

Is Your Spyder Ready to Ride?

Use the Pre-Ride Checklist on page 62 of your Spyder roadster owner's manual now and before every time you ride. Performing a pre-ride inspection before each ride can help you monitor wear and normal deterioration.

In case you might have misplaced your owner's manual, there is a pre-ride inspection checklist on the Safety Card. If you don't know where that is (above the display), you're probably too busy riding – so we've included it below.

Inspect:

Tires: Look for damage, incorrect inflation and excessive tread wear.

Wheels and Lugnuts: Look for damage. Twist each front wheel lugnut by hand to be sure it is not loose. Be sure the rear wheel axle nut is in place.

Drive belt: Look for fraying, cuts, punctures and missing teeth. Verify alignment.

Leaks: Look under the vehicle for any leaks.

Storage compartment covers: Pull to check that they are properly latched. Also ensure that the seat is properly latched.

Mirrors: Clean and adjust.

Brake pedal: Press and make sure you feel firm resistance. Pedal must fully return when released.

Throttle handle: Twist several times. Be sure it operates freely and returns to idle position when released.

Clutch lever (if equipped): Adjust to your convenience. Squeeze to be sure it operated normally and fully returns when released.

Weight: Ensure that total weight of vehicle (including operator, passenger, cargo and added accessories) does not exceed 440 lbs.

Multifunction gauge cluster: Check the gauges, indicators, messages and the fuel level.

Lights / Horn: Check operation of headlights, tail light, brake light, turn signals, hazard warning lights, and horn.

Steering: Start engine and verify that steering operates freely.

Engine stop switch: Check that the engine stop switch is working properly.

Parking brake: Start engine, release parking brake and ensure parking brake indicator is off on the multifunction gauge cluster.

Brake: Drive forward slowly a few feet then apply brake to test.

Are You Ready to Ride?

Helmet: Make sure you wear a helmet that fits you properly and is comfortable. A good helmet makes motorcycling a lot more pleasurable because it cuts down on the wind noise and greatly reduces rider fatigue.

Eye Protection: A windshield is not eye protection; debris can whip in behind it and get in your eye. Proper eye protection means an approved shield on your helmet, a pair of goggles, or shatterproof glasses.

Jacket & Pants: These should be made of a thick material, such as leather. These help resist abrasion in the event of a fall and provide protection from the elements.

Gloves: Always wear gloves. Even on a hot day. The car in front of you may throw up a stone that hits your fingers. Bare hands cannot withstand abrasion in the event of a fall.

Boots: Sturdy, over-the-ankle boots, preferably made of leather, offer the best protection.

It is also a good practice to wear high visibility colors to make yourself seen by other drivers while riding or stopped on the road.



SAFE RIDING TIPS & GROUP RIDING PROCEDURES



Saturday, June 11, 2011

How are group rides organized?

Chapter group rides are led by the assigned Road Captain. Each Road Captain will have a map and detailed instructions for the ride so we will not be dependent on one sole leader to arrive at the set destination. It is also a good practice to review the posted route ahead of time (if available). At the pre-ride briefing, your Road Captains will be pointed out and the ride will be broken down as needed into several groups. Groups will be limited to 10 - 12 motorcycles per group. One or two Road Captains will be assigned as Sweep Riders who will assist in keeping the group together on the same route in the case that the group is split up.

Road Captains should wear a high visibility jacket or vest to help other riders identify them in the group. It also assists in allowing the group to be seen by drivers on the road.

All group riders should arrive at the place of departure at least 20 minutes before the scheduled departure with a full tank of gas and an empty bladder. A pre-ride briefing will be conducted by the Road Captain explaining the route, comfort and/or fuel stops, and other important safety information pertaining to the ride. The ride ends at the destination, however, you can usually find someone to return with.

Hand Signals

Communication between riders is essential on Group Rides. All hand signals must be passed back by the rider and passenger.



Start your engines



Stop



Go ahead and pass me



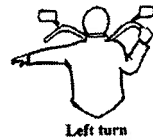
Right turn



Speed up



Time for a pit stop



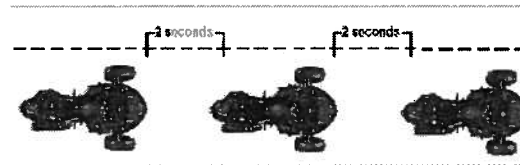
Left turn



Slow down

Riding Formation

When riding in a group on your Spyder, please maintain a single file riding formation in one traffic lane. Within the group, a safe distance is defined as a **MINIMUM TWO SECOND DELAY** between the rider, and the next rider directly ahead. This is a guideline for average highway riding, and the gap should be determined by the road conditions, traffic, and weather. It is **NEVER** a safe practice to share a lane with your Spyder and a two-wheeled motorcycle, or any other vehicle, while moving.



Stop Signs and Traffic Signals

When stopping at a traffic light, all riders should pull up in a tight staggered formation to allow all of the riders through the traffic light as quickly as possible. When pulling away from the light, allow a cushion of space between yourself and the rider in the front before proceeding. Proceed quickly and safely through the traffic signal and resume riding in the standard riding formation as described above.

BE CAREFUL! Even if one driver signals for the entire group to proceed through the intersection, other drivers may not! Proceed with caution.

Also, keep in mind that a group of motorcyclists together does not exempt you from the traffic laws of the state.

The Road Captain will try to stop the group if approaching a traffic signal that turns yellow, so be aware of this and be prepared to stop.

If the group gets too stretched out or split, the Road Captain may pull over (when safe) on the side of the road, or a large parking lot, waiting to re-group so that the formation can be resumed.

Passing

Once the Road Captain has indicated a pass, with a blinker signal (accompanied possibly with a hand signal), each rider in succession determines when to pass. One rider at a time passes and allows enough distance from the passed vehicle to ensure there is sufficient space for the following riders to enter back into the proper lane. Always perform a head check before passing to ensure the passing lane is clear.

Your Responsibilities

~ Will follow the instructions of the Road Captain, unless those instructions place the rider or any other individual in an unsafe situation.

~ Will ride with a "safety first" attitude. The safety of all individuals, whether or not they are a part of the group, is of paramount importance.

~ Will not ride while under the influence of alcohol or drugs that may impair your riding ability.

~ Stay with the group. If you know you will be dropping out, let the Road Captain know in advance.

Each rider is responsible for his or her own safety at all times.

Ride your own Ride.

This brochure is intended to be an overview to Group Riding and does not present all situations that may occur.