

COMMONLY USED HAND SIGNALS

STOP: Left hand held up, forearm vertical.

SLOW DOWN: Left arm extended straight out, palm down.

HAZARD: On left side of bike, point and continue pointing at hazard with left hand. On the right side, point and continue pointing with right leg.

MARK THIS CORNER: Pat top of helmet with open hand.

YOUR BLINKER IS ON: Extend left arm and open and close fingers.



The Snowy Mountains MOTORCYCLE PARADISE

GUIDE FOR MOTORCYCLISTS ON GROUP RIDES

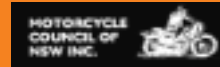


THANK YOU

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DISCLAIMER

This guide is not advice. Instead, this guide is only what the Motorcycle Council of NSW considers to be general topics worthwhile for you to consider as prompts to discuss and to raise awareness in riding or organising rides - without the guide being adapted to or applicable to every or any particular person or circumstance. Neither the Motorcycle Council of NSW nor the Motor Accidents Authority makes any representations about the accuracy, reliability, completeness or timeliness of this guide.

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DESIGNED BY SIMPLY GRAPHICS, WAGGA WAGGA



WHY SHOULD YOU READ THIS BROCHURE?

Because too many motorcyclists have been hurt on Snowy Mountains roads during group rides.

YOU CAN HELP PREVENT THAT.

Motorcycle riding is potentially dangerous and you could be killed or severely injured

Are you a group rider?

Most of these pointers refer to organised rides, but you don't need to be on an organised ride to be part of a group. Just travelling with bikes you encounter on the road makes it a group ride, and creates some dangers.

Here's how to avoid some of them.

PREPARATION

- Make sure that your motorcycle is in good condition. It is both unsafe and inconsiderate to show up for a ride on a dud bike.
- Pack your toolkit and a tyre repair outfit, and make sure you know how to use them. It's unfair to rely on others to keep you going.
- Check your tyres; they wear faster at the end of their lives, and they are more likely to be punctured.
- Fill your fuel tank and attend to calls of nature.
- Pack a mobile telephone (but remember coverage is patchy in the region), a First Aid kit and a map.
- Check that you and your pillion are dressed for the conditions. The weather can turn cold very quickly in the mountains, and the wind chill factor can be extreme.
- Make sure that you understand what is expected of you on the ride; become familiar with hand signals and the corner marking system and see that you know who the lead and tail riders are.



CONDUCT

- Be aware that even in a group you are responsible for your own safety. Keep an eye out for hazards and stay on your side of the centre line.
- Ride with others who have a similar level of skill.
- Ride within your own limitations. If you begin to feel uncomfortable, start running wide on corners or find that your bike doesn't seem to be coping, slow down. A group ride is not a race.
- Keep an eye on the rider in front of you, but don't become mesmerised by him or her.
- Ride in single file, not in staggered formation, and allow at least three seconds between you and the bike in front of you.
- Stay where you are in the group once it is moving. Overtaking is one of the prime causes of accidents.
- Overtake only if you see that the rider in front of you is pulling off the road. In that case, the tail rider will take care of any problems.
- If you overtake another vehicle or change lanes for any other reason, remember that the rest of the group will need to do so as well, and do it safely.
- Be considerate of others, both in your group and on the road generally. It's both polite and safer.
- If the group's speed is faster than you are comfortable with, drop out and ride on your own. On an organised ride, advise the tail rider. If you fall behind, don't try to catch up; many accidents happen that way.

CORNER MARKING SYSTEM

- Group leader and tail rider stay in position during the ride. Others take turns marking.
- At an intersection where the ride turns, the leader signals for the rider immediately behind her or him to mark the corner.
- That rider stays on the corner, in a clearly visible and safe position, and points out the turn to following riders.
- When the tail rider arrives, he or she signals the corner marker either by sounding the horn or an agreed hand signal. The marker then pulls in front of the tail rider and continues.
- It is vital that markers not try to work their way up through the group to get back to the front. This is how many accidents happen.



The Snowy Mountains
are a special place...
but they can be special in
unexpected ways.

Some of these pose a real danger to motorcyclists.

- There are the obvious ones, like wildlife (there are more wild animals in the park than in most places around Australia) and tourists enjoying the scenery.
- Snow and ice (especially the almost invisible black ice) are hazards in winter and potentially at any time - especially in the shade.
- The weather changes quickly in the mountains. Wind and the wind chill factor can be deadly. If you get too cold, you don't function properly.
- Compound corners are a result of the rugged terrain. Many of them have double apexes, and decreasing radius curves are common. Often you can't see this on entry to the corner. You might not see loose gravel, spread by rain or wind, until you're too close.
- You also need to share the often narrow road with oncoming traffic; never allow your head to stray into the path of an oncoming vehicle!
- Other Snowy Mountains hazards include blind and off-camber corners, fires, mud/rock slides and road surfaces damaged by the extremes of the climate.
- The most important thing to remember is that what you can't see will almost certainly hurt you. Slow down so you can cope with unexpected corners, get out of the way of oncoming traffic and deal with other hazards.

There are many things to enjoy in the Snowy Mountains even apart from the roads!

Don't miss some of these unique attractions.

Kosciuszko National Park is one of the World's great national parks. You can walk through alpine herb fields, explore spectacular caves and limestone gorges, enjoy historic huts and homesteads or just take in the scenery. Watch out for the wildlife, though...

Murray 1 Power Station has a visitors' gallery where you can see and feel it in operation. You can also get an overview of the Snowy Scheme in the Visitor Centre.

Tumut 2 Power Station offers a guided tour which takes you down a rock tunnel and more than a kilometre inside the mountain. In a granite theatre carved from the living rock you will experience a dynamic sound and light show.



Tumut 3 Power Station is Australia's largest hydro power plant. On the guided tour you will see the mighty turbines; it takes only two of them to generate enough power for the entire Australian Capital Territory.

Yarrangobilly Caves has spectacular limestone caverns and a thermal pool just right for a dip, as well as bushwalks.

There are many rest areas and other attractions both natural and man-made along the way including Scammel's Lookout, Tooma Dam, Dead Horse Gap and Tom Groggin.

Call in at the Jindabyne Snowy Region, Khancoban and Tumut Visitor Centres for brochures, suggestions and other help. Maps are also available, including a specialised motorcycle map.

EMERGENCIES

Follow the emergency instructions given during the ride briefing. Keep this leaflet with its First Aid suggestions handy. Mobile phone coverage in the region is limited, but always try dialing 000 even if there seems to be no signal. If you still have no luck, try moving to another location where the signal could be better.

[St John Ambulance Australia have devised a motorcycle First Aid list.](#)

When you are first at a crash scene follow the St John Ambulance Australia DRABC action plan. The first thing to do is to direct someone to call 000 for an ambulance.

DANGER: Assess is it safe to approach the injured person eg checks for on coming traffic, leaking fuel, electricity wires etc? To prevent further injury turn your hazard lights on or position someone to warn oncoming traffic. Turn off the ignition of the crashed bike. See who is injured. Casualties may have been thrown from the bike and may be wandering dazed or confused.

RESPONSE: Check to see if casualties are conscious by gently shaking them and asking questions - unconscious casualties should be given priority because they may have a compromised airway with either their tongue or other foreign matter such as vomit.

AIRWAY: Roll them gently onto their side, being aware that their neck may be injured and needs to be stabilised while they are being rolled. Once on their side, check that the mouth is clear of any obstructions such as the patients tongue, blood or vomit.

BREATHING: Look, listen and feel for breathing for 10 seconds. If casualty is breathing leave them on their side. If they are not breathing turn the person onto their back with head and neck support and give two effective breaths.

CIRCULATION: Check the pulse in the patient's neck for 10 seconds, at the same time look for other signs of life such as eye movement and colour change in the face. If they have a pulse and are not breathing, commence expired air resuscitation at 1 breath every 4 seconds for one minute. If no pulse, commence CPR at 15 compressions and 2 breaths in 15 seconds that is 4 cycles every minute. Check breathing and pulse every minute.

IMPORTANT NOTE FOR CASUALTIES WEARING HELMETS

A full-faced helmet should only be removed if the injured rider does not have a clear airway and cannot breathe. In all other circumstances the helmet should remain in place unless the rider chooses to remove it him/herself. If a casualty requires expired air resuscitation and is wearing a full-faced helmet, the helmet if possible is to be removed by at least two people. The first person must ensure that the head and neck are completely stabilised and supported to avoid any further damage.

The second person must carefully remove the helmet in a way that minimises all movement to the head and neck. Once the helmet has been removed, the first aiders can perform expired air resuscitation.

CASUALTIES ENCASED IN LEATHERS

Bleeding wounds can be hidden from view or disguised by riding leathers. Often the puncture made in the leathers is not a true indication of the severity of a wound. Profuse and life threatening blood loss requires that the wound be exposed so that direct pressure can be applied with bandages or clothing. Leathers may be torn or cut away with shears, scissors or a knife.

BLEEDING

Stop any bleeding by applying direct pressure with bandages or clothing. If possible, elevate the bleeding part above the level of the chest.

BURNS

If a rider/passenger is trapped underneath the bike, extreme heat from exhausts and engine parts can be conducted and contained in leathers, burning them severely. For all burns it is crucial to expose the wound and cool it with running water until the affected area returns to a normal temperature. Remove clothing if possible from the burnt area. If it is stuck, cut around it; don't attempt to pull it off. Remove jewellery to prevent restricting circulation due to swelling. Protect the burnt area with a sterile or non-stick dressing or closely woven material.

BROKEN BONES

Keep the injured person as still as possible by packing clothing and equipment around them to prevent movement to the spine and any broken bones.

SHOCK

Keep the patient warm and give continual reassurance. While waiting for medical assistance to arrive continue to check and manage any wounds. You may need to apply further pads and bandages. Continue to check the patient's conscious state.

[St John Ambulance Australia also have First Aid courses and specialised Motorcycle First Aid Kits available. Call 1300 360 455 for details.](#)