

These are the Road Rules the Rocky Mountaineers follow when riding in a group. They are for mutual safety and benefit so that motorcyclists of various clubs riding together have a common and basic set of operating rules and understandings. Following these procedures should prevent inconveniences and insure a safe and pleasurable ride.

*The Rocky Mountaineers Motorcycle Club wants to encourage you to ride safely and encourage those around you to do the same!*

*Let's live to ride together again!*



www.rockymountaineers.org

#### PREPARATIONS BEFORE DEPARTURE

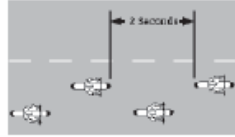
1. Be sure your bike is in good mechanical condition.
2. Dress appropriately. This is defined as DOT approved helmet (even in abate states); shirt or t-shirt and/or leather jacket; long pants and/or chaps; leather boots extending at least above the ankle; eye protection that conforms to state law (eye glasses/goggles and/or helmet face shield and/or wind screen). Gloves and rain gear are suggested but not required.
3. Arrive at the departure point with a full tank of gas and an empty bladder.
4. Be sure luggage is securely strapped down.
5. Arrive on time!

#### Follow the leader

We will designate a ride leader for each ride who will be responsible for making all the right turns. If there are more than three riders, we will designate a tail rider who will be responsible for making sure everyone else makes all the right turns, too.

#### Left, right, left, right

We'll ride in staggered formation. The ride leader will ride in the left track of the lane. The next rider will ride one to two seconds behind in the right track of the lane. Each following bike will be staggered left and right accordingly. Be sure to leave one to two seconds distance between your bike and the one staggered in front of you. Leave two distance between your bike and the bike directly in front of you in the same track.

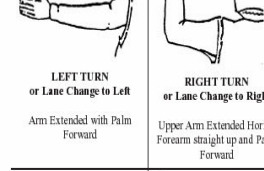


#### Red means stop

Don't panic if the light turns red before everyone makes it through the intersection. Stop if the light turns red. The ride leader will keep an eye on things and pull the group over at a safe spot to wait for anyone who gets left behind.

#### 1. LANE CHANGING TO THE LEFT:

The RC will flash his left turn signal to prepare the group for a shift to the lane immediately on the left (passing lane). All other bikes flash their left turn signal. When it is safe the TG moves into and "blocks" the lane to the immediate left of the group. Other bikes in the formation do not move from their positions until signaled to do so by the RC.



**2. LANE CHANGING TO THE RIGHT:** The RC will flash his right turn signal to prepare the group for a shift to the lane immediately on the right. All other bikes flash their right turn signal. When it is safe the TG moves into and "blocks" the lane to the immediate right of the group. Other bikes in the formation do not move from their positions until signaled to do so by the RC. Once the RC determines that the lane to the right is safe, he hand signals the group to shift to that lane. At this signal, all members of the group simultaneously shift to this lane.

**12. STOPPING ON THE SHOULDER:** The RC signals SINGLE FILE then SLOW DOWN then signals a RIGHT TURN and when a safe speed is attained pulls carefully off the road onto the shoulder and as far to the right as possible and stops. All bikes should form a line behind the RC and should carefully check for stability before parking. If the bike is not stable, carefully move to a safe location.

**13. RETURNING TO THE ROAD FROM THE SHOULDER:** Maintain SINGLE FILE on the shoulder and all bikes signal a LEFT TURN. As the formation begins to move, the TG pulls onto the pavement when it is safe to do so and "blocks" overtaking traffic. Then the RC returns the formation onto the pavement where each bike resumes NORMAL RANKS and speeds up unless other signals are given.

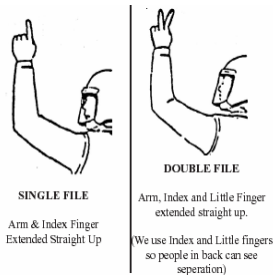
**CAUTION:** Try not to pull off the road where there is not a clear view back to see overtaking traffic.

**CAUTION:** If traffic is heavy, the formation should reenter the road one bike at a time as it is safe to do so and REGROUP IN NORMAL RANKS as soon as it is practical.



#### 6. SINGLE FILE:

The RC's left arm is fully extended above his helmet with his index finger pointing up. When this signal is given, all bikes immediately move to form a single column in the center of the lane being careful to maintain proper intervals. This hand signal should be repeated by all members of the formation. ALL BIKES MAINTAIN SINGLE FILE UNTIL THE RC SIGNALS DOUBLE FILE. Single file is used when the group passes through construction zones and when on narrow lane roads; it is used at other times at the discretion of the RC.



**8. CHECK LIGHTS:** To indicate that someone has a problem with a turn signal left on or with head, tail, or brake light: extend your left arm over your helmet, hold your hand in a "C" shape and then open and close your hand by touching fingers to thumb rapidly then point at the bike with the problem. Repeat this signal until the driver understands there is a problem and corrects it, if possible.

TURN SIGNAL IS ON  
Open and Close Hand with fingers and thumb extended.

**9. NEED GAS/EMERGENCY STOP:** Sound your horn and pat the top of your tank with your left hand. Bikes in front of you must repeat this signal until the RC responds and begins to halt the formation as quickly as possible and in as safe a manner as possible given the circumstances.

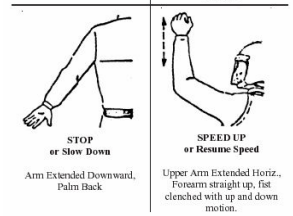
If you need gas, point to your tank as well. Bikes in front of you must repeat this signal. The RC will pull into the next gas station.

#### 10. ALL ROAD HAZARDS/RAILROAD TRACKS:

Extend your left arm downward at about a 60 degree angle to the ground with your index finger extended. Move your arm in a circular motion. This hand signal should be repeated by all members of the formation. Watch carefully for the hazard and move to avoid it being careful of proper interval and all bikes and traffic around you.

**11. PASSING ON A TWO LANE ROAD:** When passing other vehicles on a two lane road only one bike passes at a time. The RC signals SINGLE FILE. Each bike starts to pass from the left side of the lane and does so when it is safe. REGROUP IN NORMAL RANKS on the other side of the passed vehicle.

**3. STOP:** The RC's left arm is extended downward at about a 80 degree angle to the ground with his palm facing the rear. All bikes should brake as safely and as soon as possible to a full stop. This hand signal should be repeated by all members of the formation, if possible.



**4. SLOW DOWN:** The RC's left arm is extended and moved up and down from a 90 degree angle to the ground to about a 60 degree angle with his palm facing the ground. All bikes should close their throttles and begin to brake as necessary and safely while maintaining proper intervals. This hand signal should be repeated by all members of the formation, if possible.

**5. SPEED UP or CLOSE RANKS:** The RC's left arm is held up as if he were signaling a right turn but with his fist clenched. He then moves his whole arm up and down as if he were pulling on a rope. All bikes should then start to increase speed while maintaining proper intervals. This hand signal should be repeated by all members of the formation, if possible.

To close up the formation because too large of an interval has opened between bikes: this same signal is given but the RC does not increase speed as other bikes do increase. All should watch for appropriate intervals and cease the speed increase when the proper intervals are reached. The RC has the option of placing the formation in very tight intervals due to road or traffic conditions. To do this he repeats the signal until the tight intervals are reached by all.

**15. STOP LIGHTS:** If the formation becomes separated by a stop light, the RC will stop the portion of the formation that cleared the light. He will stop on the right shoulder of the road in as safe a manner possible and wait for the remainder of the formation to come through the light. Under NO circumstances should any driver run a red light or speed up unsafely to clear a yellow light.

**16. AWARENESS OF BIKES BEHIND YOURS:** Each driver should determine whether the bike behind him has become separated, stopped, has trouble, or is signaling a problem. If that is the case, signal an emergency stop as noted in #10.

**17. TAIL GUNNER:** The TG should occupy which ever position in a lane that provides him with the best view of overtaking traffic and the RC. He is to maintain a greater distance behind the bike in front of him than other members of the formation should do.

**NOTE:** The TG is to be aware of merging traffic conditions and should move to block overtaking traffic when a lane is ending/merging. This helps maintain the safety of the formation by preventing overtaking traffic from cutting in.

**18. CARS:** If you are driving any vehicle that is not a motorcycle and are following a formation, please **DO NOT** try to be a part of the formation. The RC will not consider you as the TG. Maintain a safe distance behind the formation as bikes stop more quickly and over a shorter distance than cars traveling at the same speed on dry pavement and more slowly and over a greater distance than cars traveling at the same speed on wet pavement. Also, bikes can rapidly slow down without using brakes so do not rely on brake lights to indicate a slow down.