



FREEDOM BOAT CLUB 
presents

BOATERZ N' BIKERZ of America Hull of a Tour 4



of Rhode Island
of New Hampshire

SEA TOW

EVINRUDE

REGAL

New England: July 15 - 22, 2017

RIDE RELEASE

This is a release; Read before signing. ALL riders including passengers must sign and return by 7/7/17 to ride on the tour. Email, scan or mail return to Wanda@kenton-smith-marketing.com; or to Wanda Kenton Smith, 703 Petrel Way, Venice, FL 34285.

I agree that I am riding in the Boaterz n Bikerz of America: A Hull of a Tour THE LOBSTER ROLL (overall tour dates July 15 – 22, 2017) voluntarily, and at my own discretion. I understand and agree that all tour participants and their guests participate voluntarily and at their own risk. I agree that the event's presenting sponsor, Freedom Boat Club, and any of the other event producers and participating sponsors and their respective officers, directors, employees and agents, shall not be liable or responsible for injury to me (including paralysis or death) or damage to my property occurring during any ride activity related to this event. I assume all risks of injury and damage arising out of the conduct of such activities. I release and hold all sponsors and their respective organizations harmless from any injury or loss to my person or property which may result from my participation in this event. I also agree that as part of the ride protocols, I will not consume alcohol during the organized riding portion of the event. I also understand that there will be media coverage stemming from this event and agree that my photo and likeness/image may be used.

By signing this release, I certify that I have read this release and fully understand and agree to its terms. (one page per participant – rider and passenger required)

Name/Signature _____

Date _____

CELL PHONE NUMBER FOR EVENT LISTING: _____

CONTACT IN CASE OF EMERGENCY/NAME, TELEPHONE INC. AREA CODE:

NAME: _____ PHONE () _____

MOTORCYCLE MAKE _____ YR _____ MODEL _____



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PRE-TOUR PREPARATION TIPS

Provided by Former Hull of a Tour Rider and Road Captain
JERRY SCHWARTZ "THE WOOZ"

GROUP RIDING

- Riding with a group of friends on your motorcycle can be one of life's greatest pleasures, improper riding can be a catastrophe resulting in equipment damage and personal injury.
- Forget the side-by-side or "double deuce" riding formation. Unless you're been through an advanced m/c riding course or a member of the law enforcement community it's not advisable and a recipe for disaster.
- Staggered riding is the accepted method for most groups. The lead bike is in the left third of the lane, #2 bike is in the right third of the lane, 1 second minimum back. The #3 bike is directly behind #1 min 2 seconds back and so on.
- Signals concerning potholes, objects in roadway etc are passed back by pointing with foot or hand. The first two bikes have a relatively clear and unobstructed view of the roadway ahead and can usually see and point out these object to members of the pack following behind.
- As speed increases as on interstates and divided four lanes, distances between bikes should also increase. Hand signals make turns more obvious to those in the rear. If low on fuel, try and get beside leader and point to gas tank. Same with bathroom stops, pull up next to lead bike and indicate full bladder.
- Stops/quick slowing should be done in a manner which alerts riders behind you that your bike is slowing/stopping, usually a hand signal waving downward is sufficient. Try at all cost to avoid jamming on brakes in the middle of the pack as reaction times vary and nobody wants to get rear ended.
- Rest stops are a good time to fuel up, if required, take a bathroom break and get something to drink and add or subtract clothing. The key is to do it all in one stop rather than having the group stop continuously. Usually rest stops are set up at 75-150 mile intervals depending on gas tank size of the smallest tank.

- Last but not least **RIDE SAFE**: . Ride in a manner that protects yourself and your fellow riders.
- Obviously I cannot touch on all aspects of group riding. MSF and a number of others have written volumes on this subject. We are all experienced and competent riders. Now- let's have a hull of a good time, safely.

WHAT TO PACK

On the bike - carry your rain gear, packable is preferred; those that fold into small compact sizes are best as they require less physical space. Tire repair kit, indispensable if you experience a flat. Chap stick, aspirins (to relieve those back aches encountered along the way) and eye drops plus any prescribed meds that may be required. Cell phone with motel listing for that night programmed in and camera if you're planning on snapping a few shots along the route. There needs to be room somewhere if one removes chaps or heavy jacket or needs to don a heavier jacket because of altitude changes. Last but not least is routing/maps/gps/index cards, etc How do you find your way from point A to point B to that is easily discernible while en route Eye protection -sun glasses/goggles and carry your prescription along if eyewear is lost or damaged. Extra set of contacts. Sun screen is a necessity- utilize the small trial sizes. One needs to add or remove clothing as weather and temperature dictate and that clothing has to be readily attainable, not in a baggage truck parked at the motel.

Additional Items - extra clothing changes, sneaks for boating, swim wear, additional cosmetics these can all be places in a soft sided duffle bag of appropriate size. Typically heavier gloves and jackets are worn in the cooler mornings replaced by lighter jacket and gloves later on as temps climb.

YOUR BIKE

Is your machine ready for the trip?

- Mechanical aspects:

The bike must be in condition to endure a 3,000 mile trip if you are riding the entire distance. Have the bike serviced to include oil, filters and all fluid changes. Plugs if necessary, lube the control cables and pivot points on levers, clean or replace air filters/breathers. If you feel comfortable and are mechanically inclined, follow your owner's manual servicing requirements - if not take your bike to a trusted shop and have them do the work.

- Tires:

Arguably one of the most important elements in touring. If there is any question about the tread life - replace the tire. It's an awful feeling to be stranded on the side of the road due to a flat. Are they 100% preventable? No. But we can minimize the chances by starting a trip with plenty of wear left on the treads. All tires have wear indicator arrows, learn how to read these.

It's sheer foolishness to undertake a long distance trip with minimal tread wear left on the tires. A worn tire is more likely to pick up nails, be punctured by glass or other road hazards than a tire with serviceable tread.

If questionable, replace it! There aren't many good deals on tires when you are stranded and require a tow to the nearest repair facility which may or may have your size in stock.

Do you carry a tire pressure gauge? Know the correct inflation pressure for your front & rear? Carry a tubeless repair kit? Know how to use it? How about "slime" or fix-a-flat, these can come in handy as well as a device to inflate a tire if the pressure is low.

- Owner's Manual

This pamphlet contains a wealth of information pertinent to your machine. Read it, understand it and take it to heart.

NOW LET'S HAVE FUN!

Jerry Schwartz rode in our first Hull of a Tour from Florida to California. One of the highlights of our trip was his marriage in the little White Chapel in Las Vegas to his bride, June. Jerry passed away in 2014 from a serious illness, but his memorable "woot woot" and cheery personality remain in the heart of our Hull of a Tour riders who enjoyed the opportunity to ride alongside him.