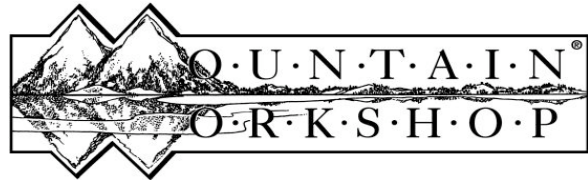


THE MOUNTAIN WORKSHOP
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BIKE SAFETY INFORMATION 2010

We are happy that you have decided to join The Mountain Workshop/Trailmark Expeditions on a summer bike trip. Traveling under your own power by bike, as a member of your own group is a unique and rewarding experience. However, this is not a spectator sport and you will be very involved in a variety of activities with people you will come to know well. We hope you will return from your trip with many memorable experiences.

In order to ensure a great trip it is important that all riders become aware of safe riding techniques. The following pages outline our method of safe group riding and must be read and understood by all bike participants. The first day of each trip will be spent reviewing and practicing safe riding, and the leaders throughout the trip will enforce these rules. Once understood, the riding technique will become second nature and make our riding as safe as possible.

If you have any questions, don't hesitate to call. We look forward to seeing you this summer.

GROUP CYCLING

All riding will be as a group, with two trip leaders. One will be at the rear of the line where they can assist stragglers and handle bike repairs. The other leader will be at or near the front of the line. This leader will be finding the route and guiding the group through a variety of traffic situations in the safest, easiest way. In order to do this the front leader will be signaling the group. He or she has to count on the group to follow these directions. As the entire group will not hear the front leader's voice, hand signals will be used. These signals must be passed back by each biker until the signal reaches the rear leader.

Hand signals include:

1. Stopping - Arm held straight up over head
2. Left turn - Left arm pointing left
3. Right turn - Right arm pointing right

In giving signals it is important that the biker behind you sees them. If all bikers follow this, the signal will be passed on to all in the group.

In addition to hand signals, vocal signals are also used, and again these have to be passed along to the entire group.

Vocal signals include:

1. Pointing out road hazards such as glass, rocks, sand, potholes, sewer grates, sticks, etc. We do this by pointing at the hazard and shouting out these hazards as we pass them. This helps the next rider to avoid contact.
2. Leaving "drops". Leaving drops is a method of getting a group through a route, which involves numerous turns and stops. Basically it involves each person being responsible for the person behind them. No one takes a turn until they are sure the next person sees and hears them. When a gap develops in the group, the last person "drops" and waits for the next rider to see and hear the next turn (so individual bikers will be stopping and waiting rather than the whole group). The vocal command may be "Right turn...leave a drop".

INTERSECTIONS

Intersections require special care and bikers must be responsible for following the leader's instructions and being responsible for themselves. **NEVER, NEVER** enter an intersection without looking for yourself that it is safe and there is ample time to cross. Each intersection can present its own hazards depending on traffic flow, traffic lights and right and left turns. Right turns may only require checking oncoming traffic and turning right. In this case the leader's instructions may only be "Right turn, check traffic...". The bikers will take the turn on their own when it is safe.

Left turns at intersections can present more of a problem for groups. On a quiet intersection, the leader may signal the group to turn without stopping them. However, left turns at intersections may also require getting off our bikes and walking through the intersection. When walking is required, always walk with your bike on your left side, holding both the handlebars and seat. In situations when walking is required, the rear leader will come up to the front, and then the front leader will cross. The rear leader will send the group one or two at a time until all are across.

When stopping at intersections, it is very important that you hold your position and don't bunch up. The tendency is to move out into the road to see what is going on in the front. This will only cause further delay and hazard.

RIDING SPEED

There will be differences in the speed that people ride because of their experience, type of bike, number of gears or how they feel. This is not a problem. The faster bikers may have to slow down and take longer rest breaks. The slower riders will find they get a little faster as they become more accustomed to riding. The aim of the trip is not to race.

At times, when in heavy traffic, we will be riding closely together. At other times, the group may stretch out for as much as a mile. One leader will always be at the rear so you don't need to be concerned about losing your way.

COMMON SENSE RULES

1. Leave at least two bike lengths between you and the rider in front of you. Spread out so if the person in front slows or stops you have time to react.
2. Ride single file, and stay close to the right side of the road. Avoid swerving and zigzagging.
3. Obey all traffic signs and signals. Ride with traffic.
4. Always ride in control.