

GOLD COAST HOG CHAPTER RIDE RULES

All riders must hold the appropriate current motorcycle licence and all bikes must be registered and roadworthy.

Arrive in plenty of time for the pre-ride brief with a full tank of fuel and an empty bladder. Be considerate of your fellow riders and make yourself ready to leave all stops on time with the rest of the group.

NEVER pass the Road Captain (ride leader) during the Chapter ride.

Ride in a staggered formation where possible using the 2 second rule as guideline; a 2 second gap between you and the bike in front of you in the same wheel track.

NEVER change wheel tracks to fill in a diagonal gap. Always ride in your wheel track and if a gap forms in front of you in the diagonal wheel track, wave up the rider behind you in that wheel track (when it is safe to do so). The only exception in changing wheel tracks is when you are the next bike behind the Road Captain in the right hand wheel track and are taking up position for corner marking.

Never pass on the left unless you are filling in a gap, wait to be called/waved through by the rider diagonally in front of you in the right hand wheel track.

Do not ride BESIDE another bike and stay safely out of their riding zone. Everyone should concentrate on the bike in front of them in the diagonal wheel track and leave the appropriate gap as they may have to move over suddenly to avoid debris or potholes on the roadway and you should not be in their space should they require to do so.

Ride in the same lane as the Road Captain on a multi-lane highway.

On winding or narrow roads (or at any other time where a staggered formation is not advisable), use correct riding style; single file for cornering and allow extra distance for braking.

New and less experienced riders are to ride towards the rear of the pack.

Any guest riders are to be the responsibility of the Chapter member accompanying them and to be made aware of Chapter Ride Rules.

In the event of a breakdown please stay with your bike and if possible move it to a safe location off the road and wait for Tail End Charlie (TEC).

In the event of an accident the Safety Officer/Committee Members will take charge. Any bikes which stop are to take directions from them and secure the scene; alert any other traffic of likely hazards on the road, render assistance to the injured parties where possible, call for medical assistance, etc when requested. All the other riders shall continue with the remaining group to the next stop.

If you are corner marking please STAY in place until told to move on by TEC.

Once you have been moved on by TEC resume your position at the rear of the pack. If you don't want to corner mark, please start your ride towards the rear of the pack.

Enjoy your ride whilst being aware of the responsibility you have not only to yourself but also to your fellow riders.

USE OF HAND SIGNAL FOR RIDER SAFETY

It is not the number of kilometres you have ridden or how many years you have been riding, safety is ongoing. It is very important to be aware of your surroundings at all times. The traffic conditions change constantly and quickly around you and that may impact on your line of travel. Here are some hand signals that we use to convey messages to riders (in the pack) whilst riding in formation as a group.

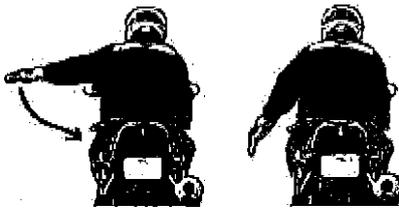
HandSignals

Either the rider or passenger can relay a hand signal. As soon as you see a signal you should give the same signal so the rider behind you can see it. When the phrase "1/3 of the lane" is used, it is referring to riding in the right or left wheel track of the lane (Road Captain will decide).

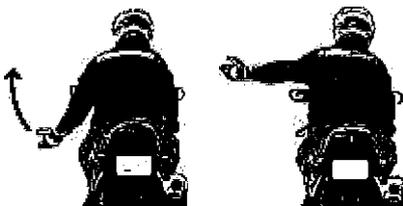
These hand signals will not always be used by every group you ride with. The signals assembled here are offered as suggestions only.



STOP - arm extended straight up from shoulder, palm facing forward.

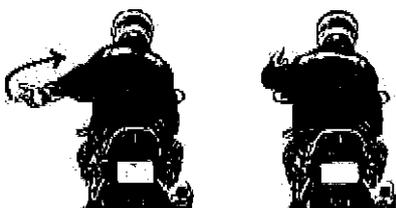


SLOW DOWN - arm extended straight out, palm facing down.



SPEED UP - arm extended straight out, palm facing up.

NEVER switch between the left and right hand wheel tracks of the lane. If a gap forms diagonally in front of you, you wave the rider behind you up (in that wheel track) when safe to do so.



FILL in GAP/COME - arm extended upward 45° palm forward pointing with index finger, swing arm from back to front (performed with either hand).

Passing

Passing should always be undertaken one motorcycle at a time, in staggered formation. Remember, passing at any time can be hazardous. Use common sense.

1. Pre-pass position: Be far enough behind the vehicle you are passing to see clearly down the road to do an "oncoming traffic check."
2. Signal. If you have a passenger, he or she should signal as well.
3. Check your mirrors and then turn your head to check your blind spot and **ensure that no one is passing you.**
4. Accelerate and change lanes. Remember, legally, you shouldn't exceed the speed limit.
5. When returning to your lane, signal and make a mirror check and head check to be sure there is plenty of space between you and all other vehicles. Return to your lane and corresponding track and make sure your blinker is off.

Additional safety information

1. . Learn and use the hand signals. Be sure to pass them back to the next rider.
2. Ride in a staggered formation when safe to do so. Ride in a single file position for narrow lanes, construction areas, tight turns and or as directed by the Road Captain.
3. Always remember that you may not be seen by vehicles that are around you in traffic.
4. Maintain your motorcycle and perform a **T-CLOCS** inspection before you ride. (Tyres, Controls, Lights, **Oil**, Chassis and Stands (side or centre). Check Tyre pressure; adjust as needed for ride conditions.

WHAT'S BETWEEN YOU AND THE OPERATING THEATRE?

Skull fracture injury

Shoulder injury

Heavy bruising

Lower leg fracture

Wrist and hand injury

Hand and finger damage

Reduction from road contact

Abrasions and nerve damage

Feet amputated

HELMET

Helmets are the most important piece of safety equipment, so choosing the right one is essential. In Australia it is illegal to ride without a helmet that doesn't comply with the Australian Standard AS 1899.

JACKET

60% of all injured riders have injured their arms. Ensure when selecting a jacket you choose safety over fashion.

GLOVES

Even in minor accidents your hands are likely to be injured and require attention. Motorcycle gloves need to fit snugly, protecting your hands and wrists, without reducing your ability to operate the controls.

PANTS

Your legs are the part of your body most likely to sustain an impact in a crash. Sliding along the bitumen, jeans will last 0.6 seconds whereas 1.4mm leather pants will last for 5.8 seconds.

BOOTS

Motorcycle boots need to protect your feet, toes and ankles without affecting your ability to operate controls. Thick soles will reduce the risk of your toes being crushed if the bike falls on you.