**BMW MCC Vic long weekend in Carboor at Touratech
Agreement to Participate in Motorcycle Event**

Warning: This is an important document which affects your rights and obligations. You must read this document carefully. Please reconsider your registration or do not sign this agreement unless you are satisfied you understand and agree with the matters contained within it. If you are in any doubt about your rights and obligations, you should first seek legal advice before signing this document.

By signing this form, you acknowledge and agree with the persons, organisations and bodies corporate whose names appear in Schedule 1 (hereinafter collectively called “the Organiser”) that you are by this Agreement entitled to participate in the motorcycle riding event listed in Schedule 2 (herein called “the Event”) on the terms and conditions set out in this document.

All due care will be taken by the Organiser to confirm riders’ level of expertise and comfort riding on dirt roads. Riders will be matched to the expected ride terrain definitions (refer appendix 1). All rides will be conducted in line with the club’s ride guidelines (refer appendix 1).

**Acknowledgement of Risks, Dangers and Obligations**

I acknowledge that motorcycle riding is dangerous and that by engaging in this activity and participating in the Event I am exposed to certain risks and dangers and that I have certain obligations including:

1. that I may be seriously injured, physically or mentally, and may be killed;
2. that my motorcycle, property or equipment may be damaged, lost or destroyed;
3. that other participants may ride dangerously or with lack of due skill, care and attention causing injury, damage or death to myself, my motorcycle or my property;
4. that the roads or conditions encountered during the course of the Event may be hazardous and may vary without warning or predictability and without the knowledge of the Organiser;
5. that the Organiser and any agent or representative of the Organiser may be required to make decisions under pressure of time and in response to unforeseen conditions or circumstances encountered during the Event;
6. that any policy of insurance of or in respect of my life, my motorcycle or my property may be voided;
7. that there may be no or inadequate facilities for my treatment or transportation to medical facilities if I am injured or killed in the course of the Event;
8. that I have an obligation to myself and to other participants in the Event as well as other road users to participate safely in the Event;
9. that I have an obligation and agree to abide by all laws and regulations, including all road traffic laws, regulations and rules, during the Event;
10. that I have an obligation and agree to abide by all reasonable requests and directions made by the Organiser during the course of the Event;
11. that I am personally responsible for ensuring that I wear appropriate protective clothing and equipment at all times during the Event;
12. that I hold medical insurance and ambulance cover that may need to be used in the unfortunate case of an accident.

**Indemnity**

In consideration of the Organiser accepting my application to participate in the Event, I agree to release and indemnify and to keep indemnified and to hold harmless the Organiser and each of them including their servants, agents, officeholders and officials from and against all actions, claims, suits and demands including any claims for costs, expenses and damages (of any kind whatsoever) arising out of or in any way relating to the Event or my death or any injury, loss or damage caused to or by me or my motorcycle, property or equipment whether caused by negligence, breach of contract, breach of duty of care or in any other manner whatsoever.

**Schedule 1 – The Organiser**

The BMW Motorcycle Club of Victoria Inc. and its committee and members, Touratech Australia and its ride leaders and trainers, organising member –Jacques van Niekerk, support members – Bob Leggatt and Neville Borgelt and members attending the event that may act as ride leaders and ride support staff.

**Schedule 2 – The Event**

The BMW GS training and ride on held at the Carboor Hall and reserve, opposite 1933 Carboor Everton Road.

**Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (please print)**

**Signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date \_\_\_\_\_\_\_\_\_\_\_\_\_**

**APPENDIX 1**

**RIDE TERRAIN DEFINITIONS**

These definitions have been provided to assist Ride Leaders and in turn Club Members determine if their skill level will be appropriate for them to undertake a ride with the specified ride conditions.

**Terrain Categories**

**1. Sealed roads with short sections of unsealed surface -** unsealed sections may consist of smooth gravel or road works and the ride leader will endeavour to keep these sections to a minimum - suitable for all riders and motorcycles.

**2. Sealed roads 80%, unsealed roads up to 20% -** unsealed roads may include gravel roads that could be corrugated and potholed - provide an alternative route available for inclement weather - suitable for all motorcycles but riders are warned of road conditions and are informed of the alternative route.

**3. Unsealed roads up to 80%** -undulating roads with the surface being rough, corrugated, pot holed with loose gravel and sand - alternative route available for inclement weather - suitable for all GS motorcycles and experienced riders on suitable motorcycles.

**4. Unsealed roads** - gravel and dirt more than 80% - steeper inclines and declines, forest tracks, dry weather roads, very rough, loose gravel and sections of deeper sand - alternative route available for some sections during inclement weather - suitable for all competent GS motorcyclists.

**5. Unsealed roads, gravel and dirt 4 wheel drive tracks** - steep inclines and declines, river and creek crossings, mud, deep sand, very rough rocky terrain, obstacles that may require assistance to pass - riders would be equipped appropriately and be expected to cope with all weather conditions, but consideration must be given to the ride being able to be completed in a reasonable time if worsening weather conditions are encountered - suitable for experienced GS riders and GS type motorcycles - this category would not be a club sanctioned event.

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## ****YOUR FIRST CLUB RIDE****

Don’t be shy about joining your first club ride, we look forward to welcoming you. Our rides are social events and a chance for us to enjoy riding together. To see the rides available, you must be logged in to the club website as a member then go to the [*Events*](https://bmwmotorcycleclubofvictoria.wildapricot.org/events) tab.

**Choose a ride**Just choose a date and ride that suits you, register online, and turn up at the [departure point](https://bmwmotorcycleclubofvictoria.wildapricot.org/ride-departure-locations2) at the appropriate time – simple. Oh, and wear your name tag to help us get to know you. Hopefully, some of us will be wearing our name tags too.

**Fuel up**The first thing to do is fill up with fuel so that you have a full tank and you’re ready to depart. Most of our departure points are at servo's so you can do this when you arrive.

You can expect to see other members arriving so please introduce yourself to let us know you’re attending your first ride.

**Sign the ride list and hear the safety briefing**You will notice that a Ride List is being circulated and all riders are asked to provide their details on this List. After a bit of chatter, the ride leader will give a safety briefing to the group and a few details about the ride route and stopping points for morning tea and lunch, etc.

If there is anything you want to know about the ride, please just ask the ride leader. If you think you may leave the ride early, please let the ride leader know.

**During the ride**
The corner marking system is usually followed during club rides so that everyone can ride at their own pace and arrive safely at the destination. You can find details of the corner marking procedure [*here*](https://bmwmotorcycleclubofvictoria.wildapricot.org/corner-marking). It is very straightforward but if you’re not familiar with the procedure, you could join the ride in the middle of the group then you will see how other riders mark the corner during the ride.

The number of riders attending a club ride varies considerably but, depending on the weather, you might expect to ride with 5 people, 40 people or anything in between. We hope you will join us soon; we’d like to welcome you and make you feel at home.

If you have any questions, just phone a [*committee member*](https://bmwmotorcycleclubofvictoria.wildapricot.org/Contact-Us), they’ll be happy to help and we look forward to meeting you soon.

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## ****CORNER MARKING ON BMW MOTORCYCLE CLUB RIDES****

Corner marking is a system designed to keep a riding group together on the same route to safely reach its destination.

**Ride Leader:** The ride leader sets the pace of the ride and leads the ride to its destination. The ride leader usually wears a fluorescent vest. No rider can pass the ride leader.

**Tail end Charlie:** Tail end charlie is the rider who always remains as the last rider in the group, ensuring that no rider gets lost and that everyone reaches the destination. Tail end charlie usually wears a fluorescent vest.

**Marking the corner:** As the ride leader approaches a corner or any other change of direction, he/she indicates to the rider immediately behind (the second rider) to mark the corner.

To mark the corner, the rider pulls over at a safe distance, where the ride leader indicates, before the corner, to indicate to following riders, with outstretched arm and bike indicators, the direction of travel.

When marking the corner be diligent to watch for following riders. Always have indicators flashing and arm outstretched prior to them reaching the corner. This saves confusion and time.

The Corner Marker should remain in position and on the bike with the engine running until the Tail end Charlie arrives and signals him to rejoin the ride immediately in front of Tail end Charlie.

Sometimes the ride leader will position a second corner marker after the change of direction, i.e. at the exit of the turn. This confirms the correct direction of travel.

The corner marker who has just rejoined the group should always keep Tail end Charlie in view, at least until the next corner marker joins the group.

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**FUNCTION OF A RIDE LEADER**

To provide all the relevant ‘ride' information to the assembled group at the nominated departure point prior to the ride.

The Club Captain (or delegated person), having welcomed the riders attending including first time riders and/or new members, will give the Ride Safety Briefing.

**A. Ride Safety Briefing:**

1. Ensure all riders have completed the "Ride Registration Sheet".

2. Introduce the Tail Rider (and his assistant if applicable) and point out the safety vests being worn to identify the Ride Leader and Tail Rider.

3. Impress upon riders that they are to ride within their own ability and are not to feel any need to keep up with the person in front of them. The corner marking system will always show the way. Be mindful of the other riders' skill level. Faster riders are to show consideration when passing slower riders. Slower riders are to use their mirrors and let faster riders overtake.

4. Remind all that this is a club ride and that the club's image is on display. Accordingly, riders must observe the road rules and show consideration for other road users. Riders are responsible for their own actions, however in a group ride there is also a group responsibility.

5. Explain the [*corner marking*](https://bmwmotorcycleclubofvictoria.wildapricot.org/corner-marking) system, the role of the Ride Leader and Tail Rider, and for corner markers to stop in a safe place but remain visible to other riders.

6. The second last rider to ensure that the Tail Rider remains in his sight.

7. Riders to try to maintain an adequate and safe gap between bikes. Riders are not to pass on corners.

8. Riders wishing to leave the group before the ride finish should let the Ride Leader or Tail Rider know in advance.

9. Members attending a ride in a car must either leave for a destination point before the group, or travel behind the Tail Rider for the duration of the ride.

10. Obtain a volunteer to write a ride report for BeeEm.

11. Invite rider comment on any aspect of the ride, during or at the conclusion of the ride.

12. Stress again the need to "observe the road rules at all times" and, in particular, the importance of regularly checking rear view mirrors and doing a head check before making any change of path.

13. Introduce the Ride Leader to give the Ride Briefing.

**B. Ride briefing given by the Ride Leader:**

1. Inform the group of the route and destination, location of stops for fuel and refreshments, approximate distance and duration of the ride, and where the ride will end. Hand out route maps.

2. Inform the group of any known conditions that could be encountered on the route.

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**RIDE SAFETY GUIDELINES**

**CODE OF CONDUCT AND SAFETY EXPECTATIONS**

The BMW Motorcycle Club of Victoria has prepared these documents to assist members to understand the ride procedures of the club and to promote safe riding.

It is the responsibility of every member:

* to ride safely;
* to ride to the road and weather conditions;
* to ride in a manner that respects the safety of other road users;
* to maintain their motorcycle in good condition;
* to use their own judgement and to ride appropriately to all the conditions and their own ability.

Safety begins and ends with each member and is the fundamental responsibility of each member.

**CODE OF CONDUCT**

* This section provides an outline of the procedures to be undertaken before and during a Club ride.

**RIDE REGISTRATION**

* Prior to a Club ride, Ride Leaders must download and print a copy of the ride registration form. Before starting the ride, ensure that all attendees have filled in their details including emergency contact name and phone number.

**RIDE SAFETY BRIEFING**

Given by Club Captain, Vice Captain, Committee person or Ride Leader.

* Welcome all participants to the ride and check that they have filled in the ride register.
* Club image is on view and accordingly all riders are requested to act appropriately.
* Ride within your own comfort zone and limits - do not be influenced by others.
* Obey all road rules.
* Maintain at least a three second gap (50m at 60kph) between motorcycles. Be aware that in adverse weather conditions, or imperfect road surfaces you may need to keep a greater gap.
* Riders are responsible for their own actions and additionally to the ride group.
* Therefore, be considerate to other riders with differing skill levels.
* Be patient and considerate.
* Do not overtake on corners.
* Overtake only when safe to do so.
* Allow plenty of room when overtaking.
* Use your mirrors and let faster riders past.
* Show consideration to all other road users.
* The Corner marking system will be utilized.
* Lead Rider and Tail Rider (Tail End Charlie) should be wearing high visibility vests.
* Corner markers stop in a safe visible spot when indicated by the ride leader.
* Corner marker clearly indicates direction of travel.
* Corner marker remains in position until Tail Rider appears.
* Newly relieved corner marker or second last rider to keep Tail Rider always in sight.
* Riders leaving the ride early are to inform the Ride Leader or Tail Rider.
* The Ride Leader should never be overtaken, unless exceptional circumstances exist.
* Members attending a ride in a car must either leave for the destination point before the ride or travel behind the Tail Rider for the duration of the ride.
* Comments about the ride are welcome and should be directed to the Ride Leader.
* Someone nominated to write up the ride for the club magazine.
* Introduce the Ride Leader to give the Ride Briefing