

CWAM



NEWSLETTER

April 2023

CWAM first, our successes ~ our 'raison d'etre'

Congratulations to

Zoe Haywood (mentored by Simon Oatley)

Neil Harrison (mentored by Stuart Warren)

for joining the ranks of the fantastic CWAM Observer team

John Meaking and new Observer Dr. Steve Krikler,
(who was mentored by Roger Barratt)

Sandra Tudball and new Observer Zoe Haywood,

Dylan Watt and his Observer John Chivers

For achieving F1RST's in their Advanced Tests

Peter Abrahamson and his Observer Keith Daffern

Graham Ball and his Observer Mark Lunt

Mark Wareing and his Observer Richard Taylor

For their successful Advanced Tests

Going to press, so any further passes this month will be announced in the next issue.

Official Club Ride outs in October

Roger Barratt ~ Wednesday 5th

Ride out to Rothley Station, Leicestershire

I know a few people don't like the ride out booking system however I am sure it has at least one spin off benefit in that when people have booked they then feel obliged to turn up! That must surely explain why 14 people turned out on a very cold and wet day – ironically on the first day of Meteorological Spring!

Due to changing circumstances we had two pillions on the ride, certainly committed folks given no heated grips on the passenger seat which left me wondering whether there is an unexploited market here, heated grab rails anyone?

The rain wasn't too bad in the end but it did make for some wet and dirty roads so the bike cleaning kit suppliers are getting their fair share of business from us this year.



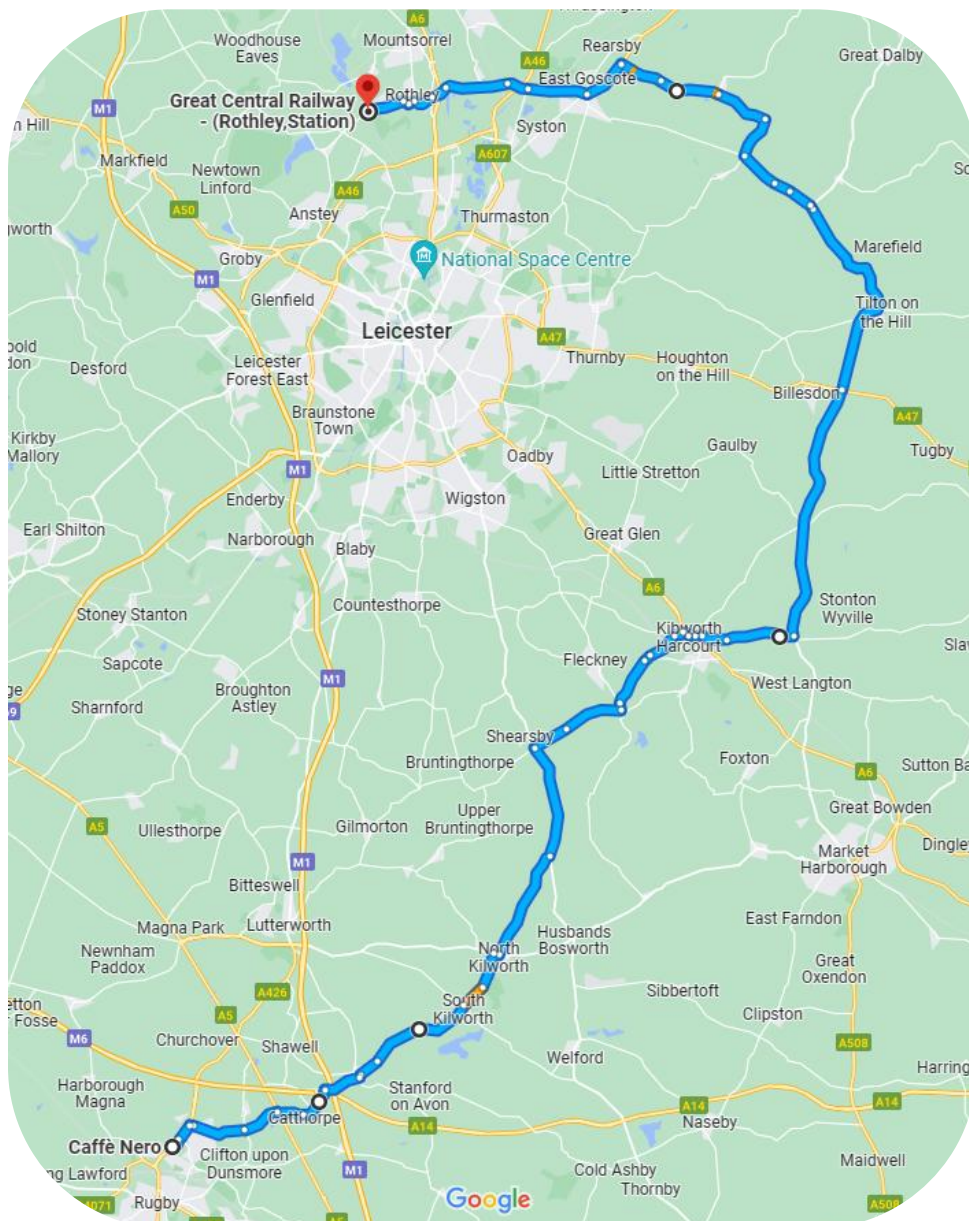
We had a pretty straightforward journey out of Rugby and through Catthorpe, Kilworth, Saddington, Kibworth and Tilton on the Hill circling neatly round the eastern side of Leicester to arrive at Rothley Station.



The station is part of the Great Central Railway which is the UK's only double track, main line heritage railway. As a double track it's the only place in the world where full size steam engines can be seen passing each other which is a sight to behold, more likely to happen in Summer than on our visit though.

The café had thoughtfully set aside a large area for us to eat which is handy as bikers seem to expand when they take their riding kit off so plenty of spare tables were welcome.

(Can you spot Nick in the middle of this photo, a rare sight indeed? Copied from Facebook, so not very clear. Ed.)



We had a good ride home along the same route and arrived back in Rugby just after 1.00pm as planned.

In my mind there was always a question mark over this ride (see map) but it turned out to be another good one and as usual well worth the effort of running it.

Nick Lilley expressed his own uniquely poetic take on the journey with this comment on Facebook ~

“Living the dream with CWAM like smooth, sea-scrubbed pebbles skimming effortlessly across the waves of the wet Leicestershire landscape. Another super ride to Rothley Station, thanks Roger”.



Nick Lilley

Admin · 1 d · 🌐



Living the sadly alcohol free dream with CWAM at Hook Norton Brewery after which I was in dire need of more than a swift half, having back-tracked to Halford fearing the worst and returned to a sadly deserted finish point. Nevertheless, don't let that detract from a good ride home along that lovely B4035. Good to see an associate joining the ride. Thanks Alan, nice route.



(Another nice group photo Nick, before anyone put their helmets on!

*Incidentally, for those of us that don't know all the members yet, **Alan**, the ride leader, is in red. Ed.)*

Nick Lilley ~ Sunday 26th Rideout to Northleach, The Old Prison

(The Newsletter had to be finished early this month to give John Chivers time to add an article in PDF format. As I wasn't on this ride out, and time being of the essence, I was just about to ask 'ChatGPT' to fill this page, but reliable as ever, Mr Lilley submitted his report in the appropriately termed 'Nick of time' Ed.)

Having recce'd the Northleach route a couple of days before the ride, some of the roads in North Oxfordshire were so poor that even I would be highly embarrassed to lead a group along them. The resulting adjustments ensured maximum rider comfort and minimum wear on suspensions as I'm sure all the attendees would agree.

It is doubtful whether Napoleon, as he contemplated his retreat from Moscow, viewed the weather forecast with less favour than I on the night before the ride. A sea of blue on the Met Office map, tracked my route with millimetre precision. It wasn't the pitter-patter of rain that woke me in the middle of the night, it was a pelting that threatened the integrity of my window glass. But sun shines on the righteous and as I opened the garage door I was met with the merest drizzle and so it was for most of the journey. I was however grateful to the riders who were resilient enough to bear me company, especially those who travelled from the distant lands in the north.

One of the strengths of the booking system is that it encourages riders to venture out on days when they would otherwise roll over for another hour in bed. I've certainly attended when, in the past, I would have had second or even third thoughts; the bonus being that I've enjoyed myself every single time.

Learning from experience may be something of a cliché but it certainly proved a truism at The Prison Café and from now on, I will be more circumspect before removing my trousers in a public place. Don't get excited, I refer only to overtrousers, nothing too risqué. But it was an unedifying sight to see me clinging to a chair while Zoe tugged and a crouching Alan, with no little difficulty, forced the fabric over the heel of my boots. Task completed, needless to say we ran into rain almost immediately.



I consider myself as a courteous rider but when I'm leading along country lanes, I will maintain station in the middle of the road until on-coming vehicles slow or pull over because I'm not having the 8, 12 or so riders behind me compromised. Whether this is good roadcraft or not I don't know but the welfare of the group trumps the ego of a single driver. I mention this because we encountered one lady driver who would certainly have had Boadicea-like scythes attached to her wheels had they been an available optional extra.

Yes, there was a surfeit of mud, puddles and gravel but once home, it was a simple 10 minute job with the hose to have the bike in the same condition as its owner – pristine.

Considering the amount of snow that fell on this March evening, enough of the CWAM stalwarts braved the conditions to make it an enjoyable event. As the photos show even I made it, though only because Roger offered to give me a lift. It was one of the best yet for me as I was much more 'involved' than usual ~ (or at least my ears were)!

The main Theme of the night was hearing protection and although those two nice chaps from Ultimate Ear didn't explain the reasons for, or the merits of, ear protection ~ (it consisted simply of a short sales pitch), nevertheless they did fully engage us the whole evening; from the third of us who opted to have impressions taken, to the rest who seemed to enjoy trying to have a conversation with us whilst it set and not forgetting Ian Collard who delighted in taking copious photos of this rare Club Night spectacle.

I must confess, I set out with no intention to purchase any of their products. Not so much my aversion to parting with 'the folding' but my rational was that as I am already half deaf in one ear, the damage is already done. This coupled with the fact that I bought 10 pairs from Robert Dyers for a mere £4 i.e. 40p a pair how could I justify paying £70 for just a single pair of the most basic in their range? (Though, annoyingly, they do dislodge and fall out every time I remove my helmet)



I began to be influenced though; firstly by the impromptu accolade given by Tarnya Brink (even though not on commission) then the 'show of hands' of those who already use their products, around 95%? And the fact that they were taking mouldings free of charge (normally £40 and a trip to Birmingham), saw me also sitting in the chair being impregnated, much to Ian Collards surprise and amusement!



Ian C. posted on our FB page "A great first club night of the year last night with the lads from Ultimate Ear. A few members took advantage of the free ear moulding service, even our esteemed Newsletter Editor. Three certificates were presented, well done all, and the evening was hosted by our very own Tarnya. Looking forward to the next one".



The Ultimate Ear guys getting 'stuck in' literally.



Steve Krikler receiving his local Observer certificate from his mentor Roger Barratt



A very ebullient Laura Walker receiving her Advanced pass certificate from Andy Spencer as her Observer, Alan Sprung has moved away.

Mike Darby seemed almost humbled by the plaudits he received from our group for the tremendous contribution he has made, in the short time he has been a member. He later wrote on Facebook ~

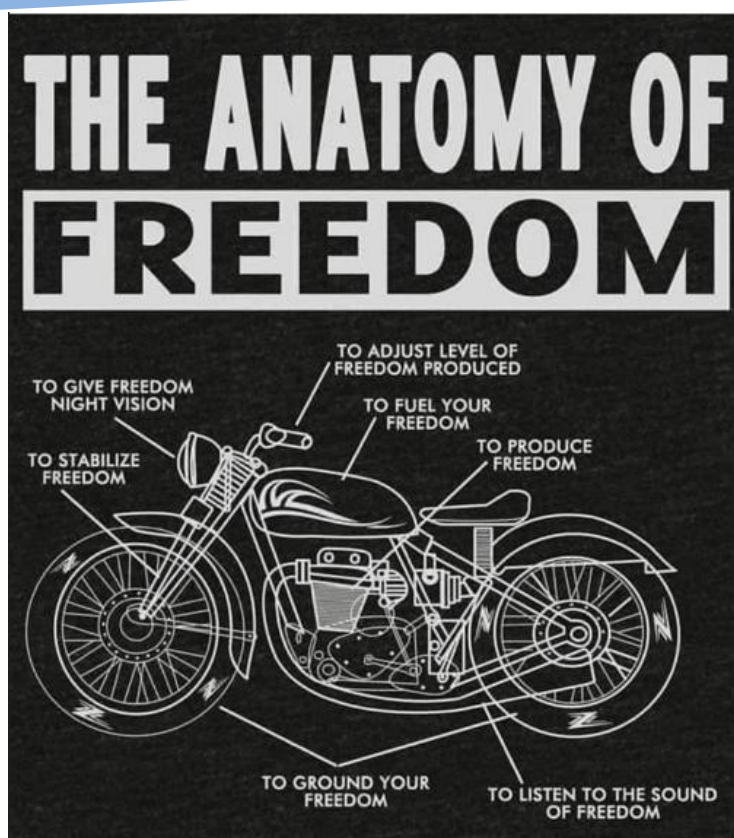
"A very proud moment for me to receive the group award last night. My thanks to the committee members for the vote and thanks to all those who have come along on my ride outs in 2022. I've made some good friends and really enjoy everyone's company, so thanks once again. More rides planned and being worked on for 2023."

I'd like to take this opportunity to give a 'shout out' to Mike's wife Lyn, who, although not a motorcyclist herself, loves reading our Newsletter so much that Mike prints it out for her every month. Lyn, your appreciation of my efforts is very welcome, thank you.

(Although with the number of pages that the Newsletter regularly runs to now, it was never meant to be printed! Ed.)



Motorcycle Memes anyone?



Missed last month by at least a third of our members, who are not Facebook users.....

This important update from John Chivers was supposed to have been in the March Newsletter, but as it was sent on the 28th Feb. it had already 'gone to press' so it appeared on our Facebook page instead.

Update to Social Ride Booking Policy

When COVID struck our shores, it became a legal requirement to limit our social rides to six people. To cater for this, we introduced a bespoke booking system on a first-come-first-served basis.

Following the easing of restrictions, and based on the positive feedback and feature requests from those who most commonly lead rides, we decided to retain the system going forward. From a ride-leader's perspective, it's a helpful tool to have.

Firstly, you have contact details and ICE details for all attendees, and this has already proven to be useful, though fortunately not from the ICE perspective to date. Secondly, depending on the constraints of the destination, it's helpful to be able to restrict numbers. And finally, it allows ride leaders who may have concerns about leading a large number of riders on a complex route to limit those numbers. So, in fact, there's nothing to stop someone who wants to lead a social ride for the first time to restrict numbers to a handful of people.

Nevertheless, there have been rumblings among some members who don't like having to book to attend rides. They reason (not unreasonably) that we managed perfectly well without in the past. A couple of these objections have been made directly to me in my capacity as Rideout Coordinator, but I've heard others third-hand.

While the booking system is helpful from a ride leader's perspective and it is also helpful from an administrative perspective, as we have a record of future and past rides in one place, it would be a shame to think it was actively discouraging people from coming on social rides.

With this in mind, we discussed our options at the last Committee meeting and unanimously decided, after some discussion, that we will make booking on social rides optional, based on a ride leader's decision. So, as a ride leader, you can decide whether or not you'd like to have visibility of who is attending, along with their contact and ICE details. This should keep everyone happy.

In all cases, a pro forma will still be sent out to the ride leader, which will need to be completed, chiefly so we can gather all the relevant details of the ride. The ride leader will still receive their own custom link to a corresponding ride leader's page, which will contain links to helpful ride guidelines and a pre-ride briefing crib-sheet. The other information will go out to the wider membership as normal... It's just that there will be no more requirement to book on a ride if a ride leader determines that participants don't need to do so. The decision will be in the hands of the ride leader.

It would be nice to think that those who disliked having to book on a ride will now be more likely to attend future rides, and even nicer to think they might volunteer to lead one or two.



Steve Krikler shared a link.

9 March at 15:54 · 🌐



I thought it might be helpful to share my recent experience of route planning. I bought a Garmin Zumo about 6 months ago. As part of my observer development, I started trying to plan routes. I tried BaseCamp, had problems, asked Garmin Support who advised switching to their new online route planner, which is called Explore. Having tried it, my advice is don't bother. And for that matter, if you have problems with a Garmin device, don't expect any solutions from their support team. I joined a Zumo FB group and asked what others were using for route planning. Multiple replies advising me to try www.myrouteapp.com which is a free web-based route planner. I found it very easy to use and I have now drawn up several routes. There is some sort of app as well, but I prefer to plan on a bigger screen. My only remaining problem is getting the saved GPX file from my iMac to the Zumo. Despite many hours on the phone with Garmin, I have no simple means of transferring the file from desktop to SatNav. There is a fiddly workaround which I can discuss if anyone else is a Mac user and is struggling.

YROUTEAPP.COM

yrouteapp.com



John Chivers Admin

Frustrating, Steve. Like Roger, I've happily got on with Garmin stuff for many years and it's been the basis of all my route planning for all my riding.

I'm not sure what the nature of your problems are, but if it's use of Basecamp rather than something particular to the Mac, I can certainly help out. The videos I put together are at <https://youtube.com/playlist...>, so hopefully they'll be of some support.

I have to say, I have heard mixed reports about Garmin support but I've been fortunate in not having to call on its help yet. I wouldn't personally advise using Explore. It doesn't contain anything like the functionality of Basecamp yet (though it's been a few months since I checked) and may be fine for basic routing, but I don't think it's a valid replacement for Basecamp in its current state of development.

I don't want to get into the Garmin vs TomTom discussion. I suspect the only fair comparison would be someone who's used both fairly extensively. The only person I know in that situation is my old friend and touring buddy, Chris Thompson, who had a short romance with a TomTom for a year or so but then went back to a Garmin when the TomTom screen fogged up while we were touring and wouldn't clear after days (an apparently not infrequent issue at the time, though I'm sure that's resolved now). He was not impressed and threatened to throw it in a river at some point, so that's possibly not a fair comparison! 😂

Basecamp is extremely powerful and does everything you need for route planning though I appreciate it isn't intuitive. If the nature of your issue is the use of Basecamp, I'm sure we can resolve it. But if it's something peculiar to the Mac, I'm in the dark.

YOUTUBE.COM

[Garmin BaseCamp Tutorials - YouTube](https://youtube.com/playlist...)



Two events were posted by Behind Bars in March, a clearance sale and an opportunity to have your suspension set up, both of which are now too late to be relevant in this Newsletter.



Mike Darby created a poll.

2 March at 16:09 · 🌐



Just planning rides and experiences ahead (June onward for these) and checking which of the following would be of most interest. The gliding was popular last year and we're blessed with great weather. Some members said at the time, they would fancy a powered flight experience too so thought I'd check on popularity.



Gliding evening at Snitterfield 2023

66% >



Powered flight experience Enstone aerodrome.

34% >



4

23 votes 1 comment Seen by 123

Plenty of time, so if interested, have a word to Mike on one of the club Sundays



Nick Lilley

Admin · 8 March at 13:32 · 🌐



Sign in at the Jaguar Club.

Please note that all legitimate users of the Jaguar Sports and Social Club (us) are now required to book in and register in the reception area of the club. This is a security measure recently established by Jaguar Club that even I didn't know about until an hour ago. It is important that we adhere to their requirements and I'm sure you will be reminded again at the meeting tonight.



10

Seen by 111



Simon Brown

1 d · 🌐



Many thanks to those of you who have come forward to volunteer for car park duty at the Jag Center on Club Sundays. Just to re-cap we have the following "attendants" - 19th March - Nick L, 2nd April - Martin Nee, 16th April - me, 30th April - Chris Tudball, 14th May - Mike Darby.

I am now looking for volunteers for all the Club Sundays to the end of August - 14th May, 28th May, 11th June, 25th June, 9th July, 23rd July, 6th August and 20th August. Please let me know if you can help out either through FB, e.mail Nick L who will forward it on to me or e.mail me directly so that I can reply!

Thanks,
Si

**19th March
Club Sunday
rideout around
Warwickshire**


**led by Roger
Barratt.**

John Chivers ~
"Smashing ride-
out! Thanks,
Roger!"

**Dave
Shakespeare ~**
"Thanks Roger.
Great little ride
out."

Nick Lilley ~ "Living the dream with CWAM on a rollicking ride with Roger round rural Warwickshire. Perfect Sunday morning."



 **John Chivers** shared a link.
Admin · 18 h · 🌐

Just a gentle reminder for ride-outs, based on some feedback and observations from this morning and on other rides...

1. If you leave a ride mid-way through, you should ideally let the person riding behind and the tail rider know of your intention before we start the ride. When you intend to leave, you should pull over to the side of the road in a safe place, waving other riders by, then continue to make your own way when everyone has passed.

If you don't do this, you risk splitting up the ride, with those behind following you instead of the rest of the group in front.

As it goes, we were ok this morning, but it was brought to my attention that three or four members did this.

2. If we're in lower speed limits, please stagger and tighten up the gaps in the group. We already had a car between us within two minutes of leaving the club this morning, because there was a big enough gap for a car to pull out into the group.

3. If you're towards the back of the group, don't deliberately let the gap between you and the rider in front get too big. Again, it was commented from a couple of riders towards the front half of the group that there seemed to be bigger gaps than usual behind them and this was the case from my perspective towards the back of the group.

We were a larger than usual Club Sunday group this morning, and as ever, Roger did a great job of keeping us all together, but remember that although our Club Sunday rides aren't the group social rides we operate on alternate weekends, the group riding guidelines still apply on the road.

This matter was deemed so important that the whole PDF file from the website is published at the very end of this Newsletter to remind not just associates but **every** member, no matter how experienced, of our club guidelines.

In a break from tradition, this has meant that the Newsletter has had to be sent to John Chivers, just before publication because 'yours truly', Ed. doesn't have the Adobe software to do it!

As a reminder, these can be found at <https://cwamorguk.files.wordpress.com/.../social-ride...>, or if you prefer a video, at <https://www.youtube.com/watch?v=266jwt7gQVk>

British Motorcycle Federation News

This section was influenced by Ian Collard

Here's their web site link to read more
<https://www.britishmotorcyclists>.



EU votes to end petrol/diesel car sales...

New horizons! ~ BMW announce that their first 'Hydrogen powered' bike is on the drawing board.



National Motorcyclists Council urges the UK Government to take advantage of motorcycle safety opportunities missed by the EU...

BMW Developing Adaptive Cooling

Other news 2 March 2023



Greener Tyres On The Way

Other news 3 March 2023



CWAM events in April

For more detail on any of these events, please click on this [direct link](#) to the events diary on our website.

NB it says at the top "To view details of any event left click the text"

when	what	where
Sun 2 nd 09:00	CWAM Club Sunday	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS Bikes guard will be Martin Nee
Sun 2 nd 10:00	Motorbike Action Day	Caffeine and Machine, Ettington CV37 7NS
Wed 5 th 09:00 to approx 13:00	Rogers 1st Wednesday of the month Rideout	A 120 mile round trip to Dom's Bike Stop near Leominster in Herefordshire. Mainly A roads and great Bikers fare!
Wed 5 th 19:30	Committee meeting	Virtual
Sun 9 th ?	A possible Rideout	Please contact John Chivers if you would like to lead a CWAM rideout.
Wed 12 th 07:30	CWAM Club night	Representatives from National Highways will be in attendance. Questions about potholes anyone?
Sun 16 th 09:00	CWAM Club Sunday	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS Bikes guard will be Simon Brown
Sun 23 rd ?	A possible Rideout	Please contact John Chivers if you would like to lead a CWAM rideout.
Sun 30 th 09:00	CWAM Club Sunday	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS Bikes guard will be Chris Tudball

Simon Daffern kindly sent this.

Hi Ian,

I thought this link might be of interest to you, to include in the newsletter perhaps?
It is interesting as well as funny.

(He certainly is, and Simon, this is only posted this far down the Newsletter for formatting reasons Ed.)

<https://www.bbc.co.uk/sounds/play/m001dwt9?partner=uk.co.bbc&origin=share-mobile>

Browning ~ if there had been motorbikes in 1845?

Oh, to be in England
Now that April's there,
And whoever wakes in England
Sees, some morning, unaware,
That the lowest boughs and the brushwood sheaf
Round the elm-tree bole are in tiny leaf,
And those CWAMers who through the winter were ne'er so bold,
Begin to venture forth, now it's not so cold.
While the chaffinch sings on the orchard bough
In England—now!

A537 CAT AND FIDDLE



A686 HARTSIDE PASS



(Oh just look, and drool, at these lovely dry roads Ed.)

IAM RoadSmart News

As usual the latest IAM RoadSmart News is [here](#),
their tips and blogs are [here](#)
and their Facebook page is [here](#).

CWAM small print



For all future events check out the [Diary page](#).
If anyone has news to share, tips to pass on, pictures for the gallery or items
for sale please mail me (newsletter@cwam.org.uk).
Your website - your news - your contributions!

To unsubscribe from the CWAM Newsletter please click [here](#)



Social Ride Guidelines

Social Ride Guidelines

Preconditions

- **Membership:** All attendee riders must be fully paid-up members/associates of CWAM and must be fully paid-up members or associates of IAM RoadSmart. All ride leaders must be full members.
- **Riding standards:** All riders within CWAM are expected to practise their riding skill and exercise precision within the spirit and discipline of the Roadcraft system of riding at all times.
- **Breakdown:** You should have your own recovery arrangements. In the event of your motorcycle developing a fault, and 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.

Pre-Ride

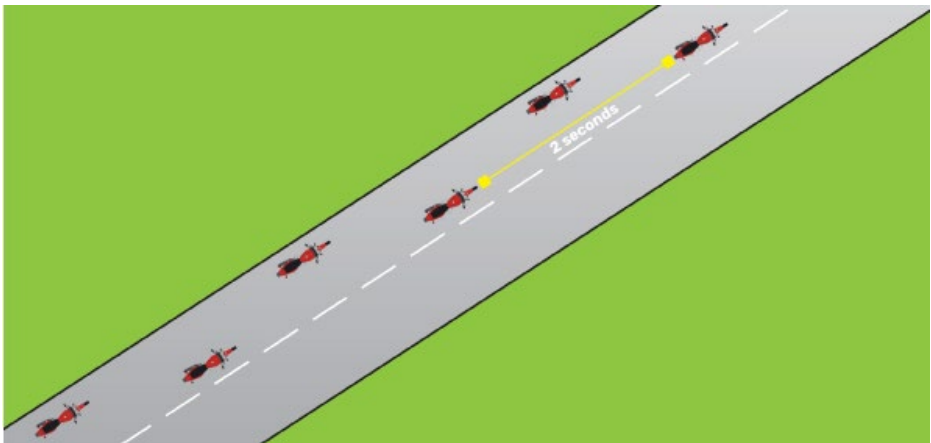
- **Fuel:** You must have a full tank of fuel upon arrival at the meeting point. If you have a particularly small petrol tank, then advise the run leader upon arrival to ascertain where the run breaks/fuel stops are. You must take advantage of the fuel stops and not expect the run leader to stop for you because you didn't top up at the last stop.
- **Briefing:** All social rides start with a briefing given by the run leader and all riders must be present. Associates will be asked to declare themselves. The run leader should identify themselves and the tail rider. The **disclaimer** must always be given.
- **Head count:** The number of attendees should be noted, so that presence of all participants can be confirmed at each stop.
- **Contacts:** The ride leader and tail rider at a minimum should have each other's contact numbers in case they need to establish contact with each other in the event of an issue arising on the ride.
- **Itinerary:** It is recommended for long rides in particular that an itinerary be provided in advance of the ride, noting precise stopping points and approximate timings. Should the group become divided, this will provide a means to regroup at the next stopping point. A GPX file of the route and stopping points as waypoints may also be useful, where possible, for those riders with GPS.
- **Mustering:** Once the briefing has been concluded, riders should ready themselves for departure in a timely manner. The tail rider should inform the ride leader when everyone is ready to go (through comms or by a raised arm).

Group Position

- **Position 2:** Second position in the group should ideally be occupied by an experienced group rider to facilitate correct staggering within the group.
- **Associates:** In mixed member/associate rides, associates should be positioned at the front of the group from position 3. Keeping associates at the front enables the leader to monitor progress and reduces the likelihood of any peer-pressure or bravado some riders may associate with riding towards the back of group.
- **Tail rider:** The declared tail rider assumes the last position in the group. All other riders must assume positions in front of the tail rider.
- **Communications:** If Bluetooth meshing technology is used, participating owners of such units should ideally position themselves equidistantly throughout the group to facilitate communication between the ride leader and tail rider.
- **Identify:** Riders should identify the rider immediately in front of and behind them, so that they can easily recognise them, should the group become split up.

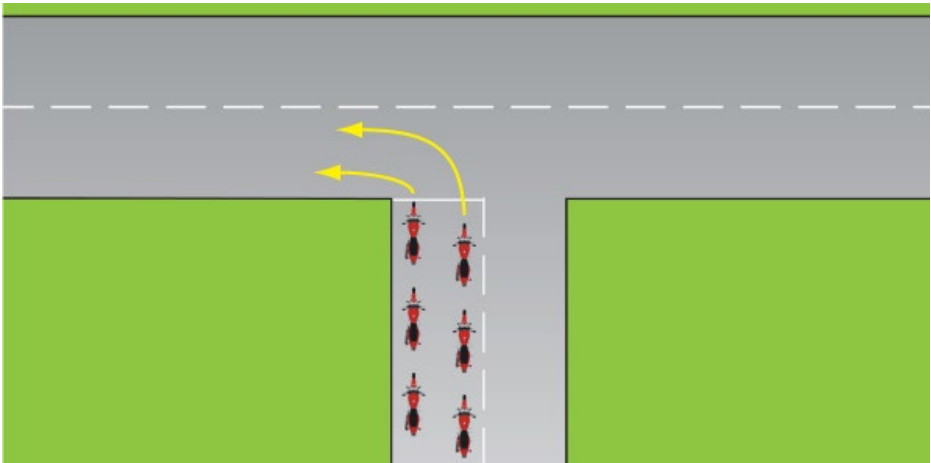
On the Road

- **Speeds:** All riders are expected to be able and willing to ride at the posted speed limits where practical to do so, and to make good progress.
- **Staggering:** When riding at lower speeds and particularly in built-up areas, the group should assume a staggered formation where possible, with the lead rider towards the outside of the lane and the rider in position 2 to the nearside, hazards allowing. However, riders must **always sacrifice position for safety**.

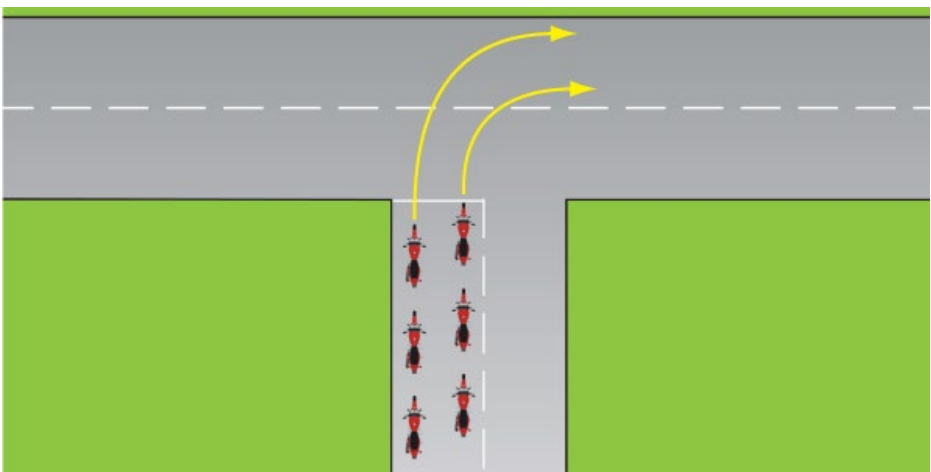


Staggering at Lower Speeds

- **Staggering at Junctions:** At junctions, riders should bunch up closely together in pairs where practical to facilitate exit from the junction as efficiently as possible. Within each pair, the second rider of the pair should position almost level with but slightly behind the first rider, to leave his/her view unobstructed. On left turns, the lead rider should position towards the nearside of the lane; on right turns to the outside of the lane, with rider 2 taking the opposite side – and so on, alternating down the group. Both riders in a pair should move off together. Having made the turn, standard staggering (as described above) should resume.

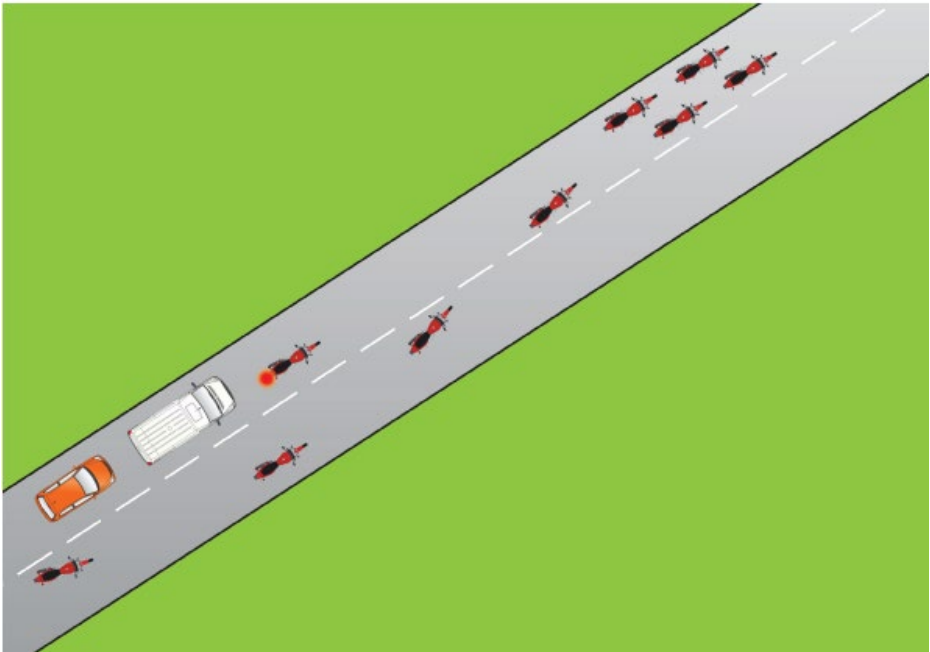


Staggering for a Left Turn



Staggering for a Right Turn

- **Following distance:** The two second rule should be applied as usual. When staggering while moving, the two second gap can be considered to be the distance between the rider and the rider physically directly in front. Staggering distance should be closed up whilst waiting at junctions.
- **Overtaking within the group:** There is no overtaking within the group. However, see **Making Space**.
- **Overtaking other vehicles:** Participants will be expected to be confident in overtaking on all group rides. Anyone lacking in confidence in this skill should seek additional training before participating in group rides. Overtakes should be undertaken on an individual basis. Riders must overtake based on their own observations, and not blindly follow the rider in front of them. Having overtaken a target vehicle, riders should continue to make progress and consider the following rider's requirements for space as a landing spot.
- **Marking:** Riders should keep an eye on the rider behind as part of ongoing observations. If the group turns off a road and a rider has lost sight of the following rider in their mirrors, they should find a safe place to mark the junction/exit and wait. Riders should consider their safety in marking. Where proceeding straight on at roundabouts or junctions, no marker is required.



Making Space on Approach to Congestion

- **Making space:** On the approach to congested junctions or roadworks, if the group has been split up by other vehicles, and where conditions allow, consider holding back to make space for riders behind to temporarily overtake vehicles which have split the group. Deliberately hold back, giving information to the vehicle behind via a brake light or hand signal. Once the group sets off again, riders should return to the original ride order. Remember to acknowledge the vehicle behind.
- **Keep together:** Riders should not deliberately slow down within the group in order to increase the pace for themselves. If a rider loses sight of the rider behind, they should not deliberately slow down. Riders should avoid being overly courteous in built-up areas to the extent they should be when riding solo, e.g. by allowing vehicles out from side roads and driveways into the middle of the group. All these behaviours are more likely to cause the group to split up. Tightening up the staggered grouping in towns and built-up areas will reduce the likelihood of the group being split up.
- **Lead rider speed:** The lead rider should attempt to slow down before moving into a lower speed limit zone to facilitate a tightening-up of the staggered formation. Similarly, smooth and unhurried acceleration into higher speed limits will reduce the likelihood of gaps appearing in the group.

Leaving the Ride before a Pre-determined Stop

- **Inform:** Riders intending to leave the ride before a designated stop should tell the declared tail rider and ideally the person behind them before setting off from the previous stopping point.
- **Departing:** Wave to the person following, indicate, and pull over on a convenient and safe, straight section of road. Let the remainder of the group pass before continuing. **Do not** leave the group ride at a junction or roundabout, as this is likely to split the group.