

SAS Group Riding Guidelines

The guidelines below apply to SAS rides in urban areas. For rides in rural areas, seek guidance from the Ride Captain/SAMRATS Guidelines.

Ride Captain

- Leads the ride
- Monitors the whole group
- Adjusts speed as necessary
- Provides Sweep with details of the proposed route prior to departure
- Waits for approval to continue after a mob-up

Sweep (2IC)

- Tails the group
- Ensures no one gets separated from the group
- Confers with Ride Captain at intervals/ breaks, as necessary
- Provides Ride Captain with approval to continue at a mob-up
- Carries first aid kit

1. General Guidelines

- a. All riders must be appropriately licensed, clothed, and scooter/ motorcycle registered, insured and roadworthy. Riders not adhering to these conditions are NOT covered by the insurance provided by the MRASA.
- b. Fuel and check your scooter/ motorcycle PRIOR to departure. Please consider other group members.

2. Standard Riding Formation

- a. The standard formation, under good road, traffic and weather conditions, 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 rider directly in front of you. This formation allows each rider sufficient safety space and discourages other vehicles from cutting into the group.
- b. Allowing gaps in the formation provides opportunities for cars to move in and split the formation, causing a potentially dangerous situation. Splits in the group make it difficult for the Ride Captains to perform their duties, and to see the Sweep.

3. Positioning in Standard Riding Formation

- a. The rider following the Ride Captain should ride on the left position during a staggered formation. This allows the Ride Captain to ride in the middle or the right position under most circumstances.
- b. Experienced riders should ride at the front or rear of the group and on the right side of the staggered formation. Novice and inexperienced riders should ride in the middle of the group and on the left side of the formation until they are comfortable riding in a group. This will provide a ring of experienced riders protecting the less experienced.

4. Speed

- a. The Ride Captain will establish a riding speed that will ensure the group is in formation and together, within zoned speed limits. It is every rider's responsibility to assist the Ride Captain to keep a steady pace and maintain ride formation. Don't reduce speed unnecessarily as this adds to the rubber-band effect and can affect the safety of the group.
- b. Participation in SAS events requires that your scooter/ motorcycle can maintain the speed set by the Ride Captain.
- c. The person riding behind you is your responsibility. Don't lose them! It is important to keep up with the group, otherwise the whole group will slow down or rubber-band. If the rider behind you is falling back, fall back with them (within reason). The Ride Captain will get the message and may stop the ride to allow participants to regroup.

5. Overtaking

Avoid over taking when riding in a group. Overtaking may lead to rubber-banding of the formation.

6. Corner Marshals

On runs where there may be vague corners/ directions or considerable distances between riders, Corner Marshals will be employed. If the Ride Captain indicates to the rider immediately behind them at a corner (by pointing), that person pulls over on the corner, turns on the relevant indicator and indicates to ALL following riders the desired direction of travel. The Corner Marshal re-joins the ride immediately before the Sweep, who will have slowed/ stopped to allow them to re-join. If you do not want to be a Corner Marshal, do not ride immediately behind the Ride Captain.

7. Safe Practice

- a. Riders should follow the instructions of the Ride Captain in all situations, unless those instructions place the rider or any other individual in an unsafe situation. If everyone does the same thing, then strength is in numbers as will be safety.
- b. Never pull up alongside of someone unless you need to signal them or need them to pull over. Pulling up alongside another rider may startle them, or they may have to swerve around a hazard and not have seen you there. If you can't see their eyes in their mirror, they probably can't see you.
- c. Any rider's behaviour that is likely to disrupt or bring the SA Scooter Club and/ or the MRASA into disrepute will not be tolerated. In accordance with MRASA Committee guidelines the Ride Captain of the day has the delegated authority to expel them from the group ride.
- d. All riders are expected to be familiar with the hand signals. See MRASA forum or ask for a hard copy from committee member.
- e. The rubber-band effect (see: 3a, 3b, 4a) can be reduced by following these guidelines:
 - i. Ride Captain changes speed gradually
 - ii. All riders should watch farther ahead than just the bike immediately in front of them in order to notice and to react more quickly to changes in speed
 - iii. All riders should restrain the impulse to "crank it up" in order to quickly re-establish normal spacing
- f. Riders must notify Ride Captain and/ or Sweep if departing prior to the scheduled completion of the ride, thus avoiding unnecessary concern about the whereabouts of a particular rider.