



# **IAM RoadSmart**

## **Group Organised Rides**

### **Manual of Guidance**

# Introduction

# Planning a Group Ride

- Ride Leader responsibilities
  - Route planning
  - Pre-ride checks
- The organiser should decide the purpose of the ride and the capabilities of the members who will participate. If either of these factors subsequently changes, the organiser should re-plan the event accordingly.
  - The ride plan should consider the distance to be covered, types of roads, fuel range of machines, breaks etc. No on-road section between breaks/debriefs should be planned to exceed 90 minutes.
  - The group should ensure that suitable full members are appointed as the ride-leader and if there is an element of training/coaching a qualified observer as tail-end rider as a minimum.

# Briefing Participants

- Key briefing points
- Safety reminders
- Group dynamics

- Remind all riders that they are responsible for maintaining safety and complying with the law at all times.
- Make sure that everyone is familiar with the lead & tail-end rider system. If the group is large, consider riding in two or more separate groups.
- All riders should be made aware who the lead and tail-end riders are and how they can be identified on the road.
- Ensure every rider knows how to recognise the leader's signal to stop and act as a marker.
- Every rider doesn't need to have full route details, but it may be beneficial that all are aware of the rest stops and final destination.
- Ensure that everyone is aware of the number of bikes within the group and who are riding together .
- Remind participants that if any rider is planning to leave the group other than at a pre-arranged stop, they should inform the lead or tail-end rider of their intentions.
- Although no rider is expected to become separated from the group, it may be advisable to have a plan.
- If this is a training ride the IAM RoadSmart disclaimer should be given to the associate by the observer before commencing the ride.

Suggestions:

Agree a rendezvous point and time.

All riders should have the mobile phone numbers of the lead and tail-end rider.

# Drop-off System

- Explanation of the system



# Overtaking

- Overtaking within the group should be facilitated where safe and legal.
- A rider should not be pressured into going any faster than they feel safe and the following rider should not pressure the rider in front.
- The following rider can make their intentions known and where appropriate the rider in front can yield allowing for a safe and courteous overtake.
- The tail-end rider will not overtake others in the group.

# If you get lost

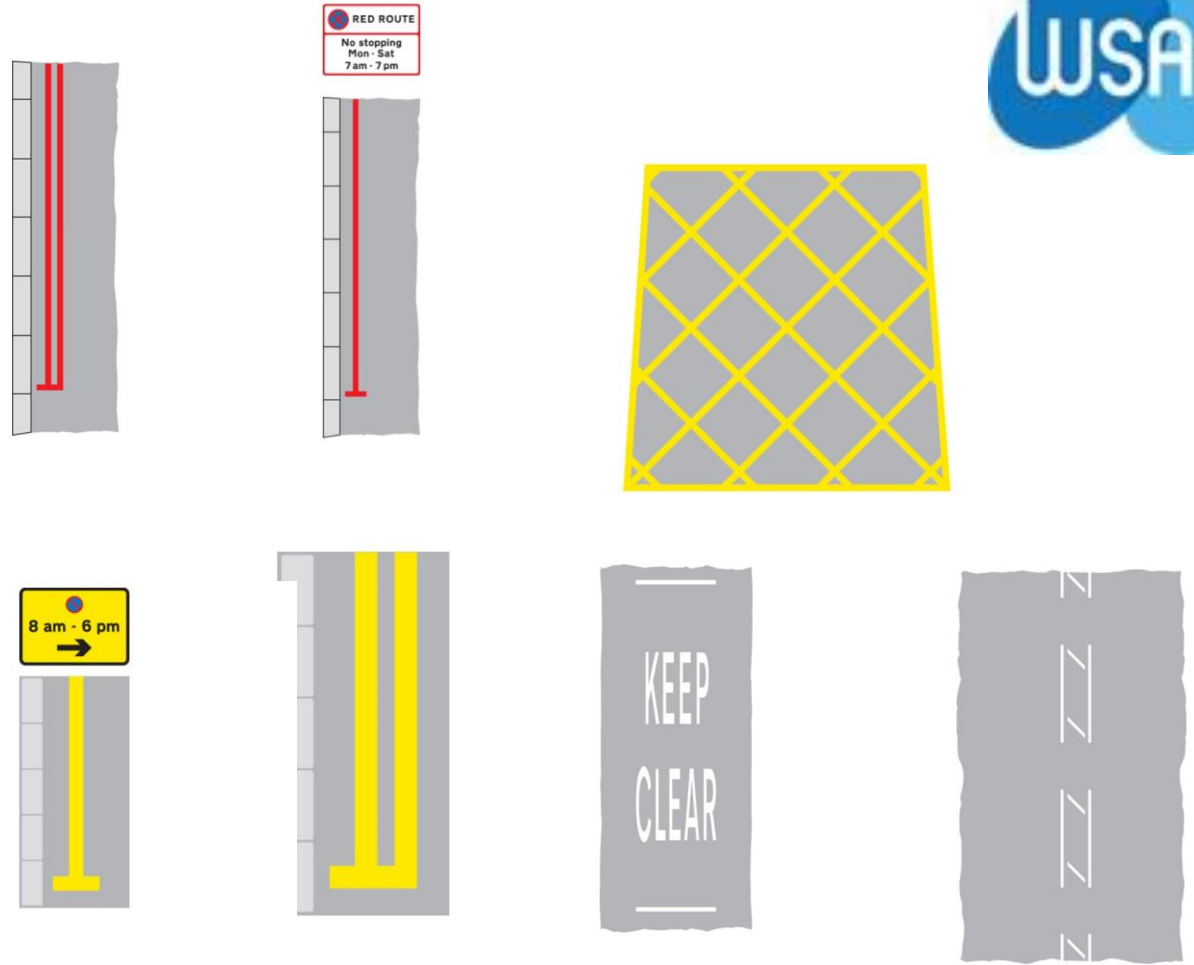
The most common cause of getting lost is a failure to see a marker or someone leaving the group while on the road and the bike behind follows.

These are avoidable if everyone follows the guidance.

- If you arrive at a junction and there is no marker it is likely that you have made an incorrect turn.
- Retrace your route to the last place you saw a marker where the tail-end rider may be waiting for you.

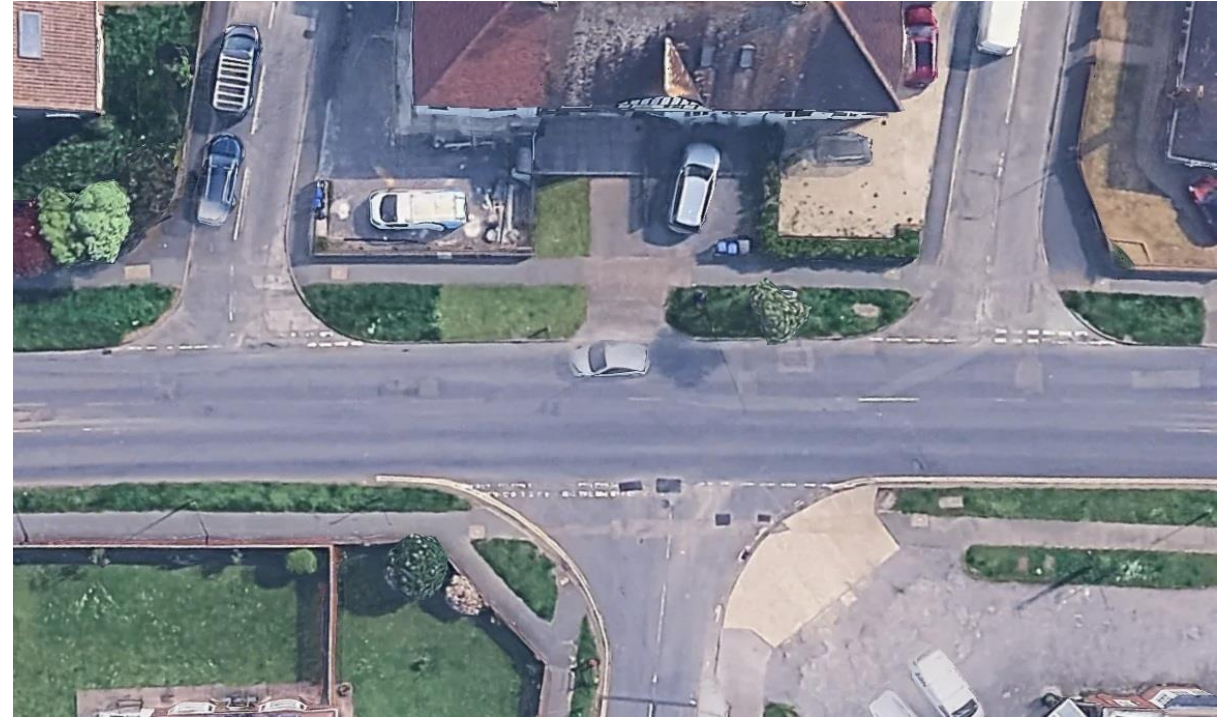
# Q&A / Discussion

Where to stop?



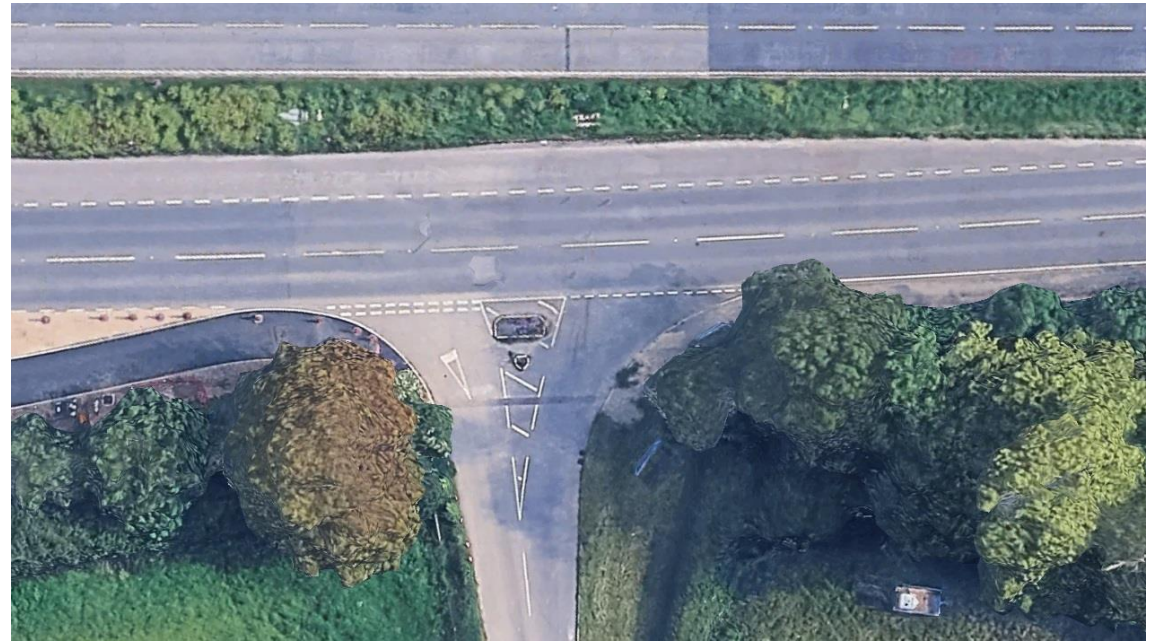
# Q&A / Discussion

Junctions?



# Q&A / Discussion

Junctions?



# Q&A / Discussion

Junctions?



# Q&A / Discussion

Junctions?



# Q&A / Discussion

Crossroads?



# Q&A / Discussion

Roundabouts?



# Q&A / Discussion

Roundabouts?



# Q&A / Discussion

Roundabouts?



# Q&A / Discussion

Signaling?



Leader



Confusing?



Correct

# Q&A / Discussion

Anything else?

