



Ride Safety Rules & Tips

Ride Leader Phone

2011 Flint Hills Stampede

Your Ride Leader: Has the final say during the ride. Their decisions are made for the overall safety of the group. Do as they ask and instruct, otherwise you may be asked to leave the group and return to camp.

The Golden Rule: *You Are Responsible For The Rider Behind You.* CHECK your mirrors often. During dusty road conditions, distances between riders will stretch even further.

Use your turn signals / hand signals to alert the rider behind you of direction changes. At intersections and route direction changes, always ensure that the rider behind you knows where the group is heading. Don't assume that the person behind you sees your every move make sure they know. Confirm to the rider ahead that you see the turn by also using your turn signals or hand signals ... this practice allows the patrol to keep a consistent pace going. Running your headlight on high beam also makes you more visible to the rider ahead of you, especially in dusty conditions.

When you cannot see the rider behind you slow down. If you still don't see the rider behind you, *STOP and WAIT for them.* Once the Ride Leader is aware that the "string is broken", he will back-track to the missing rider, picking up other waiting riders along the way. This procedure helps ensure that no one is left behind and stranded from the main group.

Following Distance / Passing: When riding a motorcycle on loose surfaces such as dirt, sand or gravel, the distance needed to safely come to a complete stop is lengthened by a factor of three or more. Allowing "eight to ten seconds", or a minimum of 50 ft. separation between you and the rider in front reduces the chance of collision. *NO PASSING*, unless waived on ahead by the rider in front of you.

Water Crossings: center your weight or stand on foot pegs and low power through the crossing, keeping weight to the rear wheel. Do not lift your feet off the pegs, as this greatly increases the chance of a spill.

Loose Surface Curves: The inside track in a curve generally has the best traction. If the inside track is in the left lane, only enter when there is clear vision ahead.

Stopping / Rest Breaks: Park at places with there is a clear line of sight in both directions. Park bikes on the right hand shoulder, in a single file.

In Mud: Ride the rut. The bottom of the rut has the best traction.

Wildlife: Valleys and watersheds hold the greatest potential for encounters with wildlife, especially large Kansas deer. When entering these areas, slow down and increase your "situational awareness".

Hedgerows: In agricultural areas, many fields are bordered with tree-lined wind breaks. Visibility can be poor, so it is prudent to slow down and enter intersections with extreme caution.

Wind: Kansas can have some high wind speeds. The important thing is to relax and let the bike "heel over" into the wind direction. To fight it can become physically taxing. In high crosswinds, make gentle course corrections.

Gravel Roads: The Flint Hills area has a number of roads paved in coarse gravel, giving the feeling of "riding on marbles", and with little directional control. When faced with those conditions, push back on the handlebars and center weight rearward, then relax your grip on the handlebars. In a short time, comfort and confidence will build.

Cattle On Open Range: Proceed slowly and with caution. Do not honk horns or rev engines. Allow cattle to move away from the roadbed before proceeding.

Horseback Riders: Horses are easily spooked and present a danger to themselves and to their rider when confronting motorcyclists. Stop at a good distance away from horseback rider(s) and cut engines. Wait for the horseback rider to move a good distance away from the roadbed before slowly and quietly proceeding.



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