

## AUCKLAND BRANCH CLUB RIDE GUIDELINES

Welcome to the Auckland Branch of the Ulysses Club of NZ Inc. I hope that you will enjoy taking part in all (or most) of the activities organised by the branch. Rides are a popular activity and a good way to meet and mix with members of various riding abilities.

Social rides are organised by our Runs & Social Events Coordinator (RSEC) and the Runs Committee for the enjoyment of all participants. They are intended to give members and visitors a chance to ride together to an interesting destination and to socialize over lunch and/or during any other stops.

Overnight(s) rides are also organised from time to time. These may be informal (organised by a branch member who invites others to go) or 'official'. All 'official' rides are advertised well ahead of time in the branch Newsletter and on the branch Website.

**On any 'official' ride, it is expected that all participants will always demonstrate a good standard of riding, show consideration for other road users, and particularly other riders on the ride.**

There will always be a **Rider in Charge (RIC)** who will lead the ride over a pre-planned route to its destination(s). His instructions **must** be followed, and any rider not prepared to do so should not join the ride or should leave if they are given an instruction (by the RIC) that they dispute.

There will also be a **Tail End Charlie (TEC)** whose job it is to deal with any issues (breakdowns, crashes, riders not following the set route, etc) that occur during the ride. If you have any problems or decide to leave a ride early, pull over, wait for the TEC to arrive and tell the TEC of your problem and/or intentions.

When attending any ride, be at the departure point at least **10 MINUTES EARLY** with a **FULL GAS TANK** and an **EMPTY BLADDER**. The RIC will brief all participants regarding the destination, route, riding protocol(s), known hazards, etc. If you do not arrive early you will miss all or part of the briefing and likely make your own ride (and that of others) more difficult than necessary.

**During the briefing ask questions of the RIC if you do not understand or are unsure of anything.** If the RIC says that he will use (corner) markers, make sure you know what that means and know how it works. At the very least you should **remember the ride destination and have a note of the RIC's mobile telephone number**. Before riding off, make sure that you can easily recognise the RIC and TEC when they are on their bikes.

Both the RIC and TEC will be experienced riders whose main aims are to make the ride safe and enjoyable for all. If, for any reason, you are not sure that the ride is still going ahead (bad weather, etc) telephone the RIC to check. Late cancellations are often posted by the RIC or RSEC on Facebook and if possible on the branch Website.

**Safety on a group ride depends on each individual rider making good riding decisions.** You should not attend a group ride if you are not in good health (mind and body) and free of drugs and alcohol. These factors will almost certainly lead to some very poor decision making and increase the risk to yourself and others.

Always keep a safe following distance. Use the **two second rule** (minimum in good weather) and extend to four seconds (minimum) in poor weather. On straight roads and in restricted speed areas through towns and cities **follow in an offset (staggered) position**. This helps forward vision and gives you more braking distance i.e. if the rider in front is in the RH wheel track you should be in the LH one.

Close and pair up as much as possible if stopping at cross roads, traffic lights, etc to keep as many of the group together when it's OK to move off again. Be alert and aware of riders close to you and be prepared to move off with them if possible to do so. The aim is to keep everyone together in a group, and the RIC may slow the ride or pull over to allow others and the TEC to catch up.

If you find you are not keeping up with the rider in front and are riding faster than you feel comfortable with, then, when safe to do so, signal and move to the left to let faster rider(s) pass. Continue riding your own ride and remember that even if everyone else is in front, the TEC will not pass you and will ride behind you to ensure that you get to the next ride stopping point or destination.

All riders must hold a **current licence** relevant to their vehicle, and their vehicle must be **registered** and have a **current WOF or COC**. Full and **suitable (for the vehicle) clothing** must be worn by all, including pillion passengers.

All rides are held on open public roads and all participants are responsible for their own safety and the safety of their passengers or pillions. **Participants should always ride or drive at or below speeds that DO NOT EXCEED THEIR LEVEL OF COMPETANCE for the road and conditions.** As at any time while riding or driving, participants are **responsible for their own compliance with posted speed limits and the current edition of the official NZ Road Code and any other relevant regulations or legislation.**

**Finally, be advised that all participants taking part in the ride do so at their own risk. The RIC, TEC and The Ulysses Club of NZ Inc., are not, and cannot be, responsible for the safety or actions of any participant while on a Club Ride or at any other time.**

**John Stephens #8922**  
**Rider Mentor**  
**Auckland Branch**  
**Ulysses Club of NZ Inc**  
V3, May 2018