



Group Riders Guide

L.A.M.A. MISSION STATEMENT

Latin American Motorcycle Association (LAMA) was founded to create and organize safe and exciting activities for its members and for all bikers, such as tours, picnics, motorcycle sport events, etc. We participate in and organize many local community activities; we offer fellowship and community as well as vast quantities of knowledge that might otherwise take you much longer to acquire.

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1. OBJECTIVE

The intent of this group riding guide is to provide the Latin American Motorcycle Association Tampa Chapter members a common understanding of our group riding safety standards. These safety guides are not intended to restrict your freedom and fun, but instead, to help ensure that we all return home safely.

This Group Riders Guide cannot encompass every possible set of circumstances. It is intended to serve as a guide for most situations. All members must be intimately familiar with this guide and the safe riding practices. Most importantly we expect our members to apply these rules using their best judgment.

YOU have the ultimate responsibility for YOUR safety. By riding safely, you provide for the safety and welfare of every L.A.M.A. member within the group. Always ride within your capabilities and that of your machine.

(Note: Ride Leader or Lead may be substituted for Lead Road Captain. Drag or Tail Gunner may be substituted for the Rear Road Captain)

2. GROUP RIDE GENERAL RULES:

- a. When participating in LAMA "runs," all members will have a thirty (30) minute grace period before kickstands go up.
- b. All members should strive to leave together and return as a team.
- c. All rides should be done in a staggered formation with the highest ranking officer as the Road Captain or an appointed Ride Leader. Road formation shall be performed according to road, traffic and weather conditions.
- d. All riders are encouraged to wear proper safety gear (Appendix B)
- e. Passing is not permitted when riding in ranks.
- f. No right-on-red turns while riding in groups.
- g. L.A.M.A. Tampa requires all members to follow and observe all State and Local Laws while participating in an official L.A.M.A. Tampa event.
- h. Whenever possible, event or ride organizers will coordinate with their local law enforcement or department of transportation for their assistance in road blocking for large processions.

- i. Highest ranking officer may dismiss anyone participating in the ride or event if they are impaired or are endangering the safety of ride participants. Ultimately it is the individual's responsibility to maintain themselves in a safe and lawful manner

3. RIDER RESPONSIBILITIES:

- a. Will apply these guidelines in order to assure the safety and the welfare of every individual within the group, and any surrounding motorists or pedestrians.
- b. Will follow the instructions of the Road Captain in all situations, unless those instructions place the rider or any other individual in an unsafe situation.
- c. Will maintain their motorcycle and other equipment in a safe riding condition.
- d. Will ride with headlights on or IAW the state laws.
- e. Will ride with a "safety first" attitude. The safety of all individuals, whether or not they are a part of the group, is of paramount importance.
- f. Each individual rider is 100% responsible for:
 - i. Safely operating their vehicle in accordance with all applicable Federal, State and local laws.
 - ii. Making sure that they and their vehicle are un-impaired, and are currently functioning safely.
 - iii. Making sure that they can perform and maneuver safely in the riding environment that they are in. Should they be not 100% sure of their ability in the current ride, they must remove themselves from the situation. At all times, each rider must ride within their capabilities.
 - iv. Making sure the environment is safe for themselves as well as for other riders. In doing so, every ride will be as safe as possible.
- g. If you invite a guest, you must brief them on our safety guidelines and inform the Road Captain of their experience level.

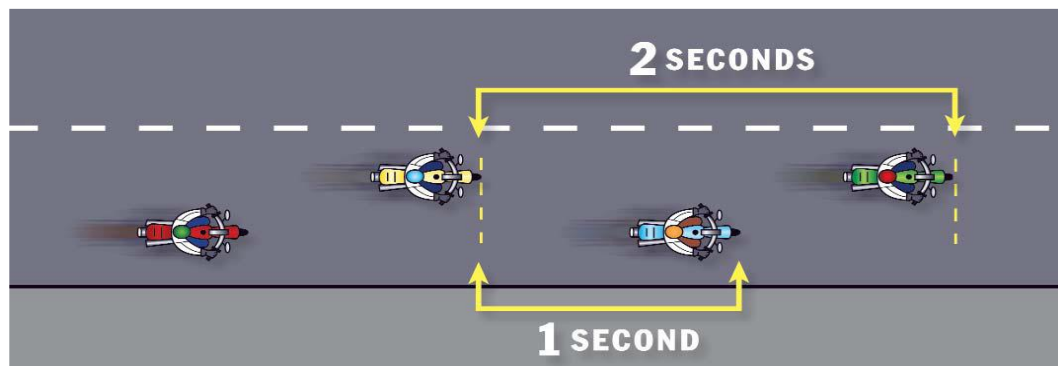
4. MEETING PLACE AND DEPARTURE TIME:

- a. Meeting place and departure times will be posted on the LAMA Tampa web site www.lamatampa.com.

- b. Rider briefing will be held just prior to departure to establish a schedule for gas and rest stops, inform the group of the intended route, provide other pertinent information and review the group riding guidelines including formations and procedures.
- c. All members must sign-in prior to departure.
- d. **Individuals must arrive at least 15 minutes prior to departure time and be completely prepared for the scheduled departure time. This includes a full tank of gas, and necessary restroom visits. The Road Captain will not wait past the departure time for late participants.**

5. RIDING FORMATION AND INDIVIDUAL POSITIONS:

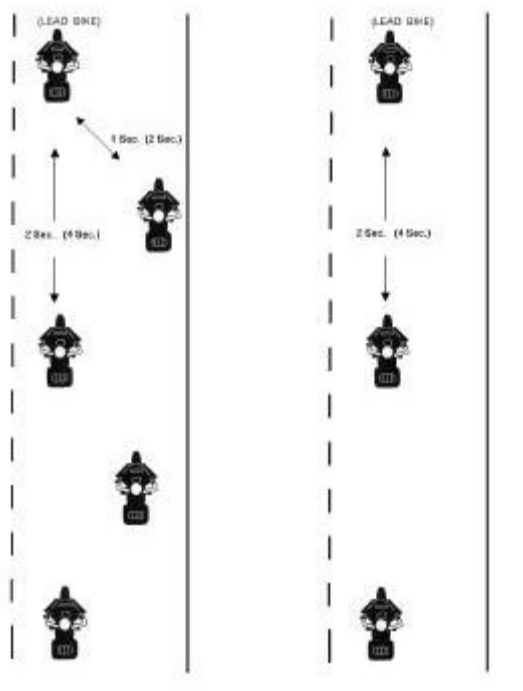
- a. The standard formation, under good conditions of road, traffic, and weather, will be a double row, staggered, in one traffic lane. The interval will be no less than one second between staggered riders, which will automatically make a 2 second interval between you and the bike directly in front of you. We call this the **"21" rule** (2 seconds behind the bike in front of you and 1 second behind the staggered rider in front of you).



- b. The Road Captain will be at the head of the group (Lead), and typically will ride just to the left of lane center (left track). The Rear Road Captain (A.K.A. -Drag, Tail Gunner, Sweeper) will ride at the rear of the formation.
- c. Line up is according to membership rank as follows:
 - i. Highest Ranking Officer (usually also Lead Road Captain)
 - ii. Next highest ranking officer and so on.
 - iii. Full members
 - iv. Probates (Rockers)
 - v. Prospects
 - vi. Guests
 - vii. Trikes, and motorcycles with sidecars (these will ride in a single file formation)

viii. Drag (Rear Road Captain)

- d. Each rider should maintain his or her starting line up position in the group until arrival at the destination. Each rider should remember who is riding directly in front of them, staggered riders, and directly behind them. This allows each rider to become more familiar with the riding style and habits of those nearest him or her in the group, and ensures we leave no rider behind during stops.
- e. Under certain conditions the Road Captain will signal the group to form a single file formation. The signal is the left arm held overhead with one finger extended. Drop back to a safe following distance from the rider in front of you and move into a single file.



- f. It may be necessary to form smaller groups for safety due to surrounding conditions or local ordinances. There should be a temporary lead Road Captain and Drag for each sub-group. This may mean that the last rider of each group would become the Drag for that group. These riders should be Road Captain trained.
- g. **Bread Crumb technique.** In the event the group is large and becomes separated (at a light for example), the last rider of the front group will wait for the trailing group at a visible & safe location at the next turn. Once the tail group approaches the awaiting rider, he/she will lead the group through the turn and assume the Lead Road Captain position until they catch up to the front group or spot the next awaiting rider.

The Drag Bike will usually notify the Lead Bike and the rest of the group after that the group has re-formed by saying, “We’re family” (if equipped with CB radio) and/or by entering the middle/center track so as to be visible to the lead bike, then flash his/her high-beams twice.

NOTE: f. and g. above are the main reasons why all L.A.M.A. Tampa members should be Road Captain trained per our Road Captain training course.

- h. The Road Captain will attempt to establish and maintain a uniform speed; consistent with the ability of the least experienced rider, surrounding conditions, the posted speed limit, the bikes in the ride, and safe riding practices. The Road Captain should establish before the ride the abilities of the people and the bikes themselves prior to departure, especially concentrating on new riders, new members and visitors to the ride. The Road Captain should continually check his mirrors to insure the formation is in good shape and that the Drag bike can be seen.
- i. The Road Captains may choose to separate the group of inexperienced riders into a group of their own, making sure there is a Road Captain and Drag to guide them.
- j. All riders will make an effort to maintain the same speed to minimize the effect of irregular speeds on riders at the rear of the group.
- k. All riders will maintain a safe distance and lane position between themselves and the rider directly ahead; to be consistent with existing road, traffic, and weather conditions (at a minimum “21” rule).

I. Minimum Safe Following Distances:

- i. Within the group, a safe distance is defined as a MINIMUM TWO SECOND DELAY between the rider and the rider directly ahead (ref. NOTE below), and a MINIMUM of a ONE SECOND DELAY between staggered riders (“21” rule).
- ii. Whenever a single file formation is employed, a safe distance remains defined as a MINIMUM of a TWO SECOND DELAY between the rider, and the rider directly ahead.
- iii. The riders should also realize that by creating a large gap in the formation, cars will try to move in and split the formation, causing a

dangerous situation. It also causes problems for the Road Captain when there are large gaps in the formation.

- iv. Too many people get hung up with, "there must be only 2 seconds between bikes". This is a guideline for average highway riding. The gap should be determined by the speed and road conditions. The faster the speed, the more gap there should be. With that said, we also do not want huge gaps in the formation where other vehicles will attempt to break into the formation. The gap should be consistent throughout the formation.
- v. With respect to vehicles ahead of the group, a safe distance is defined as an **ABSOLUTE MINIMUM** of a **THREE SECOND DELAY** between the Lead Road Captain and any vehicle directly ahead of the group. If a car pulls in front of the formation, make adjustments to keep a good distance.
- m. A safe lane position is defined as riding immediately to the right or left of lane center. This will keep the riders just off the center oil stain, while maintaining the staggered formation, distance between riders and other obstacles, and not obstructing the line of vision between the Road Captain and Drag.
- n. **Group riders' Three Commandments:**
 - i. **Thou shall not pass while in formation.** Never Pass the staggered rider ahead of you or the rider directly ahead of you.
 - ii. **Thou shall maintain 2 seconds of distance from the rider directly in front of you.** This is for your safety.
 - iii. **Thou shall maintain 1 second of distance from the staggered rider.** This is for the staggered riders safety.

NOTE: It's important to keep in mind that a two second interval is a MINIMUM safe requirement in order to react in the event of a potentially hazardous condition, NOT TO STOP.

In group riding, a one-second interval between **STAGGERED** riders is a policy consistent with the recommendations of most traffic and safety agencies.

STAGGERED motorcycles are considered to be in a "virtual" lane of their own, that is that there is a two-second interval between motorcycles in a direct line. This group riding technique requires all participants to constantly **ANTICIPATE** an **EMERGENCY**.

6. TRAFFIC LANES:

- a. Roads contain one or more lanes and the lanes are counted from left to right. The left lane is often referred to as the "FAST" or "PASSING" lane, and is counted as lane number one.
- b. Each lane has three tracks: Left, Middle, and Right. Staggered formation ride in the left and right tracks of a lane. The middle track usually contains oil spills and should only be used as a safety zone from which riders can maneuver to avoid road hazards within their track. The middle track is reserved for the Drag to use as he/she seem appropriate.
- c. The Lead Road Captain will choose the best lane to ride in depending on road, traffic and weather conditions. However, on highways with two or more lanes in each direction, the group will normally travel in the number one lane, also known as the "fast" lane, keeping the right lane(s) open for other vehicles entering the highway or switching lanes without affecting the group.

7. LANE CHANGES AND PASSING:

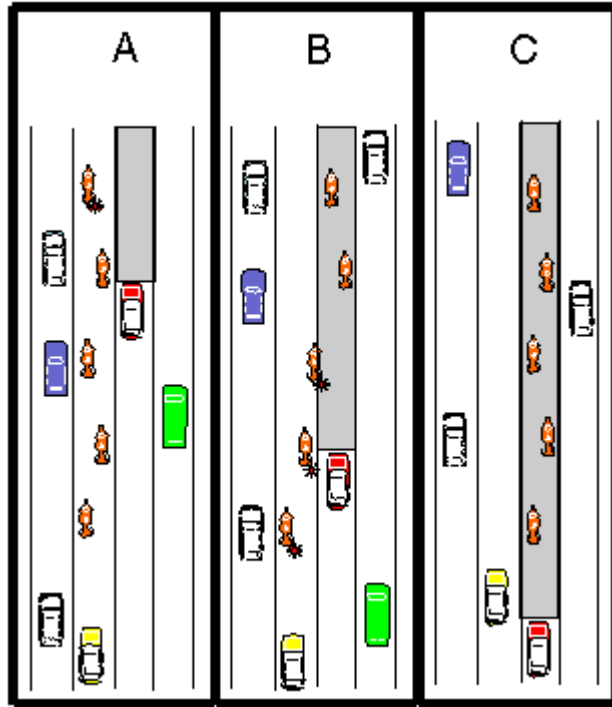
- a. When a group of motorcycles is changing lanes, many safety considerations come into play. The recommended procedure for a group lane change maneuver depends on how the surrounding traffic is moving at the time. The goal for the bike that moves first is to create a gap into which the other bikes can fit.
- b. The formation will signal a change of lanes using the "follow the leader" approach. The Lead Road Captain will make a definite hand signal and use their turn signal lights to indicate that he/she intends to move into the other lane. All riders from front to back should make the same signal to the rider behind them.
- c. **Changing lanes into slower moving traffic**
If the group is going to move into a slower lane from a faster one, the Lead Road Captain is responsible for creating a gap into which the following bikes can move into. The gap is accomplished by moving into the slower lane maintaining the maximum speed that lane will allow thus creating space/gap into which the next bike in the group can safely move into. Each bike then moves in succession from first to last (front to back), each creating a gap for the next bike to move into.

When moving into slower moving traffic, the Drag Bike is normally the last to enter the new lane, unless it becomes safe to secure the lane before all bikes have moved into the slower lane.

On occasion, a cage might move into the gap; if this occurs, the next bike to move must tuck in behind the cage and wait for the group ahead to slow

up, encouraging the cage to pass. When the cage passes the slower forward group, the whole group can re-form into a normal riding configuration.

Changing Lanes into Slower-Moving Traffic

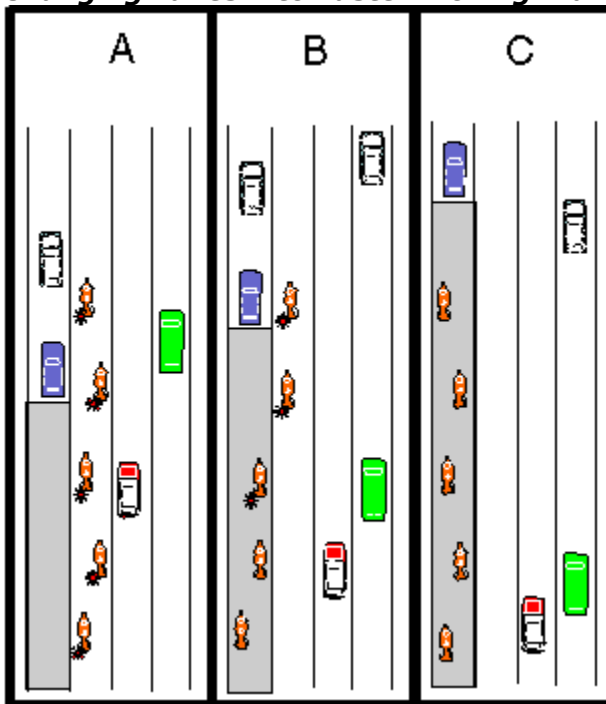


d. Changing lanes into faster moving traffic

If the group is going to move into a faster lane from a slower one, the Drag Road Captain is responsible for creating a gap for the preceding bikes to move into. This gap is accomplished by moving into the faster lane and moving slightly slower than the traffic speed in that lane. The Drag bike changes lanes first to safely clear/secure the lane. Once secured, each bike then moves in succession from last to first (back to front), each creating a gap for the next bike to move into. The Lead Bike is normally the last to enter the new lane.

On occasion, a cage might move into the gap; if this occurs, the next bike to move must wait for the cage to pass, so that a gap appears again. Then the maneuver can be completed and the group can re-form into a normal configuration.

Changing Lanes into Faster-Moving Traffic

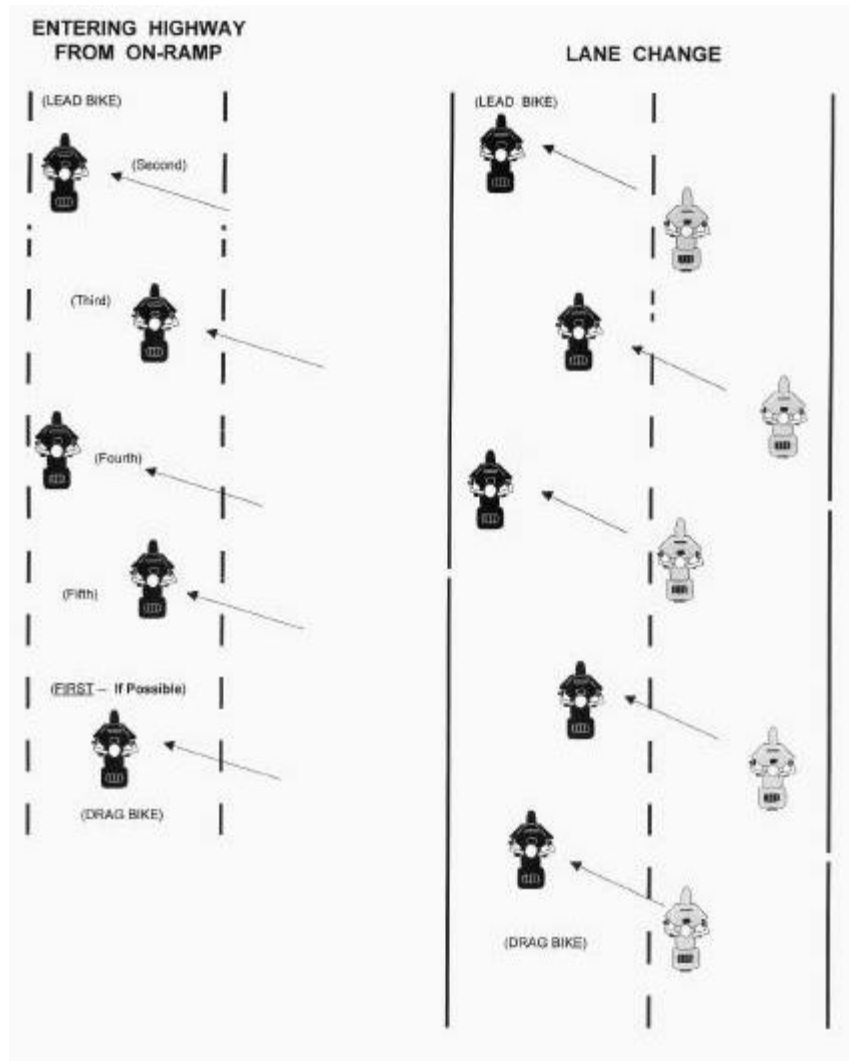


- e. There are times it will not be possible for the entire group to change lanes as above. When this situation arises, the Road Captain will signal for a turn, and signal the group with one finger extended into the air. This indicates that changing lanes as a group is not possible. The Road Captain will then change lanes when safe to do so. Everyone signals, head checks, and changes lanes front to back, as individuals, when safe to do so. Should the group become separated, regroup when it is safe to do so.
- f. **Passing**
On a two-lane road with two way traffic (one lane each way), a single file formation should be used when passing other vehicles. The Road Captain should also maintain a steady speed after the slow moving vehicle has been passed allowing the individual riders room to move back into formation ahead of the passed vehicle.
- g. **Breaking up**
If the group breaks up and becomes separated for a substantial period of time the “new Lead Bike” should move into a new track to the left, if that has not been that rider’s normal position. Otherwise, this will be only a temporary break in formation, and the riders will quickly enter the new lane and re-form as usual behind the Lead Bike, in the positions they had

originally.

If for any reason the group becomes separated, merge safely back into the formation, returning to your original position, using known good safety practices. Don't feel it's necessary to break the world land speed record in trying to catch up. The Road Captain will be aware and adjust accordingly once they are clear of the passed vehicle.

The Drag Bike will usually notify the Lead Bike and the rest of the group after a brief separation by one or more riders that the group has re-formed by saying, "We're family" (if equipped with CB radio) and/or by entering the middle/center track so as to be visible to all bikes, then flash his/her high-beams twice.



Lane changing – stay in your track!

NOTE: Be certain the road is clear, and always make a **HEAD CHECK** immediately prior to initiating any maneuver which may cause you to cross other road users. The Road Captain, your mirror, or what you saw just a second ago are no substitutes for your own eyes and good judgment and common sense! Please remember that **YOU, and ONLY YOU, are RESPONSIBLE FOR YOUR SAFETY.** Also, when dealing with our four wheeled friends, you will never win a contest against them. It won't do any good to be "Dead Right".

8. GAS, FOOD, REST STOPS, AND TOLLS:

- a. If necessary, due to the length of the trip, gas, food, and rest stops will be discussed and scheduled prior to departure. These scheduled stops should be adhered to as much as possible, depending on varying conditions as the trip progresses.
- b. Deviation from the scheduled stops may be required due to varying weather, traffic, and bladder conditions (availability of gas, rider fatigue, and other unforeseen circumstances).
- c. Gas and rest stops should be limited to no more than ten to fifteen minutes, depending on the size of the group and based on the ride plan. Remember the last rider in the group waits the longest, therefore has the shortest rest period.
- d. If toll stops are included, money should be collected in advance. If available, a riding couple should be positioned in the number two slot. As the group approaches the tollbooth, the Road Captain will allow this bike to assume the lead position in order to exchange the toll. The Road Captain will assume the lead as soon as it is safe to do so. If a riding couple is not available, it then becomes the Road Captain's responsibility to pay at the tollbooth.

WE STRONGLY ENCOURAGE EACH RIDER TO HAVE A SUN PASS FOR THEIR BIKE(S).

NOTE: Remember to avoid the lane's center track when nearing or passing through a tollbooth. They are usually extremely slick.

- e. Unscheduled stops for gas, restroom, or rider fatigue can lead to confusion in the group, and confusion can lead to accidents. The Road Captain should be informed that a stop is necessary in order to lead the group in an organized fashion to the next convenient and safe place to stop.

- f. Any rider with an equipment problem should inform one of the Officers, Road Captain or Drag as quickly, and as safely as possible.
- g. When the Road Captain is informed, he or she will stop the group at the earliest possible moment, when and where it is safe.
- h. If the rider must pull over immediately, ONLY the Drag or assigned formation mechanic will accompany that rider to a stop. If there is an assigned mechanic, they should be at the rear of the formation. The Road Captain should be informed if he or she is not aware of this situation. Once the Road Captain is informed, he or she will pull the group over as soon as it is safe to do so.
- i. Any rider observing a problem with another rider's equipment should inform that rider as quickly and safely as possible. If it appears that a stop is necessary, the Road Captain should also be notified.
- j. The Road Captain should use good judgment and common sense when choosing a spot to pull over. Try to avoid an area with hazards to motorcycles, such as heavy traffic, broken glass, trash, loose sand, gravel, and fresh asphalt.

9. ACCIDENTS:

- a. In the event someone in the group is involved in an accident, the Road Captain will stop the group at the earliest possible moment (keeping with known good safety practices). It may be necessary for the group to disperse and park separately to avoid creating additional hazardous conditions.
- b. Members of the group will provide assistance in any practical way possible, including, but not limited to:
 - i. Road Captain may select members to help slow, divert, or stop traffic in a safe manner, using flares if available.
 - ii. Aid and comfort those involved.
 - iii. Call 911 to notify the Police, Ambulance, and or Fire service as the situation demands.
 - iv. Maintain order and preserve the accident scene for Police investigation.
 - v. If possible, take photographs.
 - vi. If possible, obtain license plate numbers and vehicle descriptions, including driver descriptions in the event of a hit and run violation.
 - vii. Obtain names and addresses of witnesses, if necessary.
 - viii. If possible, maintain overall control of the situation until relieved by the proper authorities.

10. NIGHT TIME GROUP RIDING:

- a. Only the lead rider, if need be should use the high beams, all other riders will only use the low beams since high-beams can be blinding when looking in your rear view mirror.
- b. Your concentration should be on the tail-lights and turn signals on the bikes in front of you.
- c. Passing at night should be done only if it is absolutely necessary. It is hard to judge vehicles to the rear only by their headlights and to determine their speed. Needless to say we will continue to change lanes on a multi-lane roadway to make a left turn or position ourselves in a safe lane.
- d. Riders in the left track of the lane on a two lane roadway should be very conscious of the oncoming vehicles since they may tend to cross the center lane slightly. You might consider staying to the right about a foot off your normal position. Inside bikes beware. Wear clothing that can be seen at night like reflective materials on jackets.

11. HAND SIGNAL USE:

- a. At all times, standard hand signals will be used for:
 - i. changing the formation to a single row and back to double staggered,
 - ii. all turns, lane changes, slowing, and stopping, and pointing out road hazards.
 - iii. Turn signal lights will also be used at all times.
- b. All signals will be relayed to the rear of the group to allow all riders to take appropriate precautionary measures, and be aware of changes in speed and direction. Once the hand signal is given and the person sees in their mirror that it is being passed on, they may return to gripping their handlebars with both hands.
- c. Hand signals will be used to point out road hazards to following riders by pointing.
- d. Left arm held high, one finger extended over head indicates single file, and extended following distance.
- e. Left arm held high, one finger extended over head, followed by the Road Captain signaling and changing lanes indicates:

- i. the Road Captain will move as an individual to whatever maneuver or position is required.
 - ii. The group will follow as individuals, in a "follow the leader" approach, signaling and following the Road Captain as appropriate and safe.
- f. Left arm held high with two fingers extended over head indicates the standard staggered formation.
- g. Left arm held low and to the side, palm facing backwards, indicates slow and or stop.
- h. Other signals may be used as required.

NOTE: When exiting the group, give yourself plenty of time to position yourself in the appropriate track (i.e. if your exit is to the right, you will need to position yourself on the right track). Start by signaling to both riders behind you of your intention, once they acknowledge your intention, proceed to move in the appropriate track then exit the group safely.

Appendix A. MSF's HAND SIGNALS

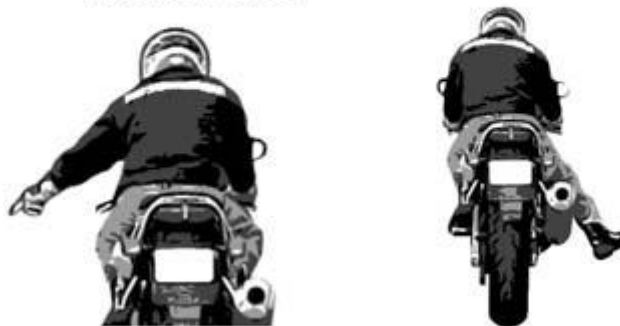
Single File - arm and index finger extended straight up



Double File - arm with index and middle finger extended straight up



Hazard in Roadway - on the right, point with right foot; on the left, point with left hand



Left Turn - arm straight out.



Right Turn - arm out, elbow bent and hand straight up.



Stop - arm extended straight down, palm facing back



Slow Down - arm extended straight out,
palm facing down



Speed Up - arm extended straight out,
palm facing up



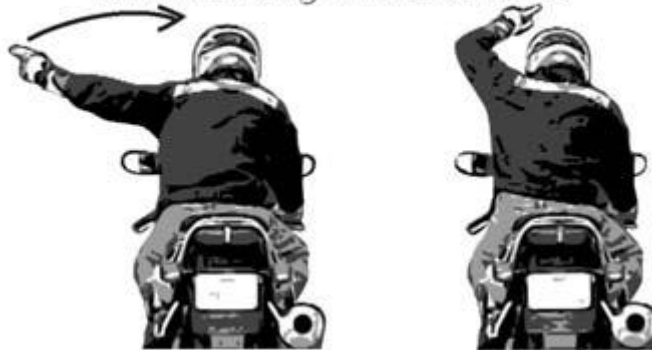
Follow Me - arm extended straight up
from shoulder, palm forward



You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front



Pull Off - arm positioned as for right turn, forearm swung toward shoulder



Fuel - arm out to side pointing to tank with finger extended



Refreshment Stop - fingers closed,
thumb to mouth



Comfort Stop - forearm extended, fist
clenched with short up and down motion



Highbeam - tap on top of helmet with open palm down



Turn Signal On - open and close hand with fingers and thumb extended



Appendix B. SAFETY EQUIPMENT

1. As mentioned previously, it is assumed that all riders will come to the ride with a well-maintained motorcycle.
2. All riders should wear appropriate protective gear such as helmets, padded jackets, goggles, boots, reflective clothing, etc.
3. All riders should show up with appropriate riding apparel for the weather conditions.
4. All group riders are encouraged to bring a well-stocked tool kit to all rides.
5. All group riders are encouraged to bring a well-maintained first aid kit to all rides.
6. The Road Captain will bring the following to the ride:
 - a. First aid kit.
 - b. Route maps.
 - c. Run information.
 - d. Cell phone.

Appendix C. TIPS and Past experience:

1. Be aware of places you may have to stop. Watch for loose gravel or sand.
2. The arrows painted on the lanes indicating the lane traffic flow become slick when wet.
3. Watch for oil slicks around stop lights, stop signs or around areas where cars may have to sit for a period of time.
4. The use of 2-way radios between the Lead and Drag.
5. Do not assume the person in front of you will go through a yellow flashing or just turned yellow light. Always be prepared to stop at intersections regardless. Keep a hand on the brake and clutch and proceed with caution.
6. No right-on-red turns while riding in groups. This helps keep the group in tact and prevents accidents from riders stopping or slowing down suddenly.

7. If a car wants to get in front of you, let it.
8. Do not try to catch up to the group if you are split, or a car is in front of you. You will eventually catch up. No sense breaking any laws or putting yourself and others in danger.
9. Always ride in your comfort zone. Do not let others intimidate you into going faster than you feel safe. You are responsible for riding safely and under control at all times.
10. Always look at where you are going not where you are at (i.e. don't sightsee or get distracted or you will miss the curve or intersection or the rider in front slowing down).
11. When pulling out from a stop sign or stop light and after making a turn, an even, steady acceleration is highly recommended. This will keep the formation together better than speeding up and having to slow back down. Do not slow to make sure the formation is following. This will cause a back up and may actually prevent the rear bikes from making it through the light. If the formation is broken for whatever reason, keep the speed limit to 5-10 miles below the posted speed limit to allow the rest of the formation to catch up. You do not need to stop (this is a judgment call based on the road and the traffic flow).
12. If the formation is broken, and there is a turn in the route, the formation does need to stop as close to the turn as possible, allowing the trailing group to see where you turned. You may also instruct (prior to the ride in the pre-ride brief) that the last person in line wait at the corner to guide the rest back up to the formation. This is the Road Captain's decision based on what they know of the route, the traffic, and safe riding practices.
13. Summer time and asphalt do not mix well, kickstands will sink in and the bike may fall over. Be aware of where you park.
14. All riders need to pay attention to the bikes and traffic around THEM!!!! There is nothing worse than a bike hitting another bike in formation because they were not paying attention.
15. If you need to speed to get to your destination – you should have made better plans and started earlier. Chapter group rides are supposed to be enjoyable not racing events.
16. Riders - So what if the Road Captain makes a wrong turn. Sometimes that's how you find that hidden special road!!!!!!

17. If you think you need to burn a whole tank of gas before you stop for a 5 min break, you are missing half the fun of riding with a group. The BS sessions at stops are all part of the experience.
18. If you know the trip will take 3 hours, plan on it taking 4. Something will always happen to cause a delay. The larger the group, the more time you should allow for rest stops, gas breaks, food breaks, etc.
19. Assuming you are in the slow or second slowest lane and you approach an on-ramp, do a head check to the right. Equally as important, if you are approaching an off-ramp, do a head check to the LEFT (and catch that guy who is about to cut in front of you to make his exit).
20. REMEMBER! Too much following distance can be just as bad as, and frequently is WORSE, than too little following distance. Too much following distance INVITES cars into the formation, splitting it up in traffic. And if we don't control our lane space, the cars WILL take it away from us.
21. Be prepared! Non-motorcycling car drivers really do NOT understand what we do when we ride as a group or why. So, if a car starts to blindly move into or through the group - LET THEM IN. We can always re-form the group a little later down the road.
22. If you are new to group riding or are uncomfortable riding in a group, let the Road Captain know. Excessive following distance defeats the purpose of maintaining an equally spaced stagger formation. If you are new to group riding or have a handicap (visual, etc.) and prefer/need to ride on the left or right side of the lane, let the Road Captain know in advance. Also, make sure you line up in the proper position for where you need to be (odd-numbered bikes will ride on the left and even-numbered bikes will ride on the right). If you need to switch with another bike, do so before the ride begins and explain to them why you are doing so. If necessary, until you become more comfortable with group riding, it may be much better for your safety and the safety of the group that you ride individually 1/4 mile behind the group. We want to encourage you to be comfortable about making that choice.
23. If you need to leave the ride early, please notify the Lead AND the Drag when you plan on leaving the group. If possible be at the rear of the formation (ahead of the Drag) prior to leaving the group. Any bikes following should move up into the standard group riding positions.
24. BLOCKING. Remember, the cars on the road have the right of way and blocking is considered illegal. L.A.M.A. does not approve of the use of blocking. If there is a need to block traffic, it should only be done with

prior arrangements with the local law enforcement officials. It may take a few extra moments to wait for the traffic to clear. This will keep the formation together and safer. If the formation does get split up – refer to the section on rejoining the formation.

25. STOPS AT TRAFFIC LIGHTS. Keep your bike in first gear and ready to move when the light turns green, unless you know that it will be an extremely long red light and need to give your hand a rest. The few seconds' delay for shifting from neutral to first gear can cause the group to be split because not everyone is able to make it through a turn signal.
26. INTERSTATE/HIGHWAYS. When approaching the interstate or a limited access highway, you should gradually increase your speed while on the entrance ramp as you see that you'll be able to merge on to the interstate. Depending upon the size of the group, the Drag may not be able to move over and protect the lane for the entire group. COMMON SENSE AND GOOD JUDGMENT WILL NEED TO BE USED TO DETERMINE IF YOU WILL BE ABLE TO MERGE SAFELY. Do not assume that since the Road Captain and several bikes have merged onto the highway that it will be safe. If the group is separated, regroup when it is safe to do so.
27. EXITING INTERSTATES/HIGHWAYS. When you are leaving the interstate or highway, try to maintain a speed that will allow all of the bikes to exit without being on the interstate and having to ride at an extremely low speed. Move fully on to the exit ramp or turning lane as quickly as possible. To properly protect the group, the Drag cannot move over until every bike is safely on the exit ramp or in the turning lane.
28. TUNNELS. Where there is no lighting in tunnels, SLOW FAR AHEAD OF TIME, ALLOW MORE SPACE BETWEEN RIDERS, GET INTO SINGLE FILE AND STAY AWAY FROM THE YELLOW LINE.
29. CURVES. ALWAYS STAY IN SINGLE FILE, MAINTAIN GREATER SPACING BETWEEN RIDERS AND PAY ATTENTION.
 - a. Rain can make curves and corners very dangerous.
 - b. For sharp curves get into a single file formation spaced at least 3-4 seconds apart. This gives the rider the option to use as much of the road as they want and also allows for people slowing down when going into sharp corners.
 - c. Groups can split up by ability when encountering a long series of sharp curves like Deals Gap.

The biggest thing to remember is use good judgment and common sense.