

Aspects of Leading a Good Ride

The Club has a duty of care to its members and takes those responsibilities seriously. The Committee has developed the following article to help both experienced and novice leaders with planning their ride to make it as safe and enjoyable as possible for all participants.

Planning:

- Plan on a map.
- Pre-ride the ride (ideally) to:
 - look for adverse/changed road conditions, tricky Y junctions, etc.
 - refresh your memory to avoid unnecessary U-turns, and
 - know the distances and time intervals.
- Avoid highways within reason because:
 - back roads have reduced traffic and associated hazards, and
 - back roads are more interesting.
- Plan a similar but alternative route for use:
 - to bypass dirt roads which are often difficult in the wet,
 - if there has been excessive delays where an alternative shorter route could be taken to make up lost time.
- Get out of suburbia quickly and efficiently. Don't waste time on boring roads.
- If a destination or activity requires extra equipment (eg torch, towel, clothes, etc) inform the Editor so that adequate warning can be printed in the magazine, and/or on the web page itinerary.
- Do the best roads early to avoid missing out due to delays.
- Bear in mind "No liquor is to be consumed on Club rides".
- Plan stops. A stop should have access to:
 - toilets (winter is more pressing);
 - food - people appreciate a variety rather than a single vendor.
- Limit riding time to less than one and a half hours between stops to minimize fatigue.
- Have lunch at lunch time (normally 12 to 2).
- Other stops may be needed to "regroup" if the ride is becoming too strung out.
- Return late afternoon, ideally 4-6pm. Note: the sun sets much earlier in winter and hence rides should be tailored to reflect this.
- The ride will be slower by about 20% than the pre-ride. The Leader is effectively only as fast as the Rear Rider.

Pre-Ride Talk (to assembled riders):

- Introduce all riders, particularly new riders.
- Generate a list of all riders' names and emergency contact numbers and give it to the Rear Rider.
- Call for volunteer/s to submit a ride report for the magazine.
- Call for a volunteer (if not already established) to be Rear Rider.
- Inform the group that the ride is not a race.
- Establish the fuel range of smallest tank/least economical bike/rider to assist planning stops.
- Inform riders of the proposed route and approximate distances between stops.
- Emphasise that refuelling is each rider's responsibility, particularly when out of synch with the main group. It is not acceptable to fill at the end of a stop when the group is about to move off.
- Seek comment from other riders concerning unsafe road conditions.
- Warn riders of dangerous or adverse road conditions or intersections.
- Explain the Corner Marking System and nominate the number of corner markers, normally two, but on low attended rides, one may suffice.
- Inform the group who is Rear Rider and what motorcycle they are riding.
- Request that riders with First Aid training make themselves known.
- Request that devices with GPS capability be switched off.

- Advise riders to use extreme care when overtaking; no passing on the left hand side.

Leading:

- Point to the side of the road when and where you want corner markers;
- Wait for a third bike (not including the leader) to approach the corner before leaving - this method condenses the ride. Alternatively, if the ride is already condensed and/or has many regular experienced/fast riders, then the leader may wish to move off immediately, creating “space”;
- Monitor your speed: slower speed on highways/straight roads keeps riders together to give the feeling of riding in a group;
- Leave extra corner markers, even along straights, if you feel the group has become too strung out;
- Don't let stops drag on too long;
- Be prepared to modify the route to compensate for excessive delays or adverse weather conditions consistent with finishing the ride late afternoon;
- Know the distances between stops (or have them written down) so that riders can make educated fuel stop decisions. This will be the most frequently asked question during the day;
- Communicate with the rear rider at each stop to confirm the ride is flowing well, or otherwise;
- Bring a map. Often people have to leave early and they like to see where they are on a map;
- Organise an appropriate break up point at a place where most people will know how to reach home. Don't make the break up point too far from Melbourne.

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- 7 January 2002, Ben Warden
- 30 November 2005, Ben Warden
- 30 March 2010, Ben Warden
- 17 July 2012, Ben Warden
- 6 April 2013, Ben Warden - added use extreme care when overtaking as Tassie outcome