

WHAM Group Riding Framework

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*“The best fun way of improving
your riding
whilst maintaining advanced skills”*

WHAM

Group Riding Framework

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1 WHAM- Group Riding Learning Points

- Recognise the Advanced Test is one-on-one NOT Group focused.
- Review the dangers from Bikesafe Video. . Including; Tunnel Vision, Following Focus etc.
- Consider what the Police do in the event of a serious Accident.

2 Human Factors – Reminder

Rider - Level of experience, health, Individual Discipline, Own Decisions, etc.

Motorcycle – MPOWDERS, New Tyres, Change of Bike.

Journey – It is an official IAMRS Ride.

Wider World – Flag rider hazards.

5 Group Riding Skills (GRS) – Open Road

- Leader generally has best view.
- Apply the 2 second rule.
- Remember; Safety bubble, Progress & Restraint etc.
- If busy/traffic avoid pressure to keep up.
- Ride own Ride, Make own decisions.
- Leaders aim to keep group together by scanning, pace/acceleration sense etc.
- Remember “safe waiting at next junction” policy for delayed riders.
- See *Marking the Route Diagram*.

8 GRS – How to change position in a Group

- Agree prior to start of ride.
- Only overtake lead rider if agreed and when signalled to do so by lead rider.
- Rider in front waves through to avoid surprises.
- Riders overtake one at a time.
- Be safe, be considerate.

3 Initial Briefing (CO or NO)

- Ride your own ride and make your own decisions, always be safe and legal.
- Resist any pressure to “keep up”.
- Identify members **new** to Group Riding & those who’ve not ridden for a while.
- Know who does not know the route or destination.
- Identify any circumstances or hazards on the day.

6 GRS – In & approaching Towns & Villages

- Staggered formation as appropriate to keep group together when negotiating lights, Roadworks etc. BUT requires heightened awareness & good slow riding skills.
- Lead Rider to consider stopping on the nearside at temp lights, road works etc. to make room for the riders behind via a group staggered stop.

9 GRS – When to let another Group through

- There are 2 Options:
- The “catch-up group” leader may decide to **stop** to maintain group separation.
 - However if the following group is making better progress, the **last rider** in the leading group will be in the best position to signal by moving to Position-1 on the road, when safe to let them through.

4 Group Briefings

- Agree initial lead rider & who is **new**.
- Understand who has the Sat Nav route & those who have not.
- Agree group rotation or not.
- Check if anyone wants to leave the group early.
- Aim to keep the group together.
- Ensure rider behind sees all changes of direction.

7 GRS – Overtaking (OT)

- Decide for yourself when safe to overtake.
- Following rider OTs when safe & clear.
- Never just follow a Rider who is overtaking.
- See *diagram comprehensive Framework pack for safe positioning when a group is about to overtake*.

10 GRS - When to stop your group

- At anytime any rider wishes to do so.
- If it is to support another member of the group. Eg. If something is clearly wrong with the rider, or machine, or journey etc.
- For a safety issue.

1 WHAM- Group Riding Learning Points

- Recognise the Advanced Test is one-on-one NOT Group focused.
- Review the dangers from Bikesafe Video, Tunnel Vision, Following Focus etc.
- Consider what the Police do in the event of a serious Accident.

2 Human Factors – Reminder

Rider - Level of experience, health, Individual Discipline, Own Decisions, etc.

Motorcycle – MPOWDERS, New Tyres, Change of Bike.

Journey – It is an official IAMRS Ride.

Wider World – Flag rider hazards.

3 Initial Briefing (CO, NO or Committee Member)

- Ride your own ride and make your own decisions, always be safe and legal.
- Resist any pressure to “keep up”.
- Identify members new to Group Riding & those who've not ridden for a while.
- Know who does not know the route or destination.
- Identify any circumstances or hazards on the day.

4 Group Briefings

- Agree initial lead rider & who is new.
- Understand who has the Sat Nav route & those who have not.
- Agree group rotation or not, and exchange mobile numbers.
- Check if anyone wants to leave the group early.
- Aim to keep the group together.
- Ensure rider behind sees all changes of direction.

5 Group Riding Skills (GRS) – Open Road

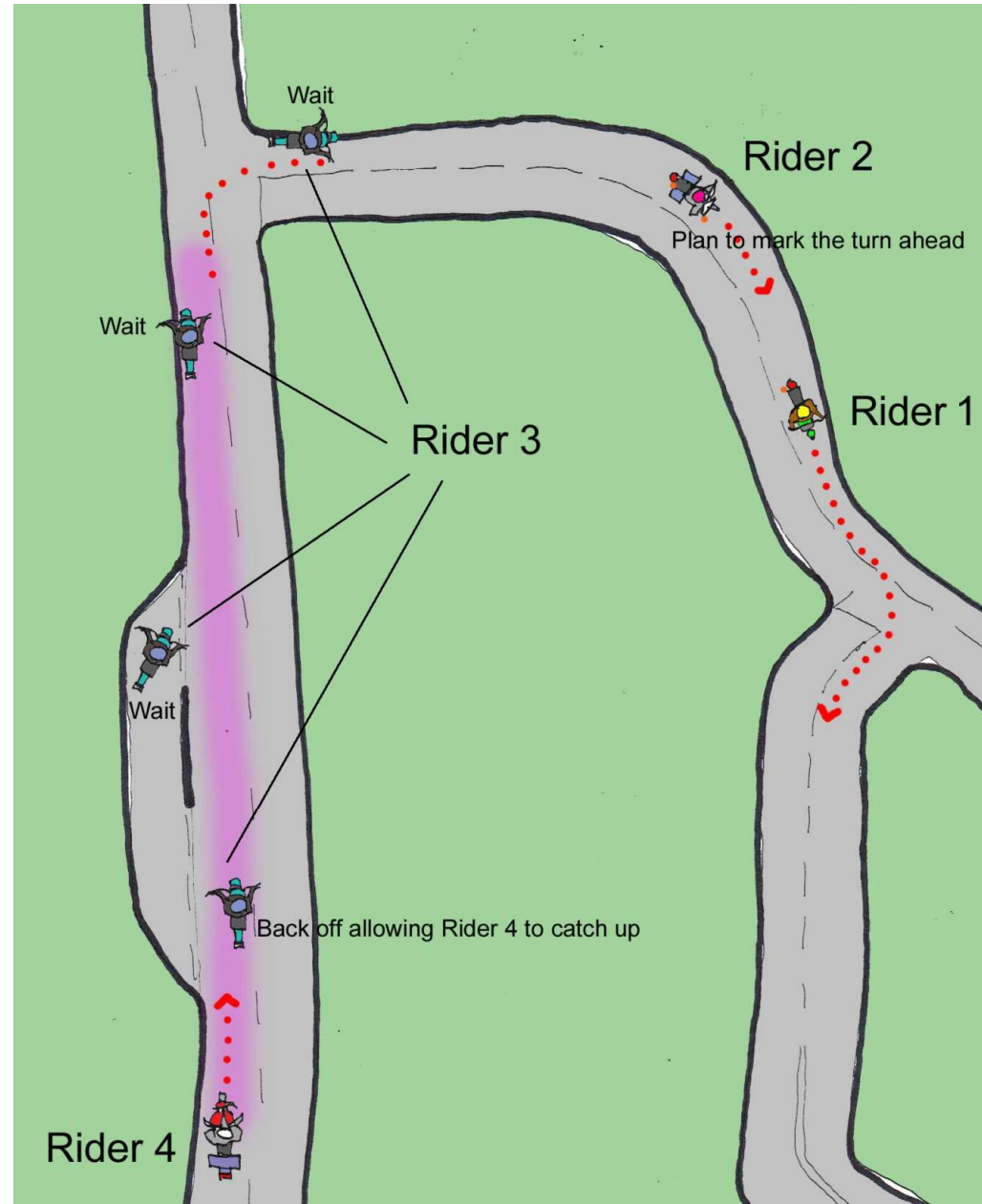
- Leader generally has best view.
- Apply the 2 second rule.
- Remember; Safety bubble, Progress & Restraint etc.
- If busy/traffic avoid pressure to keep up.
- Ride own Ride, Make own decisions.
- Leaders aim to keep group together by scanning, pace/acceleration sense etc.
- Remember “safe waiting at next junction” policy for delayed riders. (*See Diagram*)

Rider 1 can clearly see **Rider 2** following and can take the right turn.

Rider 3 has to mark the right turn for a delayed **Rider 4**.

- Wait just before or after the turning: potentially vulnerable.
- Wait in the lay-by: safest.
- Slow down, in anticipation that **Rider 4** will appear: usually the best option.

Rider 4 will eventually appear then both **Riders 3 and 4** can make the turn.

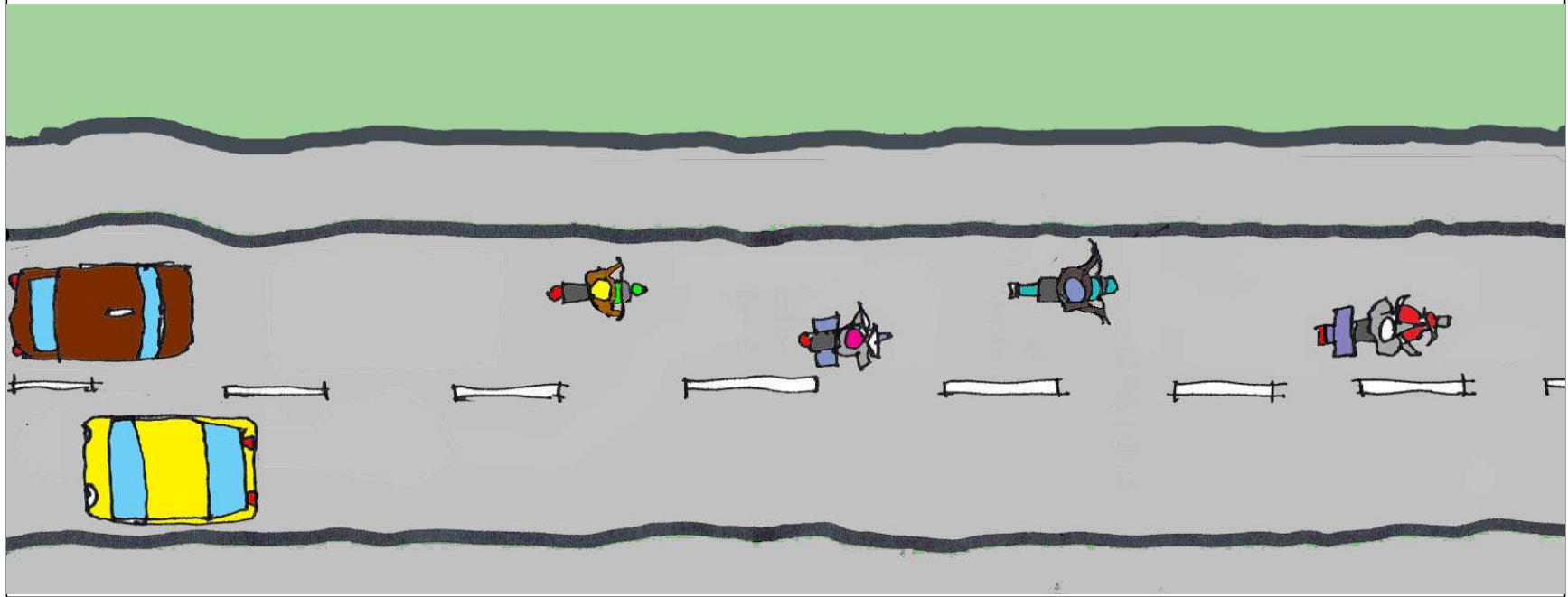


6 GRS – In & approaching Towns & Villages

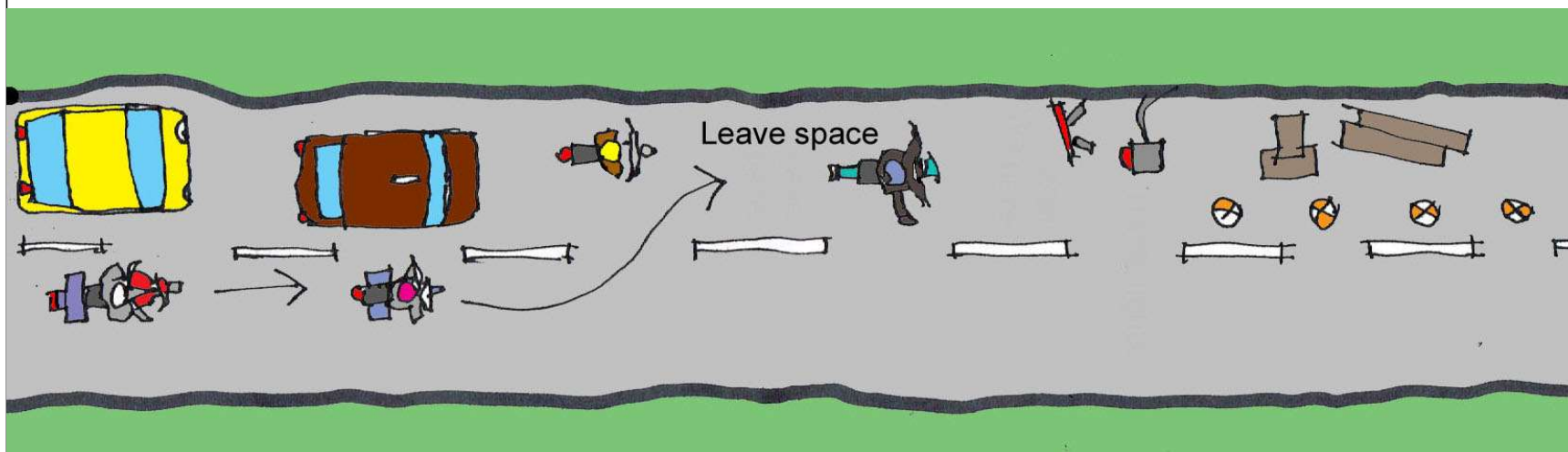
- Staggered formation as appropriate to help keep group together when negotiate lights, Roadworks etc. BUT requires heightened awareness & good slow riding skills. *(See Diagram)*
- Lead Rider to consider stopping on the nearside at temp lights, road works etc. to make room for the riders behind via a group staggered stop. *(See Diagram)*

In towns adopt a staggered formation where possible.

Revert to 'in line' around hazards such as parked cars, nearside junctions and for oncoming vehicles when they threaten your safety bubble.



Leave space for others to join you whenever you stop for traffic lights etc



7 GRS – Overtaking (OT)

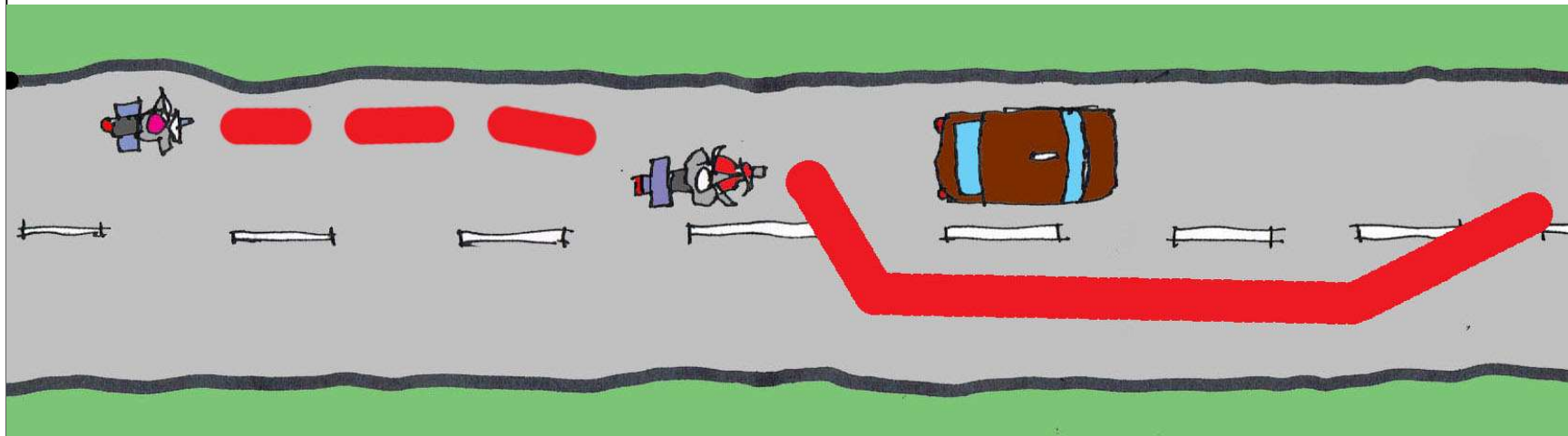
- Decide for yourself when safe to overtake.
- Following rider OTs when safe & clear.
- Never just follow a Rider who is overtaking.
- See diagram for safe positioning when a group is about to overtake.

RIDER 2

Allow RIDER 1 space and time for their overtake.
Be aware they may abort and drop back
Only start your overtake when safe to do so

RIDER 1

3 stage overtake including option to abort and reposition to overtaking position or even to drop back to the 2 second following position



8 GRS – How to change position in a Group

- Agree prior to start of ride.
- Only overtake the lead rider if agreed and when signalled to do so by lead rider.
- Rider in front waves through to avoid surprises.
- Riders overtake one at a time.
- Be safe, be considerate.

9 GRS – When to let another Group through

There are 2 Options:

- The “catch-up group” may decide to **stop** to maintain group separation.
- However if the following group is making better progress, the **last rider** in the leading group will be in the best position to signal, by moving to Position-1 on the road, when safe to let them through. (*See Diagram*)

Group Overtakes

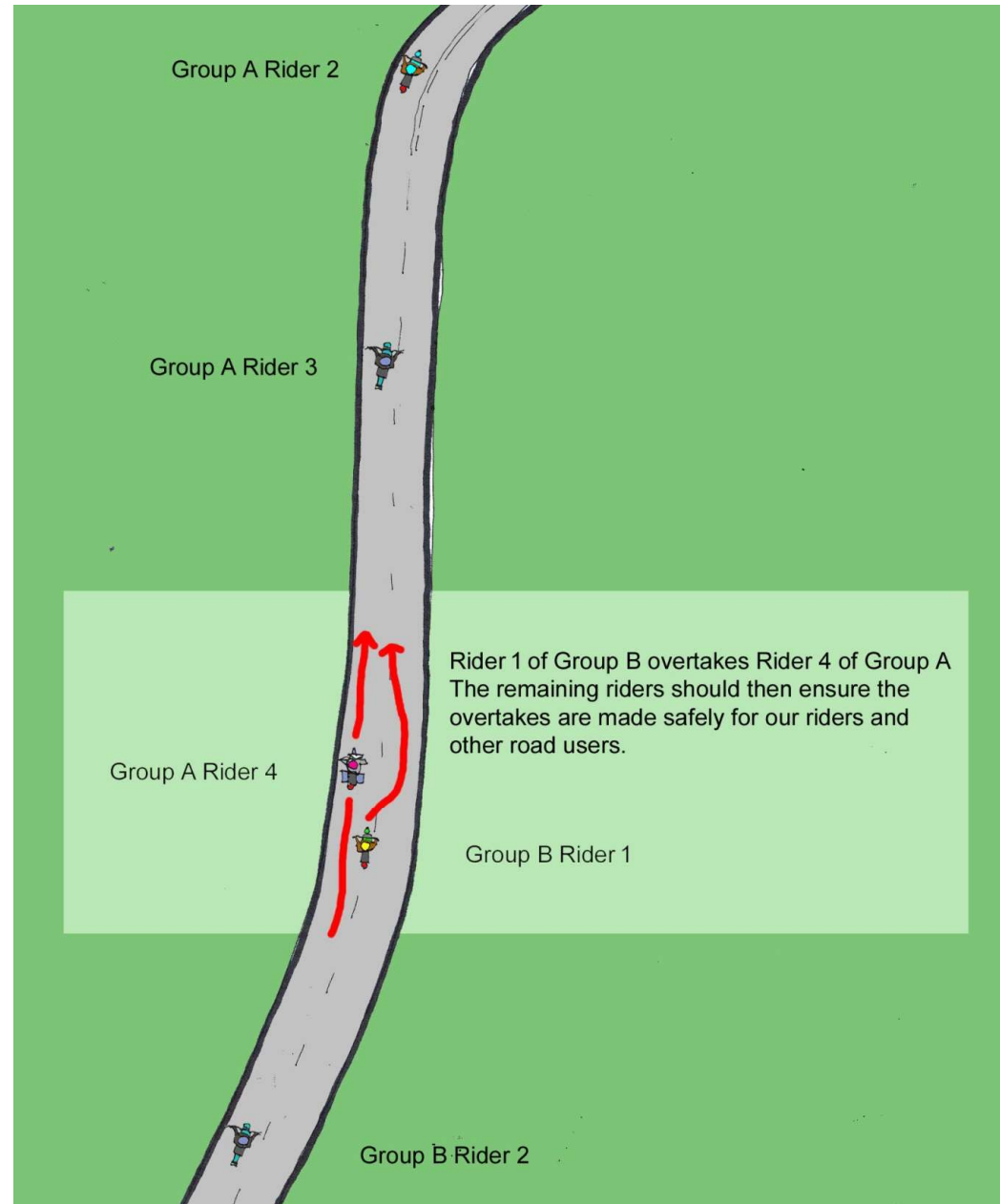
This manoeuvre is usually avoided by experienced groups setting off before less experienced groups with 2 mins between departures.

In the event of 2 groups coming together the “catch-up” Group B lead rider will decide if Group B is making better progress than Group A, or if Group A has been delayed by traffic etc.

The safest option is for Group B to re-establish the gap by slowing down or stopping for a minute or two.

If a pass is the solution then the rear rider of Group A, (shown here Rider 4), should initiate the manoeuvre by moving to Position 1 allowing Group B’s lead rider through.

The remaining riders in Group B should overtake when safe, clear & expected by each rider in Group A.



10 GRS - When to stop your group

- At anytime any rider wishes to do so.
- If it is to support another member of the group. Eg. If something is clearly wrong with the rider, or machine, or journey etc.
- For a safety issue.

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