



North Lancashire and South Cumbria RoSPA Group

Group Ride Leader

Objectives

To create a pool of **Ride Leaders** who can organise and deliver a safe group ride-out that ticks all the criteria boxes having completed a structured training program.

Encourage **Ride Leaders** (and **members**) to do **First Bike on Scene (FBOS)** course, hopefully the skills will never be used, but like all things if you don't use it you lose it, so a refresher every year would be no bad thing.

Riding in a group means that all the members of that group have to ride collectively and not individually. d'Artagnan's rule (One for all, All for one)

We are all learning all of the time, and a lot can be got from group riding, it can help everyone regardless of skill level.

Our group ride-outs are a social event not a demonstration of Advanced Motorcycling, groups cannot make the same progress and therefore individuals need to adjust their style but still ride to an advanced standard.

Understand the "Elastic Band Effect". The bigger the group the more important it is, you can soon create a gap between front and back of anything up to a mile and then things can go horribly wrong.

By accelerating but not up to the speed limit after a speed limit change until your **TEC** has cleared the same speed limit sign is a good start to eliminating "The Elastic Band Effect", constant rear view mirror observation and communication with your **TEC** is also vital.

Tick Boxes

Research and plan the route, allowing for fuel and comfort breaks. Aim to have a stop every 60 – 90 minutes.

Post on our Facebook page <https://www.facebook.com/groups/422782985193579/> 2 – 3 weeks prior to the event, giving as much background detail as possible. The Facebook replies should give you a good indication of the numbers likely to attend, although the weather can have a huge influence.

Establish your Tail end Charlie (TEC) and potential Relay Rider prior to the ride-out date

Arrive at the meeting point in good time

If a breakfast stop is part of the itinerary then have a copy of the menu and get orders before you set off for you to phone ahead.

Exchange contact details especially mobile number of **Ride Leader**, **TEC**, **Relay Rider** and any **riders** joining after the start point.

If you are comfortable with your contact number being on the Facebook, include it in the initial post, so that if group members have last minute issues they can notify you in advance of your intending departure time.

A list of ride leaders and contact details are available via the Members section of our Web Site

<https://www.advanced-riders.org/>

Give a full structured briefing. See Aide Memoire



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Aide Memoire

Introduction

Hello and welcome to our

Is everyone ok for fuel, has anyone got a tank range of less than 120 miles?

F.O.R.T.S.

[F] FORMATION

Ride in any position within the group providing you are behind me (Ride Leader) and in front of Who is TEC today. If deploying a relay rider indicate who they are and how the system works.

[O] OVERTAKE

No overtaking group riders unless the rider in front indicates for you to pass

[R] REAR VIEW MIRROR

Always keep the rider behind in your rear view mirror, this ensures that the whole group stays together as a block on the road, other road users tend to treat it as one vehicle there-by aiding safety.

[T] TURNING

To aid progress at junctions pull up to the rear foot peg of the rider in front of you. If turning right go to near-side, when turning left go to the off-side (See images in Group Riding Protocol Document)

[S] STAGGER

When in congested traffic, speed restricted areas, dual carriageways or motorways, ride in a stagger formation (See images in Group Riding Protocol Document)

This enables us to maintain a 2 second gap but only taking up half the space on the road and other road users tend to treat the group as one vehicle

D.S.L.R.A.

[D] DROP OFF

Normally the route is straight ahead, whenever there is a need to deviate we will use the drop off system. Is everyone aware of how this works? (Give an explanation if necessary) Explain procedure for riders not wishing to take part as a marker.

[S] SAFETY.

Safety is of paramount importance, I would like you to ride well within your own comfort zone at all times, never feel it is necessary to play catch up..... If in Doubt - Don't

[L] LAW.

Safe, law abiding rider, responsible for your own machine and actions at all times.

[R] ROUTE

Give a broad outline of the route, approximate distance and finish time.

Give detail instructions for the immediate exit route from the start point and where the first stop is, and any major issues that may be encountered on this leg.

[A] ANY QUESTIONS