

ABU DHABI EXILES MC



SAFETY HANDBOOK

Version O:October 2005

1. Introduction

Riding with a group can be one of the most exciting and rewarding experiences you can have.

It is important, however, that you consider your experience level. If you are a beginner and still learning to negotiate turns & the concepts of straight line breaking and breaking in a turn along with maintaining balance while riding slow, group riding is not a good place to learn how to ride. For the safety of yourself and others, please be proficient at basic riding before you join our group.

Even when you consider yourself to be an “experienced” rider, **never** forget that riding in a group is quite different than riding on your own. Therefore, make sure you read this manual before you decide to join one of our weekly rides.

This manual was put together by the Exiles MC Committee keeping your safety in mind. **Suggestions are always welcome and even encouraged.**

2. Group Riding Rules and Tips

We all know that within the UAE, road manners are not the best in the world. Common courtesy on sharing the road is extremely important but a lot of road users seem to have forgotten what courtesy means. Therefore, if **we stick to the rules**, we should be less prone to accidents.

Remember, **you are responsible for the safe operation of your bike**. No one else can accept that responsibility. These rules are not, and cannot be, intended to be all-encompassing and cover all aspects of group riding. These rules are intended to be suggestive in nature and have generally been found to work well. There is always room for common sense to fit any particular situation.



a. Common Sense Rules

- All rides must have a Senior Road Captain.
- EVERYONE riding with the club is expected to know and follow these rules. Anyone violating the rules, and compromising everyone else's safety, will be warned, and if their actions continue, will no longer be welcome to ride with the club.
- All riders must be in a fit condition to ride. If any member is deemed unfit due to a medical condition, alcohol or drug intoxication, he will be asked not to participate in the ride.
- All bikes must be in a roadworthy condition, have the **proper insurance and licensing**.
- Make sure that you arrive on time and with a filled-up bike. If you were unable to fill up your bike, please inform the Senior Road Captain.
- Inform the Senior Road Captain if your bike has an unusual short fuel range or if your bladder has a short range.
- Inform the Senior Road Captain and the Assistant Road Captains if you intend to leave the group before any scheduled stop. This will avoid any misunderstandings.
- Remember to wear adequate clothing and some clear eye protection if the ride extends into the night. Do not forget your helmet.



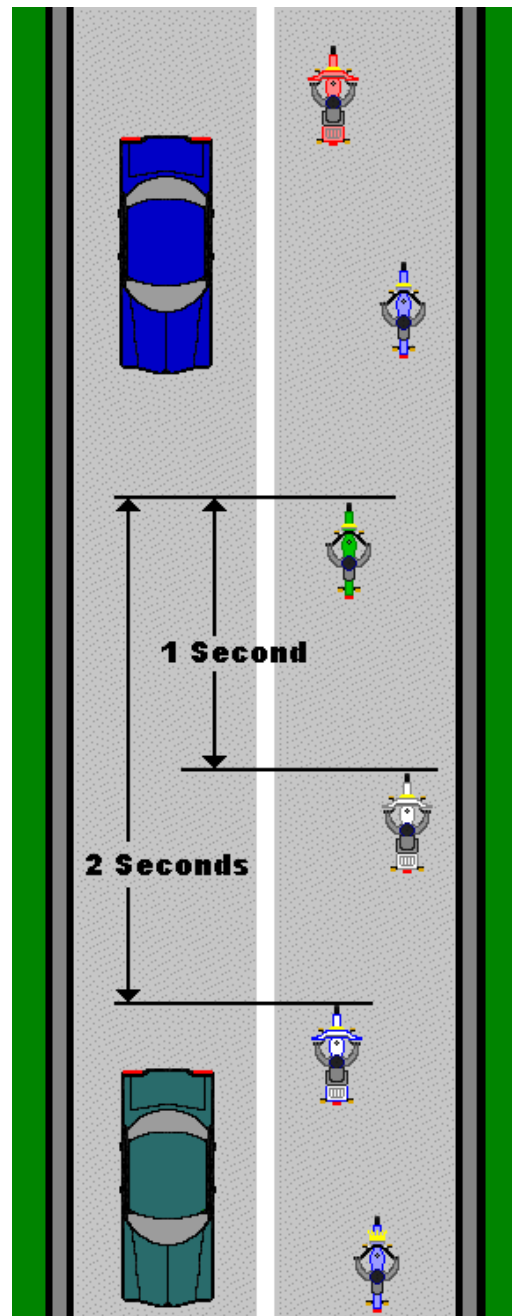
b. Group Lay-out

- For **ALL** rides there will be an assigned Senior Road Captain and one Assistant Road Captain (Tail rider). However, **if you prefer to ride on your own, you are free to do so, but you should inform the Road Captain.**
- The Senior Road Captain will lead the group by taking the first position on the left hand side of the pack. He will ride his bike with all headlights (High-beam) and running lights on.
- The Assistant Road Captain will ride at the back of the pack. He too will ride with all headlights (High-beam) and running lights on.
- All other riders will take on positions in between and ride their bikes with headlights on (**Low-beam**) and running lights off.
- Each rider should maintain his starting position within the group until arrival at the destination. There is one exception. (See break-down during staggered formation)
- New or inexperienced members will be placed just **behind** the Senior Road Captain. The Senior and the Assistant Road Captain will observe their riding style and inform the rider of any anomalies during the next scheduled stop.
- Guest riders will be considered as inexperienced and will ride in the same position as explained above.
- At the start of **EACH** ride, the Senior Road Captain will give a short information speech, covering ride destination, scheduled stops, speed limits and riding rules. **All** riders will be checked regularly on awareness of the rules.
- In case of more than 10 riders, it is up to the Senior Road Captain to split the group into smaller sections. Each section will consist of at least a Senior and one Assistant Road Captain.



c. The Stagger Formation

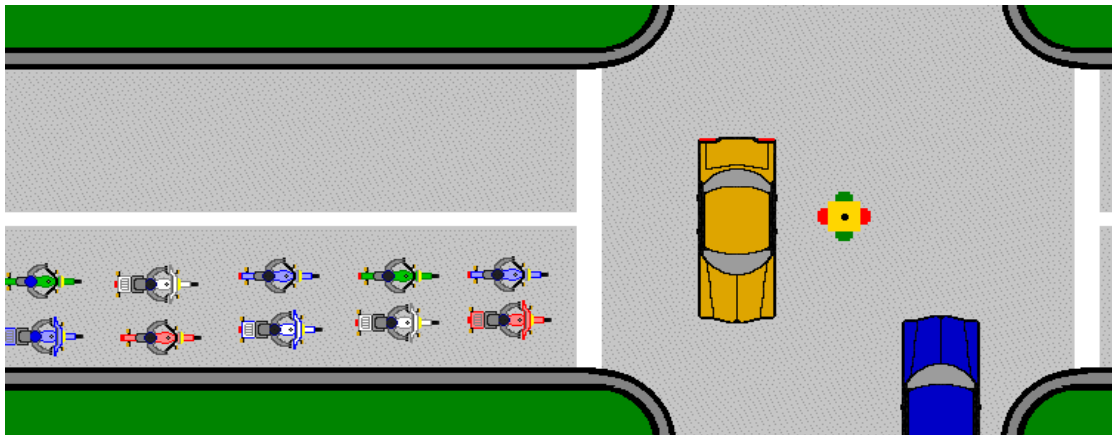
- All Abu Dhabi rides are performed in a stagger formation except for sharp cornering and mountain rides.
- The minimum recommended spacing to the bike directly in front of you should not be less than two seconds (the two second rule). The 2-second gap is measured by visually selecting an object at the side of the road, and then as soon as the bike ahead of you passes that object, start counting. Adjust your speed and distance so that you pass the object 2 seconds later.
- The bike in the lane to your left or right should not be less than one second ahead of you.
- An easier way to check the right position is by looking at the rider diagonally in front of your position. If you can see his ugly face in his rear view mirror, you know you are OK.
- The two-second rule is a rule of thumb you should try to adhere to when possible, especially at highway speeds. There are times however, when it is best to squeeze together while in city streets & while slowing for a stop. This will help prevent cars from entering the group.
- Under certain conditions the Senior Road Captain will signal the group to form a single file formation. The signal is the left arm held overhead with one finger extended. (Mountain rides)



In case of break down, immediately pull over to the right hand side of the road and stop. The Assistant Road Captain will stop with you while another experienced biker at the back of the pack informs the Senior Road Captain in case he has not noticed the break down. The riders behind the break down will move up to fill the gap. **Under No circumstances will there be any lane changing.**

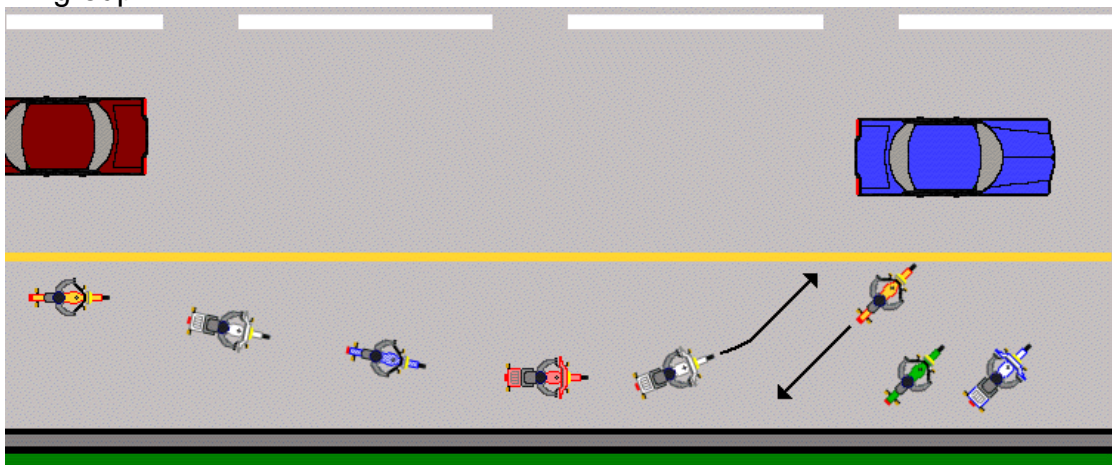
d. Stopping at an Intersection or traffic light.

- When stopping as a group at an intersection, break stagger formation and pull up beside the bike in the adjacent lane. This will reduce the length of the group by half. Stay in this formation until you are through the intersection. Because the group is half as long it will take half the time to clear the intersection and increase the odds of keeping the group intact.
- If you don't make it through the intersection with the group, don't worry. Don't take a chance and run a red light. The leader will know that you are not with the group and will slow down, or wait for you down the road.



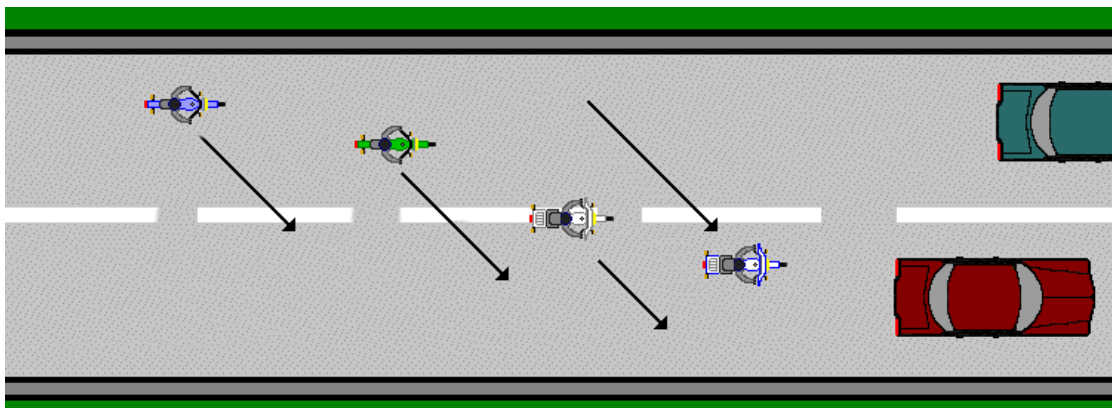
e. Parking the Bikes

- Parking in an orderly method substantially reduces the time for all to get off the road and out of traffic. There is risk of injury for the last bikes that may be blocking the road in an attempt to stay with the group.



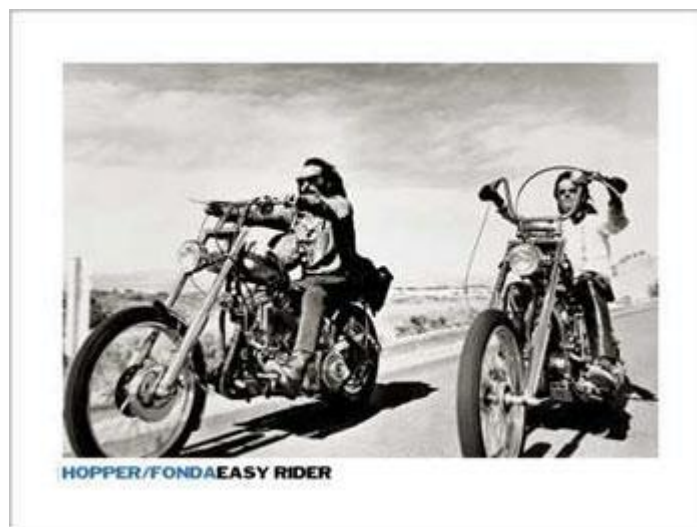
f. Overtaking as a group

- Overtaking slower traffic can lead to hazardous situations if certain rules are not adhered to. If the rules are followed, it becomes one of the nicest things you can experience as a biker.
- The Senior Road Captain will hold his position and signal his intentions by using his indicator and/or hand signal.
- If radios are available, the Assistant Road Captain at the back of the pack will move to the left and hold up any oncoming traffic. No other bike is allowed to change lanes.
- When the lane is free, the Senior Road Captain will change lanes, followed by the rest of the pack in an orderly way.
- **Note:** NOBODY, except the Assistant Road Captain, is to change lanes before the Senior Road Captain. ALWAYS make a HEAD CHECK before you begin the lane change, and maintain safe distances. **Remember, it is your safety, so always make sure that the road is clear. Do not blindly follow the biker in front of you.**
- Always pass in a “stagger” formation. This will allow a biker to go left or right in case of trouble.
- After overtaking a slower vehicle, go back to the original line and take on your position. **Maintain your speed after overtaking to make room for other riders behind you.**
- Always use your indicators and/or hand signals to show your intentions to other road users.



g. Ride Speeds and General Behaviour.

- The Senior Road Captain will attempt to establish and maintain a uniform speed, consistent with the ability of the least experienced rider, surrounding conditions, and safe riding practices. All riders will make an effort to maintain this uniform speed.
- The maximum speed on major highways will be limited to 120 km, situation permitting. Only in the case of overtaking, speeds greater than 120 km are expected.
- The riding speed within the city limits will be limited to 60 – 80 km, except if indicated otherwise.
- Before reaching a “speed hump”, switch on your warning lights to warn other bikers behind you.
- Once the speed hump has been taken, do not accelerate too quickly. You might end up with the group breaking up into several small groups.
- Do not forget to switch off your warning lights as soon as the speed hump has been taken.
- In the event a car or other vehicle wants to turn off and ride through the group, slow down and give way. Once the vehicle is out of the way, accelerate and take on your original position.
- Do NOT unnecessarily accelerate or slow down while riding in a group. This might be an indication that you are in trouble and might upset other riders.
- Never forget that riding in a group is not a race. We are there to enjoy the ride.



h. What to do in case of an accident?

- If an accident has occurred, move over to the hard shoulder or to the right hand side of the road in a safe manner.
- Switch on your warning lights to warn oncoming traffic.
- Be of assistance if needed.
- If needed, remove motorcycles from the road. Do not move the injured even if they are on the road. Make sure you stop any oncoming traffic.
- Do not remove helmets of injured bikers. You might make it worse.
- **Only people with valid certification are to give “first aid” to the injured.** Whenever possible, a first aid kit should be made available for the rides. The Senior Road Captain should know, prior to the ride, who are the qualified “first-aiders”.
- In case the accident has happened at the back of the pack and some riders have left the scene, the Assistant Road Captain will continue the journey and inform the Senior Road Captain. The Senior Road Captain will move over to the right hand side of the road and stop the whole pack.
- If the police are required, let only 1 biker do the talking. Wherever possible, a UAE national should take on this role.
- We all know that people like to have a closer look at the injured. Make sure that these “onlookers” are not hampering any rescue attempts.



i. An easy way to pick up a fallen motorcycle (Courtesy of BMW)

- Hit the KILL switch if the engine is still running.
- Make sure that the bike is in gear if you can reach it.
- Stand with your butt toward the seat; stoop down and with your right hand take the left grip of the handlebar.



- When you grab the grip, pull it until it is as close to the tank as possible. With your left hand find something sturdy to grab hold of under the seat. The closer your hand is to your body, the better.

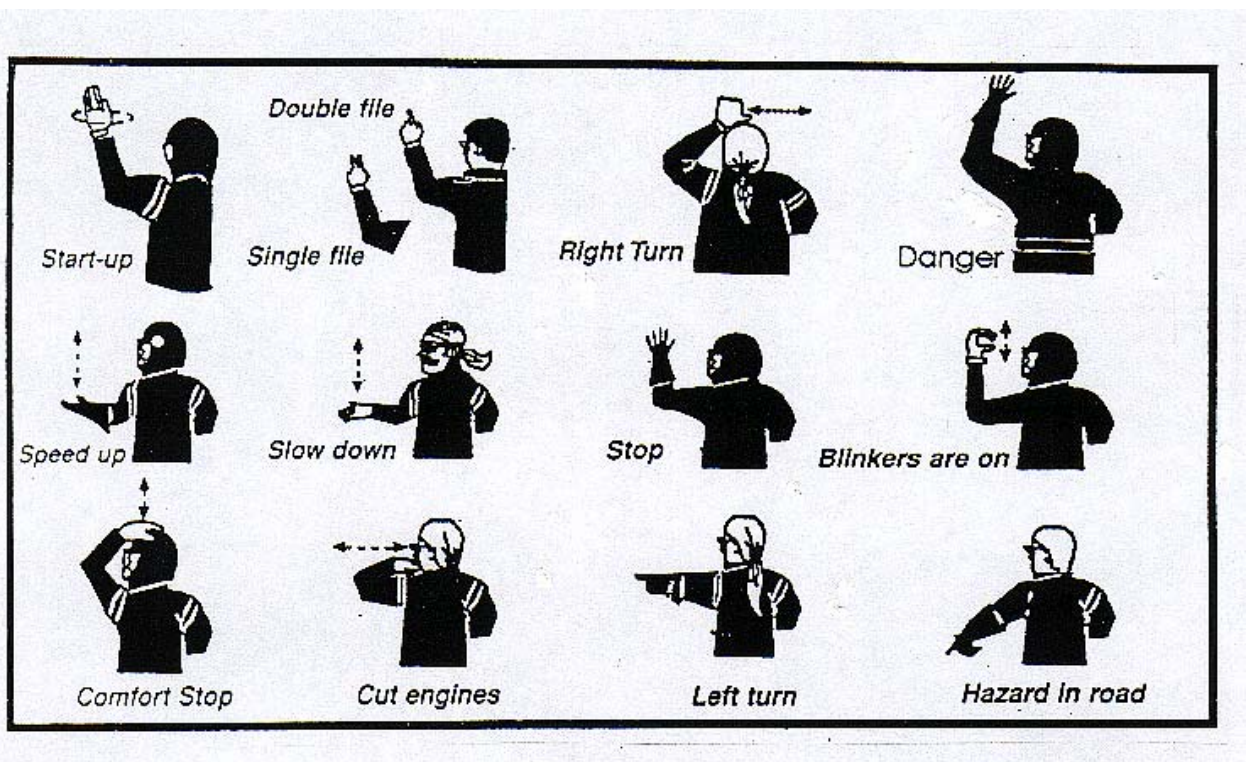


- Place your butt mid way on the edge of the seat. This is crucial.
- Once you are in the right position, push the bike with your butt and upper legs. Make sure that you have good traction under your feet or you will slip.
- Make sure not to push the bike over to the other side.



IN SHORT

1. Most Abu Dhabi Exiles MC rides are done in stagger formation. However, if you prefer to ride by yourself, you are welcome to do so after informing the Senior Road Captain.
2. Make sure that you know where the group is heading to.
3. Once you have taken up position within the group, stay in that position for the remainder of the ride. If for whatever reason a gap appears in front of you, move up slowly while making sure that the other bikers know your intentions.
4. Never swap lines
5. Only provide first aid to injured bikers if you are qualified to do so.
6. **Do not rev up your engines and sound horns in built up areas. This gets us a bad reputation and draws the attention of the police.**
7. Always use your indicators to highlight your intentions.
8. Below are handsigns that the Senior Road Captain is likely to use. Make sure you understand them.



Regards

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