



## QUICK TIPS: MSF's Guide to Group Riding

Motorcycling is primarily a solo activity, but for many, riding as a group -- whether with friends on a Sunday morning ride or with an organized motorcycle rally -- is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

**Arrive prepared.** Arrive on time with a full gas tank.

**Hold a riders' meeting.** Discuss things like the route, rest and fuel stops, and hand signals (see diagrams on next page). Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.

**Keep the group to a manageable size,** ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

**Ride prepared.** At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

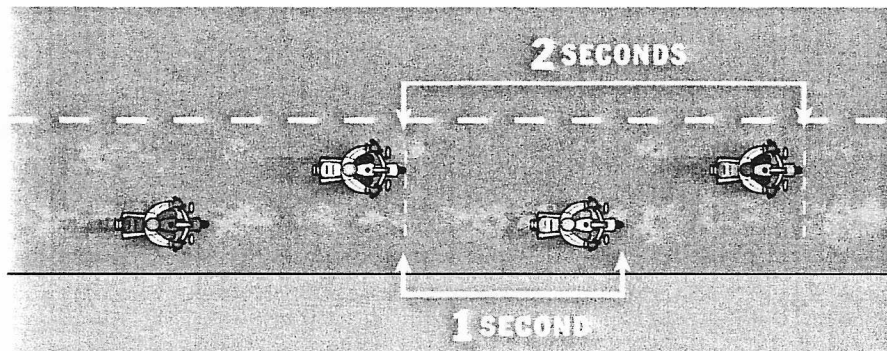
**Ride in formation.** The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

**Avoid side-by-side formations,** as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.

**Periodically check the riders following in your rear view mirror.** If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

**If you're separated from the group,** don't panic. Your group should have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up.

**For mechanical or medical problems,** use a cell phone to call for assistance as the situation warrants.

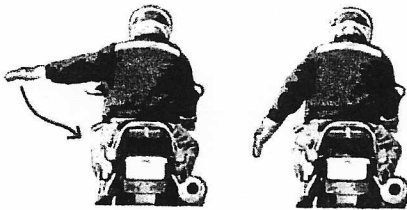


## MSF's Guide to Group Riding: Hand Signals

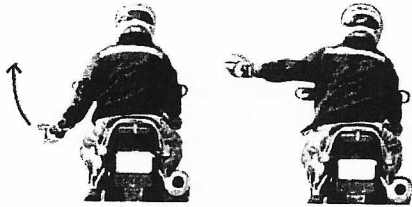
**Stop** - arm extended straight down, palm facing back



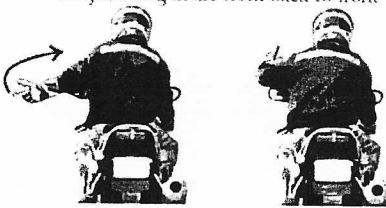
**Slow Down** - arm extended straight out, palm facing down



**Speed Up** - arm extended straight out, palm facing up



**You Lead/Come** - arm extended upward 45 degrees, palm forward pointing with index finger, swinging in arc from back to front



**Follow Me** - arm extended straight up from shoulder, palm forward



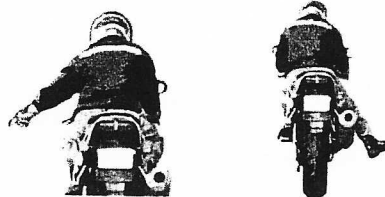
**Single File** - arm and index finger extended straight up



**Double File** - arm with index and middle finger extended straight up



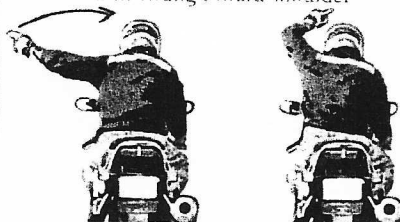
**Hazard in Roadway** - on the right, point with right foot; on the left, point with left hand



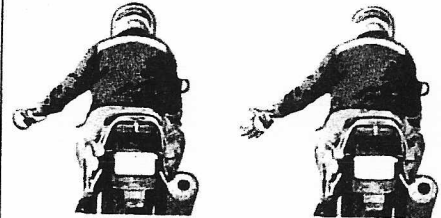
**Highbeam** - tap on top of helmet with open palm down



**Pull Off** - arm positioned as for right turn, forearm swung toward shoulder



**Turn Signal On** - open and close hand with fingers and thumb extended



**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



# T-CLOCS<sup>SM</sup> Inspection Checklist



T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
<b>T-TIRES &amp; WHEELS</b>				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke.	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear
<b>C-CONTROLS</b>				
Handlebars	Condition	Bars are straight, turn freely, handgrips and bar ends are secure.		
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication: ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		
<b>L-LIGHTS &amp; ELECTRICS</b>				
Battery	Condition	Terminals; clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
	Operation	Activates upon front brake/rear brake application.		
Turn signals	Operation	Flashes correctly.	Front left Rear left	Front right Rear right
Switches	Operation	All switches function correctly: engine cut-off, hi/low beam, turn signal.		
Mirrors	Condition	Cracks, clean, tight mounts and swivel joints.		
	Aim	Adjust when seated on bike.		
Lenses & Reflectors	Condition	Cracked, broken, securely mounted, excessive condensation.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
<b>O-OIL &amp; OTHER FLUIDS</b>				
Levels	Engine Oil	Check warm on center stand on level ground, dipstick, sight glass.		
	Hypoid Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		
<b>C-CHASSIS</b>				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering-Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips & Cotter Pins	Broken, missing.		
<b>S-STANDS</b>				
Center stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		