

# FC Riders Motorcycle Ministry

## 2012 RIDE FORM AND RELEASE

A completed release form is required for each rider and passenger

NAME:		CAMPUS:	
ADDRESS:			
CITY:	STATE:	ZIP CODE:	
BIRTHDAY: / /			CHECK IF UNDER 18 <input type="checkbox"/>
HOME PHONE #:	CELL PHONE #:		
EMAIL ADDRESS			
PASSENGER NAME:			
ADDRESS:			
CITY:	STATE:	ZIP CODE:	
BIRTHDAY: / /			CHECK IF UNDER 18 <input type="checkbox"/>
HOME PHONE #:	CELL PHONE #:		
EMAIL ADDRESS			
EMERGENCY CONTACT NAME:		CONTACT NUMBER:	
TYPE OF MOTORCYCLE:		LICENSE PLATE #:	

THIS IS A RELEASE. PLEASE READ BEFORE SIGNING.

I agree that Fellowship Church, their respective officers, directors, employees and agents (hereinafter, the "RELEASED PARTIES") shall not be liable or responsible for injury to me (including paralysis or death) or damage to my property during any of my FC Rider activities, even where the damage or injury is caused in negligence. I understand and agree that all FC Rider attendees and their guests participate voluntarily and at their own risk in all FC Rider activities and I assume all risks of injury or loss to any person or property, which may result from my participation in FC Rider activities and event(s). I UNDERSTAND THAT THIS MEANS THAT I AGREE NOT TO SUE THE "RELEASED PARTIES" FOR ANY INJURY OR DAMAGE TO MYSELF, PASSENGER OR MY PROPERTY RESULTING FROM, OR IN CONNECTION WITH, ANY FC RIDER ACTIVITIES OR EVENTS.

By signing this release, I certify that I have read this Release and fully understand it and that I am not relying on any statements or representations made by the "RELEASED PARTIES".

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

PASSENGER: \_\_\_\_\_ DATE: \_\_\_\_\_

MEMBER OF FELLOWSHIP CHURCH? YES  NO

CURRENTLY INVOLVED IN A HOME TEAM? YES  NO

CHECK HERE IF YOU ARE INTERESTED IN SERVING AS A VOLUNTEER

AREAS TO SERVE WITHIN FC RIDERS			
Prayer Ministry	Road Captain	Greeter	Communications





## QUICK TIPS: MSF's Guide to Group Riding

Motorcycling is primarily a solo activity, but for many, riding as a group -- whether with friends on a Sunday morning ride or with an organized motorcycle rally -- is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

**Arrive prepared.** Arrive on time with a full gas tank.

**Hold a riders' meeting.** Discuss things like the route, rest and fuel stops, and hand signals (see diagrams on next page). Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.

**Keep the group to a manageable size,** ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

**Ride prepared.** At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

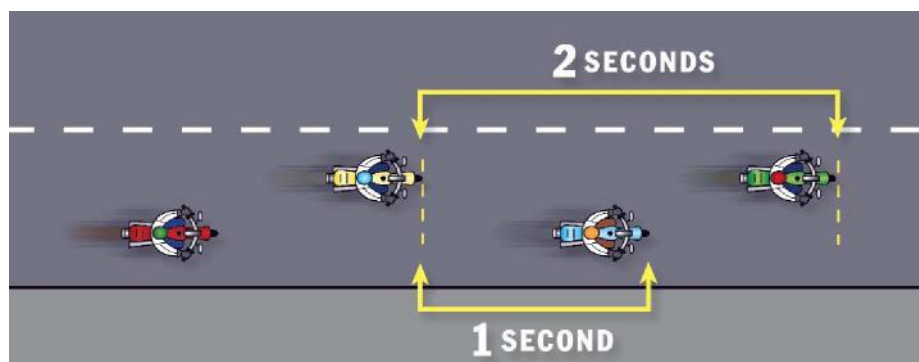
**Ride in formation.** The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

**Avoid side-by-side formations,** as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.














**Periodically check the riders following in your rear view mirror.** If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

**If you're separated from the group,** don't panic. Your group should have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up.

**For mechanical or medical problems,** use a cell phone to call for assistance as the situation warrants.



## MSF's Guide to Group Riding: Hand Signals

<p><b>Stop</b> - arm extended straight down, palm facing back</p> 	<p><b>Single File</b> - arm and index finger extended straight up</p> 	<p><b>Turn Signal On</b> - open and close hand with fingers and thumb extended</p> 
<p><b>Slow Down</b> - arm extended straight out, palm facing down</p> 	<p><b>Double File</b> - arm with index and middle finger extended straight up</p> 	<p><b>Fuel</b> - arm out to side pointing to tank with finger extended</p> 
<p><b>Speed Up</b> - arm extended straight out, palm facing up</p> 	<p><b>Hazard in Roadway</b> - on the right, point with right foot; on the left, point with left hand</p> 	<p><b>Refreshment Stop</b> - fingers closed, thumb to mouth</p> 
<p><b>You Lead/Come</b> - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front</p> 	<p><b>Highbeam</b> - tap on top of helmet with open palm down</p> 	<p><b>Comfort Stop</b> - forearm extended, fist clenched with short up and down motion</p> 
<p><b>Follow Me</b> - arm extended straight up from shoulder, palm forward</p> 	<p><b>Pull Off</b> - arm positioned as for right turn, forearm swung toward shoulder</p> 