

ADELAIDE CHAPTER



New Rider Session Information

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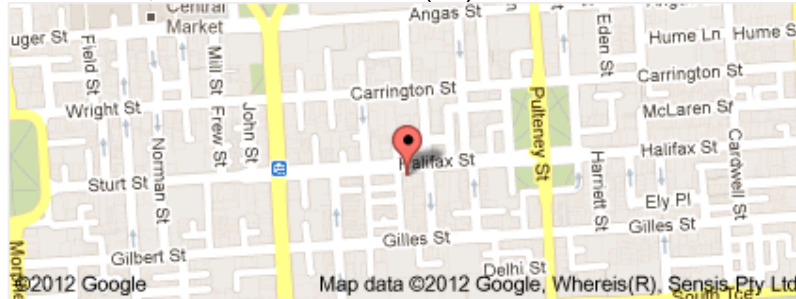
1. LOCATION AND SESSION INFORMATION

You must contact the Club Safety Officer if you want to attend.

Greg Stevens **04 1164 9774** or email hungry1@adam.com.au

Venue: The Greek On Halifax

75/79 Halifax St, Adelaide SA 5000 (08) 8223 3336



2. AGENDA

Arrive at 8.30 to have breakfast or coffee before we start.

- Welcome
- Introduction of Members
- Brief Review of the Safety Guidelines
- Brief Review of the Ride Rules
- Basics of Riding-Reference Text, "Total Control" by Lee Parks, (I have some copies you can buy for \$25).
- Go for a Ride, (the Hills are 10 minutes away)

3. CLUB RIDE RULES

Group Ride Rules

1. Arrive at the departure point with a full tank
2. Be ready to move off five minutes before the departure time.
3. The Road Captain always leads the group and must not be overtaken. If two groups are officially designated, this rule of not overtaking applies to the Road Captain of the second group too.
4. We ride in a staggered formation, not side by side, nor immediately behind the rider in front or in another riders blind spot, (in the case of following the rider in front, you should be able to see that rider's face in their rear view mirrors.)
5. Leave plenty of space between yourself and the rider in front. Pick a point that the rider in front passes, (say a line on the road or post and count one thousand and one, one thousand and two, one thousand and three). This provides for a three second buffer between you and the rider in front, (count to one thousand and four in wet weather). Remember on tight winding roads it is probable that riders take similar lines and a nose to tail effect results, therefore the previous stagger reduces dramatically and the three second or four second gap needs to be readdressed.
6. You may change your position on the road within the group, but do it safely with a head check and indicate your intentions to the riders behind before doing so. Never pass on the left! Our safety when riding in a group depends on this.
7. When overtaking a slower vehicle, provide a buffer zone for the riders following by maintaining your passing speed so as to provide for a gap between the pack and the passed vehicle whilst following riders complete the overtaking maneuver.
8. We use only one lane of a multi-lane highway, keeping to the left whenever practical. The Road Captain chooses the lane. Always signal your intention to change lanes.
9. Statutory speed limits are to be observed.
10. When re-grouping spots, or designated fuel stops have been reached, stay in your position. Be prepared to move off when the last bike has refueled – don't hold the group up – it is your responsibility to ensure you refuel and your refreshments are taken in the allotted time.
11. All slower riders must ride at the rear of any group in fairness to other riders.
12. In case of emergency stops or breakdowns, you must clearly indicate your intention to stop then get off the road as quickly as possible. The group must continue and the Tail End Charlie and/or Committee Member will also stop to assist.
13. In respect of the safety of other members of the group and the public, no burn-outs, no donuts and no otherwise dangerous riding.
14. Your motorbike must be roadworthy and mechanically ready for the ride. No bald tyres
15. If you intend to leave the group during the ride, then inform the Ride Captain and the Tail End Charlie before doing so.

These ride rules have been produced in the interests of safety and must be adhere3d to when participating in official HOG events.

Corner Markers

- The reason for corner markers is to ensure the group stays on the ride route, and has plenty of warning of any deviation or clarification to the road ahead.
- If we all follow these basic guidelines, our system will not fail and all riders will arrive at the same destination.

Guidelines:

- The next corner marker will be the rider following the Ride Captain.
- Leave TWICE the normal ride spacing to allow for safe stopping when indicated to do so.
- BE alert for the Ride Captain's signal and to stop where indicated.
- The Ride Captain will raise his arm, giving the next rider time to prepare to stop. He will then point to the spot where he wants the corner marker positioned.
- STOP as close as possible to where the Ride Captain has indicated.
- Once safely positioned, indicate the direction of the ride by pointing and using your indicator.
- DO NOT remove helmet or other riding gear.
- Be ready to move on immediately when signaled to do so by the Tail End Charlie (TEC).
- The TEC's will not stop.
- Do not move on until told to by the TEC or until it is Monday morning and you have to go to work ...
- In the case of a major delay, the second TEC will stop, assess and inform others of the delay and advise the Corner Markers to move on.
- Corner Markers will join the group at the rear and only move back up to the front of the main group when it is safe to do so, or when everybody is stopped to regroup.
- SECOND BIKE BEHIND RIDE CAPTAIN:
 - The rider two back from Ride Captain will also leave twice the normal spacing between them and the rider in front
- DO NOT move up to fill the gap if rider in front and ride captain are in the same wheel track.
- Stay in your wheel track until the Ride Captain raises his arm to signal that you will be next Corner Marker down.
- When It Comes To Corner Marking, Ignorance Is No Excuse!
- Do not be afraid to get to the front of the pack and take your turn. Once you get to within 7 or 8 bikes from the Ride Captain, you will be able to see how it all works and be ready for your turn.
- Tail End Charlie
 - Rides at the rear
 - Carries a club issued first aid kit
 - Is the only one to stop when a break down occurs, along with a committee member if available?

4. SAFETY GUIDELINES

Safety Guidelines

- Watch several bikes in front
- Mid vision – see what is happening ahead
- Novices or riders new to group riding should ride at the rear of the group.
- Only pass when safe
- Only go through an intersection when safe.
- Stay within your skill level. Do not be influenced by the bike/s riding in front of you.
- HOG rides are not a race or a competition.
- If you are not comfortable riding in a group, or it's 'not for you', then don't do it.
- Bikes must be roadworthy and in good working order.
- When the group stops, park off the road
- Always use your indicators and check your mirrors.
- Maintain a constant speed to avoid the 'rubber band' effect.
- Wear appropriate protective clothing, footwear, and helmet.
- When the group speed increases, the 3 seconds rule becomes 4 seconds.

At 110 kph you travel

2 seconds	61 metres
3 seconds	92 metres
4 seconds	122 metres

- The average time for a rider to react is 1.5 seconds

60 kph	25.0 metres
90 kph	37.5 metres
110 kph	46.0 metres

5. BASICS OF RIDING

Extracted from “Total Control by Lee Parks”

- **Attitude**
 - Enjoyment
 - Concentration
 - Club ride v mate's ride
 - Time to sit at the back or go home
 - Reference Chapter 6.
- **Vision and Sense of Speed**
 - Spotlight v floodlight
 - Look through turns
 - Head position
 - Target fixation
 - Reference Chapter 7.
- **Line Selection**
 - Turn points
 - Quick Turn
 - Turn Once
 - Double Apex turns
 - Reference Chapter 8.
- **Throttle Control**
 - Effects
 - Smoothness
 - Traction
 - Reference Chapter 9.
- **Braking**
 - Emergency stops
 - V using gears
 - And Leaning
 - Front v rear
 - Reference Chapter 11.