

EMPIRE CITY  
MOTORCYCLE CLUB

Riding in Formation



The hand signal to shift to the new (left) lane is the GRC's left hand touching the upper part of his helmet and the subsequent extension of his arm pointing horizontally to the left (see below).

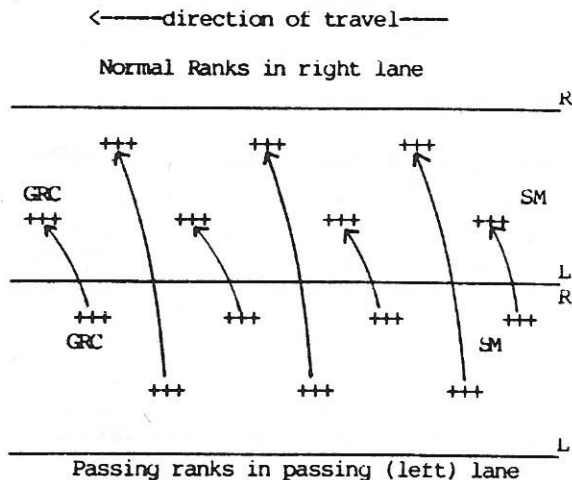


#### HAND SIGNAL FOR LANE CHANGE TO THE LEFT

2. Lane changing to the right on a multiple lane highway from passing ranks: This procedure is used to return from the passing lane to normal ranks (reversing the above procedure).

The GRC flashes his right turn signal. The SM moves into the right lane. When safe, the GRC hand signals the group to shift to the right lane. The GRC moves from the right side of the passing lane to his "home" position on the left side of the right lane. The second bike moves from the left side of the passing lane entirely across both lanes to his "home" position on the right side of the right lane. All

other bikes simultaneously follow this pattern. You will find that a slight increase in speed is needed when you shift lanes to maintain proper intervals. Confused? See the diagram below.



#### LANE CHANGE TO THE RIGHT

The hand signal to shift from the passing lane to the next right lane is the GRC's arm starting in the position indicating a right turn (arm held up, bent at the elbow with the forearm vertical). He then raises and curves his arm in an arch and points over his helmet to the right (see below).



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### HAND SIGNAL FOR LANE CHANGING TO THE RIGHT

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3. Permanent lane change on a multiple lane highway: If the GRC decides to permanently shift to the lane on the group's left and the group is in their normal positions, he follows the same procedure for moving into the passing lane. Once in the passing lane, he signals the group to return to their normal positions within this new lane. The description of this hand signal is below (number 4).

If the GRC decides to permanently shift to the lane on the group's right and the group is in their normal positions, he hand signals the group to change their position within the lane. The GRC shifts from the left side of the lane to the right side of the same lane. The second bike shifts from the right side to the left and so on. The

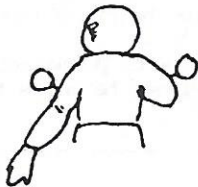
description of this hand signal is below (number 4). Once in this position (essentially passing ranks) the group follows the procedure for moving from a passing lane to the right (see number 2).

If the GRC wants to permanently move over more than one lane, he moves the group one lane at a time.

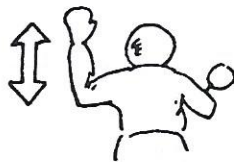
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4. Normal ranks: The GRC's left arm is fully extended above his helmet with two fingers spread apart and pointing straight up. He then rotates his hand. This signals each bike in the group to shift to the opposite side of the same lane. Pass this signal back through the group.
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5. Stop: The GRC's left arm is extended downward at about a  $60^\circ$  angle with his palm facing the rear. Pass this signal back if you have the opportunity..
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7. Speed up or close ranks: The GRC's arm is held as if he were signaling a right turn, except that he moves his arm up and down as if he were pulling down on a steam whistle.
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6. Slow down: This signal is like the stop signal except the GRC's left arm is moved up and down from a  $45^\circ$  to a  $60^\circ$  angle. His palm faces the ground. Pass this signal back if you have the opportunity.
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8. Single file: This is signaled by the GRC's left arm fully extended above his helmet with one finger pointing straight up. Pass this signal back. Be sure to leave a safe distance between you and the

bike now in front of you. Single file is used when the GRC feels it is safer than a staggered formation; for example, while riding on a narrow one lane road or while passing through construction on a multiple lane highway.

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9. Double file: This is signaled by the GRC's left arm fully extended above his helmet with his little and index fingers pointing straight up. Pass this signal back through the group.
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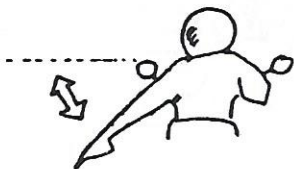
10. Check lights: To indicate that someone has a turn signal on or some other problem with head or tail lights, open and close you hand in a "C" (cupped) shape over your helmet.
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11. Need gas: Sound you horn and pat the top of your helmet with your left hand. Bikers in front of you should pass this signal on up to the GRC.
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12. Road hazard: Point your left arm downward at a  $60^\circ$  angle with one finger fully extended. Move your arm in a circular motion. Proceed with caution. Watch the bikes in front of you to provide space in case you or they have to move to avoid the hazard.
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13. Railroad tracks: Use the same signal as for a road hazard, but instead of moving your arm in a circular motion, swing it from  $60^\circ$  straight out to  $90^\circ$ .
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## General Rules

1. Passing on a two lane road: When passing other vehicles on a two lane road, only one bike passes at a time. The GRC signals the group to form a single file. Each bike starts to pass from the left side of the lane and passes when it is safe to do so. You then rejoin the group ahead of the passed vehicle.
2. Stopping on the shoulder: The GRC signals the group to form a single file. He then signals the group to slow down if necessary and indicates a right turn towards the shoulder. The group then carefully pulls onto the shoulder as far off the road as possible.
3. Returning to traffic from the shoulder: The group forms a single file on the shoulder. Each bike's turn signal should indicate a left turn. The Safety Man pulls into the lane to block oncoming traffic. The GRC leads the group onto the road in a single file. As each bike comes onto the road, it should immediately move to normal ranks. Two cautions: a) try not to pull off the road where you don't have a clear view back up the road, and b) if traffic is heavy, enter one bike at a time - not as a group - and reform later when it's safe to do so.
4. Stop lights: If the group becomes separated by a stop light, the GRC will stop the portion of the group that went

through the light on the right shoulder and wait for the remainder of the group to catch-up. Under no circumstance should you run a light or speed up to make it through a yellow light just to stay with the group.

Each bike should determine whether the bike immediately behind him has become separated. Sound your horn to notify the GRC if someone has been left behind. Sound your horn if you've been left at the light.

5. The safety man should occupy whatever part of the lane provides him with the best view of traffic and the GRC's actions. He should also maintain a greater distance behind the bike in front of him than does the rest of the group.
6. If you are driving an automobile and are following a group, please do not try to be part of the group. Maintain a safe distance from any formation.