





Hand Signals

We suggest that the following hand signals be used on all group rides.

	<p>START ENGINES With your right or left arm extended, move your index finger in a circular motion.</p>
<p>LEFT TURN Raise your left arm horizontal with your elbow fully extended.</p>	
	<p>RIGHT TURN Raise your left arm horizontal with your elbow bent 90 degrees vertically.</p>
<p>HAZARD LEFT Extend your left arm at a 45 degree angle and point towards the hazard.</p>	



HAZARD RIGHT A
Extend your right arm at a 45 degree angle and point towards the hazard.

HAZARD RIGHT B
Extend your left arm upward at a 45 degree angle with your elbow bent to 90 degrees and point towards the hazard over your helmet.



SPEED UP
Raise your left arm up and down with your index finger extended upward. This indicates the leader wants to speed up.

SLOW DOWN
Extend your left arm at a 45 degree angle and move your hand up and down.





STOP
Extend your left arm at a 45 degree angle with the palm of your hand facing rearward.

SINGLE FILE
Position your left hand over your helmet with your fingers extended upward. This indicates the leader wants the group in a single file formation. Usually this is done for safety reasons.



STAGGERED FORMATION
Extend your left arm upward at a 45 degree angle with your index and pinkie finger extended. This indicates that it is safe to return to staggered formation.

TIGHTEN UP
Raise your left arm and repeatedly move and down in a pulling motion. This indicates the leader wants the group to close ranks.

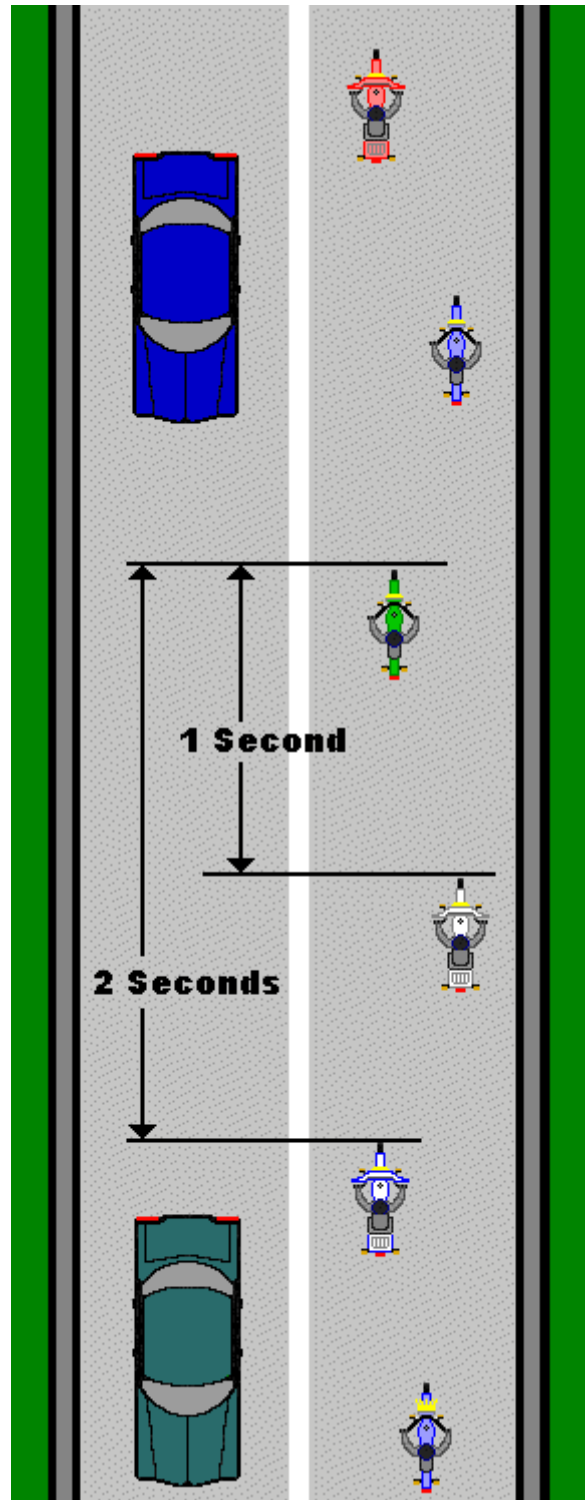


RIDING STAGGERED

Those riding in a group generally ride in a stagger formation for safety reasons. The minimum recommended spacing to the bike directly in front of you should not be less than two seconds (the two second rule). The bike in the lane to your left or right should not be less than one second ahead of you. You will find that two seconds is a long distance when riding at highway speeds. That is it's a long distance when everything is going well.

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When things go wrong, however, two seconds distance is gone in the time it takes to figure out you are in trouble. The two second rule is a rule of thumb and you should try to adhere to this rule 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. The last bike should ride in the middle of the two bike lanes with all head lights and running lights on. This will help the lead bike see the last bike. Refer to the image to the right.



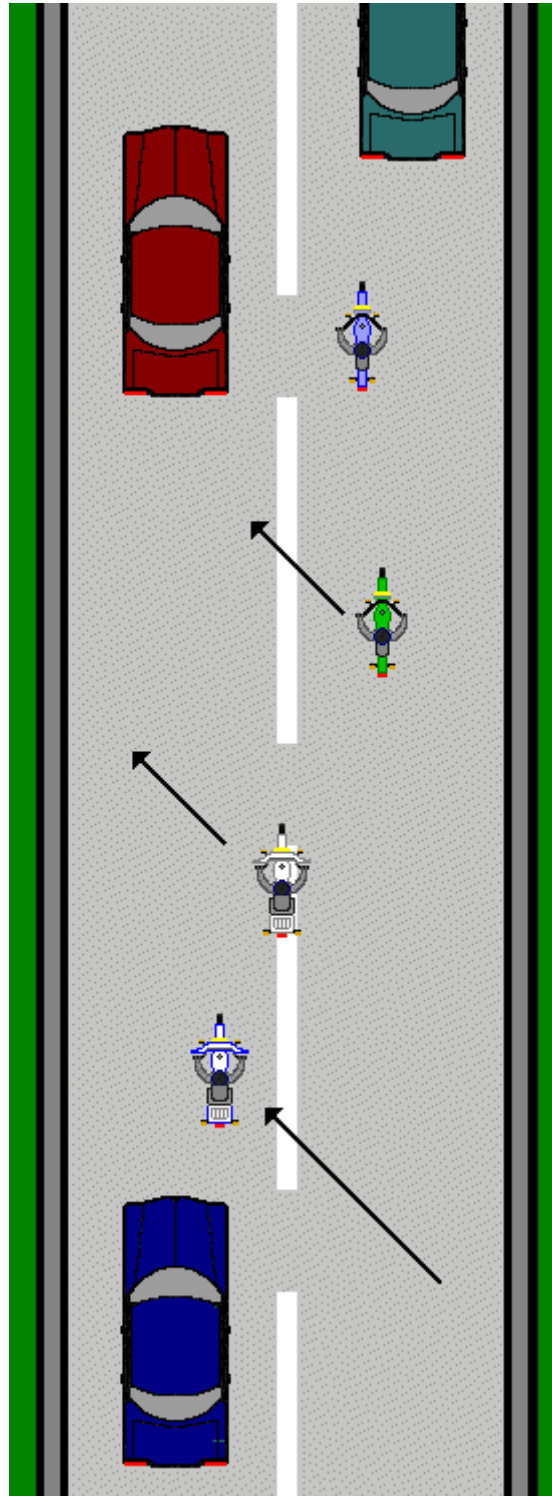
PASSING ON A FREEWAY INTO A FASTER LANE

As a group, it can be difficult to pass a slow moving car on any road with two or more lanes of same-direction traffic. This is especially true with moderate to

heavy traffic. Often there is not enough room for the entire group to get between cars in the faster lane. The way to accomplish this is for the last biker to pull over one lane to the left and hold his position. Each rider should move to the left lane as the cars in front of the rear biker pass them.

You can then pass the slow car as a group after the lead rider moves to the left lane.

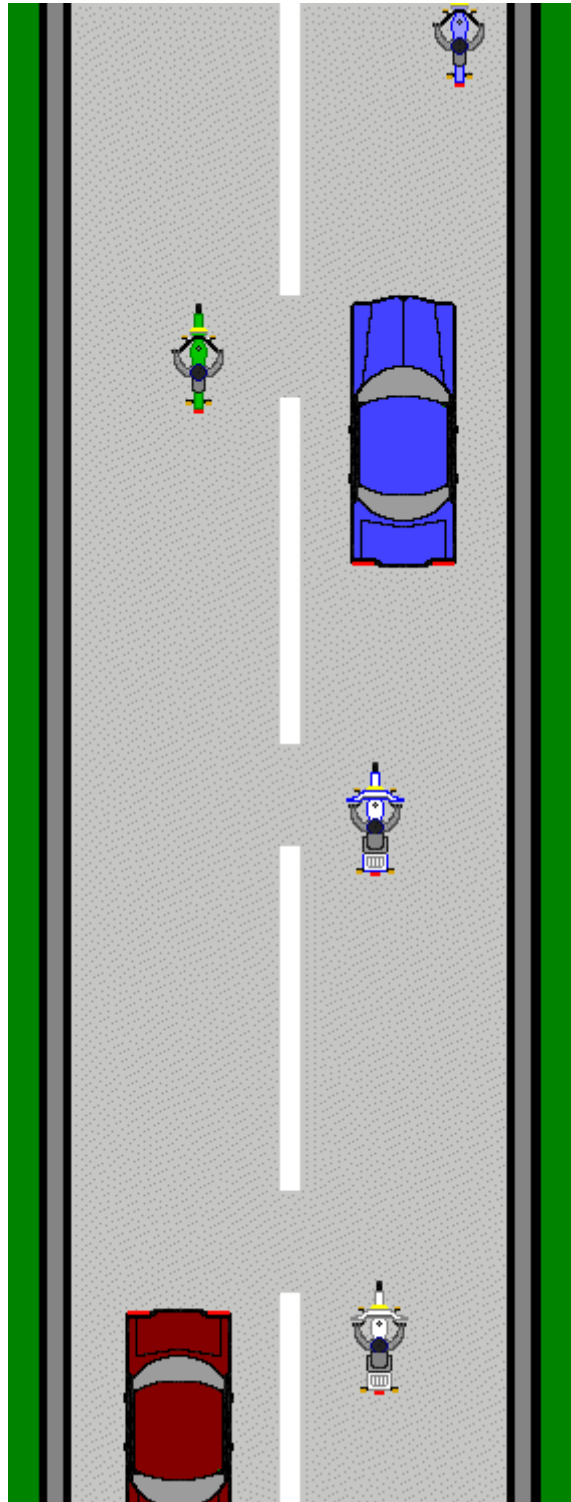
The lead rider should move back to the right lane after passing the slow car by a safe distance. It is very important that the lead rider maintain speed to make room for all the other riders. Each rider should move back to the right lane one at a time once safely cleared the slow car. This can be a real slick choreographed move for other motorists to observe.



PASSING ON A TWO LANE ROAD

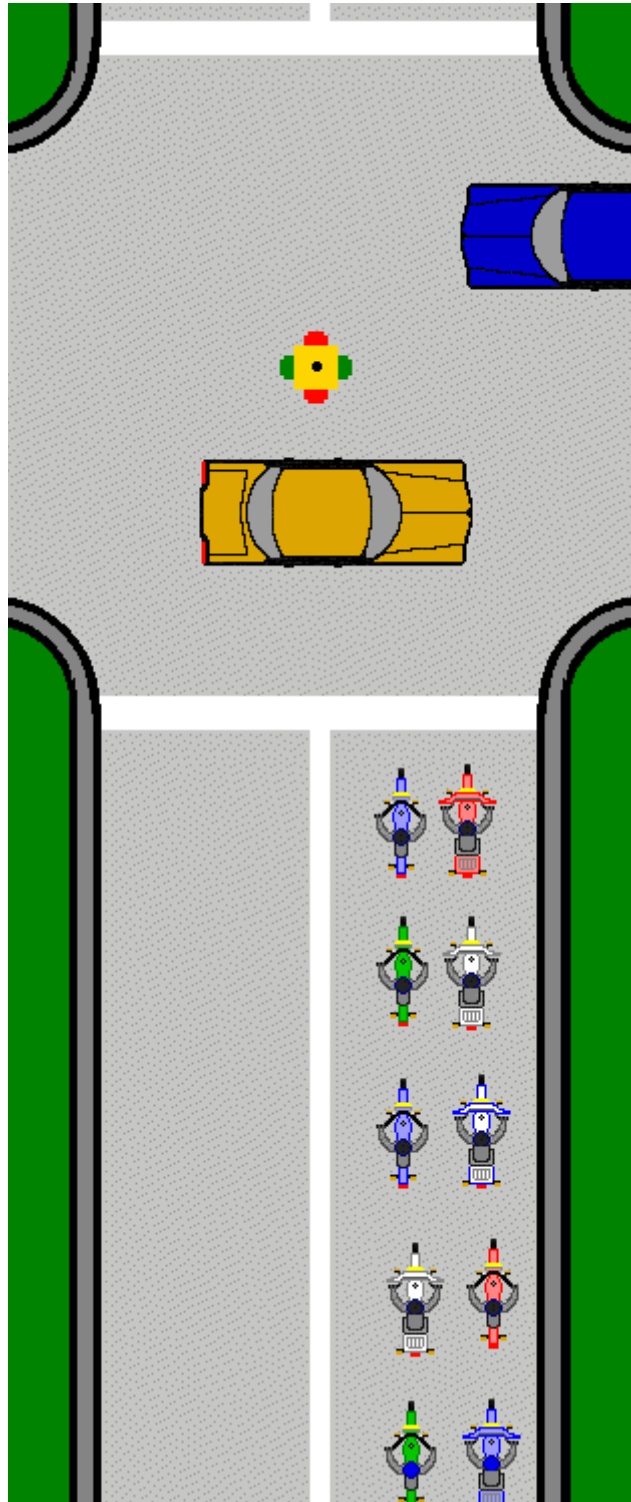
It is usually very difficult for a group to pass a slow moving car on a two lane road. Generally High Country Cruisers will not pass a car on a two lane road, particularly on local rides, unless it is going very slow. If the lead biker decides to pass the car, each biker must decide on his own if it is safe for him or her. **DO NOT** follow the bike in front of you unless you are certain that it is safe for you too.

IMPORTANT: After passing the car, keep going. You must make room for all the bikes behind you.



STOPPING AS A GROUP AT AN INTERSECTION

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.



GROUP PARKING

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.

A good way to park, if there is room, is for each bike to pull ahead of the intended parking place and then back up into your spot. You can see how this is done on the image to the right. This can be done very fast because you don't have to wait for the bike ahead of you to finish the job.

If you find yourself at the end of the group and can't get off the road while waiting for others to park, **GO AROUND**. Come back a minute or two later when things have settled down and take your time.

For you bagger drivers, don't forget your pipes. Everything is cool when you back up to the curb until you lean your bike over on the kick stand and you bend and scratch your left pipe on the curb.

