



**Livermore Harley Owners Group**

**RIDING WITH  
LIVERMORE HOG**

2010

## Riding with Livermore HOG

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## **Welcome**

Welcome to Livermore HOG. One of the reasons people join Livermore HOG is to meet others who share the enjoyment of riding. Livermore Hog sponsors and plans over 90 rides a year. It is important to learn and understand the dynamics of group riding. This guide was developed to provide riders with information regarding group riding with Livermore HOG. Livermore HOG conducts a Group Orientation Ride on the last Sunday of each month. Orientation rides include a comprehensive ride briefing and provides riders with an opportunity to learn and use hand signals, procedures for lane changes, highway entrances and exits, staggered and single file formations, and the excitement of group riding, and meeting new people.

## **Planning/Ride Schedules**

Livermore HOG rides schedules are available on the Livermore HOG website and at the dealership. We publish the ride schedule before the end of the previous month and announce it at Chapter Meetings. Go to [www.livermorehog.com](http://www.livermorehog.com) to access the ride schedules and to view additional information regarding Livermore HOG.

All riders should arrive at the dealership at the ride time with a full tank of gas. Each ride includes a standard briefing by the Lead Road Captain and a description of the day's itinerary. Riders are encouraged to ask questions after the briefing concludes. Ride briefings are an important component of each ride to ensure riders and passengers are prepared to participate in the group riding experience. The safety of our members and guests is a priority with Livermore HOG.

## **Road Captains**

We are fortunate to have a dedicated, well-trained group of Road Captains. We offer an extensive formal training program for our Road Captains and strive to offer members an extensive ride schedule to exciting locations. Each Road Captain receives classroom training, First Aid Certification, and experience planning and participating in group rides with the Road Captains of Livermore HOG.

Livermore HOG Road Captains:

- Choose routes and destinations in a variety of locations
- Pre-ride each destination to ensure the safety of our riders
- Select the restaurants we use
- Assigns a Sweep who rides at the rear of the group to ensure communication with the Lead Road Captain, to secure lanes for the group, and to assist riders as needed.

## Ride Basics

As a standard, most of our rides start and end at the Livermore Harley Davidson dealership. "Destination Rides" usually involves the group traveling to another location or event. When the ride ends at an event, riders are "On Their Own" (OYO) to ride home. We recommend that riders arrange a route home with fellow riders in the group for OYO rides.

Road Captains plan rest stops and gas stop requirements based on the fuel capacity of bikes such as Sportsters and VRods. If the group stops for gas and a comfort break, take advantage of the time to hydrate, use the restrooms, or adjust your riding gear. We typically stop for a 20-minute break every 60 – 90 minutes. On occasion, we may ride up to two hours without a break; however, this is an exception. We typically stop for gas a maximum of 120 miles. If you do not gas up, we may ride for 100 miles for the first portion of the ride and an additional 100 miles with no gas stations in between.

Livermore HOG has a **no alcohol policy**. If you drink alcohol while on a ride, the Lead Road Captain will ask you not to continue to ride with the group.

Please be considerate while riding in residential areas with noise levels.

## Group Riding Procedures

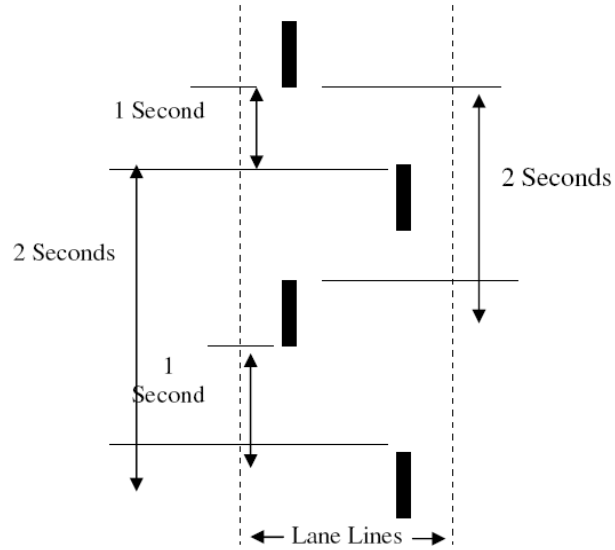
### Staggered Position:

The group rides in a staggered formation at a safe distance of two seconds to the bike in front of you and one second to the bike to the side of you (diagram A). When riding in staggered position, each bike occupies ½ the lane.

- **Do not cross the center of the lane you occupy at any time**

When riding in staggered formation, be aware of your position at all times.

- **Do not pass bikes in front of you to your right or left**



**Diagram A**

### **Stop Signs:**

When you arrive at a stop sign be alert of the bike in front of you. California Law states that all traffic must stop at a stop sign. The law applies to motorcycles.

The Lead Road Captain will stop at stop signs and will ensure the group is together. You may find that some riders in the group do not come to a complete stop and some do. Pull up side-by-side at stop signs and allow the bike on your left to leave the stop sign first. This provides riders with space to turn in front of you in a safe manner.

- **Always be alert to the actions of other riders in the group and resume your position in the stagger as safely as possible.**

### **Highway Entrances and Exits:**

When the group enters or exits highways, the Lead RC will typically use the "On Your Own" hand signal to alert riders to safely enter and exit highways.

### **Lane Changes and Head Checks:**

Lane changes are a very important maneuver in group riding. We cover lane changes in our ride briefings so all riders understand how to perform lane changes as a group.

- **Always use a head check when changing lanes to ensure your safety**

### **Lane Change Procedure:**

- The Lead RC communicates to the Sweep to secure a lane and uses the appropriate hand and turn signals (diagram B)
- **All riders remain in their position** and uses arm and turn signals
- The Sweep moves over and secures the lane when it is safe and notifies the RC
- The Lead RC signals a lane change again and moves into the desired lane
- One-by-one, front to back, each rider follows the rider in front of them in a serpentine fashion.
  - This procedure enables the Lead RC to see the position of all riders in the group, including the Sweep.
- The group occupies the new lane and each rider resumes their staggered position in the group
  - **Do not block the view of the Lead RC or remain in the lane the group occupied previously**

### **Single File Procedure (two second rule):**

Riding in single file is necessary depending on the roads we ride on:

- Winding roads
- Narrow roads, no shoulder
- High wind conditions on the highway

When single file is necessary, the Lead RC will use the appropriate hand signal. You do not need to ride directly behind the rider in front of you. Allow two seconds between you and the bike in front of you, which allows you the whole width of your lane for maneuvering. Allow yourself room to safely maneuver and react to the road conditions, and the bike in front of you.

### **Split Group Procedure (vehicles within the group and splits at stop signs):**

Vehicles occasionally enter the group on highways and city streets. If a vehicle enters the group, allow adequate space to allow them into the group. The Road Captain will make the necessary changes to pull the group together. At times, a Road Captain within the group will move to the lead position of the split group and will maneuver the group around the vehicle.

## **Toll Booths (single lane going through a toll booth):**

The group goes through toll booths on some of our rides. The Sweep will collect the toll from each rider prior to the ride briefing to ensure the Lead RC is able to provide the funds at the toll booth. We approach toll booths in staggered formation; however, we exit through toll booths in single file to enable an accurate count of each bike.

## **Lane Splitting:**

We do not split lanes or block intersections when riding as a group at any time. If we are exiting a parking lot, the Sweep(s) proceed down the road to slow traffic so the group can exit onto the road safely.

## **Adjusting the Stagger:**

Occasionally, a rider leaves the group and waves off, leaving a gap in the staggered formation. The group may also leave a stop sign or staging area and we are no longer in staggered formation. To resume staggered position, each rider fills the gap in front of him or her in a zigzag fashion until all gaps are filled.

For example, the second rider waves off. Now the third rider is directly behind the Lead RC. The third bike moves to the second position, filling the gap. To fill a gap and adjust the stagger:

- Signal that you are going to move and proceed from the left ½ to the right ½ of the lane
- One-by-one in a zigzag fashion, signal and move to a new position
- Do not move until the rider in front of you moves
- If you choose not to fill the gap, remain in your current position
- Stop signs are an easy location to adjust the stagger

## **Hand Signals**

It is important to use the correct hand signals to communicate to riders in the group. Hand signals are initiated by the Lead RC and must be done by each rider, one-by-one, from the front to the rear of the group. The entire group should use hand signals to clearly communicate to other riders in the group. When the group is large and spread out on the road, hand signals can become unclear if they are not performed correctly. Riders at the rear of the group may not receive hand signals so it is important to hold hand signals long enough to be visible by riders behind you.

## Signals are performed with your left arm

### Diagram B

- Left – arm straight out with fist



- Right – bent arm with fist



- Slow – downward wave



On Your Own – bent arm, finger extended, wave forearm back and forth



This signal is used when making a lane change or exiting the highway. For example, the lane is too crowded for the group to make the lane change together.

- The Lead RC will signal the lane change or turn
- The Lead RC will use the OYO signal. This indicates you are going to perform the maneuver the Lead RC signaled on your own

- Perform a head check and make the maneuver when safe
  - The Lead RC will get the group back together when it is safe to do so
- Staggered position - arm straight up with 2 fingers extended



- Single file position - Arm straight up with 1 finger extended



- Tighten up (maintain a closer staggered position) - arm bent with fist, pumping motion



This signal is used when going through towns with stop signs or on highways before a lane change. The goal is to bring the group closer together so we can all make the maneuver together, or get through the stop signs more effectively.

- Road hazards

Use your hands or feet to carefully point to road hazards. If you see a rider pointing, look around you for the hazard. If there is a bicycle or a car on the side of that could be a hazard and enter our riding space, the signal is a bent arm, one finger pointing over your head to the side of the road. You may also use one of your feet to point out the hazard.



- Comfort Stop

Take advantage of rest breaks when we take them. The Road Captains plan rest breaks every 60 – 90 minutes. If you need to make a special stop, cup your hand like a C and signal. The Road Captains will pull over at a rest area when it is safe



### **Disabled bike or accident procedures**

If your bike has mechanical issues and you need to stop, signal, and pull out of the group. The Sweep will stop with you. Only the Sweep will pull over with the rider requiring assistance. All riders should proceed with the group. Please refrain from pulling over if the rider who needs assistance is your friend or spouse. It is the Sweep's responsibility to assist riders as needed. The group will proceed until the Lead RC finds a safe spot to pull the group over. If you stop with a rider who requires assistance, you may be creating a hazard for the group.

If there is an accident, the Sweep will stop with the accident to assist. Sweeps are trained how to handle an accident scene during Road Captain training. The group will proceed until the Lead RC finds a safe spot to pull the group over. If you stop with a rider, you may be creating a hazard for the group in moving traffic. All Road Captains carry a first Aid kit and have been trained in first aid.

The Sweep manages accident scenes that occur in the group. Follow the Sweep's guidance if you are near or involved in an accident scene. The Sweep will call 911 or designate someone to call. Riders should not call 911 as it will tie up the circuits and may cause confusion for responders.

### **Leaving a group ride:**

If you need to leave the group during a ride, notify the Sweep in advance. Wave off to the Sweep when you leave the group so he/she knows you are on your own and do not require assistance.

If you have not notified the Sweep and need to leave the group, signal and pull out of the group. Wave to the Sweep and let him/her know you are on your own and do not require assistance. It is the Sweep's responsibility to make sure all riders are okay. If you leave the group without letting the Sweep know you are okay, the sweep will follow you home to make sure you are okay. If the Sweep cannot keep up with you he/she will go to the dealership and call you until he/she verifies you are okay.

### **Staging:**

We stage at the beginning of each ride and at each stop before we depart which gives the Sweep the opportunity to count riders/bikes to make sure we have not lost anyone. Please stage at the location the Lead Road Captain requests. Staging means we line up two-by-two ready to go. At the dealership, we line up in the parking lot. When you restage at a new location you can change your position in the group.

If you are new to the group or group riding we recommend new riders to ride in the front of the group, specifically in positions 3 – 6. With larger groups, a rubber band effect occurs where the back of the group is spaced more than two seconds apart. When you are closer to the front, you can see what the Lead Road Captain is doing. Livermore HOG is a very supportive group of riders and welcome new riders with enthusiasm!

### **CB Radios:**

The majority of our Road Captains have invested and installed a CB system. Livermore HOG used Channel 12 for ride management communication only. If you want to listen to Channel 12 you may do so, however please keep unnecessary chatter to a minimum. If you are using Channel 12 for personal discussions, the Road Captains are not able to use the channel for ride management. We appreciate your support!

## **Conclusion**

The members of Livermore HOG share a common passion for riding and hope you have found this guide useful. If you have questions about the information included in this guide, please contact a Road Captain for assistance.

Let's Ride!!