

Guidance Notes for Social Ride Lead & Tail Riders

Radio check lead rider, tail rider and any other marshals check that they are in contact and radios work.

Assemble participants In an area away from other motorcyclists, traffic, noise or interference.

Establish number Lead rider & tail rider agree the number of **bikes** present.

Brief participants In line with CWAM's standard briefing crib for social rides.

Muster point Establish an area at the meet point and direct all participating riders to mount up and congregate at the muster point.

Lead rider Must place their bike at the front of the mustering bikes. The lead rider stands by their bike facing the mustering pack and tail rider. It is advisable for the lead rider to pick a point and leave their bike there when they first turn up.

Tail rider Must place their bike at the rear of the mustering bikes and direct late or inattentive riders to place their bikes in front of the tail rider. The tail rider stands by their bike facing the mustering pack and lead rider.

Verify number Lead rider and tail rider agree with each other that the number of mustered bikes is correct. The tail rider mounts their bike and the lead rider signals the pack that the pack is about to move off whilst looking at them before turning and mounting their own bike.

Moving off Lead rider maintains a slow speed until the tail rider confirms or the leader can see that all the group are together on the road and in sight of the lead rider, particularly important when exiting

a car park into other traffic.

Turning off The lead rider must ensure that they have more than four bikes behind them before turning off. If they have less than four bikes then they need to muster the pack.

Mustering on route The lead rider must do this regularly or whenever they have not seen or had contact with the tail rider for a while. This can be done on the approach to junctions by slowing earlier or waiting at the side of the road. Mustering must occur before taking the group through a set of roads that risk breaking the group up like towns and multiple junctions. The tail should advise the leader as soon as they have them in sight.

Leaving a break point This should follow the same routine as when leaving the meet point: muster; agree number; move off but don't pick up speed until all the pack is with the lead rider.

Tail rider Needs to confirm to the lead rider when he has got through a junction or hazard or cleared a low speed area or traffic hold ups, particularly with a large pack.

Progress The tail needs to advise the lead rider if there is an attendee failing to make adequate progress, the pack has been split by traffic or the lead rider's speed is too fast or too slow.

DESIGNING A ROUTE

Meeting/finishing place Preferably with off-road parking, toilets, refreshments and somewhere under cover: café, McDonalds etc.

Breakpoint(s) Where practical these should have similar facilities to the meeting place. Roughly every forty miles unless the turnaround point is within another twenty miles or so.

Fuel stops Within 80 mile intervals with washroom facilities.

Combined with a break point where practical.

Turnaround point This should always act as a main breakpoint with a minimum 30 minute break or an hour for longer mileages; or as required to enjoy a venue being visited.

Turn-offs The number of turns taken off a road being travelled should be limited so as to maintain a flow without constant slowing for left and right turns. Multiple turns or junctions within close proximity help break up a group and make the going ponderous.

Distance This can be as long or as short as you want providing you can tell attendees how long it is going to be (approximately).

Trial run It is advisable to have completed a trial run of your route prior to dragging fellow members along it, regardless of whether a satnav is used.

Towns Where practical these should be avoided and certainly if they will take some time to get through. Getting through a busy town, traffic lights and one-way systems can be stressful with a large group and cause boredom and tiredness.

Twisty lanes Are good.

Single track roads These can add interest to a route but too many of them or 'farm-style' tracks are tedious, tiring and unfair to less competent riders or those on less adaptable machinery.

Motorway/dual carriage way These are okay for getting quickly to the more pleasurable parts of the run or skirting around towns but should only be used for short mileages.