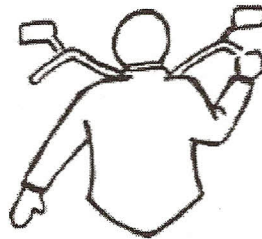
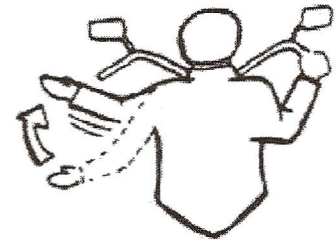


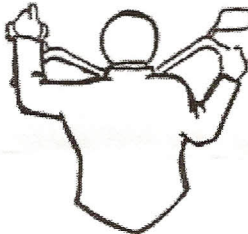
Start your engines



Stop



Go ahead and pass me



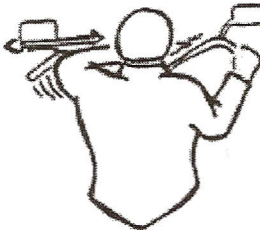
Bikers ready



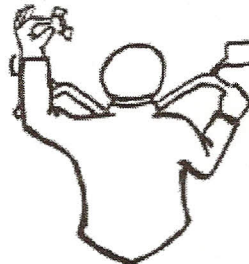
Hazards on the road



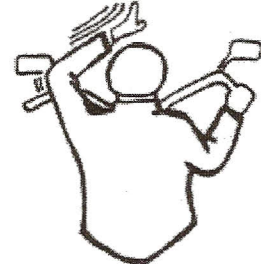
Don't pass me



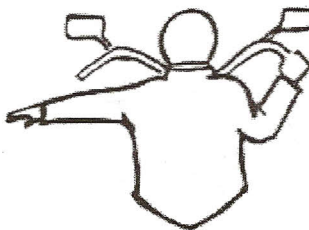
Stop your engines



Turn off your turn signals



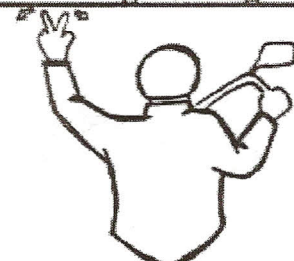
Single riding



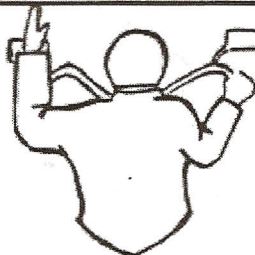
Left turn



Slow down



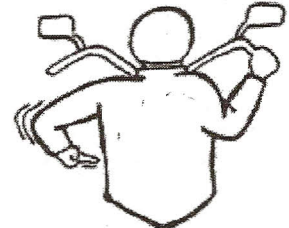
Staggered riding



Right turn



Speed up



Time for a pit stop

REMEMBER SOP=Signal, Observe, Proceed.

3. MAINTAIN YOUR INTERVAL. *Losing your interval creates a tempting space for traffic to cut into the group. The keys to maintaining your interval are staying alert and keeping throttle discipline.* For riders with cruise control, staying alert can be a challenge. You should be aware that the further back in the group you are, the more necessary it will be to continually adjust your controls. Riders without cruise must constantly adjust their throttle to compensate for road grade changes, fluctuations in speed by riders ahead, etc, and may find it a drain on their energy.

4. NO SUDDEN MOVEMENTS. A properly rolling group will appear as one long continuous movement. Sudden movements by anyone in the group create a “sling shot” effect. If someone loses their interval and throttles up hard and suddenly, everyone behind will likely do the same. As a result the back of a group can be going as much as 10 to 15 miles an hour faster than the front of the group, just trying to close the interval. Slow easy throttle movement by everyone in the group reduces this problem.

The same is true for braking. If a rider in front hits the brakes, they just let go of the “sling shot.” When this happens you can expect the group behind to come up fast. **THE BEST RULE IS TO STAY OFF THE BRAKES** and use your engine to slow you. You should however “tap” your break to signal the rider behind you that you are slowing. If you find yourself required to hit the brakes to maintain your interval and you have not received a “breaking” signal from the rider in front of you...you need to work on your throttle control or alertness.

One of the best ways to combat the “sling shot” effect is for each group road captain to maintain adequate distance from the group to the front, and to maintain a constant speed regardless of the perceived speed of the group to the front.

5. REMEMBER SOP=Signal, Observe, Proceed. As part of a group you are responsible for “covering the back” of the riders in front of you. Likewise, the riders behind you are responsible for covering your back. We will be using hand signals as our primary means of communication. **Hand signals always mean something is changing!** Pass all signals on and quickly check your mirror to be sure the riders behind you got the message, *before you proceed with the change.*

If you must pull over, or are leaving the group, make sure you Signal your intention, Observe that the message was received, and then Proceed. Remember, the riders behind you cannot “cover your back” if they don’t know what you are doing.