












# Fellowship of Christian Riders


## RULES OF THE ROAD DURING FCR RIDES


-  Make sure you have a FULL tank of gas and arrive 15 minutes prior to departure time.
-  Before beginning, all riders and passengers must sign a Release of Liability Form. See the ride coordinator to obtain a Release Form if you have not signed one.
-  Ride in a staggered column, the lead motorcycle is in the left 1/3 part of the lane, the second motorcycle is in the right 1/3 of the lane, and so on. The exception to this is on narrow or winding roads where single file is the rule. Always stay in line with the motorcycle in front of you, do not switch between the left and right sides of the lane.
-  Maintain proper spacing and speed, maintain a two-second interval between your motorcycle and the motorcycle directly in front of you. Always maintain eye contact with the riders ahead and behind you in both your lane and the adjacent lane. Don't allow gaps to develop, except to accommodate traffic as necessary. Try to avoid sudden changes in speed as this can cause potentially dangerous accordion effects for the riders behind you.
-  If a gap develops in the staggered formation (i.e. if a rider drops out), the rider directly behind the gap moves up. If you are in this situation, you should move forward ONLY AFTER receiving a signal from the rider in the adjacent lane that they know that you are going to pass. Do not move to the opposite side of a lane to close a gap. Accordingly, if a gap opens up in front of you in the adjacent lane, signal to the rider behind you in that lane that it is OK for them to pass to fill the gap.
-  Always signal changes in direction, lanes, etc. To advise riders behind you of hazards in the road, point to the hazard with the hand closest to the object, pothole, etc. You must always stay alert to the riders and the road ahead.
-  For lane changes on multi-lane highways, lane changes are made from rear to front. The Lead Road Captain will signal for a lane change. The signal will be passed back through the group and the rear road captain will move into the desired lane when it is safe to do so, securing the lane for the safe movement of the rest of the group (back to front) into the desired lane. **DO NOT TAKE FOR GRANTED THAT THE LANE BEHIND YOU IS CLEAR!** Visually check before moving into the other lane!
-  On expressways with 3 or 4 lanes traveling in the same direction, the normal lane used will be the first lane adjacent to the right lane; riding in the far right lane forces vehicles entering and leaving the road to break through our column.
-  On a round trip ride the Road Captain will announce a departure time from the destination. It is your responsibility to be at the appointed place and time for the return trip. If you did not ride to the destination with the group, but would like to


return with them, inform the Road Captain of your intentions, sign the release form, and obtain the departure details.

 If you intend to join a ride at a point other than the starting point, obtain, sign and submit the waiver form; advise the Road Captain ahead of time where you intend to join the ride; and take a position at the rear of the group, but ahead of the Rear Road Captain. If you intend to drop out of the group while en route, advise the Road Captain and take a position near the rear of the group so as not to create unnecessary gaps in the columns or surprises for the other riders.

 If a motorcycle becomes disabled, the group does not stop. A Rear Road Captain will stop to assist the disabled bike. If there is a Second Rear Captain, if possible, they will move up to inform the lead of the disabled bike and then return to the rear. The group will continue on to the destination or a safe stopping location. If the disabled bike has a quick fix and can resume travel, it will rejoin the group. If towing or parts are necessary, the Road Captain that stopped with attempt to assist the disabled rider and, if possible, notify the Leader of the status of the disabled bike. *NOTE: Each rider has the responsibility to insure their motorcycle is road-worthy and in proper working order prior to the start of each ride. Bikes deemed unsafe will not be allowed to ride in the group. The Road Captain will decide this. There are NO exceptions!*

 Remember, even though we might have the right of way, cars are bigger and harder, so let common sense prevail – even if they are in the wrong, yield and let them go. Conversely, you are encouraged to acknowledge in a friendly manner, when a courtesy is extended to us by the driver of an automobile.

 FCR rides are intended to be enjoyable for everyone. Sometimes when a rider appears not to be exhibiting safe riding skills, a Road Captain or Ministry Leader may speak to them about their riding habits. If this should happen to you, please do not be offended. Our primary goal is for all FCR riders to have a safe and pleasant ride. Please honor the Road Captain's request. If you disagree with it, please contact the Event Coordinator after the ride is over.

 Remember, in group riding you are responsible for your actions and the results of your actions, not the Road Captains and not the leaders of the FCR ministry. If you are inexperienced or simply uncomfortable riding with the group, please let the Road Captain know at the earliest opportunity. He/she may be able to offer suggestions to make the ride more enjoyable for you and for those riding near you.