





# \*\*IMPORTANT CONSIDERATIONS

PREPARATION LIST	DIRT BIKE RIDER	ADVENTURE RIDER
Helmet	<p><b>OPTIONS:</b> Motocross/Enduro</p> <p><b>IMPORTANT TO CONSIDER:</b> Fitment – many shapes &amp; sizes to suit head shape, Peak adjustment, Ventilation, Goggle compatibility, meets Safety standards, Pads are removable/replaceable and washable. Good brands offer various pad thickness for sizing. Is it light? Can you work the vents and shield with gloved hands? Are they neck-brace compatible if you wear one?</p>	<p><b>OPTIONS:</b> Adventure-focused, Hybrid street/ADV helmet</p> <p><b>IMPORTANT TO CONSIDER:</b> Same as DIRT BIKE RIDER but also consider Intercom compatibility and goggle fitment around visors. Do you wear glasses or sun glasses too?- check fitment.</p>
Knee braces/guards	<p><b>IMPORTANT TO CONSIDER:</b> Knees are expensive to fix and painful to hurt so select wisely. The bigger/heavier you &amp; bike are the more emphasis on suitability.</p>	<p><b>IMPORTANT TO CONSIDER:</b> In addition, the style of riding &amp; terrain you intend to cover are considerations. All good quality ADV pants have knee pads included, these will need removal if using knee braces.</p>
Elbow pads	<p>Body suits are great options for comfort &amp; protection that often include elbow pads.</p>	<p>All good quality ADV Jackets have elbow protection included – make sure they fit securely.</p>
Goggles	<p>Huge selection to choose from, tinted, anti-fog, ventilation &amp; strap adjustment should be considered.</p>	<p>Many ADV riders choose safety style glasses under visor or sunnies rather than goggles. Select by fitment/suitability</p>

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Gloves	Hands are a valuable asset to protect, ensure fitment and quality for your application. Seasoned riders have many pairs to suit wet/cold, summer, style of riding. Higher speed should consider more knuckle protection options.	If you don't have heated grips then consider a Road oriented set for warmth & protection and thinner off-road comfortable set for slower/technical/sand style riding.
Body Armor	Selection to suit your riding terrain and ensure comfortable/snug fitment. Full suits (link to Leatt) are ideal for trail riding, for most protection & comfort in most conditions. MX style versions are best for competition/racing where higher impact and roost protection are needed.	In warmer climates/slow technical riding good quality ADV jackets with ventilation & armour included are good but can be heavy with hydration pack too. Seasoned riders often select lighter body armour suit & riding jersey in these conditions.
Boots	Just like your shoes/runners, boots are made with various shapes and sizes – selection for comfort and suitability are key with good quality boots lasting many years & hundreds of riding hours.	<b>IMPORTANT TO CONSIDER:</b> Maximum coverage for tougher terrain. More comfortable and versatile for touring and mild off-road riding. Ankle support, Waterproof, Height, Comfort
Neck Brace	These are a personal preference and choice will be based on your comfort & research to suitability. Incorrect fitment can create injury.	Only a select number of brands are compatible with ADV Jackets & fitment is highly considered.

# **\*\*CORNER MAN SYSTEM**

The Corner Man system is an effective transit process to keep a group of riders flowing. It allows you to go out on a ride without actually knowing where you are going and without the use of any maps. It has a Lead rider, a Sweep rider and everyone else in between are cornerman.

## **THE LEAD RIDER**

**Rule Number 1: NEVER pass the Lead Rider!**

The lead rider's job is to control the direction of the ride, the pace of the ride, where the cornerman are, the safety of the ride and what to do if there are any problems on the ride. If you pass the Lead rider you immediately lose every aspect of the ride and put yourself, and potentially others, at greater risk.

## **THE SWEEP RIDER**

**Rule Number 2: ALWAYS wait for the Sweep Rider**

The sweep rider is the guy at the back of the group, waving you on and back tracking for any missing riders. He deals calmly with every situation, from broken bikes, injuries, changing tyres etc. The Lead Rider and the Sweep rider keep in constant contact via two way radios.

## **THE CONERMAN**

**Rule Number 3: A cornerman NEVER leaves their corner**

The cornerman is just a rider who has been put on a corner by the Lead rider. They are the links that stop everyone becoming scattered. The Lead Rider will indicate a location and point to where they need to STOP!! They will tell the cornerman which direction to point his bike in. The cornerman will then point the bike in that direction and stay there until the Sweep comes and urges him on.

All riders approaching the cornerman will see the direction of the bike and go that way. If someone misses a corner then the cornerman will inform the sweep when he arrives, the sweep will then go and find the missing person. You must stay at the corner until the sweep urges you on, hours if necessary.

As a rider you just start the ride and follow the cornermen until you reach the Lead Rider. He will then make you a cornerman, so everybody else passes until the sweep arrives. He will urge you on and you can start riding again.

- *Always follow the trail in front of you; do not take any sidetracks, major or minor unless indicated by a cornerman*
- *REMEMBER HAND SIGNALS - Slow down use a patting down motion of your hand. Stop hold your hand up. Direction of travel confusing, point the way if necessary.*
- *CONT:*

# **\*\*CORNER MAN SYSTEM**

- *If you feel an area is a hazard or corner/intersection that the Lead rider has missed, make yourself a cornerman at that location.*
- *If a rider misses the corner you are on, do not leave your corner to pursue them. Let the Sweep know what has happened.*
- *While you are waiting your turn to become a cornerman you may proceed on the ride as normal, riding past the assigned cornerman until you are the last rider behind the Lead. You will then become a cornerman at the Lead's request.*
- *If you somehow miss the group STOP & WAIT!!! You will be missed and someone will come looking.*

Thanks for downloading our rider prep list.  
Keen to add something else to the list?

Get in touch: [hello@safe2ride.com.au](mailto:hello@safe2ride.com.au)

*Look forward to meeting you soon!*

*Safe2Ride Team*