



## Hillel's Angels Road Rules

**THE HILLEL'S ANGELS TAKE SAFETY SERIOUSLY!!!** The club and all of its members and guests must recognize the danger inherent in motorcycling. These basic rules will allow maximum fun while minimizing danger. We are all aware of the need for traffic laws and regulations. Let us exercise caution at all times and obey all traffic regulations.

**Road Captain.** The Road Captain or his/her designated substitute will be in charge of the ride. The Road Captain has the unchallengeable right to terminate a rider's participation in a given ride or event for reasons of club safety or image. He/she also has the unchallengeable right to direct the ride or to terminate the ride if conditions warrant.

**Order of riders and passing other riders.** We all have different skills and ride at different speeds. Riders need to sort themselves according to speed with the faster riders in front. The Road Captain will slow down or stop from time to time to allow regrouping. Riding this way will provide the most fun and best safety for all riders. However, never change the order of position while riding. Adjustments in riding order should be made at rest stops. This is an important point of etiquette and should be followed for safety and camaraderie. The general rule is: Do not pass other riders.

**Ride Within Your Limits.** All HILLEL'S ANGELS are urged to ride at a pace where they are comfortable. Exceeding your personal limits in turning or passing for the sake of keeping up with the rider in front of you is a recipe for disaster. HILLEL'S ANGELS ride as a group, but more importantly as a group of individuals. Know and be comfortable with your own personal limits, and choose your spot in the group accordingly. All riders will be welcomed and respected as fellow HILLEL'S ANGELS regardless of their chosen pace, provided they are not a danger to themselves or others. No rider will be left behind. The rider in front of them will not turn off the road, at a turn, until they are seen.

### **Formation.**

Formation. When riding on multilane roads, we will use the Staggered formation. The second rider, preferably a Road Captain or experienced rider, will be riding in the left side of the lane, the next on the right and so on. Riders should be following the second rider, not the leader. For the following safety reasons:

1. This allows the Ride Leader, the first rider, to use the whole lane to see deeper into a turn and this helps to maximize safety.

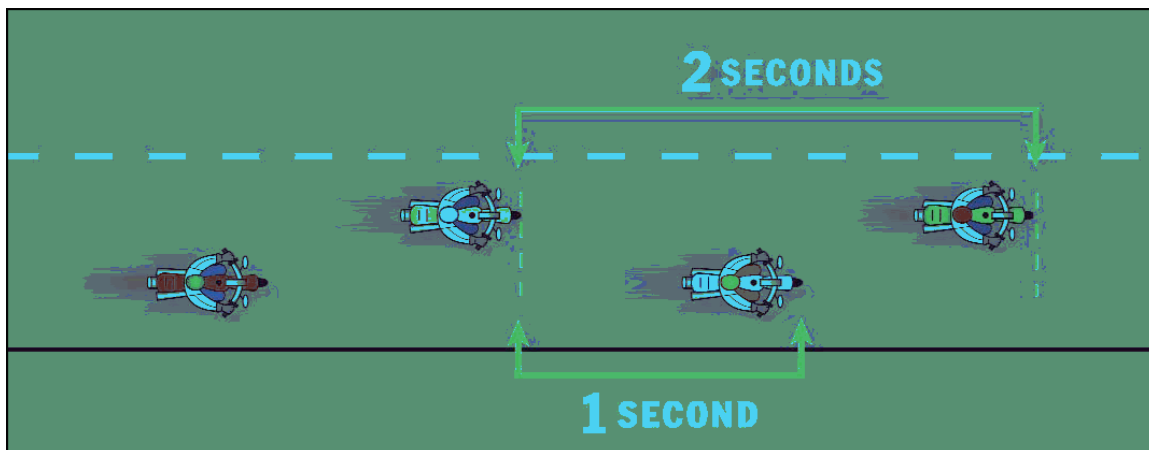
2. This allows for sufficient stopping room, maneuvering room and line of sight thus improving safety.

3. This allows for the rest of the riders to clearly see the hand signals of the second rider and to pass them down along the formation.

Formation is especially important when trying to stay together. Anticipate your next move and those of the group. If a road hazard is observed, point to it as you pass so other riders can avoid the hazard. Such information should be passed down the line.

We always want to avoid two bikes riding side by side so the proper way to reform a staggered formation, should a gap occur, is to shift lane position from left to right or right to left but not to pass any rider to fill gap.

**Following Distances.** The distance a rider maintains between his bike and the bike in front must never be less than what is comfortable for the rider and the rider in front. Generally allow 2 or 3 seconds from the rider directly in front of you and 1 to 2 second from the rider in the next lane. No rider should ever ride closer than he/she feels comfortable with. Furthermore, if a rider feels that the following rider is too close, he/she is expected to inform the following rider who must respect the request to keep a greater distance. A hand signal of left arm down with palm facing the rear in a pushing action will be used to request a following rider to keep a greater distance. This request must be honored. However, a 5, 10, 20 or 30 second interval presents its own dangers. Group riding means riding as a group.



**The Human Chain.** You are responsible for the rider behind you. When approaching a turn, be sure to check your side view to be sure the following bike can see you make the turn. Do not turn off the current road if you do not see the bike that is supposed to be behind you. The biker behind you will do the same and stop at the intersection to allow the following rider to catch up. This will allow you to make the turn without fear of losing the rest of the group.

**Passing Cars.** Generally, the Ride Leader will not pass cars on roads with a single lane in each direction unless absolutely necessary. However, cars may enter the road separating riders. If this happens and a rider wants to pass to rejoin the riders in front, this must be done safely. If passing is done unsafely, this will be grounds for the Ride Leader to ask the rider to leave the HILLEL'S ANGELS ride. The most obvious example of unsafe passing is when the road ahead cannot be seen far enough to complete the pass if a car appears in the opposite lane at the most critical time. Passing on a hill or a blind curve (whether marked by double yellow or not) is strictly forbidden and doing so is grounds for being asked to leave the ride. There are times that the ability of a motorcycle to accelerate quickly allows safe passing which would not be possible for a car but never overestimate the ability of the bike.

If there is a need to pass, do not forget those behind you. Be sure to allow them room for entry back in their lane. Do not block their entry by slowing down immediately following the pass.

**See something unsafe?** If anyone observes another rider making dangerous moves or riding at a speed above his/her skill, he/she is obligated to mention this to a Road Captain. If you believe that you seen an equipment issue that can become a safety hazard, this should also be mentioned to a RC. We are all sensitive to criticism but everyone can agree that safety must take priority over these sensitivities.

**Leaving the Group.** If a rider has plans to leave the group before completion of the ride, this must be explained in advance to the Ride Leader or be told to the Ride Leader at the 1st available rest stop.

**Gas Stops.** Know your machine's cruising range. Running out of gas or making gas stops with large groups is time consuming. Riders should arrive with a full tank. Unless your bike has enough fuel for another 100 miles, top up at any gas stop.

**Bike Maintenance.** Maintain it carefully; this is considered a must. One failed check for loose wires, shorts, dead batteries, or worn tires, can take away from the pleasure of the club ride. Bike maintenance will be the responsibility of each member. Bring necessary tools and parts for your machine. Generally other riders appreciate problems being pointed out but be diplomatic. It is also suggested that all riders have tow coverage so that the bike and rider are in a safe location, the ride can continue.

**Protective Riding Apparel.** Our club strongly urges wearing proper protective gear. As a minimum, you must meet all state regs. Beyond this, we would like to see all of our friends dress for rides appropriately and beyond legal minimums. That means long pants, long sleeves, boots over ankles, and gloves. Any club member or guest will be able to get much advice on what is the best protective gear by asking any Road Captain. Remember that protective gear does not make a safe rider but it can make a rider safer by potentially reducing the severity of an injury.

**Please remember to be courteous to your fellow club members and other vehicles on the road.**

## Some Basic Hand Signals (discuss before rides):

Often during the meeting, **hand signals** are reviewed so that you can communicate with the other riders during the ride. Hand signals are a useful tool to keep the group aware and cohesive on the roadway. Your group is free to determine its own set of signals, but here's a review of some commonly used ones:

### Hand Signals

**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



**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



**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



(images courtesy of the AMA)