precautions to ride in a safe manner.

Group size: Selecting the proper group size is as important as selecting the riding style you want to use (aggressive, cruising).

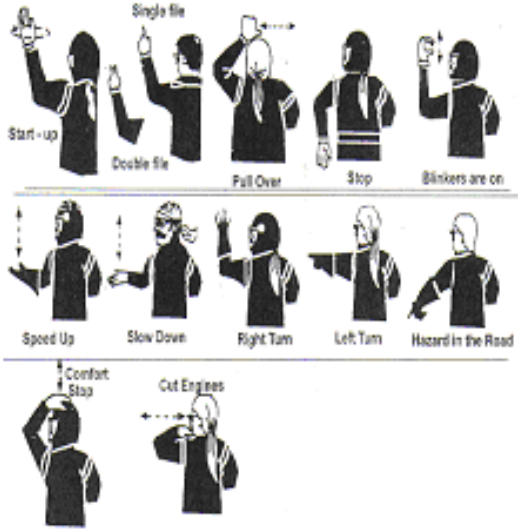
For short trips, no more than 15 bikes should be in a group. For longer trips, no more than 8 to 10 bikes should be in a group.

Group riding tips:

- Never hesitate to split larger groups into smaller ones.
- Always give way on curves.
- Pick a riding buddy; implement buddy system (two riders agree to stay together) the entire ride.
- Know your bike and your riding ability. Stay within their limits.
- Keep the group tight without crowding each other.
- Never ride in someone's blind spot.
- Wear appropriate riding attire at all times.

Planning for emergencies: Before the ride begins a plan should be developed for breakdowns and medical emergencies. For breakdowns the plan should include how long to wait, who in the group has what tools and extra parts, where is the nearest motorcycle repair shop and who has a cell phone to call for help. Planning for other emergencies should include emergency numbers f6r police and rescue in the area, basic first aid kit and skills, cell phone, disposable camera and injury report forms/paper. In all, planning specific roles for each rider in the group should be determined before the ride begins.

Blue Knights® IL XX hand signals are:



Written by:
Stephen Overton

Blue Knights® - Illinois XX
P.O. Box #429
Sugar Grove, IL 60554

www.bkilxx.com

Blue Knights® - Illinois XX

MOTORCYCLE SAFETY IN GROUP RIDING; MAKING GROUP RIDES A SAFE AND REWARDING EXPERIENCE

Safety Officer: Steve Overton

Head Road Captain: Patrick Quinn

Road Captains: Dick Anderson, Dale Arentsen, Scott Henderson and Steve Overton.

The first step to a great experience of group motorcycle riding is to ensure your motorcycle is well maintained and ready to ride. The best way to do this is to perform the **T-Clock** inspection process. This process is as follows:

T for Tires and Wheels: Tires should be inspected for tread depth, wearing, weathering, evenly seated, bulges and imbedded objects. Air pressure should be checked when cold and adjusted for planned load/speed. Wheels should be inspected for bent, missing or loose spokes. Cast wheels should be inspected for cracks and dents. All wheels should be inspected for out of round rims, bearings (no free play or growl should be present) and seals (cracked or torn with excessive grease outside.

C for Controls: Levers should be inspected for breaks, dents, cracks, ensure mounts are tight and ball ends of handlebar lever in tact. Cables should be inspected for fraying, kinks, lubrication. Hoses should be inspected for cuts, cracks, leaks, bulges, chaffing and deterioration. Throttle should be inspected for free movement, snapping close and no revving.

L for Lights: Ensure battery is secure and terminals are clean, tight and electrolyte level is appropriate. Inspect lenses for cracks, breaks, excessive condensation (especially after washing) and determine all are securely mounted. Inspect reflectors for cracks or broken pieces making sure they are securely mounted. Wiring should be inspected for fraying, chafing and missing insulation. Inspection of the wiring for pinches, pulling, loose or broken ties and loose or dirty connectors is also important.

O for Oil: Check engine oil when it is warm using the dipstick or sight glass. Hypoid gear oil should be checked for the transmission, rear drive and shaft. Hydraulic fluid for the brakes and clutch, coolant if applicable and fuel tank or gauge should be checked for appropriate levels of fluid. All areas should be inspected for leaks or worn hoses and pipes.

C for Chassis: Check the condition for cracks at gussets, accessory mounts and for paint lifting. Check steering head bearings for detent, tight spots through full travel and raise in front wheel for play by pushing/pulling. Raising the rear wheel and pushing/pulling the swing arm inspect swing arm bushings/bearings. Evaluating the smooth equal travel of the forks and shocks provides suspension inspection. Check air shocks and appropriately inflate for the load planned. Check the tension of the chain or belt, lubricate the side plates when hot, making sure belt is not lubricated at all and inspect sprockets for loose of missing teeth. Ensure fasteners are tight, no bolts, nuts, clips or cotter pins are broken or missing.

K for Kickstand: Check for cracks or bends and ensure springs are in place with the appropriate tension to hold in place.

To make your group ride an enjoyable experience remember the following:

Ride Objectives: You should establish clear objectives for your ride and execute them as planned. Specific objectives include:

- Understand the routes issues and concerns.
- Listen and understand all riding procedures (filling-in, passing, breakdowns, emergencies and hand signals).

Know the riders in your group: Each rider has unique characteristics and skills. It is extremely important that you know your skill and those you choose to ride with to minimize the risks involved with riding beyond your skill level. You should always look to ride in groups that are within your skill level or the pace you desire the day of the ride. For instance, some riders like to ride aggressively at all times, while others want to cruise and enjoy the sights along the way. Neither is wrong, but require different skill sets. NEVER ride outside your skill level.

Positioning: **ALWAYS** ride in a staggered position with the first bike leading on the left part of the lane leaving a minimum of 2-second intervals between bikes. Ideally *Road Captains* should be positioned near the front and at the sweep positions in a group. New or less experienced riders should be positioned toward the front of a group, never at the sweep position. Each rider is responsible for their own safety and should take