

Operating the Marker System

1. At the approach to a junction, roundabout, or other place where it is necessary to mark the route the Run Leader will signal to the following rider to stop to mark the route by pointing at the kerb with his left arm.
2. The following rider will then identify a SAFE place to stop so as to clearly mark the route.
3. The Marking Rider will wait at this point until the Tail Ender arrives.
4. As the Tail Ender approaches the Marking Rider will either move off SAFELY in front of the Tail Ender or just behind if more practical.
5. Where the Marking Rider joins behind the Tail Ender the Tail Ender will move over to the left to allow an overtake as soon as SAFELY practical.
6. In this way all Ride Participants will take turns in marking the route.

Guidance for Ride Participants

- Please familiarise yourself with the operation of the Marker System as explained in this document.
- Should you be intending to leave the group part way through the ride make sure the Ride Leader and Tail Ender are aware of your intentions.
- Before setting off ensure that you will be able to recognise the Ride Leader and Tail Ender on their bikes. They will be wearing hi-vis waistcoats so as to aid recognition.
- You should always ride at a speed at which you are comfortable. It is not necessary to keep up with the rider in front of you – you will not get lost as a rider will always be marking the route.
- Remember that when stopping to mark the route you should always select a safe location. Safety to yourself and other road users must always be the first priority.



GUIDANCE & PROCEDURE FOR CLUB RIDE-OUTS



Guidance for Run Leaders

- It is an aim of the Club to promote SAFE and enjoyable motorcycling. The Run Leader on the day must promote and address these primary objectives.
- The Marker System will be used on all Club ride-outs where there are more than four participants.
- The ride should be lead at a legal, moderate pace with due consideration being given to the standard of the group as well as any hazards on the route.
- Adjusting the route may on occasions be a consideration if the predetermined schedule is not being achieved. The likelihood of this will be reduced if the route has been pre-ridden at a moderate pace.
- Breaks every 90 minutes are essential so as to reduce fatigue, aid concentration and improve road safety.

- Ensure that your Tail Ender is familiar with the route to be taken and is aware of where any pre planned stops are to be made.
- Wherever possible exchange mobile telephone numbers with your Tail Ender so that in an emergency contact can be made.
- Introduce yourself and your Tail Ender to all Ride Participants and ensure that they understand the Marker System.
- Ensure that Ride Participants understand that they are responsible for identifying a safe place to stop when marking the route.
- Stress to Ride Participants that they should always ride within the speed limit and at a speed with which they are comfortable.
- Outline the route to the Ride Participants and confirm they all have sufficient fuel.

The Marker System

- There will be a Run Leader and a Tail Ender, both wearing hi-vis waistcoats to aid recognition.
- The Run Leader will lead, followed by the Ride Participants and finally the Tail Ender.
- The Ride Participants will take turns to mark the route.
- The Run Leader must always ride at a legal and moderate pace.
- The Ride Participants should ride at a pace comfortable to themselves and should show consideration to fellow Ride Participants and other road users.
- Overtakes on fellow Ride Participants are not permitted on Club ride-outs.
- Disciplined riding is Safe riding.