

Red Knights International
Firefighters Motorcycle club®



Team Riding Course
Road Captain Course

SAFETY FIRST

FIRST FACT TO REMEMBER:

**MOTORCYCLE RIDING BY IT'S NATURE IS
DANGEROUS**

SECOND FACT TO REMEMBER:

TRAIN AND BE PREPARED

Objective

The objective of the Team Riding Course is to provide Members with the education and information that will enable them to be better prepared and equipped to lead and participate in safe *Team Rides*.

Agenda

- We will have a classroom segment for about 2 ½ hours where we go over the following:
 - Introduction
 - Team Riding Terms
 - Guidelines
 - Hand Signals
 - Question and answer period

Overview

- What is a Road Captain?
- Safety
- Team Riding Review
- Planning the Ride
- Day of the Ride
- The Ride
- Hand-and-Arm Signals
- Q/A

What is a Road Captain?



- A Road Captain is.....
 - A leader capable of setting up a ride according to the Team Riding Guidelines.
 - A Ride Leader trained in how to lead a Team Ride
 - A Ride Leader Trained in how to fulfill the duties of “drag” the correct way.

ROAD CAPTAIN

- Road Captain: Description of a Road Captain is pretty simple. He/She will either lead or assist on rides. An important point I would like to make is that the word LEAD is a misnomer. Anyone can lead a group of bikes, but the Lead RC must be able to MANAGE the group. Here is where the challenge lies.
-
- **Pre-Ride:**
-
- Plan Route, Gas stops, Rest breaks, and food (Plan stop about every 80-100 Miles)
- If ride involves staying overnight, provide lodging information earlier than 1 month.
- Provide printed route details and maps to all Road Captains assisting in ride.
- . Pre ride route shortly before ride if possible to check for:
 - Road work or hazardous road conditions, detours
 - Gas and restroom facilities (Choose areas with multiple pumps and restrooms) 6 I recommend each RC to carry safety flares and a basic first aid kit
- If unable to lead the ride, find an alternate lead Road Captain and notify SRC.

ROAD CAPTAIN

- **Day of Ride**
- Cancel ride if conditions are not safe (weather conditions, etc)
- Arrive at departing location early.
- Collect tolls if necessary (Suggest using stickers on the headlights to identify paid riders).
- Along with other Road Captains insure the safety of all riders while on the ride. (see Road Rule)
- Arrange for rear and middle Road Captain support if available.
- Insure all non-members and minors have executed waivers.
- Conduct Pre-ride Briefing (use laminated briefing card)
- Request new riders ride up front.
- Have all riders mount their bikes, check that everyone is ready (if you have a CB, call rear RC. If not, visually check), then pull out, STOP a short distance away to make sure all riders are ready, then proceed on the ride.
- If you are the designated RC to stop if someone breaks down, YOU will stay with that rider as long as it takes to get him or her going or to a repair facility –
 - NO EXCEPTIONS. WE WILL NOT LEAVE ANYONE!!

ROAD CAPTAIN

- When pulling away after stopping at a traffic signal, etc, DO NOT HAUL BUTT. Remember, everyone behind you has to stop or at least proceed with caution through the intersection. Watch the group using your mirrors.
- If an unsafe situation occurs by a rider(s):
 - Take responsible rider(s) aside at the first stop and attempt to resolve problem.
 - If the problem cannot be corrected, have the rider/s/ removed from the ride. If this causes a problem, terminate ride and contact the SRC.
- In the unlikely event there is an accident.
 - Assign specific responsibilities as appropriate (someone to direct traffic, call 911, first Aid). All other riders should go to a safe location away from the accident.
- Once the ride ends, the Lead RC should be familiar with the area in order to provide directions for anyone to return home.

ROAD CAPTAIN

- **Please Remember:** As Lead Road Captain your first priority is to insure that the ride is safe and enjoyable for all riders.
- Also, as Lead Road Captain you are **COMPLETELY in charge of all riders**. As such, you should constantly be looking for trouble (oncoming traffic, road hazards, traffic from side roads, watching the bikes in your mirrors, anticipating traffic signals, if the weather turns bad, find a safe location to pull over).
- Not a requirement, but a strong suggestion that all Road Captains successfully complete the Advanced Motorcycle Safety course.
- I also recommend RCs have CB radios for ease of communicating.

Who should be Road Captains?

- All Chapter Officers, Rider Educators, and Ride Coordinators.
- Any Rider who may happen to lead Organized rides, Dinner rides, etc.
- Anyone wanting to further his or her knowledge of Team Riding.
- Finally, to be a Road Captain is a **privilege** earned, not just a Patch on your vest. There is a tremendous amount of responsibility on you and not everyone is ready.



BASIC SAFETY FIRST

(not involved)

- Scene safety first – stop, park, kick stand down, engine off, pause 1-2 seconds and access the scene.
- You are not required to stop to render assistance at the scene of an accident.
- Consider the rest of the group and continue to your destination or a place where everyone can safety stop.
- If you do stop and offer first aid, you are not liable under the Good Samaritan Act as long as you only do what you have been trained to do.

BASIC FIRST AID (involved)

- However, if it's one of our group involved in an accident, the Rear RC will be in charge because the Lead RC won't know it happened, possibly. Someone has to in charge.
- You will need to designate only a few others to assist. Designate someone who knows where you are to call 9-11; designate someone to assist the injured rider/s/ if not you, and designate someone to get the rest of the riders out of the way, preferably to your original destination or to a safe place where they can stop/wait.
- All assisting the injured should put on the exam gloves for your own safety.

BASIC SAFETY FIRST

- Stabilize the head and neck and NEVER release until professional help arrives. You will need to designate someone to do this.
- Whoever is the one assisting the injured, first check the ABCs (airway, breathing, circulation). AVPU – (Alert, Verbal response, Painful response, Unresponsive)
- If the patient is awake and breathing that's good. Tell the injured NOT to move and assure him/her that professional help is on the way. If awake, ask them where they hurt. Do NOT move the injured if they are awake, tell them NOT to move. Tell them to answer your questions with a YES or NO and NOT move their head. If not breathing, check for a pulse by using your two fingers placed on the carotid artery on the side of their neck.

BASIC SAFETY FIRST

- If there is bleeding, blood flowing from an injury, it's a vein, if it's pumping blood, it's an artery. Either way, applying direct pressure on the wound is the ONLY thing you should do. Put on your exam gloves first (NOT your M/C gloves, then the dressing. DO NOT remove whatever you're using. If it becomes soaked with blood, put more bandages or whatever you have on top of the bloody one. If no broken bones are visible, raising the arm or leg that is bleeding will help.
- Drug stores sell Non-latex gloves. They are also great in the winter inside your regular gloves for keeping your hand warm.
- Always reassure the injured that help is on the way.

BASIC FIRST AID

- If the injured has broken bones, do not attempt anything other than stabilizing the head/neck and bleeding
- Do not move the injured unless he/she is not breathing. You may have to roll the injured over on their back. (demonstrate how).
- Helmet removal is not necessary since mouth to mouth is no longer part of CPR. Full face helmets, recommend raising the lid so the injured is more comfortable. Hospital staffs prefer the patient arrive with the helmet on.
- I suggest each RC can make their own. Large zip lock bag with some sort of absorbing pads such “trauma dressings from a drug store, Kotext or similar product will work. A space blanket purchased at a surplus store, camping, even Wal-Mart, Target, etc. carry them, and of course non-latex gloves. The space blanket has many uses. Protecting the injured, warming the injured, and shielding the injured.

BASIC FIRST AID

- Remember that the injured may go into shock (Hyper fusion). Signs of shock: altered mental status, cool/ clammy skin, nausea, labored breathing, rapid pulse. Use the thermal blanket, and can raise the legs slightly if not injured
- Most injured will be concerned about their ride and will not won't to go to the hospital. You cannot make them either, but it is to their advantage.

BASIC FIRST AID

- Other concerns: Heat stroke and heat exhaustion could be a problem during hot summers. Lead RC should consider stopping more often for liquids. When you stop, walk around and checkout the riders. Same holds true in cold weather with hypothermia.
- Signs of heat stroke (hyperthermia) hot, dry or even moist skin, rapid pulse, weakness, cramps, no sweating. Get out of the heat, cool compresses to the forehead and wrist, hydrate as needed.
- Signs of hypothermia: No shivering, stiffness, drowsiness. Warm up slowly, do not rub the affected area, fingers can be put in armpits. Even if the weather seems warm, the wind-chill factor can cause hypothermia

Why a Team?

- Mass Riding
 - Everyone does their own thing.
- Leisure Riding
 - Riders have a basic idea of each other's styles.
- Team Riding
 - Structured planning and ride conduct.
 - Having a set "Rules of the Road"
 - Actively working together to make the ride safer, more relaxing, and more enjoyable.

Team Responsibilities

- All Riders Responsibilities
- Lead Bike Responsibilities
- Drag Bike Responsibilities
- Team Member Responsibilities

All Riders Responsibilities

- Arrive on time
 - Full tank and empty bladder(full stomach?)
- Complete pre-ride check
 - Bike known to be in good condition (T-CLOCS)
- Be prepared with essentials
 - First Aid kit, Raingear, extra clothing, Emergency contact info, Cell phone
- Inform coordinator of any special needs
 - Diabetes, Bladder or Back problems, etc.



T-CLOCS

- T Tires, Proper Pressure/Tread
- C Controls, Throttle, Levers, Cables, Switches
- L Lights, High/Low beams, Signals, Brakes
- O Oil, Do you have it? If so, proper amount
- C Chassis, Air Shocks? Belt/Chain?
- S Stand, Check spring and adjustment

Lead Bike Responsibilities

- Should be experienced
- Be able to make quick, safe decisions
- Pick his/her Drag Bike
- Sets the tone for the ride
- Maintains communications
- Communicates any changes(speed, lane, etc)
- Adheres to the schedule
- Listens to Team Members

Drag Bike Responsibilities

- Controls general conduct of the ride
- Ensures that the team is abiding by the rules
- Drops off to assist Team Members or public (preferably has first aid kit)
- Address any unusual riding action
- Secure lanes for the Team
- Communicate with 'Lead'
- Controls the pace of the ride

Team Member Responsibilities

- Ride their own ride
- Arrives prepared and ready
- Communicates any change in position
- Maintains proper spacing and position
- Follow 'Lead' and 'Drag' instructions
- Minimize CB traffic when appropriate
- Makes certain that they have the ride information
- Communicates issues or concerns to the 'Lead' or 'Drag'

Planning and Preparation

- Plan the Route
- Plan the Stops
- Plan the Breaks
- Plan the Speed
- Plan the Teams
- Plan the Start
- Plan to Inform
- Start Prepared

Day of the Ride

- Arrive at the starting location ahead of time
- Position the bikes as they arrive
- Size the groups and select leaders
- Do a safety check
 - Do not endanger the group with a single bike having major defects or safety issues
- Plan to accommodate Solo Riders
- Review the 3 primary hand signals
- Stage all groups five minutes before departure
- Select CB channels and do a radio check

The Ride

- Communicate your intentions verbally or physically
- 'Lead' and 'Drag' work as a Team
- Communicate with the Group
- CB chatter
- Group Spacing
- Group Communication

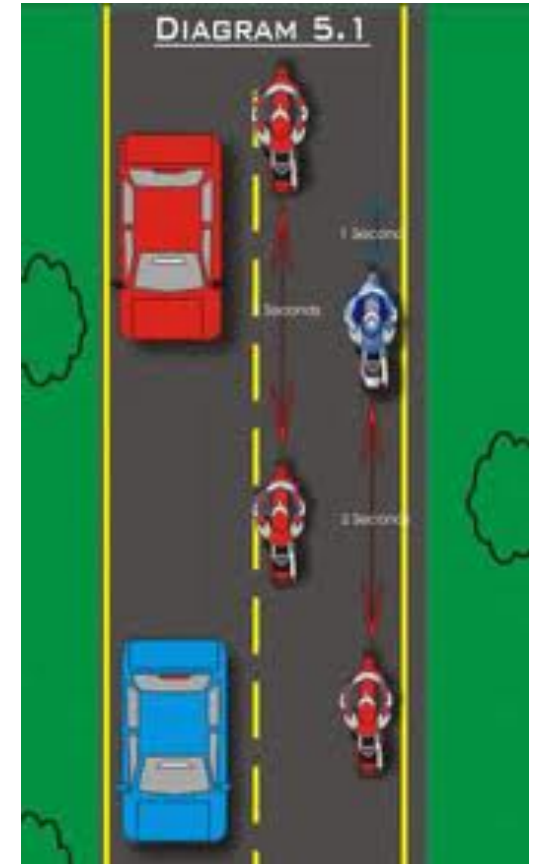
'The Ride' FACTS

- IMPORTANT

- *During any team maneuver, it's always the responsibility of the individual rider to check for the safety of a move before executing it.*
- *Never take anyone else's word that a lane is clear or it is safe to pass*
- *Always do a head check. Don't depend on mirrors.*

'The Ride' ---Staggered

- Mentally divide lane into thirds
 - Lead bike in left track
 - Bike #2 in right track ≥ 1 sec.
 - Bike #3 in left track ≥ 2 sec.
 - And so on.....
- Allows time and space to react
- Adjust distance to conditions (rain,night)
 - Double the following distance
- Only the 'Lead' bike uses High Beams



'The Ride' Single File

- When in curves or winding roads
- When road is narrow or no shoulder
- When approaching blind hills
- When passing semi's in either direction
- When hazards are present
- Always remember Minimum 2 second rule

'The Ride' Merging

- When entering traffic from an on-ramp, You should enter as quickly and safely as possible.
 - Don't try to get fancy, Just get out safely
- Don't attempt to block a lane with your motorcycle. It is illegal and certainly dangerous
- Each bike picks their own merge point in traffic, then safely moves into it.
- 'Drag' bike is last out and notifies 'Lead' of progress of unification

'The Ride' Lane Changes

- 'Lead' asks 'Drag' "move to left/right when clear"
- 'Drag' checks traffic behind. If not clear gives "standby" When clear, moves to left/right and announces "lane is secure"
- 'Lead' bike announces, "look left/right" move "left/right" Move as you see it is safe.
- Others follow in order, or all together.
- Follow the leader! Do not move over until the bike in front of you moves.

'The Ride' Passing

This is only done when it is SAFE, LEGAL, AND NECESSARY!!!

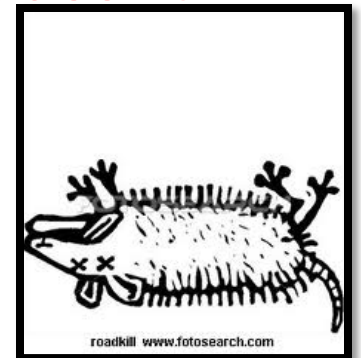
- 'Lead' notifies the Team to pass single file.
- Only done one-at-a-time
- 'Lead' does mirror and head check, turn signal and passes
- After 'Lead' pulls back into lane he moves ahead to leave room for remaining bikes to return to lane
- When safe, 2nd bike follows same procedure, and so on.
- When 'Drag' bike is safely around he advises 'Lead' all have passed safely.

'The Ride' Traffic Lights

- When stopped for a traffic light use “compressed” staggered formation.
- Bike #2 is about 3 feet back from 'Lead' so 'Lead' has a clear view in both directions.
- Normal staggered formation resumes when Team begins moving.
- ***From a stop, 'Lead' bike should start out slow to keep the group together***

'The Ride' Hazards

- Leader should always point to the hazard
- If you can call out on the radio
 - Call out “Road Dirt” or “Debris” left, center, right
 - “Road Dirt Left”
 - “Debris Right”
 - “Hole Center”
- Each team member is responsible to pass it down the line



'The Ride' Towns



- When Traveling through towns, the group may get broken up at traffic lights. There are several ways to handle this:
 - If the route is known, regroup on the other side of town.
 - The 'Lead' may safely pullover to wait on the rest to clear the light or obstacle.
 - 'Lead' should call out each turn or change of direction just prior to doing it. 'Drag' notifies of group status.
- There will be a new temporary 'lead' and 'drag' because of the group getting split

'The Ride' Parking Lots

- Quickly move as far off the road as possible
 - This gets the bikes off the road safely into the parking lot
- If possible, all bikes stay in line and use same row of parking spots and same parking procedure.(this really looks professional)



NEVER LEAVE BIKES STRANDED ON

ROADWAY!!

'The Ride' Riders Leaving

- If possible communicate beforehand to Road Captain to avoid confusion.
- Position toward rear of group.
- Split from group before your turn.
- Have replacement for early departure of 'Drag' or 'Lead'
- Plan Ahead

'The Ride' Emergencies

- Accidents
 - Follow motorcycle crash scene response protocol
- Mechanical issues
 - The rider verbally notifies or uses hand signals to indicate problem.
 - ***Only the 'Drag' pulls over with the disabled bike.***
 - The 'Lead' should find a safe place to pull the rest of the group off(Exit Ramp, Parking Lot, etc)
- Phone calls
 - NOT AN EMERGENCY

Hand Signals

Single File

- Arm and Index finger extended straight up



Hand Signals

'Staggered formation'

- Arm extended straight up. First and fourth fingers extended forming "ram's horn"



Hand Signals

'Hazard on road'

- Point immediately, with emphasis to the track the object is in.
- Can be done with right or left hand or leg



Hand Signals

'Follow Me'

- Arm extended straight from shoulder, palm forward



Hand Signals 'Speed Up'

- Arm down to side.
Fist Clinched, Rotate,
Twist hand as if
turning throttle



Hand Signals 'Stop'

- Arm extended down,
Palm Back



Hand Signals 'Slow Down'

- Arm Extended straight out from shoulder moving down repeatedly



Hand Signals 'Right Turn'

- Arm out, elbow bent, hand straight up as fist.



Hand Signals 'Left Turn'

- Arm straight out from body, palm flat.



Hand Signals

'You Lead, come around'

- Arm extended down,
Palm forward,
swinging forward
from hip in arc.



Hand Signals

I am OK, No problem

- Tap on helmet with open hand, Palm down



Hand Signals 'Need Fuel'

- Arm out to side
point to fuel
tank.



Hand Signals

'Food/Drink Stop'

- Arm out to side, thumb to mouth.



Hand Signals

'Turn Signal left on'

- Repeatedly open and close hand with fingers extended



Hand Signals 'Pull Off'

- Arm out, swing toward shoulder or pull off, exit.



Hand Signals

'Need Comfort stop'

- Forearm extended, fist clenched with up and down movement. To say wrist tired need break.



Riding Equipment Do's

- Helmet
- Gloves
- Jacket
- Boots
- Long Pants
- Eye Protection
- Medical Information Sheet

The following slides are very graphic
and may be uncomfortable to view



What a helmet looks like after sliding down the road

Better that your head



Save your face

It is your choice



Helmets are to hot to wear

Is it really to hot?

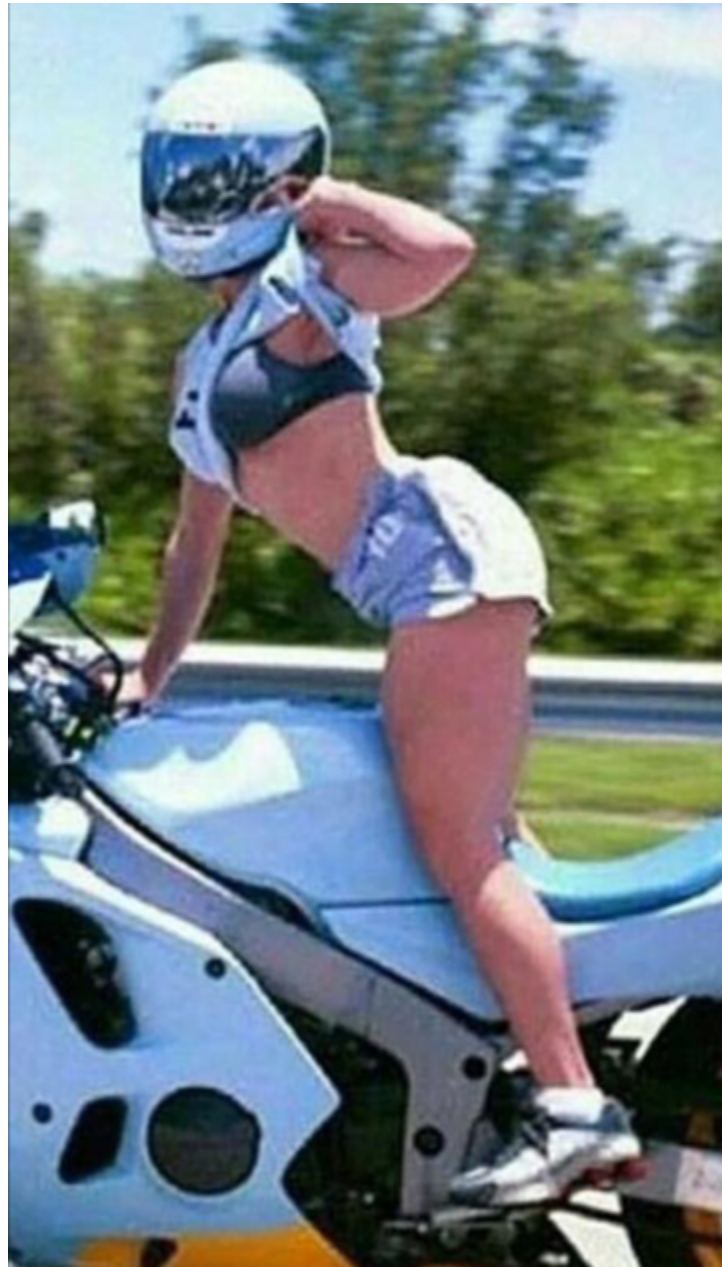


I don't need a helmet

Or my face



**I DO NOT NEED GLOVES OR A JACKET
GLOVES CAN SAVE YOUR HANDS**





RKMC MEDICAL INFORMATION FORM

RKMC MEDICAL DATA HELMET STICKER

AIR MED INTERNATIONAL

1-800-356-2161

AIRMED.COM

AirMed provides worldwide air medical transport services
24/7/365.

AirMed is equipped for virtually every critical care scenario

Riding Equipment Do Not's

- Tennis shoes
- Flip Flops
- Sandals
- Shorts
- Unsafe distance, stay in gear



Tennis Shoes
ALWAYS WEAR BOOTS



Never wear Flip Flops OR Sandals
They are not safe anytime you are on a bike



**Watch getting off motorcycle with flip flops
Have your rider always wear boots also**



**Would you rather sweat or bleed?
Put safety first.**

**Wear long pants, no way it is summer
Long pants...GOOD.....ConcreteBAD**

**Watch behind you and stay in first
gear**

at traffic lights and stop signs

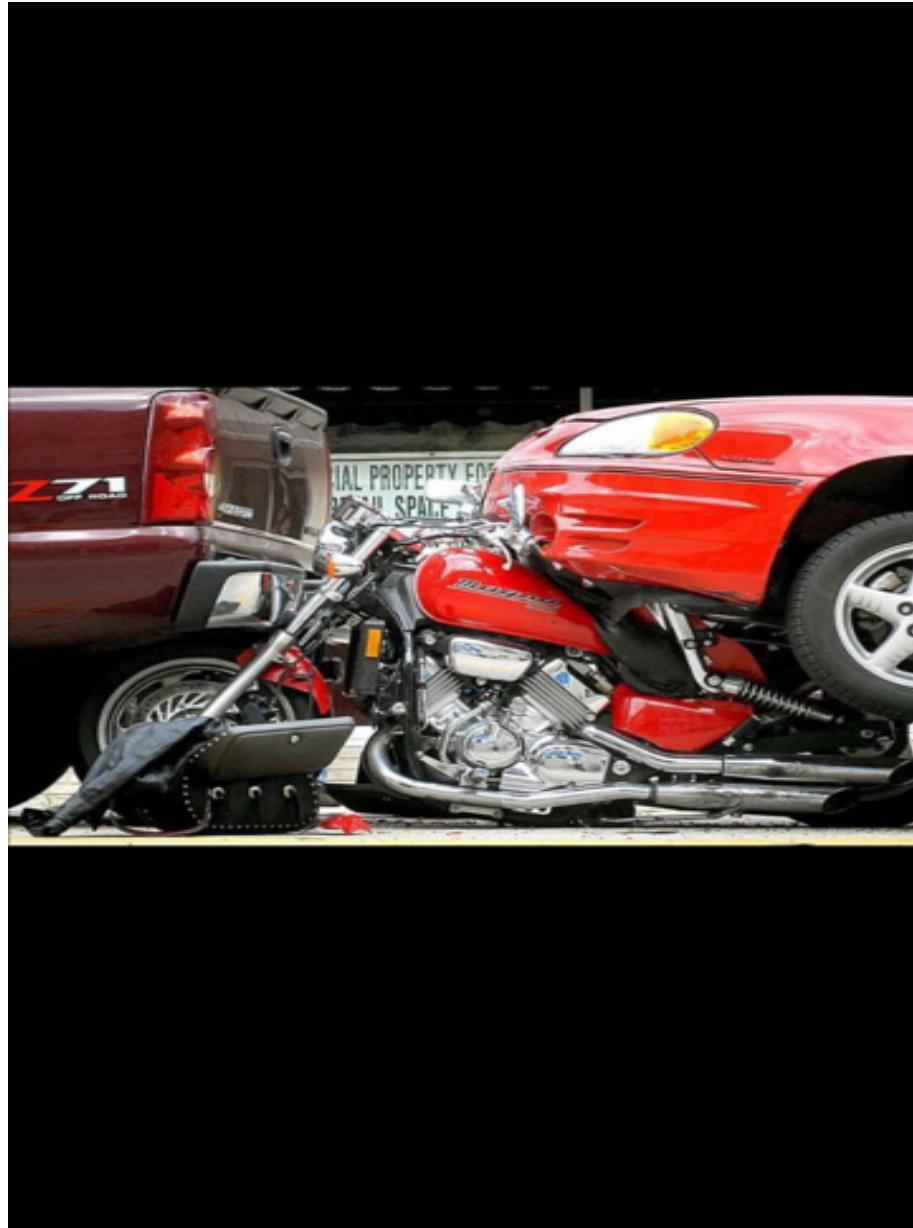
**Four Words I Pray
You NEVER have to say:**

**"I Didn't
see him!"**



PLEASE WATCH FOR MOTORCYCLES

ALWAYS WATCH BEHIND YOU





**When stopped, keep bike in gear and watch behind you
Give yourself space and time to react**

Summary

- What is a Road captain?
- Team Riding
- Planning
- Day of the ride prep
- The Ride
- Hand Signals

Questions?

Comments?