

# BMW Motorcycle Club Policy Document



---

Policy Name **Riding System for Organised Rides**

---

## Initiated By

Document Owner(s)	
BMW Motorcycle Club Board	

## Policy Version Control

Version	Date	Author	Change Description
1	June 2017	D. Ross	Document created
2	January 2020	D. Ross	Document updated

Organised Rides for the BMW Motorcycle Club may use a number of different Riding Systems. The system, if any, should be mentioned in the Rider briefing prior to the start of the organised ride.

The identified systems are:

### Corner man system:

- On approaching an intersected turn during the Organised Ride, the Ride Leader will indicate to the following rider by pointing at the left side of the road prior to the turn.
- The rider immediately behind the Ride Leader will stop on the left hand side of the road just prior to the intersection. They become the 'Corner man'
- The 'Corner man' will remain stationery with an indicator activated to show which way the following riders should turn.
- The 'Corner man' will remain in the position until the Tail or Sweep Rider either:
  - Pulls in behind them, or
  - Allows the Ride on the corner to pull out in front of them.
- That 'Corner man' will revert to a rider and assumes the position of 2<sup>nd</sup> to last rider until the next 'Corner man' takes their place.

This is probably the most used system currently employed by the BMW Motorcycle Club.

It can create some delays and slow the overall ride down.

### **Caterpillar system:**

- On approaching an intersected turn during the Organised Ride, the Ride Leader will indicate to the following rider by pointing at the left side of the road prior to the turn.
- The rider immediately behind the Ride Leader will slow until the following rider approaches his position.
- The slowed rider will resume riding in the same previous position.
- The following rider then repeats the same actions.

This system can be used on longer rides and acts in the same way that a caterpillar walks. It can be very subtle and means the riding group together with minimal delay.

### **No system mentioned or identified:**

- Consider the BMW Motorcycle Club Risk Management Plan that is published in every copy of the Newsletter.
- Identify the Rider Leader and the Tail or Sweep Rider AND their machines. Both nominated persons should wear the BMW Motorcycle Club Safety Vest over their riding apparel.
- Nominate where the Rest and Refuelling stop are likely to be. This may also include a 'meeting point' in the event that the riders become separated.
- This ride is not a competition and every rider should:
  - Ride their own ride,
  - Ride at their own pace,
  - Use safe following distances.
- Riders are reminded not ride in the wheel track of the rider in front.
  - A staggered formation creates a safety zone in the event of any emergency and maximises the rider's forward vision.
  - On twisting, narrower roads, the group should drop back into a wider-spaced single file.