

MRASA Guidelines for conducting organised Group Motor Cycle Rides

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All riders in the group are to ride in between the Ride Leader at the front and Tail End Charlie at the back of the ride.

No riders will overtake the Ride Leader and Tail End Charlie will not overtake any of the riders in the group. This means that although the ride group may be spread out over many kilometers the ride stays between the leader and tail end Charlie.

The rider who is directly behind the Ride Leader will act as a Corner Marshall by stopping at corners where there is a T intersection, round about or other type of turn. The Ride Leader will point to the general area for the rider to pull up and park at which needs to be sufficiently off the side of the road to be a safe place to stop and still be clearly visible to the ride group. The Corner Marshal will put on his / her indicator and point with the arm in the direction the bikes need to follow. The Corner Marshall will not leave this position until Tail End Charlie arrives and he / she will then pull out in front of Tail End Charlie who will then be the last rider to make the turn. This is a very important point as if the Corner Marshall leaves the position the following bikes will not know which way to turn and will become lost on route to the destination.

The Ride Leader will appoint a Tail End Charlie at the Safety Meeting which is held immediately before each ride. The role of Corner Marshall will rotate among the ride group depending on who is riding immediately behind the Ride Leader. If any riders do not want to do this role for the ride group they need to avoid positioning themselves directly behind the Ride Leader.

At the safety talk held before each ride the Ride Leader will announce that all riders need to have an appropriate licence to ride their machine (L, P, full motor cycle licence) and all motor cycles must be registered and all rider's understand that they are responsible for their own third party property or comprehensive insurance policy. The Ride Leader must state that each rider is responsible for their own safety and need to 'ride their own ride' and not feel obliged to keep up with the front of the ride group. Each rider must understand that they need to ride to their own skill level and not feel compelled to keep up with the faster riders in the group. All riders must understand that motor cycling is a dangerous activity and that minor and serious accidents can and do occur.

The organiser of the ride, usually the Ride Leader will endeavour to travel a route that is as safe as possible given the prevailing weather and other conditions such as the state of the road surface. However some routes taken will be more demanding than others and require a greater level of riding skill. The organisers of the ride take no responsibility for riders who ride outside their skill level or ride in an inappropriate or dangerous manner given the weather and other conditions on the day or for any adverse consequences of this behaviour. Any riders who behave or ride in a way that is reckless or dangerous and poses a significant risk to their own safety, or the safety of the other riders in the group will be asked to leave the ride and not participate in the group rides in the future unless they agree to ride safely.

It is strongly recommended that each rider wear adequate safety gear on the rides. However It is the decision of the Ride Leader / Ride Captain to determine if a rider is wearing inadequate safety gear on the day eg no shoes, no gloves, no jacket, no eye protection and therefore should be asked not to participate in the ride on that day.

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