

C&F H.O.G. Ride Outs

Chelsea & Fulham, London Harley Owners Group

Pre-ride Safety Briefing.

Welcome to this Chelsea and Fulham Ride Out.

Are there any new members here or anyone riding with us for your first ride out?

Explain purpose of briefing for new comers.

At Chelsea and Fulham we do not have rules and regulations. You are all qualified to ride on the road and are at all times personally responsible for your own safety. This briefing is to ensure that everyone has an enjoyable ride. It is for your guidance that, by the uniformity of our riding style, the riders are as predictable and safe as possible. Remember the purpose of these Ride Outs is to have fun. If we substitute fun for rules I for one do not want to play.

Explain the following:

Staggered file When to use. When NOT to use (country roads and bends from which you cannot see the exit).

Close up at stops to make sure the group is as compact as possible and remain together after the stop, if it is safe to do so.

Drop off System emphasising the last man and the importance of remaining in view until passed by the last man. The ride leader will warn of a drop off by placing his hand to his helmet and will indicate in his opinion the best place to stop. The dropped off rider should ensure he stops safely and is not at risk from other traffic when stopped.

Last man/Marshals (if used) and Ride Leader (Introduce)

The only persons authorised to make progress up and down the group are the Road Marshals and Road Captain or in some exceptional circumstances the Last Man or Ride Leader. Please watch for the Road Marshals and allow them space to join the group if necessary. The Road Marshal may use his headlights (flash) or horn to alert you to his presence. Please do not take it as a rebuke that is not the objective.

Lost procedure

If everyone ensures the drop off system is adhered to and the last man is the only rider to pick up drop offs there will be no need for a lost procedure. Please be wary of other riders joining the group as this can cause huge problems, especially if they are riding Harleys. Do not attempt to stop other riders joining the group particularly when they are overtaking (sports bikes) but do not invite them in unless it is for their own safety.

Other vehicles in the group

Whilst it would be best if other vehicles did not join the group I'm afraid it is inevitable. Please do not attempt to

block vehicles attempting to break into the group, conversely do not invite them in. Normally it will be possible to pass slower vehicles on an ad hoc basis. Alternatively vehicles will turn off or stop thereby leaving the group. If you lose touch with the group do not worry. If the group turns off watch for the drop off. There are some instances when you MUST allow other vehicles to join the group. For instance when faster vehicles try to overtake but are unable to overtake the entire group. For your safety YOU MUST LET THEM IN before they force their way in. Also, as happens often on motorways, vehicles in the centre lane are unable to pass the group in the inside lane prior to the exit they wish to take. If a vehicle indicates left on approach to an exit please allow them space to exit safely.

Breakdown or lack of progress

In the unlikely event that your bike should breakdown a Road Marshal will stop VERY briefly to assess the problem. Remember the road worthiness of your bike is your responsibility as is recovery in the event of breakdown. If a rider is having difficulty making progress at the ride speed through mechanical or other problems a ride marshal can signal that rider to pull over in order to assess the problem. The Road Marshal will then decide whether to continue with the rider as part of or separate, to the group. For the safety of the group as a whole the Road Marshals decision is final and binding, no appeals will be entertained.

This guide is for the safety and enjoyment of the group as a whole and whilst we will do our utmost to ensure you are not abandoned please consider the rest of the group.

Leaving the group

Anyone wishing to leave the ride before its conclusion should pull over and stop, signalling following riders to overtake. When the last man approaches the rider should then signal with an horizontal hand movement below his/her chin (demonstrate). When the last man has passed the rider is then free to continue away from the group.

Disclaimer

Each rider is responsible for his or her own safety and actions at all times before, during and after this and every ride out. The Harley Owners Group, Harley Davidson UK Ltd and Warr's of London, their employees and officers accept no responsibility for your safety or actions at any time.

The Sound of Thunder:

Having said that have fun. Lets mount up and when the ride leader raises his arm "please start you engines".

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PLEASE REMEMBER

**We are here to enjoy
ourselves**

Safety is YOUR responsibility

**We will give you a guide
BUT**

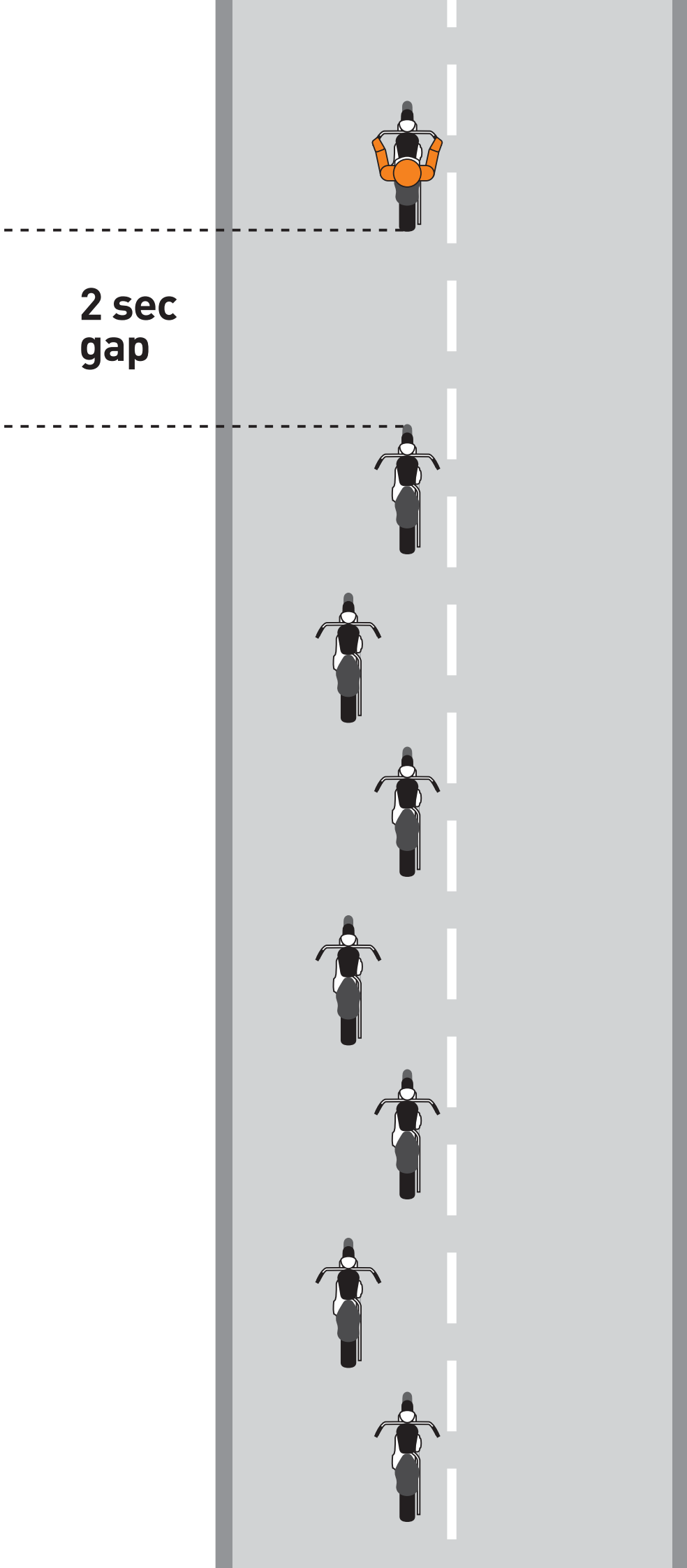
**You MUST ride for your own
safety and the safety of other
road users**

SAFETY BEFORE SYSTEM

Ride Leader
(not part of the formation)

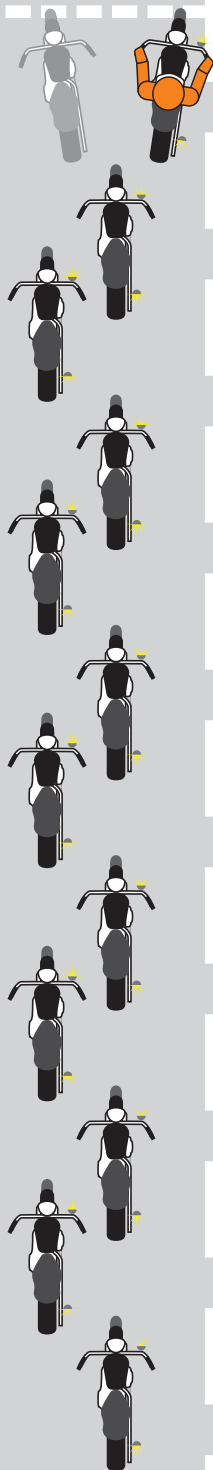
Next Drop-off rider

2 sec gap



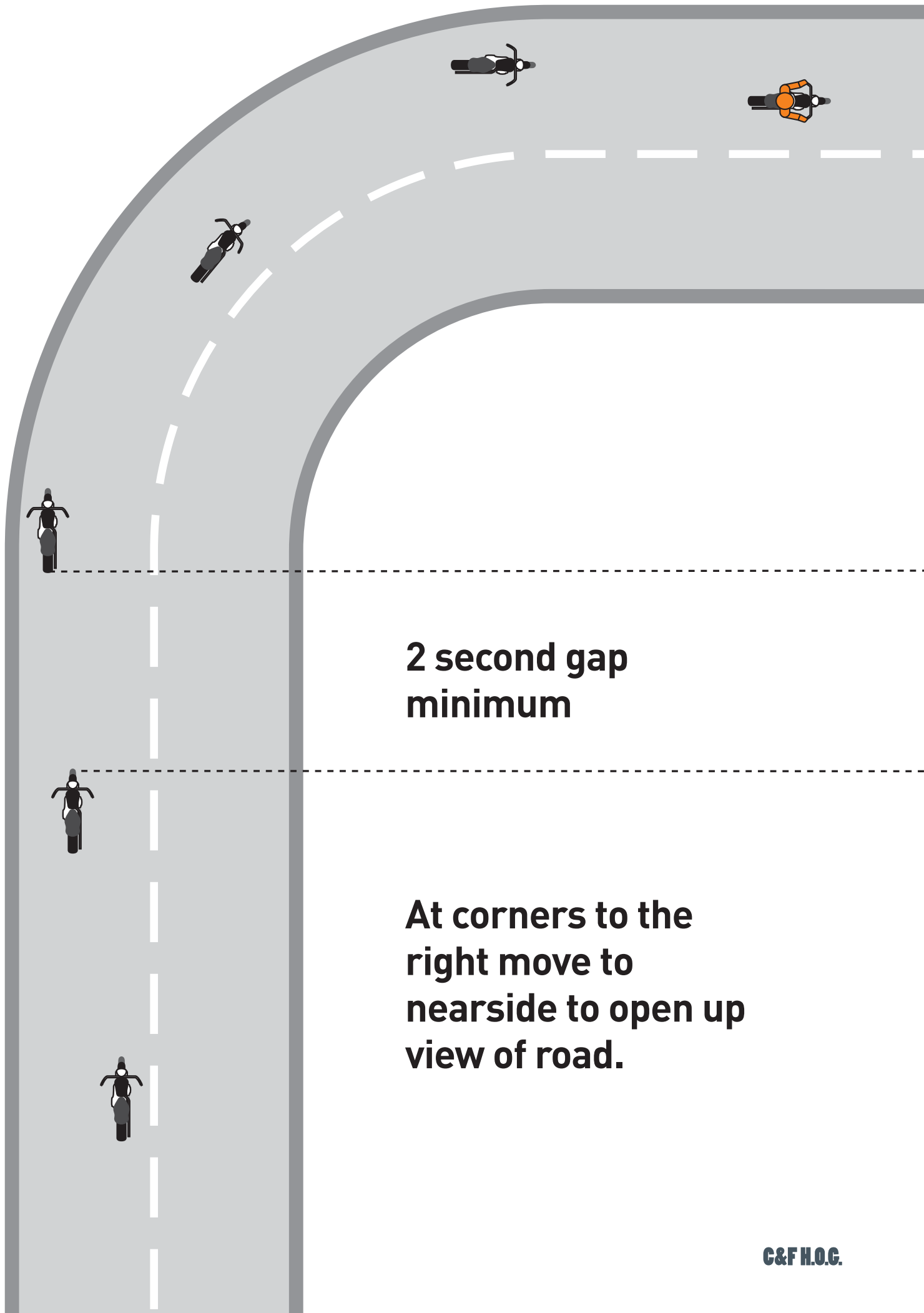


Ride
Leader
For
LH turn



Ride Leader
For RH turn

**Riders close
up at stop**



**2 second gap
minimum**

**At corners to the
right move to
nearside to open up
view of road.**



Watch to see
Ride Leader
take turn

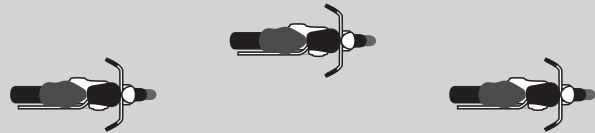
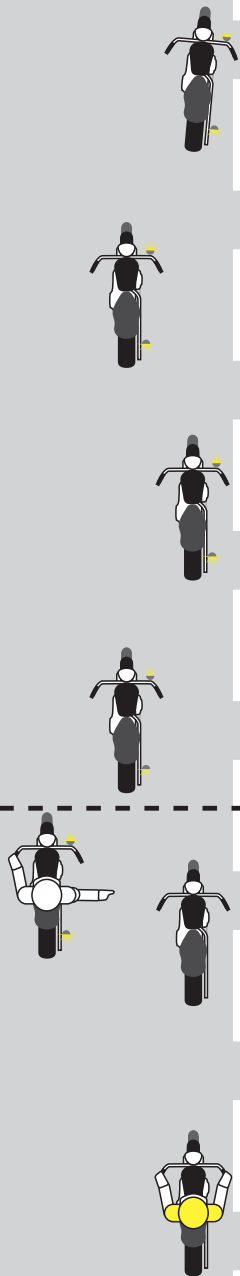
Watch for hand
to helmet warning
and indicators

Drop-off to pull to
nearside, consider
handsignals

Make sure
RIGHT indicator
is **ON** at stop



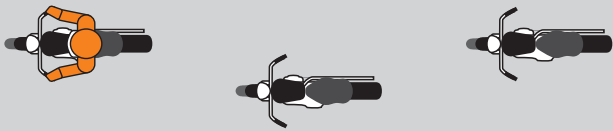
Drop-off



Indicator on here

Last Man only to
signal to Drop-off
to move

Ride Leader



Indicator on here



Drop-off
will move as
directed by
the Last Man

