



THE MUTINEERS

The Drop Off System

It is important that you read the following, to ensure your own & everyone else's safety.

The whole idea behind the system of riding called the drop off system, is to provide a series of movable markers for all the riders in the group to follow, irrespective of any gaps which have occurred in the ride, so that riders don't have to "keep up" with the rider in front.

It acknowledges the fact that the ride can get strung out over a long distance, due to a variety of reasons - e.g. Road works, traffic lights, give way junctions, roundabouts etc. Also, not all riders will have access to a map, and might be on unfamiliar roads. It allows the riders to ride at their own pace without worrying about keeping up, getting lost, or which way to go.

How it works.

The Drop off system will be explained to all riders in a briefing at the start of the ride, where riders should get to know their colleagues. The group will have a designated '**Ride Leader**' and a '**Back Marker**'. The positions of these two riders will not change throughout the run. They will be introduced to all the riders in that group and be easily identified by a day-glow jacket or other identifier if possible.

Riders in the group may alter their own relative positions as they see fit whilst out on the road providing they always remain between "The Ride Leader" and "Back Marker" and do not endanger other riders by doing so.

When the Ride Leader makes a direction change at a junction or roundabout the new direction of travel should be marked by the rider directly behind the ride leader, (The Marker). To do this, the Marker should pull in at the side of the road, in a safe place where he/she will be visible to the rest of the riders, so the direction can be indicated to the following riders.

It is most important that the Marker stops in a position where :-

- It is safe to do so.
- They do not put themselves at any risk.
- The rest of the ride can see them clearly as they approach the direction change.

The Marker should maintain that position until he/she can rejoin the rear of the section in front of the approaching Back Marker. The Back Marker will always try to give sufficient space for this to happen otherwise the Marker should allow the Back Marker to pass, then overtake when a suitable opportunity presents itself, thus re-establishing the correct running order.

It could happen that number two rider forgets to mark a direction change - in which case the next rider (number three) should take it upon himself to drop off and mark the direction change to prevent the chain from breaking.

Do Note - It is always better to mark all direction changes rather than assume that the route is so obvious it is not worth doing.

Remember - As number two rider, you might think the ride direction is apparent - but you don't know when the riders behind might get split up, and one of them might not be familiar with the junction in question.

Any riders wishing to fall out from the group or who have a breakdown should report, en route, to the Back Marker who will note the situation and act accordingly.

If it is impossible to mark a direction change because of the danger to the Marker or other road users it is better that the direction change goes unmarked. Sometimes the Marker can park up safely a short distance away and return to the direction change on foot to direct followers.

The Drop Off System allows for the riders to go at his own pace and still remain part of the riding group. Speed limits should be observed at all times.

However, in this imperfect world, the group may sometimes become very 'strung out', causing anxiety to some riders, and the Leader may then decide to stop, in a safe place, to allow the group to re-form before continuing.

**Remember, you are in charge of your motorcycle at all times and responsible for your own safety.
Always ride for yourself and within your own capabilities.**