

Red Knights International Firefighters Motorcycle club®



Team Riding Course

Objective

The objective of the Team Riding Course is to provide Members with the education and information that will enable them to be better prepared and equipped to lead and participate in safe *Team Rides*.

Agenda

- We will have a classroom segment for about 1 ½ hours where we go over the following:
 - Introduction
 - Team Riding Terms
 - Guidelines
 - Hand Signals
 - Question and answer period

On The Road

- Time permitting, it is encouraged to follow this classroom course with a road portion
 - Break into groups of 3-5 riders.
 - Each rider should take a role as “Lead” and “Drag”.
 - Practice different scenarios and maneuvers to include highway, secondary roads and entering/exiting parking lots.

Overview

- What is a Road Captain?
- Team Riding Review
- Planning the Ride
- Day of the Ride
- The Ride
- Hand-and-Arm Signals
- Q/A

What is a Road Captain?



- A Road Captain is.....
 - A leader capable of setting up a ride according to the Team Riding Guidelines.
 - A Ride Leader trained in how to lead a Team Ride
 - A Ride Leader Trained in how to fulfill the duties of “drag” the correct way.

Who should be Road Captains?

- All Chapter Officers, Rider Educators, and Ride Coordinators.
- Any Rider who may happen to lead Organized rides, Dinner rides, etc
- Anyone wanting to further his or her knowledge of Team Riding.



Why a Team?

- Mass Riding
 - Everyone does their own thing.
- Leisure Riding
 - Riders have a basic idea of each other's styles.
- Team Riding
 - Structured planning and ride conduct.
 - Having a set "Rules of the Road"
 - Actively working together to make the ride safer, more relaxing, and more enjoyable.

Team Responsibilities

- All Riders Responsibilities
- Lead Bike Responsibilities
- Drag Bike Responsibilities
- Team Member Responsibilities

All Riders Responsibilities

- Arrive on time
 - Full tank and empty bladder(full stomach?)
- Complete pre-ride check
 - Bike known to be in good condition (T-CLOCS)
- Be prepared with essentials
 - First Aid kit, Raingear, extra clothing, Emergency contact info, Cell phone
- Inform coordinator of any special needs
 - Diabetes, Bladder or Back problems, etc.



T-CLOCS

- T Tires, Proper Pressure/Tread
- C Controls, Throttle, Levers, Cables, Switches
- L Lights, High/Low beams, Signals, Brakes
- O Oil, Do you have it? If so, proper amount
- C Chassis, Air Shocks? Belt/Chain?
- S Stand, Check spring and adjustment

Lead Bike Responsibilities

- Should be experienced
- Be able to make quick, safe decisions
- Pick his/her Drag Bike
- Sets the tone for the ride
- Maintains communications
- Communicates any changes(speed, lane, etc)
- Adheres to the schedule
- Listens to Team Members

Drag Bike Responsibilities

- Controls general conduct of the ride
- Ensures that the team is abiding by the rules
- Drops off to assist Team Members or public (preferably has first aid kit)
- Address any unusual riding action
- Secure lanes for the Team
- Communicate with 'Lead'
- Controls the pace of the ride

Team Member Responsibilities

- Ride their own ride
- Arrives prepared and ready
- Communicates any change in position
- Maintains proper spacing and position
- Follow 'Lead' and 'Drag' instructions
- Minimize CB traffic when appropriate
- Makes certain that they have the ride information
- Communicates issues or concerns to the 'Lead' or 'Drag'

Planning and Preparation

- Plan the Route
- Plan the Stops
- Plan the Breaks
- Plan the Speed
- Plan the Teams
- Plan the Start
- Plan to Inform
- Start Prepared

Day of the Ride

- Arrive at the starting location ahead of time
- Position the bikes as they arrive
- Size the groups and select leaders
- Do a safety check
 - Do not endanger the group with a single bike having major defects or safety issues
- Plan to accommodate Solo Riders
- Review the 3 primary hand signals
- Stage all groups five minutes before departure
- Select CB channels and do a radio check

The Ride

- Communicate your intentions verbally or physically
- 'Lead' and 'Drag' work as a Team
- Communicate with the Group
- CB chatter
- Group Spacing
- Group Communication

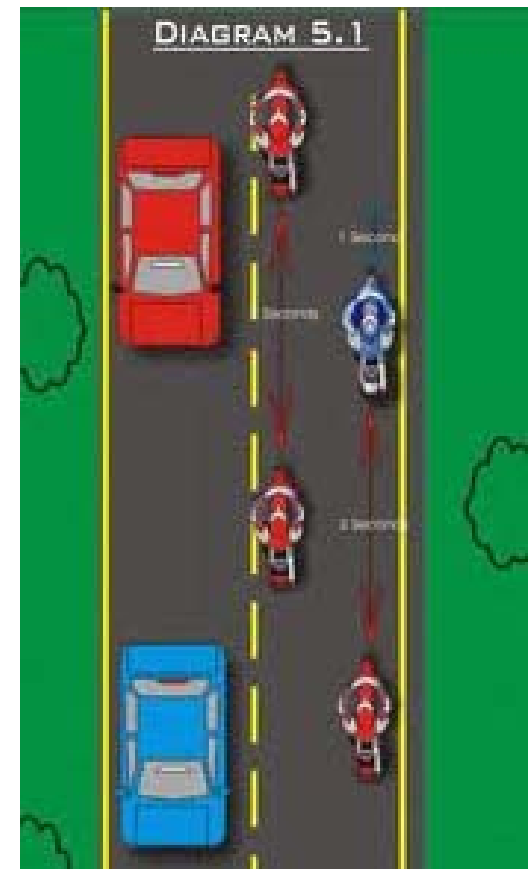
'The Ride' FACTS

- IMPORTANT

- *During any team maneuver, it's always the responsibility of the individual rider to check for the safety of a move before executing it.*
- *Never take anyone else's word that a lane is clear or it is safe to pass*
- *Always do a head check. Don't depend on mirrors.*

'The Ride' ---Staggered

- Mentally divide lane into thirds
 - Lead bike in left track
 - Bike #2 in right track ≥ 1 sec.
 - Bike #3 in left track ≥ 2 sec.
 - And so on.....
- Allows time and space to react
- Adjust distance to conditions (rain,night)
 - Double the following distance
- Only the 'Lead' bike uses High Beams



'The Ride' Single File

- When in curves or winding roads
- When road is narrow or no shoulder
- When approaching blind hills
- When passing semi's in either direction
- When hazards are present
- Always remember Minimum 2 second rule

'The Ride' Merging

- When entering traffic from an on-ramp, You should enter as quickly and safely as possible.
 - Don't try to get fancy, Just get out safely
- Don't attempt to block a lane with your motorcycle. It is illegal and certainly dangerous
- Each bike picks their own merge point in traffic, then safely moves into it.
- 'Drag' bike is last out and notifies 'Lead' of progress of unification

'The Ride' Lane Changes

- 'Lead' asks 'Drag' "move to left/right when clear"
- 'Drag' checks traffic behind. If not clear gives "standby" When clear, moves to left/right and announces "lane is secure"
- 'Lead' bike announces, "look left/right" move "left/right" Move as you see it is safe.
- Others follow in order, or all together.
- Follow the leader! Do not move over until the bike in front of you moves.

'The Ride' Passing

This is only done when it is SAFE, LEGAL, AND NECESSARY!!!

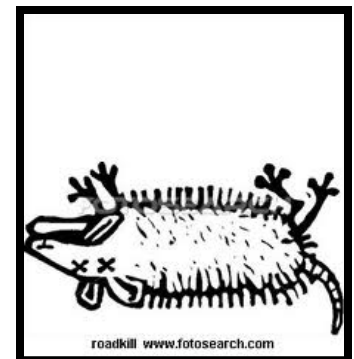
- 'Lead' notifies the Team to pass single file.
- Only done one-at-a-time
- 'Lead' does mirror and head check, turn signal and passes
- After 'Lead' pulls back into lane he moves ahead to leave room for remaining bikes to return to lane
- When safe, 2nd bike follows same procedure, and so on.
- When 'Drag' bike is safely around he advises 'Lead' all have passed safely.

'The Ride' Traffic Lights

- When stopped for a traffic light use “compressed” staggered formation.
- Bike #2 is about 3 feet back from 'Lead' so 'Lead' has a clear view in both directions.
- Normal staggered formation resumes when Team begins moving.
- ***From a stop, 'Lead' bike should start out slow to keep the group together***

'The Ride' Hazards

- Leader should always point to the hazard
- If you can call out on the radio
 - Call out “Road Dirt” or “Debris” left, center, right
 - “Road Dirt Left”
 - “Debris Right”
 - “Hole Center”
- Each team member is responsible to pass it down the line



'The Ride' Towns



- When Traveling through towns, the group may get broken up at traffic lights. There are several ways to handle this:
 - If the route is known, regroup on the other side of town.
 - The 'Lead' may safely pullover to wait on the rest to clear the light or obstacle.
 - 'Lead' should call out each turn or change of direction just prior to doing it. 'Drag' notifies of group status.
- There will be a new temporary 'lead' and 'drag' because of the group getting split

'The Ride' Parking Lots

- Quickly move as far off the road as possible
 - This gets the bikes off the road safely into the parking lot
- If possible, all bikes stay in line and use same row of parking spots and same parking procedure.(this really looks professional)



NEVER LEAVE BIKES STRANDED ON ROADWAY!!

'The Ride' Riders Leaving

- If possible communicate beforehand to Road Captain to avoid confusion.
- Position toward rear of group.
- Split from group before your turn.
- Have replacement for early departure of 'Drag' or 'Lead'
- Plan Ahead

'The Ride' Emergencies

- Accidents
 - Follow motorcycle crash scene response protocol
- Mechanical issues
 - The rider verbally notifies or uses hand signals to indicate problem.
 - ***Only the 'Drag' pulls over with the disabled bike.***
 - The 'Lead' should find a safe place to pull the rest of the group off(Exit Ramp, Parking Lot, etc)
- Phone calls
 - NOT AN EMERGENCY

Hand Signals

Single File

- Arm and Index finger extended straight up



Hand Signals

'Staggered formation'

- Arm extended straight up. First and fourth fingers extended forming "ram's horn"



Hand Signals

'Hazard on road'

- Point immediately, with emphasis to the track the object is in.
- Can be done with right or left hand or leg



Hand Signals

'Follow Me'

- Arm extended straight from shoulder, palm forward



Hand Signals 'Speed Up'

- Arm down to side.
Fist Clinched, Rotate,
Twist hand as if
turning throttle



Hand Signals 'Stop'

- Arm extended down,
Palm Back



Hand Signals 'Slow Down'

- Arm Extended straight out from shoulder moving down repeatedly



Hand Signals 'Right Turn'

- Arm out, elbow bent, hand straight up as fist.



Hand Signals

'Left Turn'

- Arm straight out from body, palm flat.



Hand Signals

'You Lead, come around'

- Arm extended down,
Palm forward,
swinging forward
from hip in arc.



Hand Signals

'Check Headlight'

- Tap on helmet with open hand, Palm down



Hand Signals 'Need Fuel'

- Arm out to side
point to fuel
tank.



Hand Signals

'Food/Drink Stop'

- Arm out to side,
thumb to mouth.



Hand Signals

'Turn Signal left on'

- Repeatedly open and close hand with fingers extended



Hand Signals 'Pull Off'

- Arm out, swing toward shoulder or pull off, exit.



Hand Signals

'Need Comfort stop'

- Forearm extended, fist clenched with up and down movement. To say wrist tired need break.



Summary

- What is a Road captain?
- Team Riding
- Planning
- Day of the ride prep
- The Ride
- Hand Signals

Questions?

Comments?

Road Portion

- Divide into groups of 3-5
- With a current Road Captain to start with the lead, take turns in each position and practice
- Bottom line:
 - Have fun and be safe!