
CVAM Group Rides Guidelines

10th February 2024 (Rev 1)



CHEDDAR VALLEY ADVANCED MOTORCYCLISTS

Overview

The [IAM Roadsmart Group Rides policy](#) document published on 13th July 2016 provides guidance for a safe and standardised policy and outlines roles and responsibilities.

This document draws on the IAM Roadsmart policy and summarises the main features for a **CVAM** Group Rides local framework. It is not infallible and all riders must accept all risks associated with motorcycling.

Contents

Contents	2
CVAM Guidelines	3
1. Safe and Legal.....	3
2. Qualifying Attendees.....	4
3. Lead and Tail Riders Roles.....	6
4. Junction Marking.....	8
FAQ.....	10

CVAM Guidelines

1. Safe and Legal

- 1.1. The primary consideration at all times when riding in a group is safety.
- 1.2. All riders within the group shall be responsible for their own safety, their own actions and any consequences that those actions may have on themselves, fellow riders and third parties.
- 1.3. All riders shall obey traffic laws on public highways. Any breaches of the Road Traffic Act may result in group insurance being negated.
- 1.4. All riders are empowered to raise concerns over breaches of safety and legality at any time during or after the ride, to the committee.
- 1.5. The ride leader is empowered to challenge individuals where breaches of safety and legality are reported during a ride out. The ride leader shall use their discretion as to whether the reported individual(s) is asked to leave the ride.
- 1.6. CVAM committee reserves the right to exclude members from participating in Group organised rides where a formal complaint is made and in their reasonable judgement, the decision is in the interests of safety of other members, the CVAM Group, or IAM RoadSmart.

2. Qualifying Attendees

- 2.1. CVAM group rides shall remain open for **ALL** CVAM Members and Associates to enjoy.
- 2.2. Guest riders are welcome, subject to their agreement to pay the annual 'friends' fee on their first ride and shall be limited to attending two rides before confirming enrolment for the Advanced Riders Course.
- 2.3. CVAM full members only may carry pillions, subject to their agreement to pay the annual 'friends' fee on their first ride as a pillion.
- 2.4. Observers-roles during group rides
 - 2.4.1. Observers may be requested to pre-check and be responsible for guests, prior to the group ride beginning and monitor such guests, to the point where, in the Observer's opinion, that guest is deemed confident, capable and safe in the group.
 - 2.4.2. Observers shall assess their own Associates for their group riding capabilities, prior to their attendance on a group ride. Observers shall monitor and be responsible for their Associate during the ride to the point where, in the Observer's opinion, the Associate is deemed confident, capable and safe in the group. The minimum monitoring shall be until the first rest stop.

2.4.3. In all cases it is considered best practice to engage additional observer(s) in the monitoring process and agree ,mutually, that the guest or Associate can ride freely.

2.5. Members

2.5.1. Members shall abide by these IAM Roadsmart and CVAM group rides guidelines.

2.6. Associates

2.6.1. Associates shall be pre-checked and 'escorted' by their Observer on, at the very least, their first group ride. If their Observer is not available to support the Associate's request to join a group ride, then the Observer shall arrange for a replacement Observer to accompany and monitor the Associate for the ride.

2.6.2. Associates shall wear two armbands and be introduced, along with their Observer, at the ride brief.

3. Lead and Tail Riders Roles

- 3.1. The Lead Rider shall have undertaken the CVAM Lead Rider training prior to taking a group ride.
- 3.2. The Lead Rider shall be responsible for:
 - 3.2.1. the route,
 - 3.2.2. the pre-ride briefing,
 - 3.2.3. ensuring all attendees have contact numbers and key location addresses or rendezvous points in the event of the group breaking up or other incidents,
 - 3.2.4. the marking of junctions,
 - 3.2.5. assessing constantly the dynamics of road travel and dealing with effects that may need route changes.
- 3.3. The Lead Rider shall liaise with the Tail Rider to ensure that:
 - 3.3.1. all attendees sign in via the contact sheet,
 - 3.3.2. all attendees are equipped with CVAM group identification armbands
 - 3.3.3. ensuring that the first aid kit and puncture repair kit is carried by the Tail Rider.
 - 3.3.4. At the end of the ride, ensure that all riders are accounted for.

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- 3.4. If an incident occurs which prevents riders following as markers, then the Lead Rider should decide whether to wait in situ for a period of time, head to a pre-arranged rendezvous point or return to the last marker point to review what the circumstances are and re-gather the group safely.
 - 3.5. The Tail Rider shall ideally be a qualified Observer, to support Associate/Guest monitoring and is responsible for collecting junction markers in a safe manner and holding the contact details sign in sheet.
 - 3.6. The Tail Rider shall assess any situation concerning a breakdown or accident.
 - 3.6.1. The best practice for a breakdown is to first assess whether recovery assistance is needed and has been called by the individual.
 - 3.6.2. If the individual is alone, assess whether the next marker or an alternative rider, ahead of the location of the incident, can be sent back to support the individual, or become the replacement Tail Rider, whilst staying with the individual. Ensure the Lead Rider is made aware of the situation (refer to contact sheet).
 - 3.6.3. In a similar structure as above, for an accident ensure medical assistance is arranged and/or first aid is available.
 - 3.6.4. If a group rider is seen returning in the opposite direction to the route, it may be that there has been a delay or break up of the group ahead. Ensure that the rider is safely brought back into the group and heads back to the next marking point.

4. Junction Marking

- 4.1. Primarily, when signalled by the lead rider to mark a junction, the marker shall find a safe place to pull over ready to direct the group by way of a clear pointing action.
- 4.2. The marker should remain on the bike, with **no indicators operating**. Consider the ecological effects and machine sympathy if idling for an extended period.
- 4.3. A strong pointing action needs to be made to ensure riders are clearly directed on the route.
- 4.4. When the Tail Rider is within sight, be prepared to move off when signalled, recognising any safety issues that may unfold by doing so. If traffic allows, pull away in front of the Tail Rider when signalled. However, in some circumstances it may be necessary to allow the Tail Rider to pass and then overtake to resume position within the group.
- 4.5. **Generally**, the Tail Rider will approach within a reasonable amount of time, maybe 10 minutes at most, depending on traffic and road conditions. If there are no group riders passing for a long period, then it may be that an incident could have occurred which directly or indirectly affects the group's progress, or the riders behind have taken a wrong turn. In these circumstances wait in position for 15 minutes and consider the following set of actions:
 - 4.5.1. **At 15 mins** attempt to call a contact, preferably Tail Rider
 - 4.5.2. **At 20 mins** attempt to call a contact, preferably Lead Rider
 - 4.5.3. **At 30 mins** if there is still no response, or other group riders passing, then consider a final contact call before resuming the route, or making your way to the next key location.

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- 4.6. However, **before** finally leaving a marking point, be sure to review whether there are any factors that might have caused a delay before you approached the mark such as, the distance from the last mark, multiple traffic lights, roadworks, roundabouts, diversions, blue lights/sirens among others.

FAQ

How will I know when a ride out is planned?

Dates are in the CVAM calendar, the Events page on cvam.info and the CVAM Rides coordinator will send a broadcast email advising key information about the ride.

How will I know where the ride is going?

The broadcast information will advise date, the starting point, the time of the pre-ride briefing, the departure time and a summary of the route, including mileage, time in saddle and key locations.

What do I need to do to prepare for a ride out?

Apart from two wheels, make sure you arrive in good time for the briefing with a full tank & empty bladder (not vice versa!). Be ready to advise the Ride Leader or Tail Rider if there are any issues they should be aware of in confidence, or if you intend to leave early.

What happens when I arrive and what is the brief about?

On arrival, you will sign the contact sheet and be issued with a green armband to help identify you as a CVAM group rider. Two armbands if you are an associate.

The brief consists of the order of the day and how to ride safely within the group to ensure we all stay on the same routes and arrive back safely. It will cover the drop off system, whether overtaking in the group is ok and the key locations.

What should I check before we set off?

Make sure you have the contact numbers for the Lead and Tail Riders, postcodes and numbers of the key locations before you set off, just in case. Don't forget, check you have enough fuel.

What are the key points to consider when I'm riding in a group?

Ride your own ride, try to keep an eye on the riders in front and behind so no one gets lost and watch out for junctions being marked. Give room if someone wants to overtake. Be that 'thinking rider'.

What should I do if I get lost?

The only times you'll get lost is if you lose sight of the riders in front, or behind you, miss a direction marker, or you follow someone going the wrong way. If you think you've gone wrong, slow up or pull over somewhere safe and wait a few minutes if needs be. If no one comes by, double back to try and pick up the route. If there's no marker or Tail Rider, consider ringing a contact or head to the next key location.

Hang on, why are we going this way, I've got the route in my SatNav?

Be aware that under dynamic road and traffic conditions, the Lead Rider may opt to, or need to, change the route. Trust the markers.

What if I see someone go the wrong way?

If someone has **clearly** and obviously missed a marker, don't follow them. If necessary, stop at the next marker and advise them to let the Tail Rider know, before continuing onwards.

What if I want to drop out of the ride?

It is important to account for all riders, so advise the Lead or Tail rider at a stop and hand back in your arm band. Alternatively, if during the ride, stop by a marker and advise them to account for your departure and return the armband. If you are feeling ill, then always think of safety, wait for the Tail Rider to ensure that help is at hand.

What happens if I break down, or have another issue?

The Tail Rider, or others behind you will come to your aid. The Tail Rider will control the situation, either staying with you, have someone stay with you, or appoint another as Tail Rider. If it is just you plus the Tail Rider, then they may go to the next marker and appoint them as Tail Rider & return or send someone back. If you are OK on your own, then as long as you are safe it is OK to sort yourself out.

What happens at the end of the ride?

Make sure the Lead or Tail Rider accounts for your arrival . Shake hands, have a cuppa or head home with a satisfied grin and look forward to the next one.

Can I lead a ride?

YES! We are always looking for ride leaders, just get in touch with the Rides Coordinator or committee member and take half a day out to run through and practice in a small group and you're off.

cvam.info website.