

CHAPTER FLI-K

VIEW from the TAIL GUNNER

In the past few months, our chapter has made several rides. Each of us has been on a ride or rides and have enjoyed the "...it's the ride that counts, not the destination." In addition, we have held the "Team Riding" and "Road Captain" seminars.

The following seminar highlights and observations are a review of our training and experiences:

- Lead Rider sets the speed and notifies team members of required changes to the speed
Each team member maintains the correct interval dependant upon the team formation – fluctuations in interval and speed create an accordion effect, which gets worse as it progresses through the riding team
Pay attention to the road – sightseeing while riding can be hard to avoid but this tends to create interval and speed fluctuations
- Obstacles – Be sure to hand signal that pothole, branch or "road kill" to the rider behind you who will subsequently pass the signal to the next rider
Drag (Tail Gunner) Rider when requested by the lead will secure an adjacent lane and notify Lead, Lead will then advise the team to change the lane
- Passing on a single lane road must be done on an individual rider basis only – do not try to accomplish this pass as multiple riders or the entire group
City riding requires maintaining a safe interval and the formation signaled by the Lead – the interval should remain tight in order for the group not to be split by those other drivers that tend not to see us. Again, the accordion effect can be exaggerated in city riding.
- Team Parking – the Lead will select a location of an appropriate size for the team to park as a unit and maintain team positions when ride continues. One rider that wants to park in the shade will create a chaotic situation when the team tries to proceed and that rider has to find their position in the team
Team size – When required by the number of riders there will be more than one team. The teams will be comprised of like riders: i.e. all trikes, skill levels, rate of travel, etc.
In most circumstances, the trikes will ride at the rear of the team. Trikes have a greater braking capacity and can brake faster than the two wheelers

Remember "Ride your Bike" and by practicing the above, ourselves and each of our riding friends will have a SAFE and FUN ride.

Bill and Liz Maxwell
Chapter Educator