

# Work Instruction - DSMRA Preride Briefing

## Purpose

To provide ride leaders with a rider's briefing script to be delivered participants prior to each ride.

## Responsibilities

Ride leaders, or their nominees

All participants to listen and action as necessary

## Preride Briefing Content

- Welcome all participants to the event. In particular any new riders and visitors from other areas.
- State "This ride is a grade X (1/2/3/4) as advertised. Does anyone NOT understand the ride grading system?" If not, explain the grade for this ride and its implications:
  - Grade 0: Mostly open and relatively easy dirt roads. Rides will generally be of a longer distance but will often include some sight-seeing along the way. Big capacity dual sport bikes are suited, preferably with more aggressive tyres
  - Grade 1: An easier dirt bike ride of back roads and easy open fire trails. Suited to those with little or no dirt bike riding experience. May include a few obstacles but assistance will be provided if required.
  - Grade 2: Moderate trail ride for those with some trail riding experience. Possibly some tricky sections and natural obstacles. Usually fires trails and back roads and could include some easy single track
  - Grade 3: Trail ride for a competent rider and a well-maintained bike. Can include single track, various obstacles, river crossings, harder hills etc.
  - Grade 4: Difficult and/or long ride recommended for experienced riders only
- Read the following:
  - "Motorcycling is a dangerous sport. DSMRA reserves the right to refuse your participation on this ride based on your skill level, motorcycle condition, safety equipment or attitude. The DSMRA will take reasonable precautions but under no circumstances can the DSMRA or any of its volunteers be held responsible for damage, injury and death.
  - "It is recommended that all riders have ambulance insurance. This will to cover the cost of being transported in the case of an ambulance being required otherwise it could cost you thousands of dollars. If you don't have ambulance cover then you may want to think again about participating in this ride."
- It is the individual's responsibility to ensure proper protective equipment, good motorcycle condition and appropriate skill level

- State “By signing on to this DSMRA ride and having signed the Recognition of Risk Form you have acknowledged that motorcycling can be dangerous, with the possibility of serious injury or even death occurring. The DSMRA and its volunteers have done what is reasonably practicable to make this event as safe and enjoyable as possible, but it is YOUR responsibility to assess the appropriateness of YOUR skill level, YOUR motorcycle condition, and YOUR attitude to participate in this event. You are responsible. Does anyone NOT understand what has just been explained?”
- Ask “Does anyone wish to withdraw from this ride?” (1st time)
- If the ride is to use the Corner Person system, ask “Does anyone NOT understand the Corner Person system?” If necessary, explain the corner person system as follows:
  - Identify the lead rider(s) and sweep rider(s)
  - No one is to pass the lead rider under any normal circumstances. Riders are to keep well clear of the lead rider as they may stop suddenly. Do not ride too close to the lead rider, or any other rider.
  - The sweep rider will normally remain at the back of the ride at all times
    - Sometimes there will be more than one sweep
  - When the lead rider comes to a corner, obstacle or caution point eg log, drop off, etc they will stop and wait for the next rider to arrive. The lead will then place that rider, ie corner person, at that location and instruct the rider what is required of them
    - For rides with a larger number of participants it may be useful to have two or more corner persons at each location to keep the group closer together
  - The corner person who has been placed at a location should position their bike so that it points in the direction of the track and direct all following riders to follow the leader
    - If placed at a caution point, position their bike at 90 or 180 deg to the direction of the ride to identify to oncoming riders that it is a caution point
  - The corner person must/will wait at their location until they see the sweep rider and have been acknowledged by the sweep to ride on
    - Once moving, the rider should advise the next corner person to be ready for the sweep. A tap on their helmet can do this
  - It is critically important that the corner person stay at their location until the sweeps arrive.
    - Riders need to be aware that if there is a flat or a breakdown they may be at their location for an extended time. If a corner man leaves their location, people will get lost
  - If you see a rider who goes the wrong way, wait for, and tell the sweep who will then address the situation. The corner person stays put until the sweep returns
  - If you decide you’re lost, at the next regrouping point your absence should be

noticed if not already. Back track until you get to the last corner you saw a corner person. If no one is there, you must then wait for the sweep rider to return. It is most important that you do not go looking for the group as you could miss a turn and get even more lost.

- The ride will not continue until you are found.
- All riders are asked to take their turn on corner man duty. If people are stopping in the bush trying to avoid being placed on corners, it just slows the whole ride down.
- Identify the riders who will be carrying First Aid packs, satellite phones etc.
- Identify the UHF channel to be used on the ride if needed
- An Injured Rider – the first rider on the scene stops and gives aid within their level of competence. When the sweep arrives he will notify all those with radios including the lead. It is up to the lead and sweep to take the appropriate course of action which may mean pressing the EPIRB. Whatever decision is made, everybody must abide by it
- Make sure you have Ambulance cover
- Broken Bike - first rider on the scene stops and gives whatever assistance they can. The sweep comes along and offers assistance also.
  - Everyone should have basic spares and tools to undertake a puncture fix and crash damage repairs
- Give a quick rundown on the ride:
  - Basic route
  - Exit options, if any
  - Fuel range required
  - Destination
  - Lunch plans
  - Estimated return time
  - Local information, including details on any private property crossed, areas where other offroad traffic including 4wd vehicles could be expected.
- Remind riders to be aware of the speed limits on the route being taken and the road rules that apply ie The Traffic Act in NSW or its equivalent in other states.
- Be aware of the local Flora and Fauna and possible collisions with it and that its everywhere we ride.
- If riders have any problems or find things difficult then ask the sweep for help you. There are some penalties though as you will have to walk up that big hill to get back to your bike.
- Final reminder as follows:

“Remember, this is not a race. It is a social ride. We’re all here to have fun and a big part of that is going home safe at the end of the day. Make sure that you take responsibility for your own safety and ride within your limits. Beginners, and ALL riders, ride at your own pace and hold your lines. Don’t move off the track when someone comes up behind you,

the faster riders will find a way around you. Faster riders, when you're passing someone, do it with respect. Don't deliberately roost or shower people with rocks and dirt.

Above all, let's have fun."

- Ask "Is anyone unsure about Dangers?, Ride grading? ,Route?, Corner person system?, Emergency response?"
- Ask "Does anyone have any questions?", "Does anyone wish to withdraw from this ride?"  
2nd time
- State "Lead rider leaves in ? minutes, over there" and get on with it

## References

Procedure – Organising a DSMRA Ride

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