

ATLANTIC MOTORCYCLE COORDINATING COUNCIL

INTER-CLUB RIDING RULES

The following describes the inter-club riding rules formulated by the Bucks M.C., Empire City M.C., Spartan M.C. and the Thunderbolts M.C. and adopted by the AMCC in 1984.

The rules are for mutual safety and benefit so that motorcyclist of various Clubs riding together have a common and basic set of operating rules and understanding. Following these procedures should prevent inconveniences and ensure a safe and pleasurable ride.

You should be thoroughly familiar with these rules and their use. For those unfamiliar with these rules, the ride leader should review them before departing. A periodic review for all riders is also recommended.

PREPARATIONS BEFORE DEPARTURE:

1. Be sure your Bike is in good mechanical condition (see check list).
2. Arrive at the departure point with a full tank of gas and an empty bladder.
3. Be sure that luggage is securely strapped in place.
4. Arrive on time!!

BIKERS CHECK LIST

The following list is intended to remind us all of the things to check before departing and during a ride.

ITEMS TO CHECK

Are lights working:

Heads

Tail

Turn signals

Brakes

Horn working

Full fuel tank

Oil level

Tires wear and pressure

Chain lubrication/play

Kick stand stays in place

Nuts and bolts are tight

Throttle play or not sticking

Clutch moves freely

Brake levels move freely

Brake pads wear

Steering moves freely

Battery fluid level is correct

Cables adjustments/lubed

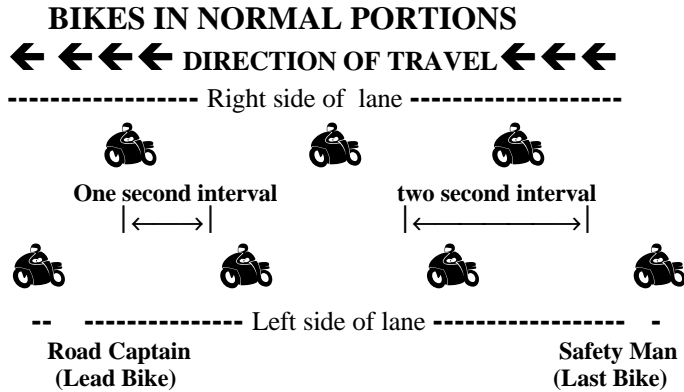
Saddle bags and other stored items secure/tight

GENERAL RIDING INFORMATION FOR
INTER-CLUB FORMATION RIDES

The formation is to be staggered, as recommended by most states.

The lead bike (Road Captain - (RC) rides on the LEFT SIDE of the lane. The second bike rides on the RIGHT SIDE of the lane one second (-/+) behind the lead bike. The third bike rides on the LEFT SIDE of the lane directly behind the lead bike, one second behind the second bike and two seconds behind the lead bike. Subsequent bikes follow the same pattern. The Safety Man (SM) is on the last bike of the formation. (See Diagram I below).

Diagram I



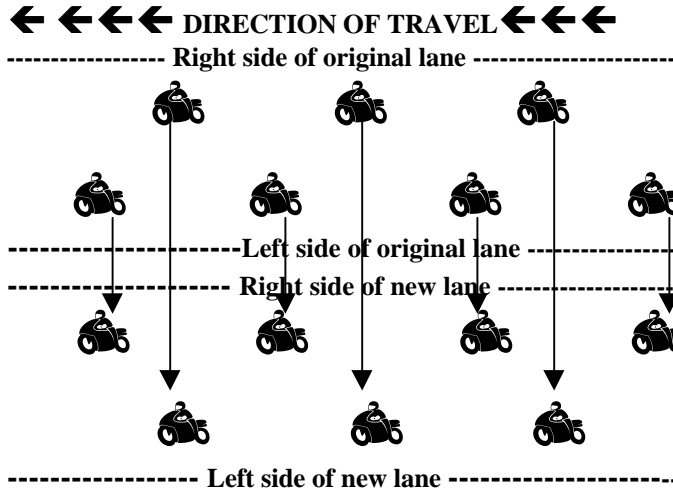
ROAD SIGNALS

1. LANE CHANGING TO THE LEFT ON A

MULTIPLE LANE HIGHWAY (PASSING): The RC will flash his/her left turn signal to prepare the group for a shift to the lane immediately on the left (the passing lane). This signal should be passed back to the SM. When the SM feels it is safe, he/she moves into and blocks the next left lane (takes the lane). Other bikers in the formation stay in their current position until signaled to do so by the RC. Once the RC determines that the new lane is safe, he/she signals the group to shift to the new lane. At the signal, all members of the group simultaneously shift to the new lane. The RC shifts from the LEFT side of the old lane to the RIGHT side of the new lane. The second bike shifts entirely across the original lane and the new lane to a position on the LEFT side of the new lane. The third bike shifts directly and a two second distance behind the RC. All other bikes follow this new reversed staggered pattern. You will find that a slight increase in speed is needed when you shift lanes to maintain proper intervals, however, the SM must fall back a bit. This new lane position is called PASSING RANKS. (See the following Diagram II)

Diagram II

LANE CHANGE TO THE LEFT



The hand signal to shift to the next LEFT Lane is the RC's left hand extending over and touching the top of the helmet and the subsequent extension of his/her arm horizontally to the left. See Figure 1 on next page.

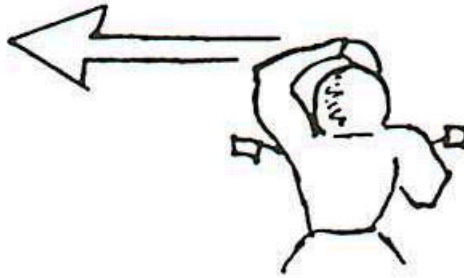


FIGURE 1
HAND SIGNAL FOR LANE CHANGE TO THE LEFT

2. LANE CHANGING TO THE RIGHT ON A
MULTIPLE LANE HIGHWAY FROM PASSING

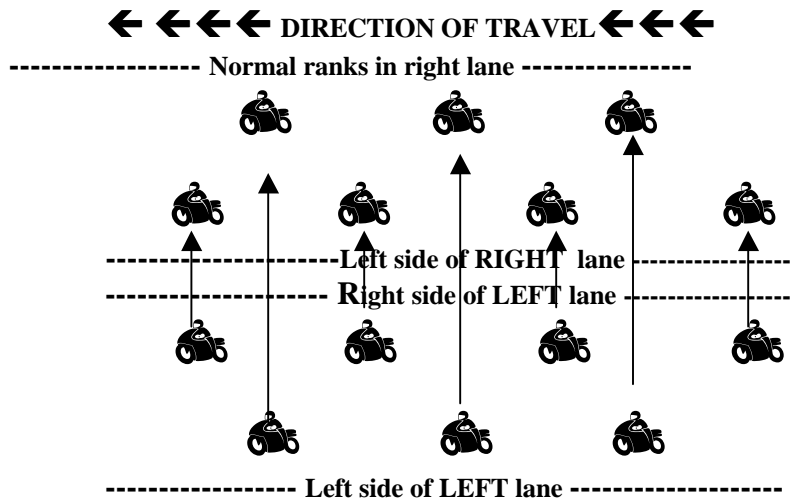
RANKS: This procedure is used to return from a passing lane to normal ranks (reversing the above procedure).

The RC flashes his/her right turn signal, which is then passed on by the other bikes. When it is safe, the SM moves into and blocks the next right lane. Other bikes in the formation do not move from their current position until hand signaled to do so by the RC. When safe, the RC

moves from the right side of the passing lane to his/her “home” position on the left side of the next RIGHT lane. The second bike moves from the left side of the passing lane across both lanes to his/her “home” position on the right side of the next RIGHT lane. All bikes simultaneously follow this pattern. You will find that a slight increase in speed is needed when you shift lanes to maintain proper intervals, however, the SM must fall back a bit. See Diagram III below.

Diagram III

LANE CHANGE TO THE RIGHT



The hand signal to shift from the passing lane to the new next RIGHT lane is the RC's arm starting in the position indicating a right turn (arm held up, bent at the elbow with the forearm vertical). He/She then raises and curves his/her arm in an arch and points over his helmet to the right See Figure 2 below.



FIGURE 2
HAND SIGNAL FOR LANE CHANGE TO THE RIGHT

3. PERMANENT LANE CHANGE ON A MULTIPLE LANE HIGHWAY:

If the RC decides to permanently shift to the lane on the group's left and the group is in their normal position the RC follows the same procedure for moving into the passing lane. Once in the passing lane, the RC signals the group to return to their normal positions within this new lane. The description of this hand signal is found in number 4.

If the RC decides to permanently shift to the lane on the group's right and the group is in their normal positions, the RC hand signals the group to change their position within the lane. The RC 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 found in number 4. Once in this position (essentially passing ranks), the group follows the procedure for moving from a passing lane to the right lane (see number 2)

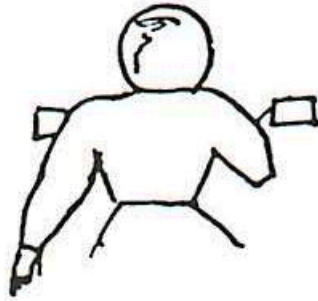
If the RC wants to permanently move over more than one lane, he/she moves the group one lane at a time using this procedure.

4. **NORMAL RANKS**: The RC's left arm is fully extended above his/her helmet with thumb and little finger spread apart and pointing straight up. The RC 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.



FIGURE 3
HAND SIGNAL FOR NORMAL RANKS

5. STOP SIGN: The RC's left arm is extended downward at about a 60 degree angle with his/her palm facing the rear. Pass this signal back if you have the opportunity. See Figure 4 below.



**FIGURE 4
HAND SIGNAL TO STOP**

6. **SLOW DOWN:** The RC's left arm is moved up and down from about a 45 to 60 degree angle. The RC's palm faces the ground. Pass this signal back if you have the opportunity. See Figure 5 below.



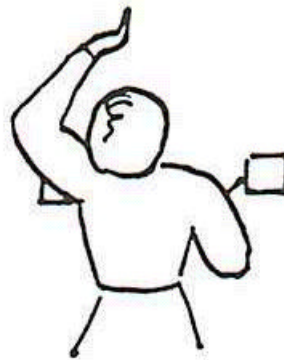
FIGURE 5
HAND SIGNAL TO SLOW DOWN

7. SPEED UP OR CLOSE RANKS The RC's arm is turned, held as if he/her were signaling a right except that the arm is moved up and down with the fist clenched as if he/she was pulling down on a steam whistle. To simply close ranks, the RC DOES NOT speed up. See Figure 6 below.



**FIGURE 6
HAND SIGNAL TO SPEED UP OR CLOSE RANKS**

8. SINGLE FILE: This is signaled by the RC's left arm fully extended above his /her 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 RC feels it to be 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. Single file formation is maintained by all bikes until the RC signals otherwise. See Figure 7 below.



**FIGURE 7
HAND SIGNAL FOR SINGLE FILE**

**9. DOUBLE FILE, RETURN TO OR MAINTAIN
DOUBLE COLUMN STAGGERED FORMATION**

(NORMAL RANKS): This is signaled by the RC's left arm fully extended above his/her helmet with the index and middle fingers pointing straight up in a "V" shape. Pass this signal back through the group. See Figure 8 below.



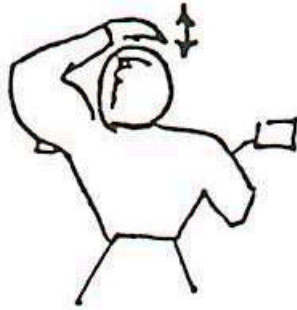
**FIGURE 8
HAND SIGNAL FOR DOUBLE FILE**

10. CHECK LIGHTS: To indicate that someone has a turn signal continuously on or some other problem with the head or tail lights, open and close your hand in a "C" (cupped) shape over your helmet. See Figure 9 below.



**FIGURE 9
HAND SIGNAL TO CHECK LIGHTS**

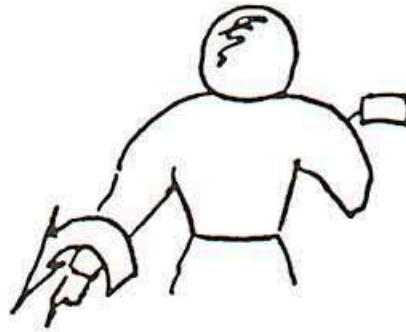
11. NEED GAS/EMERGENCY STOP: Sound your horn and pat the top of your helmet with your left hand. Bikers in front of you should pass this signal on up to the RC. If gas is needed, point to the gas tank. See Figure 10 below. Also review General Rule Number 14.



**FIGURE 10
SIGNAL FOR GAS OR EMERGENCY STOP**

12. ALL ROAD HAZARDS OR RAILROAD

TRACKS: Point your left arm downward at 60-degree 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 (pot-holes, objects on the road, etc.) See Figure 11 below.



**FIGURE 11
ROAD HAZARDS OR RAILROAD TRACKS:**

GENERAL RULES

13. PASSING ON A TWO LANE ROAD: When passing other vehicles on a two lane road, only one bike passes at a time. The RC 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 in normal ranks.

14. STOPPING ON THE SHOULDER: The RC signals the group to form a single file. He/she then signals the group to slow down if necessary and indicates a right turn towards the shoulder. If possible, the RC should avoid pulling off the road where you don't have a clear view back up the road. The group then carefully pulls on to shoulder as far off the road as safety possible.

15. 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 SM pulls into the lane to block overtaking traffic. The RC leads the group on to the road in a single file. As each bike comes on to the road, it should IMMEDIATELY move to normal ranks. **TWO CAUTIONS**
a) try not pull off the road where you don't have a clear view back on to the road. 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.

16. STOP LIGHTS: If the group becomes separated by a stop light, the RC will stop the portion of the group that went through the light on the right shoulder (see number 14 also) and wait for the remainder of the group to catch-up. Under NO circumstances should you run a light or speed up to make it through a yellow light just to stay with the group!

Each Biker should determine whether the bike immediately behind him/her has become separated. Sound your horn if you've been left behind at the light (see number 15 for reforming the group.

17. THE SAFETY MAN: The SM should occupy whatever part of the lane that provides him/her with the best view of traffic and the RC's actions. He/She should also maintain a greater distance behind the bike in front of him/her than does the rest of the group.

18. NON-MOTORCYCLE VEHICLES: If you are driving any vehicle other than a motorcycle and are following a group, please DO NOT try to be part of the group. Maintain a safe distance from any formation.

