

**Combat Veterans Motorcycle Association (CVMA)
Colorado Mile High Chapter 3-1**

Ride SOP

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Introduction:

CVMA Chapter 3-1 values its safety history. Chapter leadership, Road Captains/Lieutenants, and our senior members make an important contribution to the success of our Chapter's safe riding program. Chapter 3-1 safety records is all about knowledge, skills and attitudes.

Detailed understanding of the CVMA 3-1 Group Riding and Safety SOP (SOP) is the majority of the knowledge we will need to continue to be successful and safe. Without thorough knowledge of the SOP *first*, our safety as an organization could fail.

Motorcycle riding skills are the second element to ensure safety on our individual and group rides. The organization will continue to promote the opportunities to improve our skills to enhance our safety when we ride alone, together, and with our families.

The final attribute the organization needs to maintain for a safe environment is attitude. This acquired attitude comes from the following understanding: When riding alone, a rider is free to hotdog with little effect on anybody else. The same is nearly as true with two riders where each rider occupies a separate track with separation within a single lane. When a third rider is included, however, it becomes a whole new ballgame. *Now* anything any one rider does can *dramatically* affect the other riders. When there are three or more riders, everybody needs to be on the same page – an understanding, or “rules” everyone agrees to follow. Leading a group of riders is an acknowledgement of this understanding and a *responsibility* to look out for fellow riders in the group.

- Safety is largely impacted by impaired riding and must be addressed at all levels. Impaired riding will not be tolerated in group rides and is highly discouraged at all times. This includes alcohol, prescribed medications, or other legal/illegal substances. If a rider is found to be impaired on a CVMA 3-1 group ride, leadership or ride captain/lieutenant may inform the rider that it is not safe to continue the ride and that the member needs to find alternate transportation home. A rider will be informed that continuing on the group ride will be a safety hazard for the rider and the group.

Chapter 1: Responsibilities of Key Positions

Every Ride leader has certain basic responsibilities. Key ride positions have responsibilities specific to their duties including pre-ride planning, preparation, and road safety. This section details the responsibilities of all key personnel and specific responsibilities of Lead, medical support, and trail.

1. Basic Responsibilities of All Ride Planners

- a. Being an effective Ride Lead is all about planning. As a ride lead, you will plan routes for Chapter rides by:
 - 1) Making a PLAN
 - 2) Scouting the PLAN
 - 3) Advertising the PLAN
 - 4) Briefing the PLAN
 - 5) Riding the PLAN
 - 6) Debriefing the PLAN
 - 7) Use the debrief to adjust the next PLAN
- b. Refresh Chapter members awareness of hand signals used by the group on rides (Appendix C).

2. Responsibilities of a Ride Lead

- a. Prepare a ride plan consisting of timeline, route, and additional responsibilities of participants.
- b. Conduct a Pre-ride Brief for all riders using the **Briefing Checklist** (Appendix C).
- c. Ensure any applicable event release forms, or related, are completed and signed.
- d. Take charge of the group until the final destination has been reached.
- e. Plan enough time into your ride schedule to have a proper Pre-ride Brief and time to get to your destination while considering the possibility of traffic and ride delays.
- f. If road conditions or weather dictate, the Ride Lead may alter the ride route or destination.
- g. Separate large groups into smaller groups, if possible. Group size will be dictated by the event, weather conditions, road conditions and route, and ride participants. The Ride Lead will make any judgment calls needed to place riders in specified groups and/or positions within the group.
- h. Position new riders within the group.
- i. If needed, instruct any riders to ride in a specific position within the group, or to leave the group entirely, for reasons of misconduct, disorderly or unsafe riding, or faulty/unsafe equipment.
- j. Lead the group in a safe manner, and execute sound judgment in situations not specifically covered in these guidelines.

3. Responsibilities of a medical support rider

- a. Have necessary equipment to provide basic first aid to an injured or downed rider until support can arrive (EMT/paramedics, Firefighters, police officers).

- b. Have necessary skills to provide basic first aid to an injured or downed rider until support arrives.
- c. Ensure Ride Leader, Road Captain/Lieutenants, or Chapter leadership are aware of any limitation to conduct assigned duties.

4. Responsibilities of a trail rider.

- a. Notify the Ride Leader that the group is ready to depart for the ride.
- b. Be observant of any hazardous conditions or conduct, take immediate corrective action as appropriate, and inform the Rider Leader, Road Captain/Lieutenants, or Chapter leadership at the earliest safe opportunity.
- c. In the event the group becomes separated either: 1) move to the lead position of the rear group, or 2) remain in the TG position and appoint another RC/rider to take the lead.
- d. Respond to directions from the Ride Leader.
- e. Primary member to stop with any rider who has a problem and provide traffic support.

5. Responsibilities of maintenance support rider.

- a. Primary member to stop with any rider who has a problem and render support.
- b. Have necessary equipment and knowledge to provide basic maintenance support.
- c. Will normally ride towards the rear of the group to stop as needed to render support.

6. Responsibilities of traffic control

- a. Primary member(s) to act as traffic control for downed riders or riders with maintenance problems.
- b. Have necessary equipment and knowledge to provide traffic control to ensure the safety of the group, riders, or passengers.
- c. Have necessary equipment and knowledge to perform basic traffic control without becoming a safety liability to self, the group, or vehicles utilizing the road.

7. Equipment

- a. At a minimum, all Road Captain/Lieutenants (RC/L) should carry or ensure that they have access within the group to a cell phone, the CVMA 3-1 Crash Kit or a well-stocked first aid kit, and a basic tool kit.
- b. Documents – Each RC/L should have the following:
 - 1) Ride Lead and other RC/L contact information
 - 2) Route
 - 3) Emergency phone numbers – to include recovery team

Chapter 2: Participant pre-ride safety

Remember that riding in a group does not mean you surrender any decision-making when it comes to your safety.

TRAINING – We **recommend** all members should complete a Basic Motorcycle Rider Course. It is recommended that members attend an Advanced Rider Course every 3-5 years. These courses are conducted by the Motorcycle Safety Foundation, Harley Davidson's Edge Motorcycle Training, and most Military Installations.

PERSONAL PROTECTIVE EQUIPMENT– Recommended personal protective equipment:

- **Department of Transportation (DOT) Approved Helmet.** A motorcycle protective helmet properly fastened (under the chin) which meets the standards of the DOT or Snell Memorial Foundation (SNELL).
- **Eye Protection.** Law requires shatter resistant wrap around glasses, or full-face shield (properly attached to helmet) designed for impact and shatter resistance. A windshield, non-safety rated eyeglasses, or a fairing alone does not constitute proper eye protection. ANSI approved motorcycle goggles may be worn but must not restrict peripheral vision.
- **Properly Worn Long-Sleeved Garment.** A shirt or jacket that covers the arm to the wrist. (While ballistic motorcycle jackets and pants constructed of abrasion resistant materials such as leather, kevlar, and or corduroy that contain impact-absorbing padding might be optional – they are strongly encouraged.)
- **Properly Worn Long-Legged Trousers.** Both legs covered to the ankle. (While ballistic motorcycle pants constructed of abrasion resistant materials such as leather, kevlar, and or corduroy that contain impact-absorbing padding might be optional – they are strongly encouraged.)
- **Appropriate Foot Wear.** It is strongly encouraged that lace up military boots or sturdy leather or ballistic nylon riding boots be worn that provide the optimum protection. A minimum for all CVMA 3-1 group ride participants are closed toe shoes/boots. Flip flops, sandals, or open toes WILL NOT be acceptable.
- **Appropriate Hand Wear.** Full-fingered gloves or mittens.

Active duty members need to be familiar with their respective Service's PPE requirements both on duty and off duty.

INSPECT YOUR MOTORCYCLE – All riders are also responsible for making sure their motorcycles are mechanically up to the task. Before you even meet up with the group, make sure you've got plenty of fuel in the tank, and that you've taken care of all those maintenance issues. Not sure what to check? Use T-CLOCS, which stands for Tires, Controls, Lights, Oil, Chassis and Kickstand. See the Courtesy Safety Inspection Checklist (Appendix A).

• **T – Tires and Wheels and Rims:**

- Tires more than 1/16 inch tread. About the distance between Lincoln's head and the top of a penny.
- Casings, beads, tread and fabrics will be free of breaks, bulges, cuts, cracks or exposed fabric which exhibit a weakened, unsafe tire condition.
- No loose, missing bolts, nuts or lugs.
- Tire Pressure.
- There will be no bent, loose, cracked or damaged wheels; defective rims or wheel flanges; or missing, broken, bent, loose, or damaged spokes.
- The wheels will be free of missing rivets, studs, nuts, and broken or out-of-adjustment bearings.
- Rims free of dings.

• **C – Controls and Cables:**

- Operating levers and pedal shafts will be properly positioned and aligned.
- Mechanical parts will not be misaligned, badly worn, broken or missing.

- The brake system will be free of worn, missing, or defective pins, cables, cords, clevises or couplings; misaligned anchor pins; frozen or rusted inoperative connections; missing spring clips; improper wheel bearing adjustment; and defective grease retainers.
- Brake holds.
- **L – Lights:**
 - Lights will be mounted securely to prevent excessive vibration and will not have defective wiring, improper ground, or a defective switch. The power source must maintain lamps at required brightness for all conditions of operation.
 - The dimmer switch.
 - Brake Light works after applying the brake.
 - Directional Signals. If installed must be operational. Directional signals will consist of amber or white front lamps and red or amber rear lamps which are visible from the front and rear.
- **Oil and Fuel:**
 - The fuel tank and piping will be securely installed, and the fuel line will be free from leaks.
 - The fuel tank will be vented.
 - The throttle will be aligned and not binding; linkage (including cables) will not be worn, bent, broken, corroded or missing.
 - On models with a quick-release throttle, the throttle must return to "off" or "idle" position when released.
 - Lubrication systems will be free of excessive oil leaks.
- **Chassis:**
 - Steering head bearing will not be loose, broken, or defective.
 - Handle bars will not be loose, bent, broken, damaged or welded.
 - Motorcycles will not have broken, excessively worn, missing, defective, disconnected, or malfunctioning shock absorbers; broken or excessively sagging springs; or other defective suspension components.
 - Exhaust pipes will not be cut off nor have baffles removed.
 - Exhaust systems and elements thereto, including exhaust guards, will be securely fastened
 - There will be no defective or dislocated parts protruding from the motorcycle.
 - The engine mounting frame or brackets will not be cracked or broken.
 - Fenders and mud guards will not be broken, missing, or of inadequate design or modification.
 - Foot rests will be securely mounted and properly located.
 - Seats will be properly and securely fastened. The seat and its springs will not be broken or otherwise defective.
 - Rear view mirrors will be securely attached to each side of the handlebars; and each mirror will be free of cracks and discoloration.
 - Motorcycles equipped with seating for a passenger will also be equipped with foot rests specifically designed and located for the passenger's use.
- **Kickstand and centerstand:**
 - Not cracked or bent.
 - Springs in place.

If everything's in place and operating properly you're done, and you're good to go. Enjoy the day.

During the Ride – The SEE strategy is a mental system for safe motorcycling.

- **Search** around you for potential hazards.
- **Evaluate** any possible hazards, such as turning cars, debris, etc.
- **Execute** the proper action to avoid the hazard.

After the Ride – The ride is not over till the bike is parked and key is off.

Chapter 3: Group Ride Individual Requisites

- **Personal Preparation** - You are responsible for making sure you and your bike are ready and safe for the ride.
- **Check yourself and your passenger** - Make sure you are alert, feeling well, and appropriately dressed. Any Chapter member operating a motorcycle in a Chapter ride must be properly licensed and insured to operate a motorcycle.
- **Check your Motorcycle and Equipment** - Check your tire pressure, oil level, turn signals, and lights
- **Fill Your Gas Tank** - All members are to begin the ride with a full tank of gas. All rides are planned with ample gas stops considering the smallest tank in the group and that everyone starts with a full tank.
- **Make Sure You Arrive for the Ride on Time** - Not only is it fun to socialize prior to the ride, the Road Captain will make any announcements and give the pre-ride and route briefings during this time. These briefings normally will be conducted at least 5-10 minutes before the ride departs (Kick Stands Up: KSU).
- **Pre-ride brief.** Will be conducted by the Road Captain and will include the route, rest and fuel stops, and hand signals (see Appendix A). The Road Captain should assess everyone's riding skills and the group's riding style. (Appendix B Sample Pre-Ride Brief)
- **Ride prepared.** At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter. This is required gear for Tail Gunner.
- **Impaired riding.** Impaired riding will not be tolerated in group rides and is highly discouraged at all times. This includes alcohol, prescribed medications, or other legal/illegal substances. If a rider is found to be impaired on a CVMA 3-1 group ride, leadership or ride captain/lieutenant may inform the rider that it is not safe to continue the ride and that the member needs to find alternate transportation home. A rider will be informed that continuing on the group ride will be a safety hazard for the rider and the group.
- **Scan-** Riders should develop a scan pattern that allows them to determine any abnormality in a timely manner. Scan should include:
- **Where you're going** – The vast majority of your attention should be focused towards the front in order to react in a timely manner to any situations that may arise and, of course, to stay on the road.
- **Periodically check the riders following in your rear view mirror.** If you see a rider falling behind, slow down so they may catch up.
- **Engine instruments and lights** - Check to see if your turn signals are on, any caution lights you may have are on, fuel state, speed and any other widget you may have. A proper scan of these should take no more than 1 second, maybe 2. You should scan these on a regular basis.

Chapter 4: Conducting a Ride

1. Communication

The Ride Coordinator will ensure the membership is updated with the latest ride information.

2. Ride Cancellation

The decision to cancel a ride should be made a minimum of two hours prior to the briefing. After making the decision to cancel a ride, the Ride Coordinator shall notify the Chapter BOD as soon as possible. Membership will be notified by email from BOD/CVMA email server.

3. Pre-Ride Briefing

At the stated meeting time the Ride Coordinator or designee will conduct a pre-ride. This should be done as expeditiously as possible. The following talking points shall be covered prior to every ride (these are not in any particular order).

- a. All stated rider spacing intervals are minimums (Staggered Riding – 2 seconds interval between the bike directly in front, 1-second interval between all other bikes).
- b. Stop Signs – double up; proceed through in pairs unless there are road guards posted, in which case all riders proceed through traffic signal regardless of light color.
- c. Stop Lights – stop when light turns red, if safe to do so, regardless of your position in the group unless there are road guards posted, in which case all riders proceed through traffic signal regardless of light color.
- d. If separation occurs, the lead motorcycle(s) will slow down and/or find a safe place to pull off and wait for the group to catch up.
- e. Ride Captains within the group may have to take the lead of a broken group to get them caught up. Make sure all RCs know directions and destination.
- f. Lane Changes – instruct riders: pass signal (hand and/or light) back, do not move, the trail/last rider will change position, move sequentially only after the rider in front of you does.
- g. Inform riders that you may cancel any previous signal, with the **Cancel Last Signal** signal, if needed.
- h. Immediate Lane Changes – the lead rider may initiate the lane change prior to notifying the formation if the situation requires it. All riders will follow safely without regard to other vehicles ending up within the group.
- i. Remind riders that each is responsible for being familiar with the ride plan.
- j. Passing – Each rider shall use his/her own judgment on when it is safe to pass.
- k. Brief that whenever a **Leader** blocks for passing or lane changes, all riders are expected to pass the Leader and ride single-file in the **right** track until signaled to resume staggered formation.
- l. Hand Signals – minimally the lesser used signals expected during the ride. Hand signals are expected to be passed back and to the front. Continually scanning to include your rearview mirror to identify hand signals to go forward is necessary.
- m. Breakdown/Non-accident Procedure – everyone following incident bike stops. RCs will determine what needs to happen.
- n. Accidents - Preemptively identify who will, if needed, call emergency numbers, handle traffic, stay at scene, take notes, and perform first-aid. The LRC will be the focal point to make decisions and *assign others*.
- o. If there will be a group return, or riders are expected to return on their own.
- p. If equipped, have all riders turn passing lamps (spots) off, except for the TG.
- q. The LRC is the final word for that ride; they are in charge. Any problems or issues should be communicated to him/her as soon as possible.

4. Riding Guidelines

- a. The lead rider will communicate via hand signals at a minimum. The formation will pass on the hand signals as safety allows.
- b. In the event of a serious safety issue the trail rider shall contact the Ride coordinator/leadership/Road Captain via electronic communications radios/telephone or headlight or hand signals to make an immediate stop to correct the issue.

5. Riding Formations

The Chapter rides in the staggered formation recommended by the Motorcycle Safety Foundation.

- a. Environmental Conditions
Environmental conditions will dictate when the lead rider places the group in a single-file formation. All stated spacing intervals are minimums. Environmental considerations may include, but are not limited to:
 - 1) Road width
 - 2) Presence of frequent or tight curves (normally back roads)
 - 3) Road conditions (construction, sand or gravel, pot holes, etc.)
 - 4) Vehicles on the side of the road (bicycles, emergency, disabled, etc.)
 - 5) Weather

6. Hand Signals

Hand signals will be used at all times to maneuver the group, change formation, or point out hazards. Continually scanning to include your rearview mirror to identify hand signals to go forward is necessary.

- a. Hand signals should be given in a timely manner, but not so early or late that they are meaningless or unnecessary.
- b. The lead rider should give consideration to performing hand signal with the right hand and arm when safe to do so. This allows the most following riders to see the hand signals.
- c. The lead rider will initiate all hand signals with the exception of pointing out hazards.
- d. Any rider in the group, in any position, upon becoming aware of a hazard, should point out the hazard to all riders that follow. Each subsequent rider repeats the signal.
- e. The trail rider will perform the hand signal to signal the traffic that follows.

CAUTION

**DO NOT MAINTAIN OR PERFORM ANY HAND SIGNALS IF SAFETY REQUIRES
TWO HANDS ON YOUR HANDLEBARS**

7. Traffic Lane Selection

- a. The group shall stay in a single traffic lane whenever possible. The lead rider will pick a lane where the flow of traffic is consistent with the speed of the group.
- b. In an urban environment, the lead rider should consider the distance to the next turn on the ride route and the direction of that turn when deciding which lane to utilize.
- c. On limited access roads with more than two travel lanes in each direction, the

lead rider should avoid using the right lane as a travel lane to avoid merging traffic.

- d. On limited access roads with only two travel lanes in each direction, the group will normally travel in the number two (right) lane unless the lead rider believes the frequency of access ramps would likely cause a disruption to the group from merging traffic.
- e. Lane changes will be kept to a minimum and only used to pass slower traffic or to avoid road hazards.

8. Breakdown/Non-accident Stops

In the event of a breakdown or any other non-accident need to stop, all riders behind the motorcycle(s) involved in the incident will pull over to the side of the road where safe to do so.

- a. The lead rider will find a safe place to pull over the rest of the group that was in front of the accident.
- b. The trail rider and/or another RC will assess the situation and assign individuals to help as needed to block oncoming traffic or call for road-side assistance.
- c. The lead rider should be contacted to inform him/her of the situation.
- d. Once the situation has been assessed and stabilized, a RC will proceed, or designate another member, to lead the rest of the riders. Those who are not required to stay and help, join up with the lead rider's group.
- e. If any injuries occur during an official Chapter ride, notify the Chapter BOD.
- f. When the situation has been resolved and the ride is ready to proceed, ensure that everyone is accounted for and NO ONE is left behind.

9. Accidents - In the event of an accident, a Road Captain/Ride Coordinator/Leadership will accomplish the following:

- a. **Insure everyone stops in a safe location.**
- b. Assigns, other riders present, to - call and stay on the line with 911, render first aid, control traffic, distribute first aid and traffic control items, and take notes.
- c. Rendering aid to injured persons – If rendering first aid, remember DO NOT MOVE the injured person or remove their helmet unless the injured is in imminent danger. This should only be done by trained emergency response personnel.
- d. Maintain the accident scene. If possible get information from the victim regarding allergies, medications and health conditions. Get names, telephone numbers, and addresses of witnesses.
- e. Notify the Chapter BOD.

10. Ride Debrief

All members are expected to identify any issues to the group. This should be done in a courteous, professional manner in order to maximize the benefit of lessons learned.

- a. After the ride a debrief will be conducted.
- b. This should be conducted prior to the group breaking for home, i.e., last fuel stop or rest/break area.
- c. Any significant critique of an *individual* rider should be done in private, beyond hearing of the group. Generally, these private critiques should be conducted by the LRC and/or TG only.

11. After the Ride

The ride officially ends on arrival at the final destination unless there is a return ride plan.

- a. Riders may return home at any time and by any route they choose.
- b. If anyone is unsure how to get back home, they should ask a RC for directions.
- c. After arrival at home, riders should let the RC know, preferably by text or e-mail (Chapter Google Group).

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Chapter 5: Maneuvers

1. Keeping the Group Together

Occasionally, the group will get separated by a stop light, traffic congestion, etc. In the event the group is separated, you as lead rider, should adjust the ride (either by slowing down or stopping at a safe location) until the ride is regrouped. In some circumstances, this may take several miles/minutes. BE PATIENT! Brief riders to pull over at a safe place if they find themselves leading part of the group due to a break and are not sure of the route. Everyone behind this rider and the trail rider will stop, so the trail rider can assume, or assign another RC the lead of the broken segment until rejoining the main group.

2. Passing

a. Standard Pass

Pass traffic, as necessary, when there is only one lane in each direction. Brief riders to pass one at a time, SINGLE FILE until past the vehicle. After you have passed, you should lengthen the distance between you and the passed vehicle, for subsequent passing riders to rejoin *between* you and the passed vehicle. Brief riders to resume staggered positions once past the vehicle. Use common sense regarding WHEN it is safe to pass.

b. Leader's Blocking Pass

Occasionally, the vehicle being passed is *not* cooperative, and may accelerate while being passed, eliminating the space, you as lead rider, have created for any subsequent bikes to pass. In these cases the lead rider can accomplish a **Leader's Blocking Pass** (if briefed) to prevent this acceleration and the closing up of the space intended for subsequent passing bikes.

- 1) The lead rider's Blocking Pass is accomplished when the lead rider passes the vehicle and takes the *right track* just in front of the passed vehicle. The lead rider does *not pull forward to allow room behind for other riders* as was done with the Standard Pass. Instead, the lead rider remains close in front of the vehicle and waves all subsequent riders to pass the vehicle AND the lead rider.
- 2) When previously briefed on this type of pass, all other bikes are expected to pass the vehicle AND the lead rider. This is done normally, single file, one-at-a-time.
- 3) Rather than resume staggered formation after passing, however, (as with the Standard Pass above) Dash 2 and all following riders should be briefed to *remain single file and occupy the right track* in front of the lead rider. As with the Standard Pass, each rider is expected to create space behind them for subsequent riders.
- 4) It is important to remember that the lead rider positions himself/herself in the *right track* when doing this type of pass. This provides a vacant position in the left track next to the lead rider for each subsequent passing rider to occupy temporarily, as they pass, minimizing time in the opposite direction traffic lane.
- 5) When all have passed, the lead rider resumes the lead by passing the group using the empty *left track*. When the lead rider is back in lead position, he/she signals to resume staggered formation.
- 6) Many RCs prefer this method of passing, rather than trying to regroup after experiencing a vehicle uncooperative with the Standard Pass.

3. Lane Change Guidelines

A lane change refers to maneuvering the group into a new travel lane where the direction of traffic in the new lane is in the same direction of travel of the group.

- a. Lane changes may be performed for a wide variety of reasons including passing slower traffic, maneuvering the group into a lane where the traffic speed is the same as the group wishes to travel, or in preparation for turning onto an intersecting roadway or exiting a freeway.
- b. Lane changes should be kept to a minimum and, whenever possible, should be well thought out in advance to minimize the disruption to the group.
- c. The lead rider will initiate lane changes by signaling the formation by hand signal, the motorcycle's turn signal, and/or electronic communications radio/telephone.
- d. Brief riders to hold their positions and pass the signal back.
- e. Upon receipt of the lane change signal, the trail rider will show the hand signal for following traffic and, when safe to do so, the trail rider will move into the middle of the new lane.
- f. Brief that the first to move into the new lane, *other than the trail rider*, is the lead rider.
- g. Brief that each rider, in turn *after the rider in front of him or her begins the lane change*, should then follow suit sequentially and maneuver into the new travel lane.
- h. If the lane change is required for either safety reasons (e.g., hazard in the current travel lane) or because the ride route requires (exiting a freeway or a turn onto an intersecting street) and traffic does not permit a lane change in the above described manner, the lead rider may initiate the lane change without waiting for the trail rider to secure the lane. All subsequent riders shall then follow into the new travel lane, as individuals, as safe to do so, without regard for automobiles that may end up in the middle of the group. Reassemble the group when safe to do so.

4. Keep the Group Together Using Stationary Blockers

Stationary blocking Road Guards assist in getting the group or entire formation through intersections safely, quickly, and efficiently. Blocking also eases the effect of the passage on traffic in general. It also helps to avert any rider or riders from making risky choices rather than chance being separated from the group.

- a. When approaching an intersection with a group and the intention of assigning Road Guards, the lead rider should slow the group significantly and provide the blocking signal(s) as early as possible. This allows the Road Guards time to process the assignment and begin moving to the outside edges of the lane, as can be *safely* accomplished, allowing following riders to pass between blockers unencumbered.
- b. Once Road Guards have positioned themselves, the lead rider may have the group resume normal speed.
- c. For the safety of the blocker, blockers should concentrate their entire attention on the traffic they are blocking. For this reason, trail rider signals the blockers that the group has passed by sounding their horn, signaling blockers to vacate their block.
- d. Brief those riders that have no desire to block, to position themselves toward the rear of the group. In the event that they later anticipate being called upon, they should signal riders behind them to pass at an appropriate time to take the blocking assignment.

5. Keep the Group Together Using a Rolling Block

Sometimes, in moderate traffic, there is not enough room available in a new lane for you to choose a simple lane change that will fit the entire group.

- a. In these cases you may elect to assign a Rolling Block by signaling for either Road Guard (rider #3 - left side) or rider #4 (right side) to occupy the adjacent lane as soon as it can be safely accomplished.
- b. This is a 2-part signal - a "block" signal followed by a "wave back" signal.
- c. Once the assigned Road Guard (blocker) is in the new lane, he/she is expected to begin slowing, thereby slowing all traffic behind him/her. This allows room in front of the blocker for the group to change lanes in front of the blocker.
- d. As with any other kind of blocking, the blocker rejoins the group from the rear by passing the trail rider when the trail rider indicates. If 3-wheeled bikes are in the formation, they will move to the right track of the lane when safe to do so, to allow the blocker to pass in the left track and rejoin the main group of 2-wheeled bikes.

6. Keep the Group Together Using a Leader's Rolling Block

Sometimes, in *heavy* traffic, there is not enough room available in a new lane for more than one bike. Neither the simple lane change *nor* a Rolling Block will work.

- a. In these cases, you as lead rider, may elect to institute a Leader's Rolling Block. This is done in a manner similar to the Leader's Blocking Pass discussed in the Passing section of this Chapter.
- b. In this case, you as lead rider, move *alone* into the new lane with a "Pass Me" hand signal indicating you are performing a **Leader's Rolling Block**.
- c. Your slowing of traffic in the new lane is done identically as Road Guards do with a standard Rolling Block.
- d. Brief Dash-2 (rider #2) to lead the group into the new lane, simultaneously signaling for the group to assume single-file formation in the RIGHT track.
- e. When all are established in the new lane, use the vacant left track to pass the group and resume the lead position.
- f. Once back in the lead position, signal the group to resume staggered formation.

7. Parking and Pull-out

Parking, and pull-out from parking, are the most visible maneuvers any motorcycle group makes. Accomplishing either smoothly and efficiently are the marks of well oiled motorcycle organizations and great Road Captains. Both maneuvers require some forethought and familiarity with the various parking methods - a plan. A good Pre-ride Brief should include briefing pull-out and the parking plan expected. Good RCs often dismount and *direct* parking during stops and at the destination. Parking should always be done with any subsequent pull-out in mind.

- a. Pull-Out
 - 1) Posting static blockers is a good way to ensure pull-out is accomplished without traffic interruption allowing all riders to stay together.
 - 2) Pull-outs should always be lead out by the lead rider with all other bikes following *in sequence* behind the bike in front, or to the left, of him/her - *not all at once*.
 - 3) When parking has resulted in more than one group of parked bikes, the lead rider should brief which group follows the lead rider's group, and the sequence of each subsequent group. The first bike of each group follows the last bike of the preceding group.
 - 4) The ride leader/Road Captain will depart after the trail rider provides a hand signal or communication that all riders are accounted for and ready for departure. IT IS ALL RIDERS RESPONSIBILITY TO BE READY TO DEPART AT THE DESIGNATED TIME.

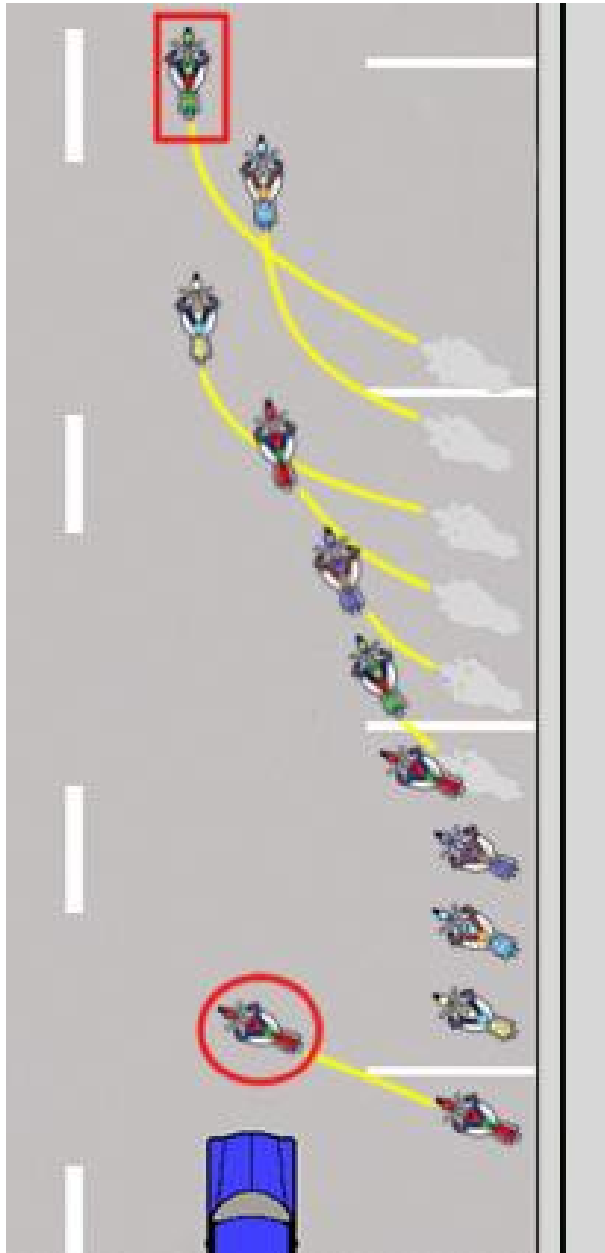
b. Parking

- 1) How a motorcycle group parks is dependent on what space is available at the stop. Generally that cannot be determined until arrival. Being familiar with each of the parking methods in Appendix, however, gives the lead rider the largest number of options. Commonly, the most options are found in parking further out in the lot where more space is available.
- 2) In every case, the goal is to keep the group together as much as possible. Splitting the group to fill close-in, but scattered individual parking spaces, *always* looks bad and does not provide the security of parking together. It will also complicate later pull-out. If parking does not allow all to park together, make every effort to limit the number of clusters of parked bikes. One cluster is better than two. Two is better than three.
- 3) The method you choose is also dependent on whether the group is making an interim stop along the route or final destination parking. Parking at the final destination requires a method that will allow individual riders to vacate on their own schedule without being blocked in by other riders. Parking at an interim stop, however, where all riders will depart at the same time, provides more options, like double stacking in each parking space.
- 4) Methods that allow for parking without having to duck-walk the bikes backwards should be your first choice. Sometimes duck-walking bikes backwards, into a spot, either as you park, or later during pull-out are your only choices. When faced with this problem at the final destination, where individual riders will leave at various times later anyway, avoid the whole group having to duck-walk back into parking at the same time now. One bike pushing back at various times later is always preferable to forcing the entire group to do so at the same time. Never elect any kind of parking that requires push-backs on slopes, in gravel, sand, dirt, or any other loose surface.
- 5) After all members are parked, all riders should rally at the ride leader/Road Captain's bike/position to be informed of the next hard time to include departure time/KSU, brief, or decision.

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intentionally left blank

Appendix A: Maneuver Diagrams

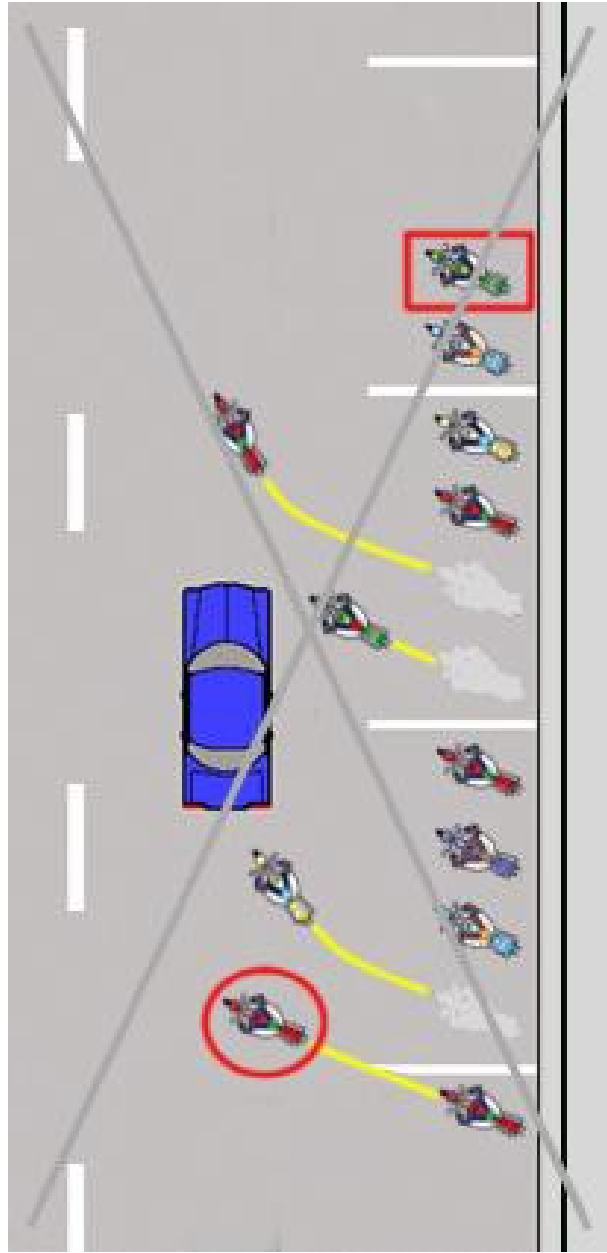
Pull-Out



PULL-OUT DONE RIGHT

TAIL GUNNER OR BLOCKING ROAD GUARD (RED CIRCLE) BLOCKS ANY POTENTIAL CONFLICTING TRAFFIC DURING PULL-OUT.

AFTERWARDS, LEADER (RED BOX) STARTS OUT FIRST. ALL OTHER RIDERS BEHIND HIM **PULL OUT IN SEQUENCE - NOT RANDOMLY OR ALL AT ONCE.**



BE PATIENT!

WAIT FOR THE LEADER (RED BOX) AND **PULL OUT IN SEQUENCE - NOT RANDOMLY OR ALL AT ONCE.**

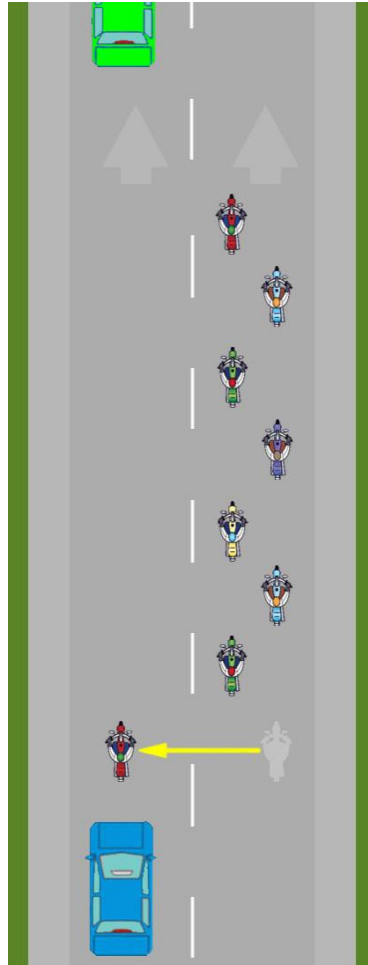
Appendix A: Maneuver Diagrams

Standard Passing and Lane Change



STANDARD PASSING ON A ROAD WITH ONLY ONE LANE IN EACH DIRECTION

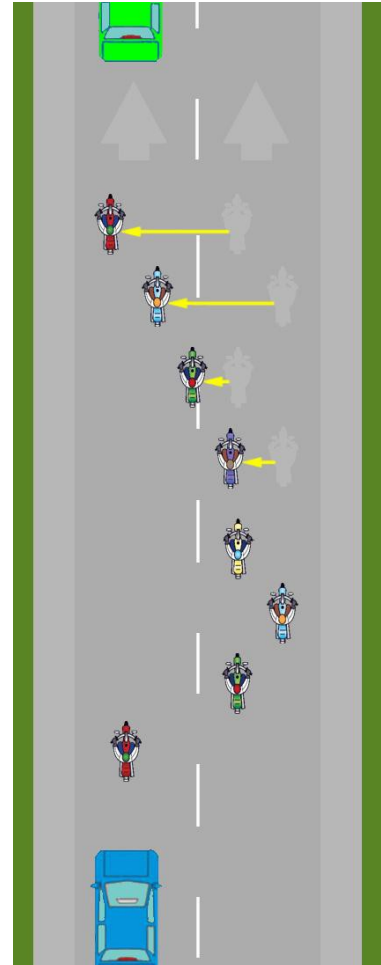
ALL PASS **ONE-AT-A-TIME, SINGLE FILE**. EACH CONTINUES TO PULL FORWARD OF THE PASSED VEHICLE CREATING SPACE (REPRESENTED BY THE RED CIRCLE) FOR OTHERS TO FALL IN BEHIND ONCE PAST THE VEHICLE.



STANDARD LANE CHANGE 1

LEADER SIGNALS FOR A LANE CHANGE. EACH RIDER REPEATS THE SIGNAL BUT **DOES NOT CHANGE LANE YET**.

WHEN THE TAIL GUNNER RECEIVES THE SIGNAL, **ONLY THE TAIL GUNNER MOVES INTO THE NEW LANE** WHEN SAFE, TO BLOCK ANY VEHICLE FROM ACCELERATING INTO THE SPACE THE GROUP WILL MOVE INTO THE NEW LANE.



STANDARD LANE CHANGE 2

WHEN THE LEADER HAS DETERMINED THAT THE TAIL GUNNER (ONLY THE TAIL GUNNER) HAS SECURED THE NEW LANE, THE LEADER WILL BEGIN MOVING INTO THE NEW LANE.

ALL OTHER RIDERS **THEN FOLLOW THE RIDER IN FRONT, OR DIAGONALLY IN FRONT, OF THEM IN SEQUENCE** - NOT RANDOMLY OR ALL-AT-ONCE.

Appendix A: Maneuver Diagrams

Static Blocking



BLOCKING TRAFFIC COMING FROM THE LEFT AT AN INTERSECTION



BLOCKING TRAFFIC COMING FROM THE RIGHT AT AN INTERSECTION



BLOCKING LEFT TURNING TRAFFIC COMING FROM THE OPPOSITE DIRECTION

Road Guard Blocking Notes:

When blocking traffic coming from the left (top left picture), the Road Guard should not move so far to the left that he/she has moved into oncoming *opposite direction* traffic flow. Indicated in the picture by the faint yellow lines and arrows.

The same is true when blocking left turning traffic from the opposite direction (left bottom picture). In this picture the Road Guard is blocking the opposite direction left turning traffic but is not so far left as to interfere with the other opposite direction traffic. Again indicated in the picture by the faint yellow lines and arrows.

Appendix A Continued: Maneuver Diagrams

Rolling Block Lane Change



1

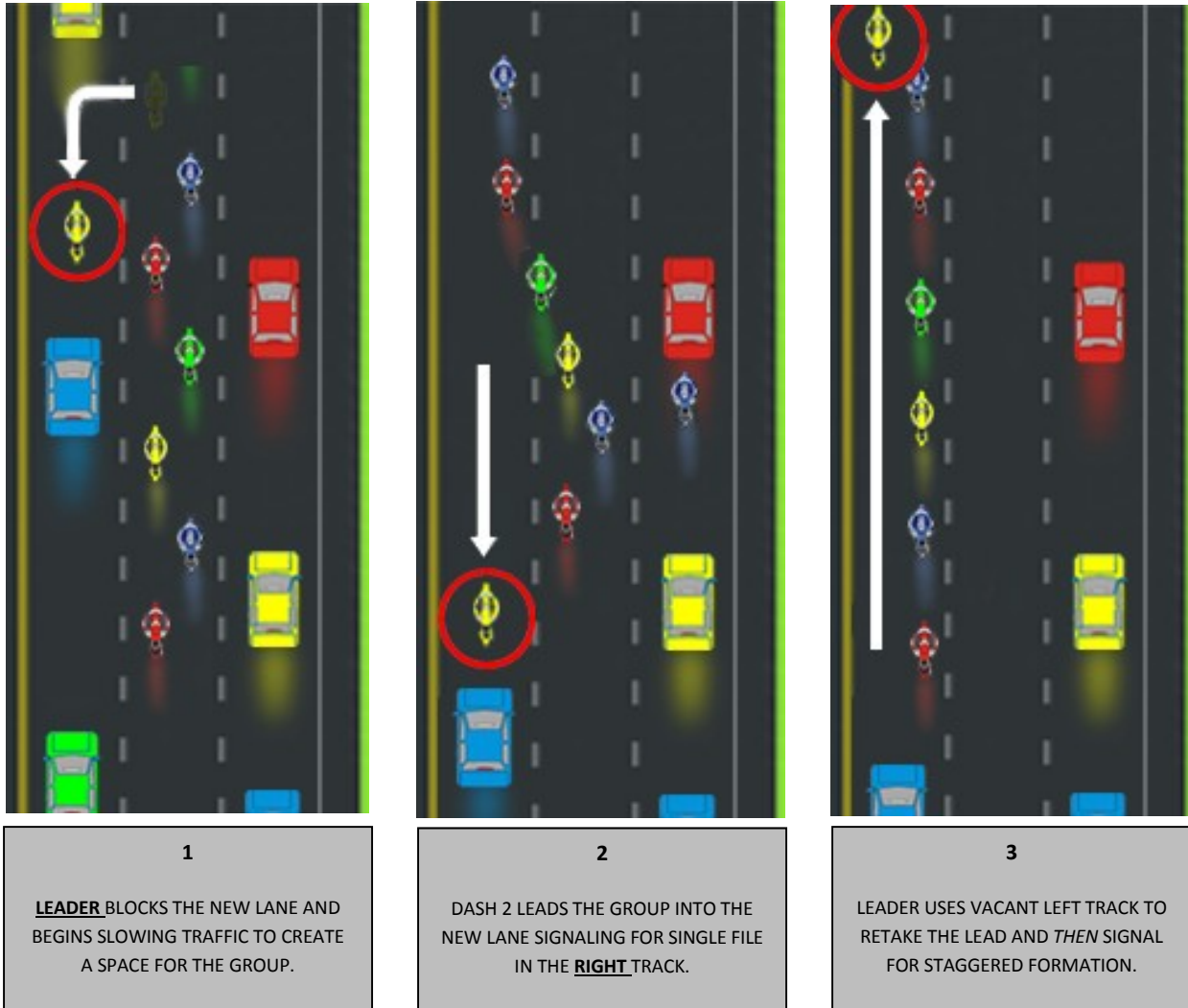
HAVING RECEIVED THE ROLLING BLOCK SIGNALS, THE BLOCKER MOVES INTO NEW LANE, WHEN SAFE, AND BEGINS SLOWING TRAFFIC BEHIND TO CREATE A SPACE IN THE NEW LANE LARGE ENOUGH FOR THE ENTIRE GROUP.

2

WHEN THERE IS ENOUGH SPACE IN THE NEW LANE FOR THE ENTIRE GROUP, LEADER MOVES INTO THE LANE AND ALL OTHERS **FOLLOW IN SEQUENCE BEHIND THE RIDER IN FRONT OF THEM - NOT BEFORE, OR ALL AT ONCE.**

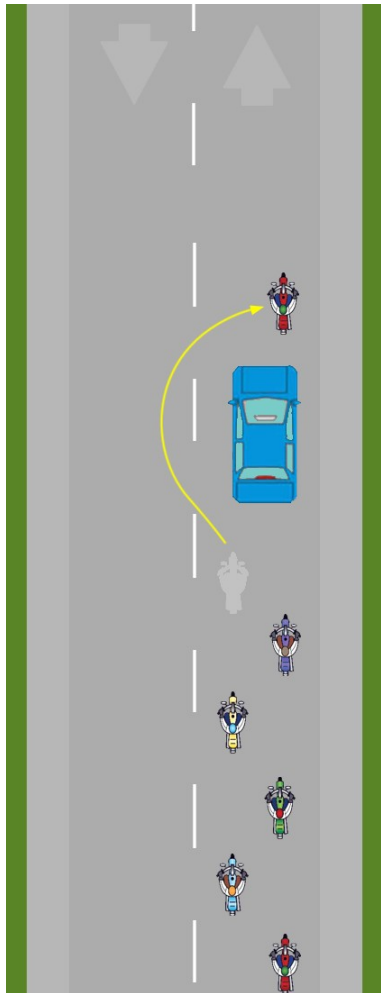
Appendix A Continued: Maneuver Diagrams

Leader's Rolling Block Lane Change



Appendix A Continued: Maneuver Diagrams

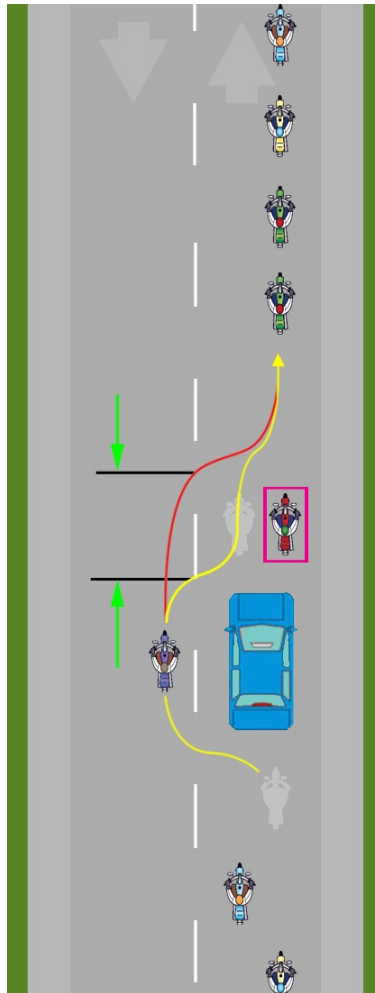
Leader's Blocking Pass



1

LEADER PASSES WHEN SAFE AND DOES NOT INCREASE SPACE BETWEEN HIM/HERSELF AND THE PASSED VEHICLE FOR OTHER BIKES AS IN A STANDARD PASS.

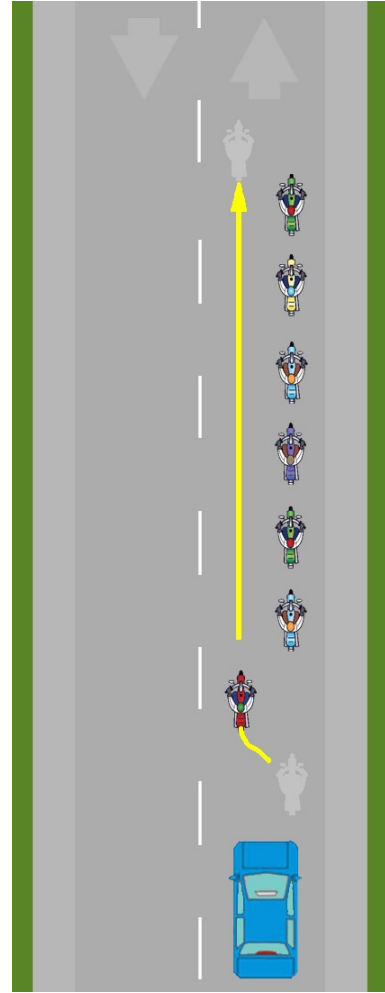
INSTEAD HE/SHE TAKES THE **RIGHT** TRACK JUST IN FRONT OF THE PASSED VEHICLE TO PREVENT THE VEHICLE FROM ACCELERATING AND WAVES OTHER BIKES PAST.



2

EACH BIKE PASSES **BOTH** THE VEHICLE AND THE LEADER AND TAKES UP THE **RIGHT TRACK** IN SINGLE FILE.

TIME AND DISTANCE IN THE OPPOSITE DIRECTION LANE (REPRESENTED BY THE RED LINE) IS SHORTENED (REPRESENTED BY THE GREEN ARROWS) BY PASSING THROUGH THE VACANT LEFT TRACK SPOT NEXT TO THE LEADER.



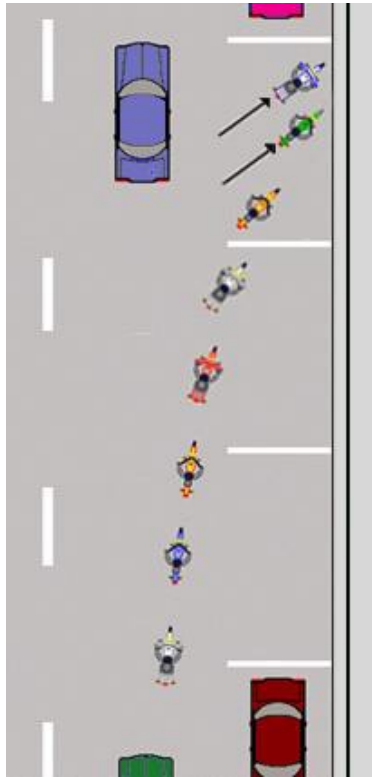
3

WHEN ALL OTHER RIDERS HAVE PASSED, THE LEADER USES THE VACANT LEFT TRACK TO RESUME THE LEAD.

RE-ESTABLISHED IN THE LEAD POSITION, THE LEADER THEN SIGNALS TO RESUME STAGGERED FORMATION.

Appendix A Continued: Maneuver Diagrams

Street Parking

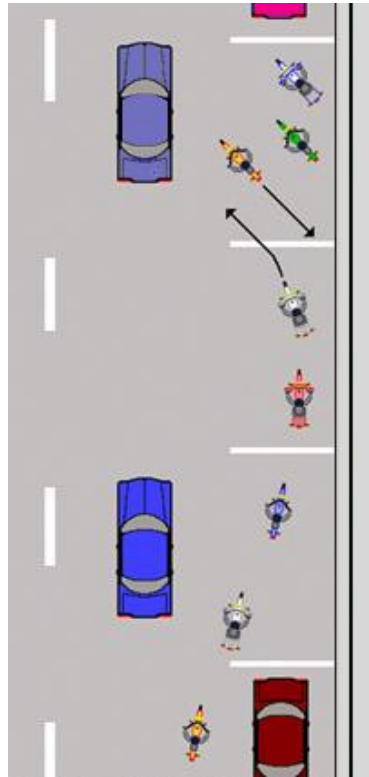


NOSE IN PARKING IS VERY FAST

GOOD FOR FINAL DESTINATION PARKING WHERE RIDERS DON'T HAVE TO PUSH BACK UNTIL THEY INDIVIDUALLY BREAK FOR HOME

NOT SUITABLE FOR INTERIM PARKING WHERE ALL RIDERS WOULD HAVE TO PUSH BACK AT THE SAME TIME TO CONTINUE TO FINAL DESTINATION

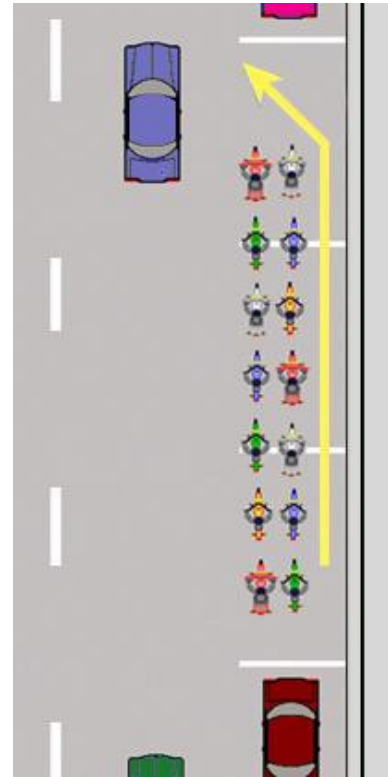
NOT GOOD WHERE THE STREET SLOPES TO THE CURB



STANDARD PUSH BACK INTO PARKING

GOOD FOR INTERIM PARKING WHERE RIDERS PUSH BACK INDIVIDUALLY AS THEY ARRIVE AND CAN PULL OUT IN SEQUENCE TO CONTINUE TO FINAL DESTINATION

ALSO A FAST EXIT AT FINAL DESTINATION PARKING



TANDEM 2 PARKING IS FASTEST

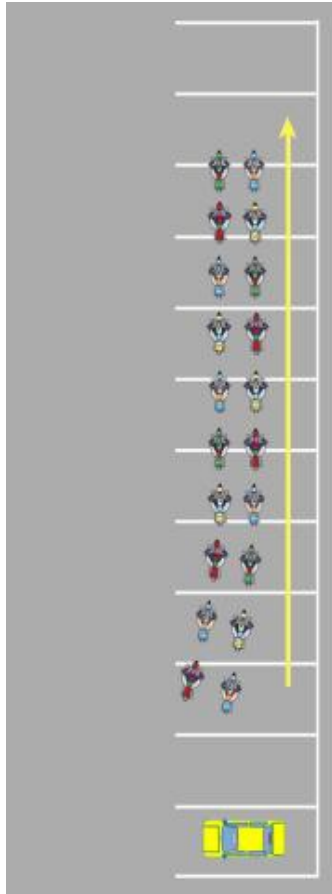
GOOD FOR INTERIM AND FINAL DESTINATION PARKING

WHEN USED FOR FINAL DESTINATION PARKING, IT IS IMPORTANT TO LEAVE ROOM ON THE CURB SIDE FOR THOSE ON THE INSIDE COLUMN TO EXIT (YELLOW ARROW)

FIRST ROW LEADER AND DASH 2 SHOULD OCCUPY A THIRD TO HALF OF A PARKING SPACE TO PREVENT ITS USE BY A CAR OR TRUCK THAT COULD BLOCK THE GROUP'S EXIT

Appendix A Continued: Maneuver Diagrams

Back of Lot Parking

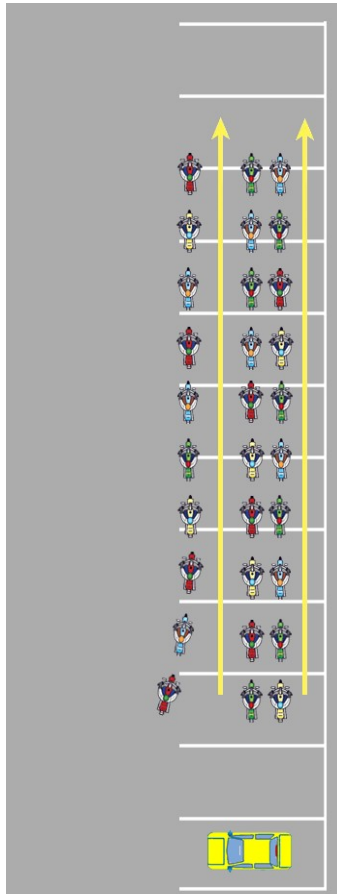


TANDEM 2 PARKING IS FASTEST

GOOD FOR INTERIM AND FINAL DESTINATION PARKING

WHEN USED FOR FINAL DESTINATION PARKING, IT IS IMPORTANT TO LEAVE ROOM ON THE CURB SIDE FOR THOSE ON THE INSIDE COLUMN TO EXIT WHEN THEY BREAK FOR HOME (YELLOW ARROW)

FIRST ROW LEADER AND DASH 2 SHOULD OCCUPY A THIRD TO HALF OF A PARKING SPACE TO PREVENT ITS USE BY A CAR OR TRUCK THAT COULD BLOCK THE GROUP'S EXIT



TANDEM 3 PARKING IS FAST

GOOD FOR INTERIM AND FINAL DESTINATION PARKING

SIMILAR TO TANDEM 2 PARKING BUT WITH AN ADDITIONAL COLUMN AND EXIT SPACE TO ACCOMODATE THE ADDITIONAL ROW

LEADER SHOULD DISMOUNT TO DIRECT ALIGNMENT OF THE LAST COLUMN ENSURING THE SECOND EXIT SPACE FOR THE MIDDLE COLUMN WHEN USED AT FINAL DESTINATION



TANDEM 4 PARKING

SUITABLE FOR INTERIM PARKING ONLY

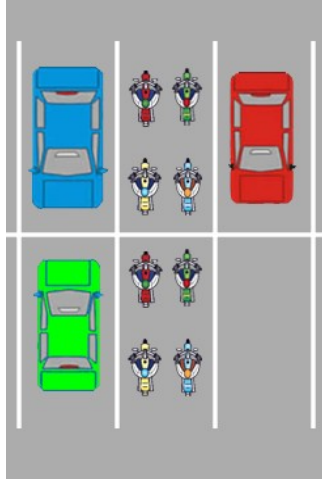
NOT SUITABLE FOR FINAL DESTINATION DUE TO LACK OF EXIT SPACE FOR INNER COLUMNS

QUICKLY PACKS IN THE MOST BIKES IN THE LEAST BACK LOT PARKING SPACES

FIRST ROW LEADER AND DASH 2 SHOULD OCCUPY A THIRD TO HALF OF A PARKING SPACE TO PREVENT ITS USE BY A CAR OR TRUCK THAT COULD BLOCK EXIT

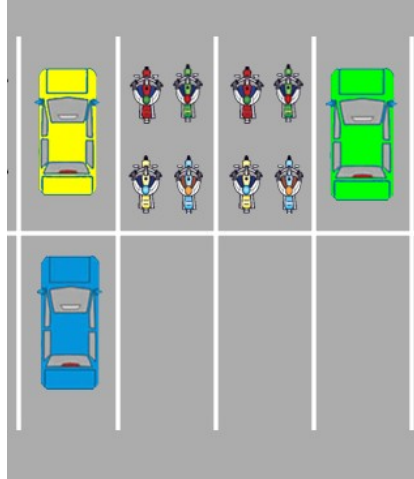
Appendix A Continued: Maneuver Diagrams

Stacking Parking Spaces



**STACKING SPACES
END-TO-END**

IF THE LEADER
DISMOUNTS, HE/SHE
CAN **DIRECT** WHICH
SPACES TO USE.



**STACKING SPACES
SIDE-BY-SIDE**

IF THE LEADER DISMOUNTS,
HE/SHE CAN **DIRECT** WHICH
SPACES TO USE.



**STACKING SPACES IN
BOTH DIRECTIONS**

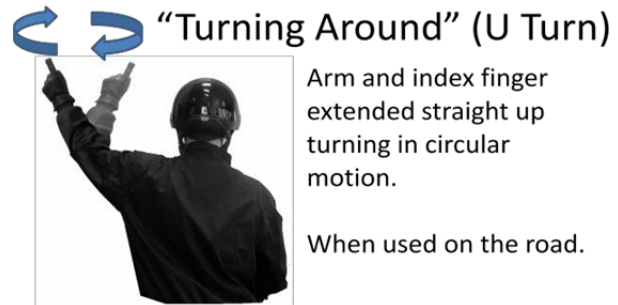
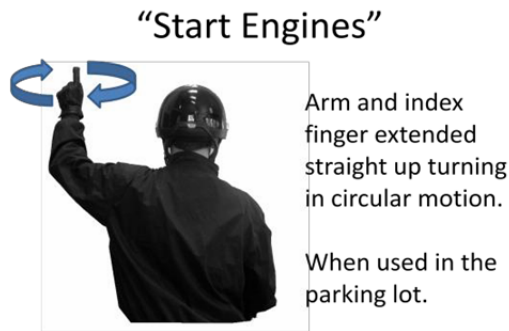
ATTEMPTING TO STACK IN BOTH
DIRECTIONS CAN BE A MESS IF
NOT **DIRECTED** BY THE LEADER.

Appendix B: CVMA 3-1 Hand Signals

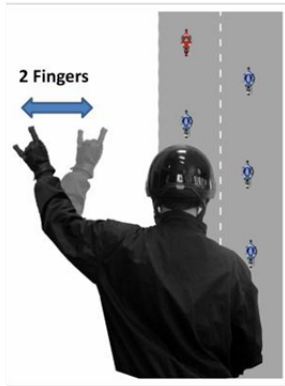
NOTE: Some parking-lot signals are the same as on-the-road signals. The difference is only *where* they are performed. These first two, **Start Engines** and **Turning Around (U Turn)** are good examples.

NOTE: Please pay particular attention to the last 5 proprietary "Blocking" signals. They are different from what you may be used to. They are; "**Stationary Block Left**", "**Stationary Block Opposite Direction Left Turning**", "**Stationary Block Right**", "**Rolling Block Left**", and "**Rolling Block Right**".

NOTE: CVMA 3-1 has 4 additional signals.



Appendix B Continued: CVMA 3-1 Hand Signals



“Occupy 2 Lanes”

The leader and all riders in the column behind him/her remain in the left lane.

All riders in the right column take the adjacent lane to the right.



“Resume 1 Lane”

The leader and all riders in the column behind him/her move to the left track in ONE lane.

All riders in the right column rejoin the left column in ONE lane.

“Pass Me”



Arm extended down. Palm forward. Swing forward from hip in arc.

“Don’t Pass” or “Back Off”

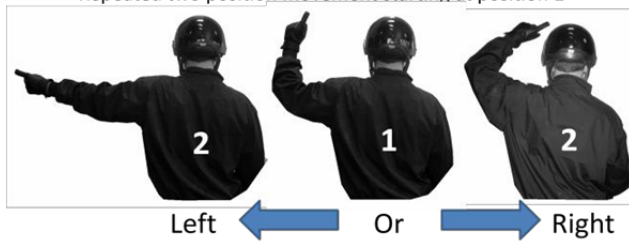


(Spread out formation more)

Arm extended down. Palm facing back. Swing rearward from shoulder in arc.

“Pull Off (Over)”

Repeated two position movement starting at position 1



“Come Alongside”

Two position movement



Same as “You Lead”, but ending with finger pointing alongside

+

“You Lead”



The “Pass Me” signal followed by the “Number One” gesture



“Police/Emerg Vehicle”

Fingers pointing up over head turning in circular motion.

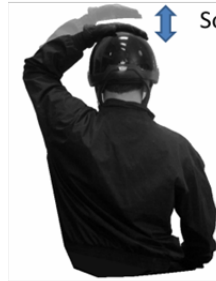
Appendix B Continued: CVMA 3-1 Hand Signals

“Hazard in Road”

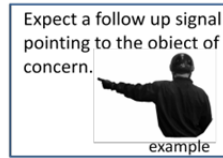


Point immediately with emphasis. Point with arm or foot.

“Heads Up”



Something needs your attention



Expect a follow up signal pointing to the object of concern.

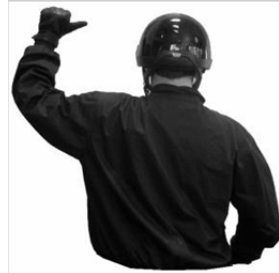
If there is no follow up signal – check your headlight

“Left turn”



Left arm and hand extended straight out to side. Not to be confused with “biker wave”.

“Right turn”



Left arm bent at elbow and hand extended up. Thumb gesture helps distinguish this from other hand signals

“Slow Down”



Palm down with repeated down motion.

“Speed Up”



Palm up with repeated up motion.

“Turn Signals Still On”



Repeatedly snap fingers and thumb open and closed.



“OK” or “Understood”



Proper acknowledgement that you will pass up a “horn message” from behind

Appendix B Continued: CVMA 3-1 Hand Signals

“Need Fuel/Comfort Stop”



Arm out to side.
Point to fuel tank,
tummy, bladder.

“Ignore Last Signal”



Back and forth
“erasing” motion.

“Close-up Formation”



(Or tighten up formation)

With elbow bent, pump
fist up and down.

“Biker Wave Cautions”



If you really ‘must’
wave, hold arm lower
to distinguish this from
a left turn and extend
two fingers to
distinguish this from
the road hazard signal.

“Stop”



Arm extended
down. Palm back.

“Cut off motors”



Bladed hand
making throat
cutting gesture.

Rolling Block “Left” adjacent lane



Back of the hand
facing rearward.
Up and down
“block” motion.

Rolling Block “Right” adjacent lane



Back of the hand
facing rearward.
Up and down
“block” motion.

Appendix B Continued: CVMA 3-1 Hand Signals

Stationary "Block Left"



Back of the hand facing traffic coming from the left. Up and down "block" motion.

Stationary "Block Right"



Back of the hand facing traffic coming from the right. Up and down "block" motion.

Stationary "Block Opposite Direction Left Turning"



Back of the hand facing opposite direction left turning traffic. Up and down "block" motion.

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Appendix B: Pre-ride Safety Brief Checklist

Front:

GROUP RIDING BRIEFING CARD

1. Welcome & introduce team
2. First Aid, Crash Kit, tools
3. Itinerary, route, maps, GPS
4. Electronic communications/phone #s
5. Separation from the group
6. Staggered / single file
7. 1-second rule, 2-second rule
8. 2500 RPM in the curves
9. Hand (Special) signals
10. Front to back lane changes
11. Planned speeds in *straights*
12. About blocking
13. Filling blocker gaps
14. Tail Gunner honk for blockers
15. Trikes single-file to the right
16. Passing
17. Newbies up front vs. blocking
18. Emergency flashers and high beams
19. Parking plan/debrief
20. Pull out plan

Back:

AFTER RIDE DEBRIEF

1. What went well with the ride?
2. What about the ride needs improvement?
3. Take notes about the ride.

MOTORCYCLE CRASH

Leader stops the group
in the safest location available

1. **TAKE CHARGE AND ASSIGN OTHERS TO:**
2. **Call 911.**
3. Safely help **control traffic.**
4. **First Aid response.** DO NOT MOVE RIDER OR HELMET unless NECESSARY.
5. **Take notes.** If possible question injured party regarding medications and allergies.