

GREATER GWINNETT MOTORCYCLE CLUB

RIDE RULES

1. The bikes will ride in Staggered Formation by form two columns, with the RIDE LEADER at the head of the left column. The second bike will head the right column, and will ride approximately 1 **SECOND** behind the leader at a diagonal (in the opposite side of the lane). The other riders will position their bikes **NO CLOSER THAN 2 SECONDS** behind the bike directly in front of them, or 1 second behind the diagonal bike.
2. The Ride Captain will arrange the formation and place riders in specific positions which will help the leader maintain a tight, safe formation.
3. Leaders will be staggered among other riders in the formation to help ensure, for safety reasons, that there are no gaps and that no one lags behind
4. The Ride Leader must always be aware of the length of the columns, to properly gauge the time and speed needed for the group to pull onto the roadway, merge, change lanes, etc.
5. The tail-gunner/sweep may ride in whichever lane position he chooses and will watch the formation and inform the Ride Leader of any potential problems or of hazardous conditions approaching from the rear. The also will assist with lanes changes to allow the group to move over safely.
6. To ride with the group, all riders should be able to ride at the group speed. We recognize that the group contains riders of different skill levels, and strive to maintain a balanced safe speed for all.
7. The route will be mapped out and published on the web site in advance of the ride. Changes may be made the morning of the ride at the Ride Captain/Ride Leader's discretion for reasons such as: more/fewer riders than expected, weather, etc.
8. There will be designated stops on each route so that if a rider gets separated from the group he will know when and where they can expect to meet up again.
9. Stops will be approx. every hour and be limited to approx. 15 min each. Fill up at these stops when everyone else fills up so that all riders are on the same schedule.
10. Leaders will maintain a moderate speed of no more than 5 above the posted speed limit. Weather and road conditions may be a factor in determining speed limit.

11. Your position in formation is important. Know who is in front of and behind you on each ride. If the bike or bikes behind you stop or pull off it is YOUR RESPONSIBILITY to notify the lead bike immediately, either by blowing your horn or flashing your lights until the 'signal' is passed up to the lead bike. All riders will then follow the lead bike to a safe stopping point. The tailgunner will stop and assist the stopped bike.
12. If a gap is created by a rider leaving the formation, all riders in that column should move forward to close the gap rather than switching sides of the lane.
13. If the formation becomes separated, the Ride Leader and others in the first group will continue along the planned route at a slower pace, approx. 5 mph UNDER the speed limit. The other group will proceed at a faster pace, approx. 5 mph ABOVE the speed limit until the groups are reunited. If the separation becomes too great, the Ride Leader will find a safe place to pull over with the group and wait until the others catch up.
14. During a lane change all riders must follow the example of the lead bike. If he puts on his turn signal, the tail gunner will clear the lane for the change. The lead bike will then change lanes (in which case each rider in formation changes lanes in SEQUENTIAL order after him), or he will signal with his left hand raised and do a pushing motion toward the 'cleared lane' (meaning for riders to FILL IN the cleared lane from BACK to FRONT).
15. When stopped at a stop sign, riders are to stop side by side. With the left bike leading, both bikes move through the intersection together to get through quickly and safely. Two bikes are easier to see than one. Please make sure that the intersection is clear before proceeding. Don't assume you have the right-of-way.
16. For certain portions of twisty routes, the formation may split into two groups allowing one group to ride at a faster pace. The group will rejoin at the next designated stop.
17. At the 'Last Stop' of the ride, everyone is to tell the ride leader where they will 'tap out' on the way home. In this way we will have a more organized departure and no one will be lost or left behind. Where there is more than one bike, there should always be a 'leader', stick together and 'look out' for each other.

Hand Signals:

All riders and passengers should duplicate all hand signals given in front of them so that the signals can be passed all the way back. The following

signals are used in addition to the standard (left, right, stop, slow) hand signals:

1. SINGLE UP- when road conditions warrant single file the Ride Leader will raise his left hand straight up holding up his index finger.
2. STAGGERED- when single file is no longer necessary the Ride Leader will raise his left hand with thumb and pinky out.
3. TIGHTEN FORMATION-the Ride Leader will raise his left hand with his fingers in a fist.
4. BLINKER ON-the left hand is raised with fingers spread wide and repeatedly closing them into a fist. This can be initiated by any rider to alert that a blinker is still on.
5. ROAD HAZZARD- initiated by anyone to alert of a hazardous road condition. Point at the hazard with your fingers or your foot and all riders repeat.
6. EMERGENCY-knock on helmet with a closed fist. If this is a personal emergency, point to the problem (for example, point to gas tank if fuel is needed).
7. FILL-IN-a 'lane change' signal (given by the ride leader when it is determined that a lane cannot be kept clear) by pushing the palm of his up-raised left hand toward the left lane. The bike in front of the tailgunner will then move over first then all other bikes, back to front.