

MELHA RIDERS

Springfield , Massachusetts

This Group Riding Policy contains main points of the compressive Group Riding Standards manual that our Road Captains adopted to help ensure that when we ride together , we all return home SAFELY.

These guidelines are intended to serve as a BASIC GUIDE for most situations. Therefore each person is expected to READ , UNDERSTAND , and APPLY them using their best judgment.

Please remember that YOU have the ultimate RESPONSIBILITY for your SAFTY , and always ride within your Capabilities and that of your Machine's.

RIDING FORMATION AND INDIVIDUAL POSITIONS

1. The standard formation , under good conditions of the road , traffic , and weather , will be a DOUBLE ROW , STAGGERED , in one traffic lane. The interval will be MINIMUM TWO SECOND DELAY between the Rider and the next Rider directly ahead and no less than one second between Staggered Riders.
2. The Lead Road Captain will be at the head of the Group , and typically will ride just to the LEFT lane center . Other Road Captains may be assigned position within the group , which will be followed by the Rear Road Captain or "SWEEP" .
3. New members (less than a year) , guests , and any Riders with little experience in the Group will be positioned at the BACK of the Group in front of the Rear Road Captain or "SWEEP". The Road Captains may choose to Separate the group of "Inexperienced Riders" into a group of their own , consistent with expected or actual conditions.
4. Each Rider should maintain His starting line up position in the Group until arrival at the destination. This allows each Rider to become more familiar with the Riding Style and Habits of those nearest to Him in the Group, and is particularly important for the New or Inexperienced Riders.
5. Under certain conditions the Lead Road Captain will Signal the Group to form a SINGLE File formation. The Signal is the LEFT ARM HELD OVERHEAD with ONE FINGER EXTENDED. Drop back to a "Safe Distance" from the RIDER in front of you and move into a SINGLE File.
6. It may be necessary to Form Smaller Groups for safety due to circumstances , Local Ordinances. The Middle Road Captains are authorized to slow down their part of the Group , take Lead position of the New Group , and proceed as the Lead Road Captain of that Group.

SPEED , INTERVALS AND DISTANCES

1. The Lead Road Captain will attempt to establish and maintain a Uniform Speed within the confines of the posted speed limit, consistent with the ability of the LEAST experienced Rider , Surrounding Conditions , and Safe Riding Practices . All riders will make an effort to maintain this Uniform Speed .
2. Minimum Safe Following Distances within the Group is defined as a MINIMUM TWO SECOND DELAY between the Rider and the next Rider directly ahead. This means there is a MINIMUM of a ONE SECONOND DELAY between staggered Riders . Whenever a Single File formation is employed , a safe distance remains defined as a MINIMUM of a TWO SECOND DELAY between the Rider and Rider directly Ahead .
3. With RESPECT to Vehicles ahead of the Group , a safe distance is defined as a MINIMUM of a THREE SECOND DELAY between the Lead Road Captain any Vehicle directly ahead of the Group .

LANE CHANGES AND PASSING / GROUP LANE CHANGING

1. The Lead Road Captain will hold his position and signal for a lane change .
2. All Riders will HOLD their positions and pass the signal to the rear .
3. The Rear Road Captain will change lanes at the first SAFE opportunity , protecting the lane for the Group and allowing the Lead Road Captain to see that the lane is Clear and Protected.
4. We then change lanes using the “following the leader” approach. The Lead Road Captain will change lanes first followed by all other Riders moving from the front to the rear of the group .

Note : NOBODY , except the SWEEP , is to change lanes before the Lead Road Captain. Always make a HEAD CHECK before you begin the lane change , and maintain a safe distances .

INDIVIDAL PASSING

1. There are times when it will not be possible for the Entire Group to change lanes as above. When the situation arises , the Lead Road Captain will single for a turn, and the Group with ONE FINGER EXTENDED INTO THE AIR . This indicates that changing lanes as a Group is not possible . The Lead Road Captain will then change lanes when safe to do so. Everyone signals , head checks, and changes lanes front to back , as individuals , when safe to do so. Should the Group become separated , regroup when it is safe to do so. Please use good safety practices , INCLUDING HEAD CHECKS .
2. On a Two lane road way with two way traffic (one lane each way) , a single file formation should be used when passing other vehicles. On occasion , the Lead Road Captain may continue in the passing lane , while safe to do so , allowing other Riders to see that the way is clear for them to continue group passing maneuver .

3. If for any reason the Group becomes separated , merge safely back to the pack , returning to your original position , using good safety practices .

UNSCHEDULED OR EMERGENCY STOPS

1. Unscheduled stops for GAS , RESTROOMS can lead to confusion in the group , and could lead to accidents. The Lead Road Captain should be informed that a stop is necessary in order to lead the Group in an organized fashion to the next convenient and safe place to stop .
2. Any Rider with an equipment problem or who sees a problem with another Rider's equipment , should inform one of the Road Captain as quickly and safely as possible . When the Lead Road Captain is informed , he will stop the group at the earliest possible moment , when and where it is safe .
3. If the Rider must pull over immediately , the Rear Road Captain will accompany that Rider to a stop . The Lead Road Captain should be informed if he is not aware of the situation . Once the Lead Road Captain is informed , he will pull the Group over soon as it is safe to do so .

ACCIDENTS

1. In the event the Group come upon the scene of an accident that warrant our involvement , the Lead Road Captain will stop the Group at the earliest possible moment . It may be necessary for the group to disperse and park separately to avoid creating additional hazardous conditions .
2. Members of the Group will provide assistance in any practical way possible , including :
 - A) Slow , divert , or stop traffic in a safe manner , using flares if available.
 - B) Call 911 to notify the Police , Ambulance , and or Fire services as the situation demands.
 - C) Maintain order and preserve the accident scene for Police investigation.
 - D) If possible , take photographs.
 - E) If possible , obtain license plate numbers and vehicle descriptions , including driver descriptions , in the event of a hit and run violation . Remember , it will do no good to attempt chasing someone down just to end up in an accident yourself .
 - F) Obtain names and addresses of witnesses if necessary .
 - G) If possible , maintain overall control of the situation until relieved by the proper authorities.

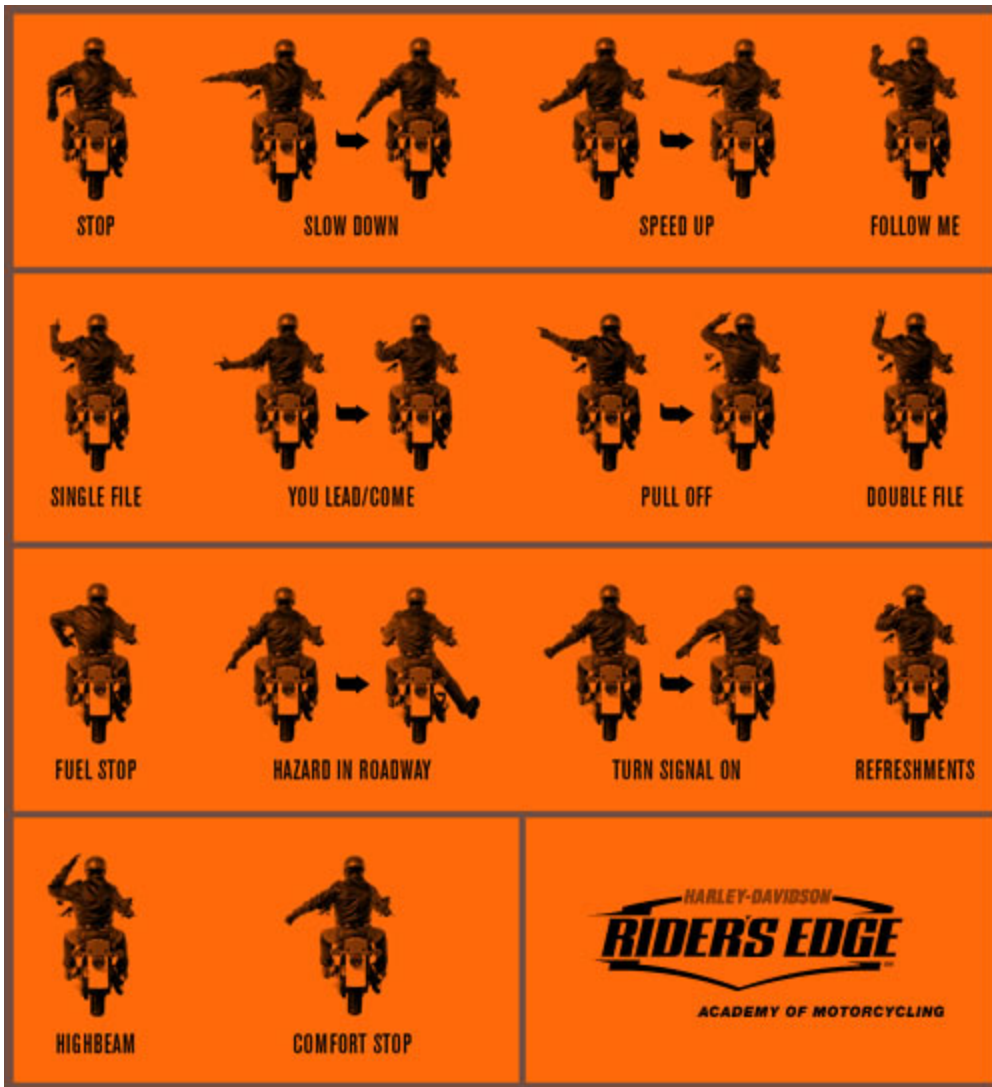
HAND SIGNALS

1. At all times
 - A) Standard hand signals will be used for
 - B) Changing the formation to a single row and back to double staggered
 - C) All turns
 - D) Lanes changes
 - E) Slowing and stopping

2. All signals will be relayed to the Rear of the Group to allow all Riders to take appropriate precautionary measures and be aware of changes in Speed and Direction .
3. Hand signals will be used , circumstances permitting , to point out Road Hazards to the following Riders .
4. Left arm held high , ONE FINGER EXTENDED OVER HEAD , indicated SINGLE FILE and TWO SECOND following distances .
5. Left arm held high with TWO FINGERS EXTENDED OVER HEAD , ROTATING the WRIST BACK and FORTH , indicates the standard staggered formation .
6. Left arm held high , MOVING in a CIRCLE , indicates a U-TURN .
7. Left arm held high , ONE FINGER EXTENDED OVER HEAD , followed by the Lead Road Captain signaling and changing lanes , indicated :
 - A) Individual passing maneuver where the Lead Road Captain will change lanes first as an individual .
 - B) The Group will follow as individuals , in a “Follow the Leader” approach , signaling and following the Lead Road Captain when safe to do so .

SAFETY EQUIPMENT

1. All Riders are expected to come to the ride with a WELL MAINTAINED MOTORCYCLE .
2. The Lead Road Captain will be RESPONSIBLE for bring the following to the run
Route Map and Run Information Cell Phone .
3. If a Road Captain does not have a Cell Phone , he will locate another Group Rider who does,
and designate that Rider as 911 Caller.
4. All riders must display a safety inspection sticker from their home state.



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