

Things to consider when planning to lead a RoSPA North Cumbria & S.W. Scotland social ride

The following is intended to be helpful for ride leaders. It is based on feedback from past ride leaders as well as riders, who have taken part in group rides. We want to ensure that everyone participates safely and happily. We hope that everyone enjoys the social rides and comes back for more after their first outing with our group.

Thinking of leading a ride? Have a chat with the social ride coordinator. He / She ensures that we have a ride leader every month and that the routes vary from one month to the next.

Who can lead a ride? Anyone who is a member of our group! It is not a requirement that you have passed your RoSPA test.

Start & end points: Rides start usually from a pre-determined location and should finish there, or another convenient location agreed by the Ride coordinator. Remember – not everyone may be familiar with the area.

Timing: The start and finish times vary: during British Summer Time (BST) the ride starts at 9:30 and should finish at around 17:00. Otherwise rides start at 10:30 and should finish around 15:30.

Planning your route: We don't wish to be prescriptive about the mileage, BUT you need to remember that people with different abilities will take part: ranging from:

- Those new to the group and/or advanced riding to those who are more experienced
- Riders who usually ride for 1-2 hours to those who are used to day-long outings.
- Riders who may have already been on the road for an hour just to get to the meeting place.
- Riders' ability to concentrate varies.

Choose roads which are suitable for the time of year and your intended mileage. Taking the above into account: - Avoid un-adopted roads; single track roads where a group of bikes could inconvenience other road users; roads with loose gravel or seriously poor surfaces. Try to do the tricky bits of the rideout in the morning, when people feel fresh. Plan sufficient breaks so that riders can relax or leave the group early. Your breaks need to be long enough so that even the last rider (tail-end-charlie) gets a good break. (i.e. last rider gets 20-30mins at short break, last rider gets 60-90mins at lunch) It helps to know your route confidently. The use of a Satnav or other route device can be useful. Try to circulate the route to those riders who have a Satnav for uploading. Some people stick to areas they know, others try out a new route and familiarise themselves before the group ride.

Be prepared to amend your route in case it takes the group longer than you expected or if the weather becomes adverse. You need to think of toilet, petrol, refreshment and lunch breaks. We recommend that a leg of the journey should not exceed an hour if possible.

It is easy to underestimate the time for a break! A ride attracts on average between 10 - 20 bikes or more if you publicise it.

It may take 30 minutes for that number of bikes to queue for petrol and payment. Especially if the group has stopped at a small, rural filling station with 1 pump. If 30 people want to have a drink or lunch, this may take an hour.

It may also be helpful to ring the café / lunch venue to let them know how many people to expect.

Suggestions for breaks can come from:

- Other people who are familiar with an area.
- Check out whether there is a supermarket in the area: Morrisons and Sainsbury's do petrol, toilet and coffee shops (check opening times)
- The internet has a lot of sites for truckstops, cafes, etc (some suggestions below)
- Be aware that riders may not know how to get home from the final destination (if different from the start point). Ensure that you take precautions to ensure that ALL riders have the ability to return home safely.

Send details of your planned ride to the nominated Ride Coordinator / Motorcycle Training Officer so that others can be made aware of the Rideout apart from members who will have access to the rideout information. The group email and / or Group Facebook pages will be updated.

A few days before your ride:

Email all the members and introduce yourself. Remind members of the date, start time and to arrive with full tank and a pound for the guess the mileage competition.

Give an indication of your destination and the types of roads to get there: i.e. mixed, open, challenging, etc. Also, include your planned finish time. This gives riders an idea of the length of the ride and they can decide whether they are up for the whole or just part of the ride.

What to do in case of bad weather and a risk of cancellation: Include a comment about likely weather in your email. If the weather looks adverse, you may want to call the ride off. It is not in the interest of a road safety group such as ours to take risks in snow, ice, fog or gale force winds. The decision to cancel a ride is yours!

Some people say that they will email members by a certain time - the day before. Others say that they will turn up and decide on the day. It's up to you how you manage this. The important point is that members are clear about what's happening.

On the day

- Have a word with the nominated tail-end-charlie. It is helpful if he knows where you're heading and where the stops are. Also, swap mobile phone numbers with him/her.
- The group will be gathered just before we set off to be reminded about basic etiquette on the ride (*see below).
- This is your opportunity to tell people about breaks and the destination. On rare occasions, it has happened that someone got separated from the group. They can catch up with the group, if they know where the group will stop.
- Check whether someone is there for the very first time: make sure they understand what's happening.
- Remember to stick to the speed limit or just below: the group will always need to ride faster to keep up with the lead rider.
- We'll use a marker system, where the 2nd bike in the group, the one behind the lead bike, marks the turn-offs. It is helpful to indicate to the bike behind you where they should stop. NB: If you can't see the bike behind you – you need to mark until the 2nd bike arrives and takes over from you.
- In the unlikely case of an incident or breakdown, the tail-end-charlie rider will continue the ride, having ensured that the unfortunate rider is looked after and can be recovered./

*You may be the person who gathers the group and reminds everyone of the following: North Cumbria & S W Scotland etiquette for group riding. There are rules to do with the rideout and by taking part riders agree to adhere to these rules:

- You are responsible for your own riding
- You must be in control of you motorcycle at all times
- We will adhere to all speed limits – 20, 30, 40, 50, 60 and the national speed limit
- Motorcycles MUST be taxed and where necessary have a current MOT certificate
- You must have a driving licence and insurance for the machine that you ride
- You are responsible to ensure your machine is safe, roadworthy and fully legal for riding on the road.
- Overtaking within the group is permitted provided it is safe to do so and does not impede any other road user.
- We ride to the slowest riders' abilities, for whatever reason that may be.
- When marking a junction remain safe and be clear in directing the group with a clear arm signal.
- If marking a junction, you must wait for tail-end-charlie before you move off (immediately in front of him). This could appear to be a long time especially if the group is large and/or traffic is heavy.
- This is a social event, neither North Cumbria & S W Scotland, its officers or RoSPA can be held responsible for any injury or damage however caused. It is your responsibility to ride responsibly and within the law.

Updated 11th September 2018.