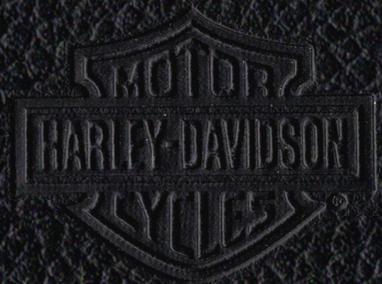




UK CHAPTER



Guidelines for Ride Outs





Guidelines for Ride Outs

The revised **Guidelines for Ride Outs** have been agreed by the Oxford UK Chapter committee in the interest of safe riding. Please do read through the guidelines and if there is something that you are not sure about, ask for clarification.

As a Chapter, we must always strive to be better than we were before so these guidelines are intended not only for new members, but also those of you who last read any riding advice EONs ago.

Each year you will be required to sign a disclaimer form. This indicates that you understand the **Guidelines for Ride Outs** and agree to abide by them.

Basically Chapter members, this is how we do it at Oxford UK Chapter.

The **Guidelines for Ride Outs** document can be accessed from the Chapter website. I'm sure that you all know where that is.

Thanks for reading this. Now read on.

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OFFICIAL RIDE-OUTS

This is an organised motorcycle trip announced on Chapter night and listed in the calendar on our web site. It may also be listed in the Chapter magazine. You will be notified if this is a Closed or Open event. Closed events are for Chapter members ONLY.

At the beginning of each year, the Oxford Chapter Road Crew get together to arrange a full and varied list of events. Suggestions from Chapter members are always welcome.

These official ride-outs are marshalled by our Road Captains. We ride together **as a group** from specified start point's to a specified finishing point. This may be simply for the pleasure of riding in company or possibly because we are riding to a determined destination, or we are participating in a larger H.O.G. event.

A ride-out does not need to have a specific destination. It could be just a ride for the sake of riding. Some of us are like that. The early season new riders ride-out is a good example. You may have no interest in the destination but still want to take part, just for the ride, and that's fine.

If our published information says 'make your own way there', then this is not an official ride-out and is not covered by this document. Nevertheless, if you want to organise an informal ride-out where a small group rides together, you can, and you are advised to use these guidelines for your own safety and that of the group. These informal rides will not necessarily be led or marshalled by a Road Captain. They can be announced and discussed on the Chapter website in the member chat area.

In all cases, we want everybody to:

- **Have fun and enjoy the ride and each other's company.**
- **Arrive safely, preferably together and with no problems *en route*.**

To achieve this, we've set out some simple rules and procedures in this document. We do not want to over-police ride-outs, but make no mistake: a safe and successful ride-out requires discipline, control, restraint, concentration and constant alertness from everybody, so remember the rule:

If you join the ride-out, stick to the rules.

- If you don't like the rules, it is better not to join the ride-out; you don't have to and it doesn't suit everybody.
- If you will be happier riding separately on your own or with friends, then by all means do so and meet the rest of us there.

- If you can accept and observe the rules, a good ride-out can be a very rewarding and enjoyable experience.

There are few spectacles as impressive as Harleys moving *en masse*, and the only sound that's better than a Harley engine is *lots* of Harley engines!

ROLES OF A ROAD CAPTAIN AND A SAFETY OFFICER

A Road Captain is a Chapter member selected on the basis of experience and riding ability. The selected member must attend an official H.O.G. Road Captains Course. This is primarily about man-management, route planning, safety issues, legal responsibilities, rider and passenger comfort, enjoyment, and of course, networking with other Road Captains to learn and understand the H.O.G. guidelines. The member is then deemed as fit to lead and marshal ride-outs, and is identified by a 'Road Captain' rocker on his/her riding apparel.

Their responsibilities include:

- ◆ Assisting the Dealership and Chapter Director in upholding the Annual Charter for H.O.G. Chapters.
- ◆ Assists in planning routes for Chapter rides.
- ◆ Assists in keeping the Chapter informed of all H.O.G programmes.
- ◆ Educates Chapter members about group riding techniques.
- ◆ Assists in obtaining signed release forms for Chapter rides.
- ◆ Acts as a guide for organised official Chapter rides.

The Safety Officer has a special brief:

- ◆ Assisting the Dealership and Chapter Director in upholding the Annual Charter for H.O.G. Chapters.
- ◆ To ensure that Chapter motorcycle riding activities are conducted safely for both Chapter Members and the general public, particularly where travel on public roads is concerned;
- ◆ Promoting improved motorcycle riding safety standards and skills within the Chapter.
- ◆ Assists the Road Captain in educating members about group riding techniques.
- ◆ Assists in the collection of signed release forms.

SMS UPDATES

We now have an SMS facility to notify ALL members of any change to published ride out plans. If something forces a change to the published event, for instance a long spell of heavy rain, all Chapter registered mobile phones will receive an SMS message. It will come well before the intended ride-out and will include updated information. It may revise the start time, the start place or even cancel the event. So if you intend being there, keep your phone turned on prior to the event.

AT THE RIDE-OUT ASSEMBLY POINT

There may be more than one start point but the following will apply to all points.

- ◆ Make sure that **YOU** are: awake, sober, fed, watered but with low bladder pressure, and properly clad. Your bike is roadworthy: tyres, brakes, indicators, lights, steering, suspension, oil.
- ◆ Full tank of fuel. Don't forget your mobile phone.
- ◆ Check the weather forecast beforehand and be prepared. You could still be caught out by unexpected rain so pack your waterproofs.
- ◆ Everybody participating in the ride-out should try to get there, at the latest, 10 minutes prior to the stated departure time.
- ◆ We are not a military outfit and leaving a couple of minutes late is not a Court Martial offence, but some major ride-outs can be quite tightly scheduled, and it's only courteous to others to arrive in plenty of time.
- ◆ Don't arrive at the last minute, or you may miss the briefing.

The briefing

This is important for ALL ride-outs and increasingly important with increasing size/distance of the ride-out. The briefing is conducted by the Lead Road Captain and should cover the following points.

Responsibilities

Lead will identify himself/herself as leading the ride-out and indicate the other Road Captains or Marshals, and their bikes, in particular the rider who will be riding as Tail (see later). Make sure that you know what the tail bike looks like, especially in your mirror. It could be a bike you have not seen before.

In larger ride-outs, Lead may designate an auxiliary Road Captain to ride as second Tail or Sweeper to take care of stragglers, breakdowns or other problems as directed by Tail. All should be wearing yellow fluorescent jackets. As far as possible Lead and Tail will remain the same throughout.

In Oxford Chapter, the Lead and Tail will wear YELLOW Hi Viz jackets. In other chapters, the Tail may wear orange. This has led to occasional misunderstandings where a drop off has seen an orange jacket approaching and has pulled away thinking it was the Tail. Many Harley jackets have Hi Viz Orange and this is why Oxford Chapter Lead and Tail will always wear yellow, unless otherwise advised at the briefing.

Ride details

- ◆ Where we are going and the approximate distance and travelling time.
- ◆ The route we are going to take, mentioning the major roads we will be using and any known hazards *en route*.
- ◆ Planned stops and/or *rendezvous* points (RVs) so that any members who get lost or detached can link up again.
- ◆ Experience: the Lead will ask if there are any riders who are not familiar with formation riding and 'Second man drop-off' procedures. Lead can explain these procedures (see later). If you are an inexperienced rider, ride at the back of the column initially so you are not involved in second man duties without having seen it working first. If you are riding a trike, the drop off procedure is different so make sure that you are aware of it.
- ◆ Ride-out rules and procedures.
- ◆ Any questions.

Remember, in a ride-out, we are in constant traffic. Endanger yourself and you endanger others. Sticking to the ride-out rules and guidelines will make ride-outs satisfying, fun and safe for everybody.

Preparing to depart (not a good time to get fuel)

When the briefing is complete, get kitted up, start engines and assemble in loose formation with Lead, Tail and other Road Captains in position. Lead will not move off until everybody is in position and ready to roll.

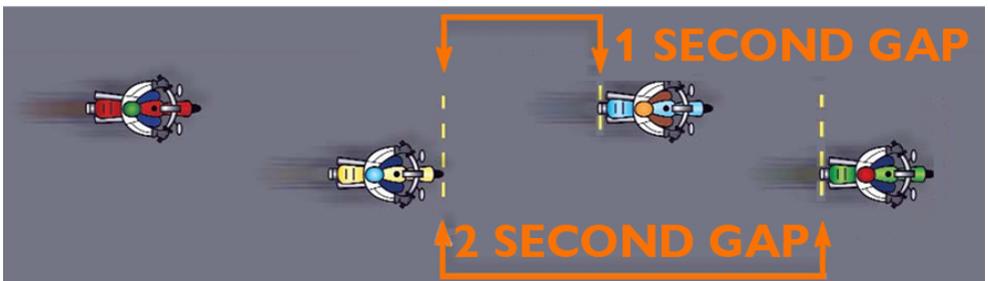
If you want to ride near your partner/friend, then please position yourself before the ride-out sets off. There should be no unnecessary overtaking of each other in order to be near someone specifically, and if we are using Second man drop-off (see later) this can't be guaranteed for the full trip anyway.

RIDING IN FORMATION

To keep the length of the column as short as possible we will be riding in staggered formation where it is safe and space and road type allow. Staggered formation is achieved by riding in a column of two files of bikes in:

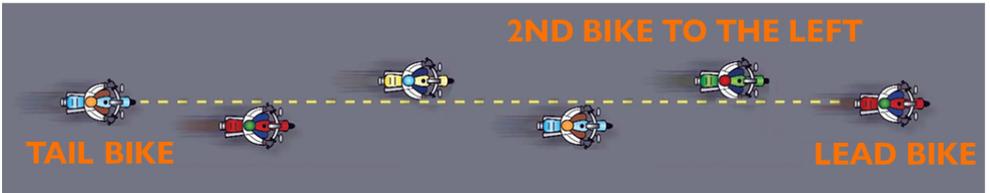
1. Our half of a single-carriageway road (if it's wide enough). You can usually see an apparent middle of the lane as it is discoloured by oil film or has loose chippings deposited there. You don't really want to be riding here if it's avoidable.
2. One lane of a dual carriageway or motorway (not spread across the whole carriageway as a pack).
3. If the road has narrow lanes in each direction, the formation will assume a single file. There may still be a slight stagger but that will depend upon conditions.
4. The recognised safe distance apart (thinking and braking distance) in fine weather is two seconds. That's roughly the time it takes to say 'only a fool breaks the two second rule'. To judge the gap, look at the bike directly in front of you. Watch for that bike to pass over or by a point you can follow as you approach it. It can be a mark on the road, a white line, a road repair, a lamp post, in fact, anything you can follow with the eye. As the bike ahead passes that point, say the magic phrase to yourself. If you reach the point before you have finished the phrase, you are too close. If you have too much breath to spare, then you may be too far behind and may need to close up a little.
5. The safe distance apart in the wet or at night is a minimum of four seconds. To check the distance, say the magic phrase twice.
6. We do NOT ride side-by-side. Always use the above rules, positioning bikes alternately and evenly spaced at a safe distance apart.

***Ride no closer than 2 seconds from the bike in front of you in your file.
Only a fool breaks the 2 second rule.***



The staggered formation effectively reduces the length of the column by about half compared to riding in single file. Riding in this way requires discipline and restraint.

A properly assembled column will then look like this (only bigger, hopefully!): If you are the 2nd Bike, position yourself behind and to the left of Lead bike. This is important when we are using the Second man drop-off procedure (explained later).



Good Observation is required at all times. You should be able to observe all adjacent riders in the column both in front and behind and you should also be visible to them. Remember the rule:

If you join the Ride-out, stick to the rules!

If you are in trouble and need to stop, let the other riders know by raising your LEFT arm, indicating, and then moving to the near side of the road before stopping. Make sure that you stop in a safe place. Signal the other riders to overtake you by waving them on so that they can overtake safely. The Tail or another Road Captain will come to your assistance if necessary/possible. This may not be possible on a Motorway.

A Road Captain will, if available and possible, notify Lead of the situation.

If you wish to leave the formation to take a different route or ride independently, you should notify Lead and Tail in advance. This removes any confusion about whether you have a problem or are taking a wrong turning, etc. Before reaching the point you intend leaving, let the others know by raising your left arm and moving to the near side of the road and allow the rest of the ride-out to overtake. You must leave the column from the rear of the formation. This is to ensure that no other riders follow you by mistake. If you don't follow this rule, you may suddenly find you are leading a ride-out to wherever you are going.

No other riders should be behind the Tail, except occasionally during Second man drop-offs, otherwise Tail can no longer do that job. So, abide by the rule:

Do not break rank except by pre-arrangement, or in case of emergency or difficulty.

In large ride-outs, Road Captains may be dispersed throughout the column, or may be riding at front and/or rear. You should be notified of this during the briefing. They may be required to move up and down the column for marshalling or message purposes. This does not mean you can do the same – and you must allow Road Captains back into the column, adjusting formation position as necessary. Please try to avoid being in anyone's blind spot. Hence the rule:

See and be seen! All bikes shall have their front and rear lights on at all times when moving.

RIDING SPEED AND OVERTAKING

Lead should regulate the speed of the ride-out so as to be under the prevailing speed limit at all times – typically 10 mph less on fast roads, 5 mph less on other roads. This is because the dynamics of riding in a column mean that those behind have to ride harder and faster to keep up. If you are unhappy about the speed of the ride-out tell Lead or a Road Captain. Feel free to discuss the ride speed with the Road Crew during any break. Is it too fast or maybe even too slow.

Please try to keep up – but do it safely

Remember that if you dawdle then the people behind you will have to as well, this causes the column to stretch, maybe become dispersed. It is so frustrating to be behind a rider who is doing 40mph on a 60mph road while those in front disappear serenely into the sunset. A frustrated rider may be tempted to overtake a dawdler, but this of course is bad etiquette in a ride-out. So try to keep up, but don't break speed limits, your neck, or anything else in doing so. If you don't feel comfortable with the speed, move to the left, using the correct procedure as previously described, and indicate to those behind to pass you. The Tail will check that you are OK.

Remember that if you are using the 'Second man drop-off', the second man will always wait for Tail to appear before moving off. So you are not going to be left behind to fend for yourself, unless you indicate that you are leaving the column to make your own way.

Overtaking on a single-carriageway road

Overtaking, although being one of the most exciting parts of motorcycling, is also the most dangerous. You cannot rely on anyone else. You must decide for yourself when to overtake.....or not.

Before making a manoeuvre consider why you are overtaking:

- ◆ Because I can.
- ◆ Because the vehicle ahead is travelling slower than I want to or need to.
- ◆ Because I need to make progress.

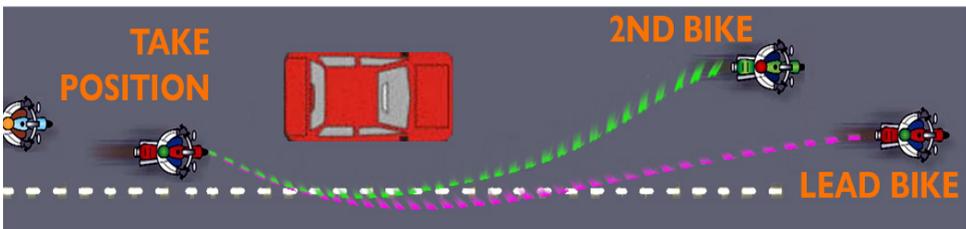
Normal overtaking on single carriageway road may be instigated by the Lead, whereby each successive bike takes up a proper position to overtake i.e. comes out of the staggered formation and executes the manoeuvre. If there is time for more than one bike to overtake together, then do so in single file, NOT in formation. Overtaking is NOT a formation manoeuvre. Once past, maintain overtaking speed for a while to gain a lead on the overtaken vehicle. This will provide room behind you for successive bikes to pull in without cutting up the overtaken vehicle. Remember, the more bikes still to overtake, the more room you must provide. Pull back in and reform staggered formation or single file as appropriate.

Note

Each rider must decide for themselves whether to make the overtake. Do not get sucked into a situation where you blindly follow the bike in front. Make your own decision. Is it safe? Do I need to overtake right now? Is there somewhere for me to go once I've made the pass?

Multi-lane (motorway or dual carriageway) overtaking

Lane 1 is the nearside lane, **Lane 2** is the lane to its right, **Lane 3** is the lane to the right of **Lane 2** and so on. Mostly we will be travelling in **Lane 1** and will need to move into **Lane 2** to overtake, but the procedure is the same if we are in **Lane 2** and need to use **Lane 3**.



Remember that our column of bikes will probably be travelling at or just below the speed limit and other traffic behind us could be travelling at greater speed. This is particularly relevant on the Continent where some speed limits are much higher than in the UK.

Overtaking on a multi-lane carriageway requires the same procedure as on a single carriageway, except that there could be extra time in which more riders could safely complete the manoeuvre.

Each rider must make their own decision as to when it is safe to overtake.

If the Lead decides to overtake, they will use rear mirror observation, signal and, if safe to do so, complete the overtaking manoeuvre.

The second rider will move to the overtaking position and, if safe to do so, will complete the overtaking manoeuvre.

In practice, on motorways and dual carriageways, it's usually possible for two bikes to overtake as a virtual pair as long as no other vehicle is approaching in the outer lane. The lead bike of each 'pair' should be aware of the presence of the bike to the left and behind and make allowance so that the pair can complete the overtake. Each subsequent pair can do the same if it is still safe to do so.

Once each rider has completed their overtake they should pull back in and reform staggered formation.

It's important that each rider, in turn, maintains their overtaking speed to gain a lead on the overtaken vehicle. This creates a gap for subsequent riders to pull into without causing the overtaken vehicle to slow down or brake.

Note

The Lead will overtake. Overtaking speed must be maintained so that the distance from the overtaken vehicle continues to extend. As the gap extends, room is created for the next bike to slot in ahead of the overtaken vehicle. If that gap does not continue to extend, some bikes will have nowhere to go. If they overtake anyway and pull back in ahead of the vehicle, the vehicle will probably have to slow down or even brake. WE MUST NOT ALLOW THIS TO HAPPEN.

It's important that riders do not move out into an outside lane until they are in a position to overtake otherwise they could be putting themselves at risk and could obstruct other motorists....which brings us to the next rule -

If it ain't safe – don't do it!

Important overtaking notes:

- ◆ When overtaking on motorways, get it done quickly and safely. Just chugging past at a few miles per hour faster means effectively blocking Lane 2 and we become a menace and hazard to other road users.
- ◆ Do not move from lane to lane on any other member's command but Lead. Yes, we do want you to move but please do your own safety procedure and CHECK first...
- ◆ **Mirror, Life-Saver, Signal and Manoeuvre.**

MOTORWAY JUNCTIONS AND SLIP ROADS

Joining the motorway *en masse* is difficult and dangerous. You could collide with the bike in front while looking over your shoulder for a gap. When you take that look over your shoulder, don't just look—SEE what is there. If you don't SEE that hazard approaching at 70mph +, the result could be disastrous.

When you are on the joining slip road, drop back from the bike in front of you and join in your own time. Use your mirror and Life-Saver to safely join the motorway in a suitable gap in the traffic, then resume formation once on the motorway.

A very vulnerable area on a motorway is while passing the exit slip roads. A large column can easily mask off a slip road to other road users. When in a column in Lane 1, be very alert for vehicles still in Lane 2 who have not prepared in sufficient time to exit the motorway. They may cut across only to find us where they want to be. Look over your shoulder when approaching these blind spots and let any vehicle through, otherwise road rage or a serious accident may result.

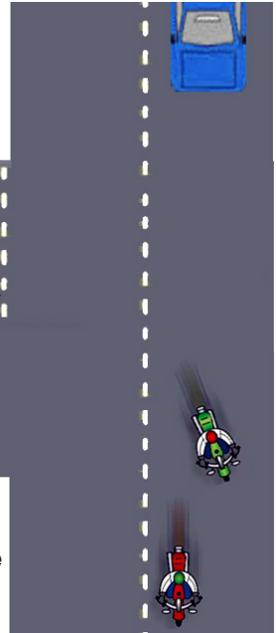
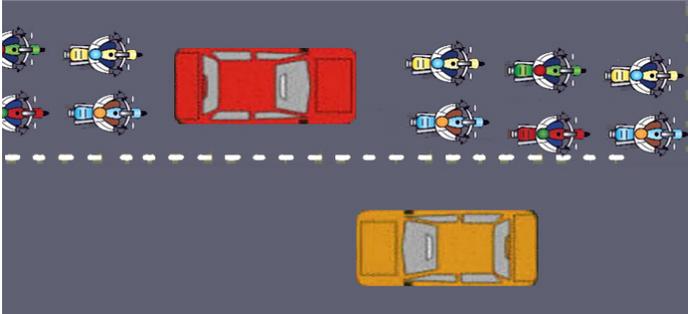
Note

Prepare for the possibility that there is a driver out there trying to knock you off. Be prepared to allow that driver through our column.

Remember - much as we might like to think so - riding in column does not entitle us to any additional privileges compared to other road users. The road space occupied by the column is not sacred territory to be defended at all times!

ROAD JUNCTIONS, TRAFFIC LIGHTS AND ROAD WORKS

When a column pulls up at a junction, traffic lights or road works, close up and form a double file (not staggered) to compact the column and occupy as little space as possible. This will allow us the maximum number to clear the junction in one go.



No rider should pass another while doing this.

If the entire column does not make it through the first time then the 'Lead' should proceed slowly until the rest catch up, or maybe use the Second man drop off.

Alternatively, if convenient, pull over onto the shoulder or into a lay-by and wait.

RIDING THROUGH A TOWN

There are many distractions when driving through towns e.g. zebra crossings, mini-roundabouts, jaywalkers, short skirts, your reflection in a shop window etc. Try to keep grouped in a tight double file. In congested slow moving high street traffic and in narrow side-streets, keep to a single file.

Don't worry if you get held up at a junction or lights. The Second man drop off will deal with this.

REMOVING AN 'ALIEN' VEHICLE

From time to time another vehicle may find itself in our formation. We will assume that the drivers of most such vehicles do not wish to be there. The dangerous roads are the single carriageways with short stretches of dual carriageway. A driver may not have enough time or space to overtake the entire column in one go. The driver may be nervous (believe it or not, a large bunch of Harleys can be quite intimidating to some drivers) and could make a rash move to get past, only to fail and end up cutting in on the formation with bikes scattering in all directions. This is a potentially dangerous situation, so the vehicle should be given every

assistance to escape as soon as possible. On a multi-lane road this is not a problem as the car can move out into the next lane and pass when the first opportunity arises.

On a single carriageway road it is much more difficult. If the car is unable to overtake due to heavy oncoming traffic, it should be encouraged to pass one bike at a time on our side of the road as follows:

- ◆ The bike immediately in front of the car should move over to the near side of the road then beckon the driver to overtake;
- ◆ Each rider in turn does likewise until the car has passed all riders, preferably without having to cross the centre white line;
- ◆ Once the car has passed you, resume your normal position in the staggered formation;
- ◆ If one of the riders does not realise the situation, a Road Captain should take control by overtaking and signalling the rider to pull over to the nearside to assist the vehicle to pass.

Note

More often than not, there will be no need to remove the 'alien'. Use your intuition to try and determine if they are in an obvious hurry. Are we holding them up? Do we need to overtake them? Most of the time it will be appropriate to leave the situation 'as is' until road and traffic circumstances allow for them to extract themselves. When this happens—be aware.

SECOND MAN DROP-OFF SYSTEM

The Second man drop-off system is used to navigate the column along the correct route. It is well proven and works very effectively even for large columns and in difficult urban and rural driving conditions. It also provides added interest and involvement of other riders (and sometimes a bit of excitement). This is how it should be done. Note that for trike riders, the procedure is different.

1. Lead will signal a change of direction in good time using turn indicators and take up an appropriate road position. If the **2nd position** rider is reading the road ahead, they should be expecting this.
2. Lead will indicate, with left arm extended at approximately 45° downwards, that **2nd bike to the left** should drop off, i.e. stop, to act as a marker. You

should not be asked to stop in a dangerous position. If you are not comfortable with the position for any reason, consider moving but remember that you have been dropped off to guide the following riders.

3. If you are **2nd bike to the left**:

- ◆ Be alert for Lead's signal and obey it.
- ◆ Indicate that you are pulling over to the nearside. If you can, start your hazard warning lights.
This gives you greater visibility and picks you out from other vehicles. It should also ensure that your signals are not misinterpreted by other drivers.
- ◆ Stop in a safe but visible place.
- ◆ If it's a left turn:
 - stop a few yards before the turn if it is blind (e.g. high hedgerow in a country lane, or something is obscuring the view)
 - if the view of and around the corner is clear, stop a few yards after the turn where you will still be visible to the following bikes.
 - Do NOT stop on the corner itself, on a pedestrian crossing, or where there are traffic lights, or where you will be a hazard to other road users.
- ◆ If it's a right turn:
 - stop a few yards after the turn where you will still be visible to the following bikes.
- ◆ If it's a roundabout:
 - stop a few yards into the exit from the roundabout where you will still be visible to following bikes.
 - some roundabouts have safe areas, e.g., small external raised islands where bollards act as markers. These are often useful as drop off points.
 - Do NOT stop on a mini-roundabout.
- ◆ When you are steady, point in the direction of the ride.
Think about what information YOU would want as you approach a drop off. That is the information YOU should be giving. Give clear indication of the direction to go.
- ◆ **Stay in position and wait for the Tail.**

- ◆ The Tail will be expecting you to pull off in front of them. You will not catch them out. If the situation is such that you cannot pull safely in front of them, don't worry. Let the Tail pass you and pull out when you can. This is particularly relevant at roundabouts where Tail could be closely followed by other traffic. The Tail will be expecting you to catch up and overtake. When you do so, take up your correct position at the back of the column.

Note:

*This is the point where the whole system could break down if discipline is not maintained. The drop off **MUST** wait for the Tail to arrive so be sure that you know who that is, what the Tail is wearing and what the Tail bike looks like. It doesn't matter if you have to wait for 2 minutes or 20 minutes—**WAIT FOR THE TAIL**. The drop off is holding the ride out together and **MUST NOT** move until the Tail gets there.*

4. If you are in **3rd bike to the right**, mirror, signal, and move to the nearside and take up the position that the dropped off bike was in. You will now be **2nd bike to the left** position behind Lead. Be ready to take instruction from Lead.
5. All other riders: where appropriate, mirror, signal and manoeuvre to maintain the correct staggered formation.

Note: If the bike ahead of you is a trike, you should position your bike as **2nd bike to the left**. When the trike is dropped off you will be in the correct position.

RIDING A TRIKE IN A RIDE-OUT

As a Harley-Davidson Chapter, we do of course welcome trike riders. Our procedure for including trike riders in our ride-outs when we are using the second man drop-off system may be different to what you have experienced before, but it works for us. Trikes are rarely used as drop-off markers due to their size and possibility of becoming a road hazard if dropped off near a junction. Instead, trikes are dropped off in a suitable position to allow the rest of the bikes to pass easily. This is likely to be on a long straight section of road. The trike can then rejoin in front of the Tail. The drop-off procedure we use is as follows:

When a trike reaches the **2nd position** behind the Lead bike, be ready to take instruction from the Lead. When a suitable stretch of road is reached, the Lead will indicate a drop-off. It's as simple as that. When all of the bikes have passed and the Tail is approaching, the trike can rejoin the ride-out.

There may occasionally be an exception to this rule but the Lead will brief you beforehand if this is to be implemented.

One example of an exception is—when a trike reaches **2nd position** and a required drop off position is reached, the Lead will indicate a drop-off. The trike rider will have to relay that command to the next rider so that the trike does not become a hazard.

RIDING IN FOREIGN COUNTRIES

These recommendations apply equally well in foreign countries. Obviously, if they drive on the right, then read 'left' for 'right' and vice versa in the above recommendations, 'Near-side' and 'Off-side' have the same meanings but are of course 'right side' and 'left side' respectively.

You should also remember that other countries have different speed limits and traffic regulations and you need to acquaint yourselves with them before entering the country.

AND FINALLY

The Guidelines for Ride Outs are recommendations only.

- ◆ As a road user you have a responsibility to observe the Highway Code as well as all relevant legal and statutory obligations associated with riding a machine on the public highway.
- ◆ It is your responsibility ensure that you are sufficiently skilled to take part in a ride-out.
- ◆ At all times you have the sole and ultimate responsibility for your own safety and that of any passengers. If at any time you feel that an act if performed by you would be rash, unsafe or unlawful then you should not do it.
- ◆ You have a duty of care to your fellow riders, to other road users and to pedestrians to act in a safe and responsible manner.

You join a ride-out at your own risk and H.O.G., Oxford UK Chapter Committee members, Road Captains and any other persons associated with the organisation of ride-outs in general can take no responsibility for loss, damage or injury to persons or property howsoever caused.





