

Ride Your Own Ride/Pace:

Hangmore has riders of many differing skill levels as we have no minimum standard of skill required to join (other than a valid motorcycle license). Whilst there are some very skilled riders in the club, they may be riding conservatively and choose to leave a bit up their sleeve in case of emergencies. Do not try and follow someone who is riding above YOUR comfortable pace as you may not be able to react to an emergency situation as well as they can. If you are pushing your limits trying to keep up, you are more likely to come to grief and possibly hurt others. The club would rather wait for you than you have an accident. Know your own limits and ride to them!

Corner Marking:

Firstly, the 'Lead' rider and 'Tail End Charlie' (TEC) rider/s are discussed at the riders briefing in the morning. Upon approaching an intersection or turn-off that moves away from the current route, the lead rider signals to the second rider in the group to stop and wait with their bike clearly pointing in the new direction. Only once all other riders have passed and the TEC arrives may the corner marker move on and so on and so on. If something needs to be communicated to a corner marker, pull over and TELL them. You NEVER leave the corner till the TEC comes through and the TEC does not pass anyone. If you pull up at a T intersection and no one is there, STOP. It is easier to phone someone rather than trying to find someone heading in the wrong direction.

When on a big ride with lots of turn-off's the leader rider may pull over to regroup. If he stays on the bike, helmet and gloves on, do the same. It usually means that we'll be continuing shortly.

Formation:

Formation is mostly used in transit sections and is the way everyone rides staggered on alternate sides within a lane, one bike in the right hand wheel track, the other, behind and in the left hand wheel track and so on. This formation allows us to ride close together with good visibility front and rear, makes our visibility to other traffic far greater and gives everyone a full lane width to avoid debris/potholes and flicking stones. For safety, as the speeds rise, so should the gap between riders. DO NOT ride side by side in the same lane. Keep to your side of the road. Do not move to the other side of the road before a corner (even on unmarked roads), it can lead to accidents from vehicles coming the other way or from someone overtaking you.

Overtaking:

Riding in a group can be heaps of fun, but it's also important to remember those around for you. All we ask as a club is that you have consideration for the whole group when riding. If a rider has caught up to you in a twisty section and they have their indicator on they are asking nicely to overtake you, so help them out, move to the left of your lane (if safe to do so) and kick them through. They are most likely quicker and would rather not overtake you in a dangerous

spot/manner. And do not race them to the next corner, this is very dangerous and will not be tolerated.

BE PATIENT when you catch up to another rider, especially as they will most likely be kicking you through momentarily. Most reckless overtaking moves happen because someone is rushing or trying to keep up. PLEASE keep checking your mirrors while riding. Most importantly, NEVER overtake on the left of someone in a single lane, only overtake on the right. When overtaking someone within the group don't cut back immediately (if possible) and spray them with stones from the centre of the road. Avoid overtaking other bikes within the group at high speed. They often don't see you coming and it frightens the crap out of them. When passing cars try to avoid overtaking as a group. The lead rider may judge their 'overtake' so that they can pass safely, but it may leave you hung out to dry on the wrong side of the road.

Petrol:

When meeting in the morning for a ride, you are expected to have a FULL tank of petrol. If one fills up at a servo, we all fill up. Use the lead rider as a guide.

New members:

For your first ride, the easiest place to start the day is at the back of the pack, regardless of how good a rider you may think you are. You most likely will have no idea of what people are doing or how fast they are capable of going, so this will save you from getting into a sticky situation. If you are comfortably keeping up, you can slowly move through the pack till you find someone who rides that same pace as you, and generally, this will be a good place to stay. Try and avoid overtaking everyone in transit sections if it means holding them up in the next twisty section.

The club takes its responsibility to keep all of its members safe very seriously.

It is a requirement that all financial members of the Hangmore Motorcycle Club Inc and their guests hold a current and appropriate license to ride a motorcycle in any club sanctioned ride and or event. This requirement will be reiterated at the start of all official club rides and your continued participation is an acknowledgement that you are legally licensed to do so. The club reserves the right to remove anyone found to be riding without the interest of the club and its member's safety and the person will forfeit any and all fees paid to the club for the ride/event as well as potentially face expulsion from the club.