten the gap again at the earliest opportunity.

Fuel You must have a full tank of fuel upon arrival at the meeting point. If you have a particularly small petrol tank then advise the run leader upon arrival to ascertain where the run breaks/fuel stops are. You must take advantage of the fuel stops and not expect the run leader to stop for you because you didn't top up at the last stop.

Junctions On final approach and whilst waiting at junctions all riders must queue two-abreast and allow others to do this by their own positioning. The person you pull up next to must always move off first. Riders not at the front of the queue are expected to be watching the traffic so as they can move off with the rider in front of them if there is sufficient gap in the traffic.

Marker During the briefing riders will be told as to whether the second-man drop-off or wait-for-the-rider-behind method will be used on the run. CWAM usually uses the wait-for-the-rider-behind method and it is important that you act as marker at any turn-offs if the rider behind is not close enough to see where you have gone. Do not ride slower where there is no turn-off to allow the rider behind to catch up because this usually has the opposite effect and elongates the group.

Mustering Before the group moves off from the meeting or break point all bikes will muster at a point directed by the run leader and will not move off until the tail rider confirms all are present. Periodically, and when entering/exiting speed limits, the run leader will slow to allow all bikes to close up, especially if road/traffic conditions have caused the group to break up or stretch. All riders must take advantage of this and positively close up the gap in front of them as detailed for junctions, following distances and staggering.

Overtaking other traffic This will be expected of all riders on all runs. Blindly overtaking or blindly following the bike in front is not expected from an advanced rider. Anticipating, preparing and then executing an overtake safely without delay or loss of available overtaking distance should be the norm for full members. Associates should only overtake if they feel comfortable about attempting the manoeuvre.

Overtaking within the group The IAM recommend that this is not done.

Slow or queuing traffic Same procedure as for junctions.

Speeds All riders are expected to be able and willing to ride at the posted speed limits where practical to do so. Riders with a preference or habit for riding below the posted limits or who fail to use good 'system' acceleration will adversely affect other riders within the group.

Staggered position This enables the following distance to be closed up safely whilst still providing a good view and stopping distance to the riders. This is expected at lower speeds and in town work but is obviously sacrificed if it presents insufficient margin to nearside or off-side hazards.

Target fixation or mental drift This is common when following others and results in failed overtakes, missed gaps in traffic and excessive following distances. You need to be aware of this and check yourself regularly.

SKILLS

Riders that realise their skills have diminished in one or more areas or have just lost their riding confidence should not hesitate to contact the Training Officer for some help. This happens to everybody at some point and CWAM is happy to provide any refresher training, additional training or riding support you require.

ASSOCIATE ONLY SOCIAL RIDES

These rides do not include any full members with the exception of two observers acting as lead and tail. These runs are ideal for those that wish to build their confidence at riding with others and familiarise themselves with group riding protocols. They are short runs and the lead and tail riders will provide advice to the attendees at stop points with regard to Roadcraft Skill and group riding issues, where required.

ASSOCIATE & MEMBER SOCIAL RIDES

These runs are the most common with full members and associates mixing together. Associates are invited to latch onto the back of an observer or full member if they wish. Full members are expected to ride with precision and make good progress in line with the spirit and parameters of advanced riders. Associates do their best to put into practice what they have learnt and should not hesitate to ask for riding advice from the leader/tail or an observer at the break points. These rides are suitable for the full member that feels their riding skill isn't quite up to the quality and focus required for the Member Only or GBH rides. Members are expected to show patience and be supportive to those riders whose skills are not up to the level of their own.

MEMBER ONLY SOCIAL RIDES

Associates will not be allowed on these rides because full members will be riding with advanced level progress, discipline and precision at all times.

GBH (Green Badge Holder) SOCIAL RIDES

These are more progressive rides suited to those that actively maintain and regularly seek to enhance their advanced skills. Confidence and a high level of competence will be required by the attendee. Racy, ragged or inconsistent riding will not be accepted.

