

IAM ROADSMART

Social Ride Guidelines

Guidance for organising and running a social ride

IAM RoadSmart Safety Officer
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IAM RoadSmart NZ

Social Ride Guidelines for Motorcyclists

Social rides are organized for the enjoyment of Associates, Members, Observers and their guests. They are an ideal event for associates to practice advanced riding by following more experienced riders, and for observers to learn new routes.

The following information is for the guidance of people organising such rides and/or acting as ride leaders. Please note that these are only recommendations and may be adjusted to suit the riding style and group dynamic of each region as they see fit.

How to use these guidelines:

Pages 2-5 are intended to offer guidance and explanation.

Pages 6 and 7 are intended to be printed off and used on the day of a social ride.

Planning A Social Ride

The Route

Any route will have 3 main components; the assembly point, the roads taken and the destination. Consider the following when making your selections.

- The ideal assembly point will have space for parking multiple motorcycles and ready access to fuel, toilets and snacks/drinks.
- Ride duration should be 2-3 hours.
- Consider a mid-ride break (with toilets ideally) and perhaps a good photo opportunity.
- Ride routes should, where possible, include interesting back roads or a place of interest and avoid boring roads such as motorways.
- Gravel roads should be avoided, unless such a ride is specifically requested. *Gravel road riding may require specific preparation that these guidelines are not designed to address.*
- The destination should accommodate parking for multiple motorcycles and social interaction between participants and, ideally, toilet facilities (such as a coffee shop, cafe, pie shop, ice creamery at a beach, etc). If remote, be mindful of the last fuel stop for returning

Advertising the Ride Details

- Ideally, rides should be advertised at least two weeks in advance to ensure participants are aware that the ride is taking place.
- Participants need to know: the date, assembly point, briefing time, the time the ride will depart the assembly point and the approximate duration of the ride. (Come early if you want to have a chat!)
- Participants should be advised to ensure their machines are legal and roadworthy. (current road licence[rego], current WOF and machine is up to WOF standard). If not, participation in the ride will not be permitted.
- The notice should state that attendees should wear suitable riding gear for the conditions and that they attend and ride at their own risk. Hi-viz jackets are not mandatory but encouraged. NOTE, on the actual day of a ride, in extreme cases such as a damaged or unapproved helmet, the rider may, at the discretion of the Ride Leader in consultation with the TEC, be asked not to participate in the ride.
- If fuel is not available at the assembly point, riders should be advised of the closest one or two fuel stations and request participants to arrive with a full tank of fuel.

Weather

Rides should be postponed or cancelled if the forecast for the chosen route predicts prolonged heavy rain, extreme wind, snow or significant icing. Riders should be able to cope with moderate rain or showers, moderate winds and colder conditions. The ride leader makes the decision but can consult with the TEC.

Equipment

The following equipment is required:

- Phones for Leader & Tail End Charlie (TEC). Each must have the other's number already stored in their respective phones.

The following additional equipment is recommended:

- First Aid Kits for the Leader & TEC. Note, TEC to carry if only one available.
- Hi-Visibility vests/jackets or reflective accessories for Leader & TEC. It is worth considering obtaining hi-viz jackets for the lead and TEC in colours OTHER than the usual green/yellow or orange.
- Pre-printed rider sign-in sheet(s) and a pen. A template is found at the end of this document on page 7.
- Bluetooth helmet communication systems for Leader & TEC. Please note, it is highly likely the two will be separated by a greater distance than the effective range of a Bluetooth intercom system. It is more likely they will use these systems to place phone calls to one another.

Preparation before the briefing

Before delivering a rider's briefing, the leader should consider taking the following actions:

- Suggest all riders record the phone numbers of the Leader & TEC (input them, photograph/swap texts/write them down). (Those numbers will be first on the sign in list.)
- Ensure Leader & TEC have a first aid kit (if there is only one kit, give it to the TEC).
- Identify other riders in the group with a First Aid kit and/or appropriate training identify this beside their names on the list. Both the RL and TEC should have a record of list, this can easily be achieved by taking a photo of the hard copy.
- Determine the method of route indication. There are a number of options available, such as the 2nd man drop-off. Whichever is chosen MUST be clearly communicated to the entire group.
- Take a head count, ensure riders details along with their "In Case of Emergency" (ICE) contact details are completed in the rider sign in / declaration sheet.

Briefing

Page 6 provides a suggested template for the brief, this can and should be adjusted as needed to cater for the number of participants on the ride, and how well they know each other. The rider brief must cover the following subjects:

- Route, distance & approximate timing of the ride.
- Regroup or rendezvous points.
- Roles (Leader, TEC, Observers, etc).
- Method of route indication (Follow The Leader or Pointers/2nd man drop-off).
- Anticipated hazards along the planned route.
- What to do if leaving the group mid route (always text but also call the TEC/leader)
- Strongly emphasise that all riders “should ride their own ride”, avoid riding beyond their capabilities and that safety is the top priority at all times and that the ride will adhere to all aspects of Roadcraft and the road code.

Other topics should include, but are not limited to:

- A social ride is not a training session.
- Expectations around riding as a group such as: riding in staggered formation; overtaking, or not, within the group; how to communicate with other riders in the group; adhering to legal riding practices, etc.
- Specific signals for “back off”, “please pass” and “stop” should be made clear and in the case of using 2nd man drop-off how the marker will signal the correct direction to other riders, i.e. arm signal or indicator signal.
- Inconsiderate or unsafe riding is not to be tolerated and should be reported to the Ride Leader / TEC if it is seen.

Ride Conduct

During the ride, the following guidelines should be observed:

- The ride needs to be run in accordance with the plan. “On the fly” route changes should be avoided where possible in case the group gets separated.
- Riders should ride to the Roadcraft system throughout the ride, and ride within the law.
- Riders should ride in staggered formation where possible, but single file with appropriate following distances in twisty sections of the ride.
- After crossing major intersections or passing through traffic lights, the Leader should consider slowing down or even stopping in a safe place to allow the group to reform.

- When it is safe to do so, passing manoeuvres should be completed one rider at a time until the group is past slow-moving traffic.
- All riders should always display courtesy to other road users.
- It is essential that anyone who needs to leave the ride early texts the TEC – otherwise everyone will stop and search for the missing rider

Completion

It is up to the leader to decide where the ride will conclude – this may be at the destination, or at some other logical point should circumstances or conditions dictate.

After a ride is completed, the Leader needs to:

- Recover any loaned gear. (First Aid Kits, Hi-Viz jackets, comms etc).
- Report any incidents or near misses to the Group's Regional Chair. (This may result in a report being lodged with the Safety Officer)

RIDER BRIEFING SHEET

Pre-Briefing

As Leader, you should consider:

- All riders record RL and TEC mobile number on their phones or otherwise record them. (First entries on the sign in sheet)
- Communication process between Leader & Tail End Charlie (TEC) is determined
- Leader & TEC should ideally have a first aid kit
- Identify other riders in the group with a First aid kit and appropriate training to use it
- Details of all riders to be completed on the sign-in sheet.
- Suggest riders look for and identify any obvious defects on the motorcycle parked next to them prior to departing. Loose chain, soft tyre, unsecured luggage, etc.

Briefing (Add or delete as required)

- The ride today will be to _____. It will take approximately _____ and will be approximately _____ km in length.
- To ensure we stay together we will use the [nominated system] to indicate the route. If you get separated from the group, we will regroup at _____ and remember, our final destination is _____.
- The Ride Leader will be myself, and I am riding a _____. Tail End Charlie is _____ and they are riding a _____.
- First aid kits are with the following people _____ and the following people also have First Aid training _____. Can those riders please spread themselves across the riding group.
- Anticipated hazards we need to consider are: road conditions, weather conditions, traffic, cyclists, known events and livestock.[mention specific known hazards on the chosen route]
- Ride in staggered formation on the when suitable, i.e. straight sections and single file with an appropriate following distance on more technical sections a.k.a. twisties.
- Communication within the group will be managed by using the following signals _____. Give example for "please pass" "back off" and "stopping"
- Safety is paramount. Do not attempt to keep up with the bike in front if you are uncomfortable with the pace, ride your own ride and don't be drawn in. Ride to the System, and ride within the law. People putting others in danger may be asked to leave the group. If you overtake another rider, do so legally, courteously, and safely.
- In the event of an emergency, ensure your own safety first. Park in a safe place, and take corrective action as required. Tail End Charlie will be on the scene quickly, and if required will contact the ride leader and emergency services.
- If you wish to leave the ride early, please tell me or the Tail End Charlie. We need to account for everyone at the end of the ride.
- Are there any questions?


Rider Declaration on ____/____/____

I declare that I am participating in this ride at my own risk and will do my utmost to demonstrate responsible riding techniques to safeguard myself and other participants.

I understand and agree that IAM RoadSmart is not responsible or liable for any injury, loss or damage to myself, my vehicle or my possessions through my participation in this event.

*ICE numbers will ONLY be used in an emergency

C=Carrying
T=Trained

Name	REG	Mobile #	*ICE #	Signature	
Lead					
TEC					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Ride Leader Declaration

I declare that I am participating in this ride as Ride Leader and offered a briefing to those in attendance of the guidelines and expectations for this ride.

Name

Mobile:

Signature