

GUIDELINES FOR TEAM RIDING

1. A GOOD TEAM MEMBER....
 - a. assumes responsibility to work with his/her team for the safety and protection of the team while on the road and, especially, while in traffic.
 - b. maintains a steady speed and spacing of a MINIMUM, but SAFE, riding distance of two seconds from the bike directly in front of him.
 - c. stays alert and aware, because the lives of his/her other team members are in his/her hands.
2. ANYONE not wishing to ride as part of the team should separate themselves at a safe distance.
3. EACH team should consist of not more than five motorcycles. More than five bikes requires the formation of an additional, independent group.
4. EACH team should have a TEAM LEADER and a REAR BIKE. They should work together to maneuver the team. Both should have a CB radio for communication to better control and coordinate the team.
5. EACH team travels in a staggered formation within a given automobile lane with the Team Leader taking the position next to the center line (the left tire track). The next team rider positions himself one second behind the Leader and in the opposite portion of the same lane (right tire track). This formation is followed to the last member in the team. On curves, each rider should pick his/her own line then regroup into a staggered formation after the curve.
6. WHEN ENTERING traffic, the Rear Bike MAY move slowly into the traffic first, giving the Leader and the other team members an opportunity to pull out ahead of him. This, when done with caution, will keep the team together. Each team member should be prepared to move out quickly and assume his/her riding position within the team as they pull out onto the street. No attempt should be made to pull out into the street and stop to block the traffic so others can pull out ... this is UNWISE, UNSAFE, and ILLEGAL.
7. FOR team riding purposes, car lanes on one-way, multi-lane highways, are numbered from left to right. The Team Leader and the Rear Bike direct the team of their lane changes by referring to the lane number when lane changes are desired.
8. WHEN PASSING a vehicle on a two lane, two-way road, each team member should pass in order and in turn. The Team Leader should accelerate far enough ahead of the passed vehicle to allow room for the rest of the team to pass and the Rear Bike should inform the Team Leader when he's around and back in formation.
9. LANE CHANGES by the team on highways with two or more lanes going in the same direction should be made from the Rear Bike first to the Team Leader last. That is, the Rear Bike is the first one in the group to make the lane change. The Team Leader will inform the Rear Bike of the need to move the team into another lane and the number of the lane to move into. At the first opportunity, the Rear Bike moves into the new lane, preventing any traffic from trying to pass the team in that lane. The Rear Bike informs the team when the lane is "blocked" and each team member, making a head check first (looking behind), moves into the new lane.
10. WHEN STOPPING at a traffic light or stop sign, all team members should pull up, two abreast, while waiting, behind the bike they were directly behind when they were moving.
11. WHEN STARTING up from a stop, the Team Leader always moves out first. The number two bike, moves ONLY after the Team Leader's bike has moved: the other team members start in turn and in the same manner, leaving the Rear Bike to be the last one to move. The Team Leader should accelerate slowly enough for all team members to get rolling and regroup without having to dial up excessive speed. No one should accelerate even with, or past, any team member without permission of the Team Leader.
12. WHEN ENTERING a parking lot, the team should form a single file behind the Team Leader. The Team Leader should "loop" the parking lot, if necessary, seeking a place large enough for the team to BACK into (1988's reverse not withstanding) side by side. All team members should remain in a single file until the Team Leader finds a suitable space for all or it is determined that appropriate space is not available. Only then should each team member seek his/her own spot.

These twelve guidelines can help you lay a good foundation for a safe group riding. The guidelines do not represent a complete list of what you can do, but they are a starting point for the many new members coming into our Association who may have never before ridden in a group. We do not intend to force upon our members a certain riding style, but as an Association dedicated to rider education and motorcycling safety, we have a responsibility to provide some basic concepts and guidelines in order to make traveling together as risk free as is possible.