

SABERS



Motorcycling

**MEMBERS INFORMATION
&
SAFETY HANDBOOK**

(Edition 1 - July 2012)

Contents

Forward

SABERS Safety & Other Recommendations

Ride Leader & Marshalling Guidelines

Ride Planning Checklist

SABERS Disciplinary Review Process

Forward

Welcome to SABERS Inc.

SABERS is short for South Australian Bikers, Events, Rides and Socialising. Our motto or tagline is very simple "We just want to ride..." Our core activity is social motorcycling where we mix riding with socialising.

To keep our activities safe and to provide a comfortable and importantly a consistent experience for all, the management team has agreed on some guidelines. These guidelines make clear what is expected of ride leaders and members alike and sets a process to follow if members stray.

The guidelines formalise what we already do on rides and will serve as a handy reference for new members and as a refresher for the rest of us. The disciplinary section makes it clear what process will be followed by the management committee if there are major issues to be dealt with. With these rules SABERS will be able to offer consistent and prompt resolution of issues rather than spending time working out what to do. To keep this in perspective there have been only two incidents in the life of SABERS that required disciplinary action...one became painful and drawn out because we didn't have a process in place.

Remember this is about keeping our activities safe, comfortable and consistent.

We welcome feedback...please direct it to anyone on committee you feel comfortable discussing it with.

Fred Horvath
President

SABERS SAFETY & OTHER RECOMENDATIONS:

The following is strongly recommended by SABERS Committee for your wellbeing and to as much as possible ensure safety and enjoyment of all riders.

- As always the roadworthiness and registration of your motorcycle and your holding of the appropriate current license is your absolute personal responsibility.
- It is strongly recommended that you wear appropriate safety equipment other than that which is required by law, such as Long Trousers/Jeans/Leathers, motorcycle boots and gloves. SABERS Committee reserve the right to refuse participation on any ride where it is felt that the rider is not adequately attired from a safety perspective.
- SABERS Committee reserve the right to request any rider who is riding in a manner so as to bring unwarranted attention to the SABERS name or so as to endanger or intimidate other members to immediately leave the ride. Such behaviour may also result in review by the Disciplinary Review Panel and subsequent denial of membership or expulsion from SABERS if already a member.
- You should ride within your capability and not try to "keep up" with more experienced or more skilful riders. This is why we have a "Tail End Charlie " (volunteer) to ensure that all riders are able to ride safely and at the pace they are comfortable with.
- All Road Rules should be obeyed in regard to speed and other matters such as crossing double lines etc. Any infraction on these issues will be at your own risk should you be stopped and or reported by Police.
- As a precaution and to ensure the best outcomes possible for our members, in the event of any '*rider down*' other than one where there is obviously no potential risk of serious head or internal injury, SABERS Committee require the fallen rider to be taken immediately for medical assessment. This may be done either by ambulance or private vehicle as may be required by the particular circumstances. All riders participating on SABERS rides will be expected to accept this requirement irrespective of how they may think they feel at the time.
- SABERS committee suggest the consideration of St John's Ambulance cover in line with the wellbeing procedure above. This is entirely at the discretion of the member and is NOT a Club requirement.

Ride Leader & Marshaling Guidelines

Ride leader (RL):

Details of your ride must be sent to the Rides Officer at least one month before ride.

RL will wear a Hi Visibility orange vest.

Ride route briefing to be done, which should included:

- *Riders responsibility for: Registration, License and roadworthiness*
- *General outline of route.*
- *Explain method of Marshalling for the ride (Jacketed or rider behind RL etc)*
- *This should include clear direction to follow main road or straight ahead if no marshal is on a corner.*
- *Where and how long breaks will be.*
- *Total distance.*
- *Intended fuel stops (ensure all riders will cover intended distance between fuel stops)*
- *Ensure any hazards identified on pre-run are advised (consider placing marshals before hazard)*

Ensure you have the mobile numbers of Tail End Charlie and other committee/senior members.

Reinforce riders should ride within their capabilities and to advise Tail end Charlie or the ride leader if they are leaving the ride.

Marshal briefing: (when required this should be done prior to general briefing)

RL must make sure that everyone is ready 5 minutes before the start of the ride.

Once ride leader is mobile they should limit their speed to ensure the group remains intact for the commencement of the ride.

The RL sets the pace of the ride, he/she should consider road regulations and led by example: e.g. no overtaking on double white lines.

If the ride leader wish's to stop to re-group then they should do so in a spot that allows all riders to exit traffic and stop safely. This should be done especially after a long stint of twisty roads.

Use this stop to assesses the skill level of the group and considers adjusting ride pace (wait for Tail End Charlie's OK before restarting).

When indicating a spot for marshals on a corner give the marshal plenty of warning pick a spot where they can park safely and give other riders plenty of warning before

the corner.

This could mean extended distance's between a marshal and the corner or the use of two marshal's if the corner is tricky or over a crest etc.

It is the ride leaders responsibility to mingle socially with all riders during the day to promote a friendly and welcoming atmosphere

It is the ride leaders responsibility to communicate any complaints regarding rider behavior to a senior committee member on the day.

Marshaling:

Marshals are responsibly for the indication of the direction travel to all riders.

Unless other wise advised corners will be marshaled by the rider directly behind the ride leader.

Marshals **must** remain on corner until the arrival of Tail End Charlie or advice that there is a problem and they are released from the corner.

This point is critical to ensure that the ride is not split up and all riders are accounted for.

If Vested Marshals **are not** being used on a ride then the last marshal released from their corner should stay within visual distance of Tail End Charlie until relieved by the next corner marshal released. This is to ensure the safety of Tail End Charlie.

If any rider comes across a corner, roundabout , intersection or hazard that is not marshaled and you think that it should be, feel free to do so.

Vested Marshals (VM's):

Vested Marshals will wear a yellow Hi Visibility vest.

VM's are not responsible for marshalling all corners, they will *corner marshal* as their turn comes up in the ordinary course of the ride.

VM's will however rotate through the ride to release corner marshals where practicable and to ensure all riders are OK. In doing so they will assist the RL in assessing the pace of the ride and alert him to any matters he/she may need to consider to ensure the ongoing safety and smooth flow of the ride.

VM's will also be responsible for ensuring that one of them is riding immediately in front of and within visual contact with Tail End Charlie at all times. This should be done on a rotational basis.

All VM's should have both the Ride Leader and Tail End Charlie's mobile numbers in case of emergency.

If you come across a corner, roundabout or intersection that is not marshaled and you think that it should be feel free to do so.

Tail End Charlie (TEC):

Tail End Charlie will wear an orange Hi Visibility vest.

TEC, is responsible to ensure that all riders are accounted for before continuing from any stop or re commencement point of the ride. This will ensure that ALL riders are positioned between the RL and TEC.

TEC will ride at the pace of the slowest rider on any given ride to ensure that all riders irrespective of their experience or ability feel included within the ride and safe.

At each stop it is TEC's responsibility to indicate to the RL that all riders are accounted for and that the ride is OK to continue. This may be done by either visual or verbal communication between TEC and the RL. They should agree on the method that the OK will be communicated prior to the ride commencing.

TEC should also inform the RL of the spread of the ride to allow the RL to adjust the ride pace if necessary.

After stops where TEC feels that members are tardy in their preparation for departure after the RL has departed, and TEC is being unnecessarily delayed, TEC may choose to inform the tardy member/s that he is departing and join the ride. The member/s left behind will not be considered as part of the formal ride until they have re joined the group and SBERS will not accept any responsibility for anything which may occur as a result of this action. This action is entirely at TEC's discursion.

TEC will stop to assist any rider that has difficulty with their bike or is involved in any incident or crash. TEC will immediately communicate with the RL to inform him of the situation and to decide with the RL what should be done.

Ride Planning Checklist

A Pre-ride route inspection should be done to record ride distance and time, as well as to check for road works, stop points and where to place marshals on the corners. Some corners may be tricky or not visible on approach and may require more than one marshal.

Meeting Point:

Close to fuel stations

Toilet close

Plenty of parking for bikes

During Ride:

Comfort stops every hour or 100kms.

Fuel stops about 200kms.

Stop near refreshments and toilets.

Refreshments and fuel stops kept to a maximum of 30 min.

Lunch/Refreshments (morning and afternoon tea) Stops:

Plenty of parking for bikes

Enough seating for everybody (lunch)

Try and pre-warn establishment of date, time and numbers if the lunch is at the one spot.

Lunch break kept to a maximum of 90 min

Farewell Point:

Parking for bikes.

Ride Report:

Each Ride Leader is responsible for the submission of a ride report to the Rides Officer within seven (7) days of the ride they have lead. If assistance is required in completing this task please contact the Rides Officer. Also refer to the SABERS web site for examples.

SABERS Disciplinary Review Process

In order to provide a consistent and fair process for dealing with any issues within SABERS it has been decided to adopt a formal process for dealing with complaints within the club in regard to personal behaviour or riding habits that may affect the well being of other members or bring discredit or undue attention to SABERS.

Following is a brief outline of how these matters will be handled by the committee:

- A complaints/disciplinary review panel has been established to review issues identified which have or may cause either legal, insurance, personal, embarrassment or discredit to the SABERS brand or club in general.
- The review panel comprises of a minimum of 4 persons usually the President, Vice President, Secretary and Rides Officer or additional senior committee member/s should one of the above hold more than one position on committee or a conflict of interest arise.
- The review panel will report to the general committee meeting on each occasion that the committee meets. The review panel will make recommendation of action on any issue before the panel. The recommendation will be voted on by the committee and the result of the vote made known formally in writing to the member or members who may be subject to the inquiry within seven (7) days of the vote.
- A system of "Demerit Points" will be used and that they may range from instant ejection from SABERS to the issue of a single demerit point (valid for a period of not more than 12 months from the date of issue). The accumulation of 3 demerit points within any 12 month period may result in an expulsion from SABERS. Where the review panel sees fit if the nature of the complaint or issue is seen as minor they may choose to counsel the member or members involved if agreed by committee without the issue of demerit points.
- In the event expulsion from SABERS is the possible result of any complaint and subsequent inquiry, the expulsion process will be conducted in accordance with the constitution in regard to notice and opportunity for appeal.
- Matters which may result in a recommendation of immediate expulsion from SABERS are:
 - Theft of any description during a SABERS event or where SABERS are involved.
 - Physical assault on any members or guests at SABERS functions.
 - Deliberate dangerous riding, or riding in a manner so as to bring SABERS into disrepute or unreasonable scrutiny.
 - Any other action so deemed by the review panel, recommended to and supported by committee that should bring about immediate expulsion from SABERS.

In matters which may attract demerit points, the appropriate number of point to be applied will be decided following review of any complaints and or incidents by the review panel presentation to the Committee and having a majority agreement within Committee for the recommended point to be applied.

It is important to note that these procedures have only been introduced to provide consistency in the process in which any matter of this nature is handled across successive committees.