

# BRIEFING NOTES

## Social rides

### **Welcome**

Shortest and the slowest of the runs to enable people to get used to group riding and to get us home before its too dark.

### **Introduction**

Me leader. Tail man.

### **The route** Describe.

Leave to return home at the point you wish but please make sure that the tail man or leader knows what you are doing.

The stop off point & finish point.

Riding problems discussed if you wish to with any member or any observer.

### **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**

Pair with an observer if you so wish. HANDS UP observers.

**TURN OVER**

## **GROUP RIDING**

**Leader:** 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:** the 2 second gap is quite sufficient. Longer gaps are excessive and stretch the line too far. If the line stretches too far then other traffic will get in between.

If a large gap is generated between you and the bike in front DO try to catch up (2 second rule) 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.

**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 then 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 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. Neither CWAM, IAM nor any of its officers, leaders or co-ordinators accepts any responsibility for what happens to you on this trip.