



CENTRAL VIRGINIA CHAPTER (27-3) OF THE COMBAT VETERANS MOTORCYCLE ASSOCIATION SAFETY and GROUP RIDING SOP

1. This SOP is provided in order to ensure all CVMA 27-3 members are informed and aware of expectations during our rides. Each member is expected to become familiar with this SOP in order to maximize safety and efficiency during all our events.
2. This SOP is divided into two chapters. Chapter 1 is the Safety SOP and Chapter 2 is the Group Riding SOP.
3. This document does not cover all situations. During times of un-briefed or unusual circumstances, it is the responsibility of each rider to ride with safety with the skills you have learned through your training and experience.
4. This SOP has been reviewed and approved by the CVMA 27-3 Executive Committee.
5. Each member will receive an electronic copy and will be available for viewing on the Chapter webpage.
6. The Chapter Safety Officer is responsible for this SOP.
7. Ride safe, ride often and have a blast.

Chapter 1: CVMA 27-3 Safety SOP

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

TRAINING – All members should have completed 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.** 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.

- **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.

• **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.

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• 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.

Courtesy Safety Inspections – The Chapter Safety Officer will conduct periodic courtesy safety inspections on random members motorcycles. These inspections are not intended to prohibit any one from participating in group rides. The Chapter Safety Officer will use the Chapter 27-3 COURTESY SAFETY INSPECTION CHECKLIST

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CHAPTER 27-3 COURTESY SAFETY INSPECTION CHECKLIST				
Item	Check	Look for	Check off	
T — TIRES & WHEELS				
Tires	Condition	<i>Tread depth, wear, weathering, evenly seated, bulges, imbedded objects. 2/32 inch min.</i>	Front	Rear
	Air Pressure	<i>Check when cold, adjust to load/speed.</i>	Front	Rear
Wheels	Spokes	<i>Bent, broken, missing, tension, check at top of wheel: "ring" == OK, "thud" == loose spoke.</i>	Front	Rear
	Cast	<i>Cracks, dents.</i>	Front	Rear
	Rims	<i>Out of round/true == 5mm. Spin wheel, index against a stationary pointer.</i>	Front	Rear
	Bearings	<i>Grab top and bottom of tire and flex: No free play (click) between hub and axle, no growl when spinning</i>	Front	Rear
	Seals	<i>Cracked, cut or torn, excessive grease on outside, reddish-brown around outside</i>	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling	Front	Rear
C — CONTROLS				
Levers and Pedal	Condition	<i>Broken, bent, cracked, mounts tight, ball ends on handlebar lever.</i>		
	Pivots	<i>Lubricated.</i>		
Cables	Condition	<i>Fraying, kinks, lubrication; ends and length</i>		
	Routing	<i>No interference or pulling at steering head, suspension; no sharp angles, wire looms in place.</i>		
Hoses	Condition	<i>Cuts, cracks, leaks, bulges, chafing, deterioration.</i>		
	Routing	<i>No interference or pulling at steering head, suspension, no sharp angles, and wire looms in place.</i>		
Throttle	Operation	<i>Moves freely, snaps closed, no revving.</i>		
L — LIGHTS				
Battery	Condition	<i>Terminals clean and tight, electrolyte level, held down securely.</i>		
	Vent Tube	<i>Not kinked, routed properly, not plugged.</i>		
Headlamp	Condition	<i>Cracks, reflector, mounting and adjustment system.</i>		
	Aim	<i>Height and right/left.</i>		
Tail lamp /Brake lamp	Condition	<i>Cracks, clean and tight.</i>		
	Operation	<i>Activates upon front brake/rear brake application.</i>		
Turn signals	Operation	<i>Flashes correctly.</i>	Front Left Rear Left	Front Right Rear Right
Lenses /Reflectors	Condition	<i>Cracked, broken, securely mounted, excessive condensation.</i>		
Mirrors	Condition	<i>Cracked, clean, tight mounts and swivel joints.</i>		
Wiring	Condition	<i>Fraying, chafing, insulation.</i>		
	Routing	<i>Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.</i>		
O — Oil and Fuel				
Levels	Engine Oil	<i>Check warm on centerstand, dipstick, sightglass.</i>		
	Hypoid Gear Oil	<i>Transmission, rear drive, shaft.</i>		
	Hydraulic Fluid	<i>Brakes, clutch, reservoir or sight glass.</i>		
	Coolant	<i>Reservoir and/or coolant recovery tank — cool only.</i>		
	Fuel	<i>Tank or gauge.</i>		

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Item	Check	Look for	Check off	
O — Oil and Fuel Continued				
Leaks	Engine Oil	<i>Gaskets, housings, seals.</i>		
	Hypoid Gear	<i>Gaskets, seals, breathers.</i>		
	Hydraulic Fluid	<i>Hoses, master cylinders, calipers.</i>		
	Coolant	<i>Radiator, hoses, tanks, fittings, pipes.</i>		
	Fuel	<i>Lines, fuel taps, carbs.</i>		
C — CHASSIS				
Frame	Condition	<i>Cracks at gussets, accessory mounts, look for paint lifting.</i>		
	Steering-Head Bearings	<i>No Detent or tight spots through full travel, raise front wheel, check for play by pushing/pulling forks.</i>		
	Swingarm Bushings/Bearings	<i>Raise rear wheel, check for play by pushing/pulling swingarm.</i>		
Suspension	Forks	<i>Smooth travel, equal air pressure/damping and anti-dive settings.</i>	Left	Right
	Shock(s)	<i>Smooth travel, equal preload, air- pressure and damping settings, linkage moves freely and is lubricated.</i>	Left	Right
Chain/belt	Tension	<i>Check at tightest point.</i>		
	Lubrication	<i>Side plates when hot. Note: do not lubricate belts!</i>		
	Sprockets	<i>Teeth not hooked, securely mounted.</i>		
Fastners	Threaded	<i>Tight, missing bolts, nuts.</i>		
	Clips	<i>Broken, missing.</i>		
	Cotter Pins	<i>Broken, missing.</i>		
S — STANDS				
Kickstand	Condition	<i>Cracks, bent (safety cut-out switch/pad if equipped).</i>		
	Retention	<i>Springs in place, tension to hold position.</i>		
Centerstand	Condition	<i>Cracks, bent.</i>		
	Retention	<i>Springs in place, tension to hold position.</i>		

Chapter 2: CVMA 27-3 Group Riding SOP

Arrive prepared – Be prepared to depart on time with a full gas tank.

- **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.

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.

Road Captain(s)

The Road Captains are responsible for planning and supervising Chapter Riders. They select the routing and typically pre-ride the route prior to the ride in order to identify any potential unsafe conditions and mitigate them when necessary. Larger chapter rides may have more Road Captains assigned depending on the size of the group and mileage for the ride event. Other Road Captains may be present on a ride but not assigned to groups and will ride within the group. All ride participants shall follow the instructions, directions, and decisions of the Road Captains. Groups will typically contain 8-10 motorcycles. Each group will have a Road Captain, and a Tail Gunner as appropriate, who must have a cell phone with the numbers for the Road Captains and Tail Gunners.

Key positions:

Lead/Road Captain – Sets the pace, determines stops and is responsible for overall safety of the ride. The position of the Road Captain will be from the left side of the formation.

Dash 2 – Sets the formation spacing. Normally the Chapter Commander will ride in this position.

Blockers /Road Guards – If the situation dictates, the third (and fourth if required) rider in the formation will stage his motorcycle to block traffic in order to allow all members of the group to complete a maneuver (leaving parking lot, making turns...). This should only be done if briefed, or clearly understood by hand signals.

Tail Gunner – Responsible for the safe conduct of maneuvers during the ride. Sets spacing if required (loosening up or “pushing” forward). Is primary member to stop with any rider who has a problem. Begins lane changes. If the designated Tail Gunner stops to avail assistance, the last rider will assume Tail Gunner duties. The Tail Gunner is designated by the Road Captain.

Trikes and Sidecars – Trikes and Bikes with Sidecars will travel in a single file position after the last motorcycle and before the Tail Gunner.

The Ride – Riding with a group can be fun and exciting, but only when everyone in the group observes the same rules. Everyone is expected to observe the following rules. The Lead/ Road Captain will leave first and is followed by all other bikes, which fall into a staggered formation as safely as possible. The Tail Gunner will follow the group. When a large number of bikes are present, The Road Captain will divide them into smaller groups as appropriate. Each group will have a Road Captain and a Tail Gunner assigned to the group.

• **Ride within your ability and comfort level** – Your own safety, and therefore the safety of the group, are paramount. In all conditions, use common sense to determine what needs to be done. Do not ride beyond your limitations, and NEVER, EVER expect someone else to think for you. If at any time you feel that the ride has exceeded your riding ability or comfort level, or you have safety concerns, you should consider pulling off to the side of the road at a

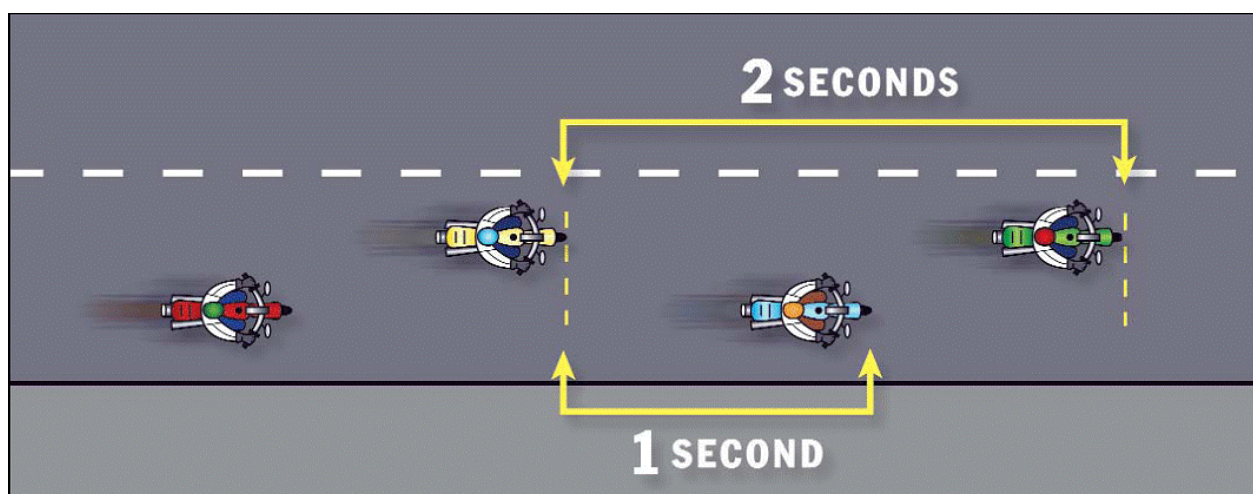
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safe place. The Tail Gunner will stop with you. You can then decide whether to continue the ride or not.

• **Speed limits, Stop signs, Stop lights etc.** The Road Captain will set the speed for the group. When road guards are blocking an intersection, you are expected to proceed thru the intersection without stopping. If no road guards are stationed, or you get separated from the group, obey all laws (Speed limits, Stop signs, Stop lights etc.)

• **Headlights to LOW beam, other running lights off. CB Radios ON if available** –All riders should set their Headlights to Low Beam and turn off any other running lights. This makes it easier for the Lead Road Captain to see the Tail Gunner and determine if a problem has occurred requiring the Tail Gunner to stop. Riders who have CB radios on their bikes are encouraged to utilize them for group ride communications. Normally, on the longer Chapter rides, more emphasis is placed on using the CB radios. The Captain will determine which channel to use for the ride if applicable. (Normally Channel 7).

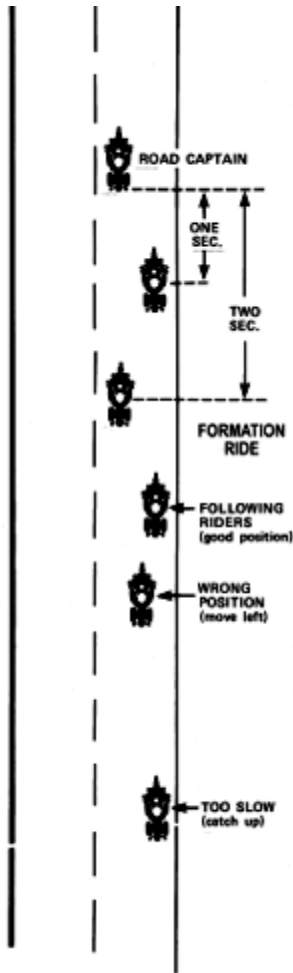
• **Ride in Staggered Formation** – The Chapter rides in the staggered formation recommended by the Motorcycle Safety Foundation. The bikes form two columns, with the leader at the head of the left column. The second bike will head up the right column and ride approximately one second behind the leader. The other riders follow the bike directly in front of them by two seconds, which puts them one second behind the diagonal bike in front of them. By using the two second spacing, the distance of the gap will increase with speed. The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, or other situations where an increased space cushion or maneuvering room is required.



• **Keeping formation** – Nothing is quite as irritating as seeing undisciplined riding, especially when riding with the CVMA patch. If for some reason a member repositions in the

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formation, it is incumbent upon all other riders to adjust. There are two ways of doing this to maintain the staggered formation:



- **Pull forward** – All members of one side of the road pull forward to fill any gaps. This enables all members to maintain 2-second spacing while repositioning.

- **Fill in** – Fill at next stop sign/signal light.

- **Use Hand and Foot Signals** –The Road Captain will use hand or foot signals to indicate a change of course, hazards, or other information to the group. Each rider uses the same signal to pass the information back through the group. If you are new to group riding, only pass the signals back if you are comfortable with taking your hands off the controls. See Appendix A for signals used by the Chapter.

- **Keep the group together without extraordinary steps** – Occasionally the group will get separated by a stop light, traffic congestion, etc. It is not necessary or advisable to take exceptional steps to regroup. In the event the group is separated, the Road Captain will 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. **BE PATIENT!** If you find yourself leading part of the group due to a break and you are not sure of the route, pull over to a safe place. Everyone behind you and the Tail Gunner will stop so that you can let the Tail Gunner assume the Road Captain spot.

- **Keep the group together with extraordinary steps** – Using Blockers: assist in getting the group or entire formation through intersections safely, quickly, and efficiently. While technically illegal, blocking also eases the effect of the passage on traffic in general. It also helps to avert any rider or riders from making a risky choice rather than chance being separated from the rest. Blockers, when directed to a position by the Road Captain, should activate their flashers just prior to pulling out of formation. The flashers should be shut off after rejoining just ahead of the Tail Gunner. While blocking it is wise to remain in gear and ready to move should another vehicle ignore the request to wait. A "stop" hand signal is suggested while blocking and is most easily accomplished by the passenger if present. A "thank you" signal by blockers and Tail Gunner as well is a nice touch and usually appreciated. Since a blocker assumes the responsibility of holding up traffic, plus a remote possibility of a traffic violation, it is of course voluntary. Should you have no desire to block, position yourself toward the rear of the pack. In the event that you later anticipate being called upon, signal rearward riders ahead of you at an appropriate time. **NEVER** do what you are not comfortable doing.

- **Blockers Reintegration in the group** – The blockers fall back in to the formation in front of the Tail Gunner. When Trikes or Sidecars are in the formation, the blockers will fall in the formation behind the Trikes or Sidecars and in front of the Tail Gunner. When it safe to do so the Trikes or Sidecar will waive the blockers ahead to pass them and for the blockers to reestablish themselves with the staggered motorcycle formation.

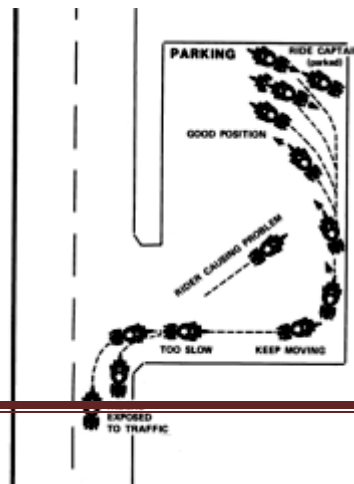
- **Pull side-by-side at stops, start together with the left bike accelerating faster** – This helps move the group through the stops quickly and get as many bikes through the stop light as possible. As the two columns come to a stop, the right column will move up even with the left column. On the start, the bikes leave together with the left bike accelerating faster to reestablish the staggered formation.

- **Yield to Cars (Especially at Entrance Ramps and Lane Changes)** – When a car needs to enter from an entrance ramp or is signaling to break into the group, **“yield and give them plenty of room”**.

- **Signal All Turns and Lane Changes with Turn Signal Lights and Hand Signals** – The Road Captain will signal for turns and lane changes. You, in turn, make the same signal to pass it back through the group and to signal any other vehicles near you. Normally, lane changes will be completed from back to front, unless the situation dictates otherwise. After signaling for lane change, Tail Gunner will move into new lane in order to allow all other members to make lane change once any traffic has cleared. Before making a turn or lane change and after you have signaled for an appropriate amount of time, **Look with your Head**, (not in your mirror) to see if you have clear space. If so, then make the turn or lane change. **Never move without looking**.

- **Fuel stops** – Fill one, fill all. If we all follow first guideline, we will all have similar amount of fuel. Unless you have a 10 gallon or more gas tank, fill-er-up with the rest.

- **Parking** – Riders should pull up to the left of each rider ahead, so that everyone can immediately back into the parking space without waiting. With a little experience, the whole group can get parked quickly, which helps move everyone off the road efficiently. When the group pulls into a parking lot, don't try to be creative. Follow the parking drill with everyone else. Don't ride up behind the next rider, but pull alongside to the left, and immediately roll your machine back into the parking space.



- **The Ride Officially Ends on Arrival at the Destination** – You can return home at any time and by any route you choose. If you are unsure how to get back home, ask a Road Captain for directions. After you arrive at home, let the Ride Captain know, preferably by Text or E-mail (Google Group).

- **Criticism-** All members are expected to identify any issues to the group. This should be done in a courteous, semi-professional manner in order to maximize benefit of lessons learned. During the ride a Hot Wash/After Action Review will be conducted (Appendix C Ride Hot Wash/After Action Review). This should be conducted prior to the group breaking for home, i.e.. last fuel stop or rest break area.

- **If you're separated from the group**, don't panic. We will have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up.

Drinking and Driving Never Mix. This is especially true when participating in a group ride.

Emergencies – In the event of an emergency requiring a stop, observe the following procedures so that the emergency may be resolved in the safest manner possible. We do not want a group of motorcycles on the side of the road in an unsafe manner under any circumstance.

- Problem bike stops. All others continue.

If a bike or rider problem requires a stop, the rider should signal and stop in as safe a place as possible, preferably well off the road. All other bikes are to continue with the Road Captain to avoid having a group of bikes on the side of the road.

- Only the Tail Gunner stops to help.

It is the Tail Gunner responsibility to stop and render assistance to the problem bike.

- The Road Captain leads the group to a safe location.

If the Road Captain deems it necessary to check on the problem, he will stop the group at a safe place and call the Tail Gunner to determine what action needs to be taken or send someone back to check out the problem.

Accidents – In the event of an accident, the Road Captain will to accomplish the following:

- Insure everyone stops in a safe location.
- Notify the authorities by calling 911.
- Render aid to injured persons. Remember, **DO NOT MOVE** the injured person or remove their helmet, this should be done by trained emergency response personnel.
- Maintain the accident scene which includes getting the names, telephone numbers and addresses of witnesses. Take pictures of the scene.

Large Events or Longer distance rides – Occasionally, the chapter will conduct rides at large events or longer distances in order to participate in special events, e.g. CVMA nationals, regional, state or chapter events.

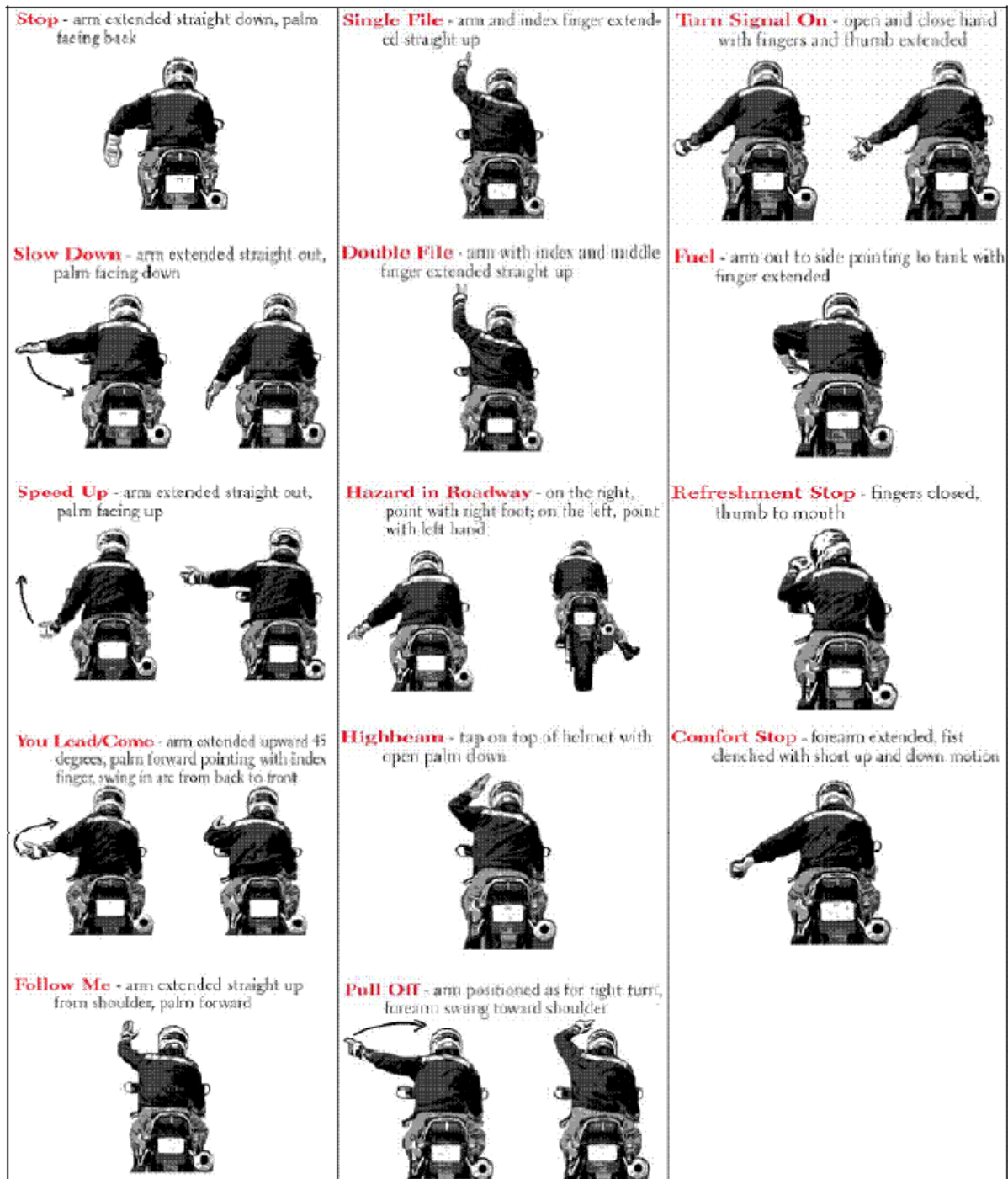
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• **Contact the Lead/Road Captain.** All participants will inform the designated Lead/Road Captain of their intent to participate at rides or events and will provide other salient information, e.g., rendezvous points and times, cell phone numbers, "In Case of Emergency" information, and/or any lodging information. Lead/Road Captain(s) will maintain a roster of participants and associated information and will keep chapter officers informed.

• **Communicate with the Lead/Road Captain.** Throughout the duration of the ride, participants are responsible to communicate any issues that may cause potential delays with the Lead/Road Captain, e.g. mechanical failures.

• **RTB thumbs up.** Upon conclusion of large events and returning home, all participants will contact the Lead/Road Captain as a thumbs up upon safely "Returning To Base"/home.

Appendix A
MSF's Guide to Group Riding: Hand Signals



Appendix B Pre-RIDE BRIEF

Ride Date _____

1. Road Captain is _____

2. TailGunner Rider is _____

3. Group Leader(s) is _____

4. Destination is _____

5. Route will be:

Expected Departure Time is _____

Expected Arrival Time is _____

Expected Return Departure Time is _____

6. Intermediate stops will be at:

- Location: _____ Arrive At: _____ Depart At: _____
- Location: _____ Arrive At: _____ Depart At: _____
- Location: _____ Arrive At: _____ Depart At: _____
- Location: _____ Arrive At: _____ Depart At: _____

7. Expected Expenses: _____

8. General:

- ID Riders with 1st Aid Kit.
- ID New Rider(s).
- Verify Cell Phone Numbers.
- Expected Ride Speeds (No more than 10 over posted Speed limits).
- We will ride in a staggered formation whenever possible.
- Review Breakdown Procedures.
- Be attentive to, and pass back to the next rider, all signals from the Road Captain.
- If using Blockers is anticipated, Review Hand Signals and Reintegration of Blockers to formation.
- The Road Captain (or the Group Leaders if the group becomes separated) will make all decisions concerning the route, speed, lane of travel, etc.. These are not suggestions! Follow the Road Captain or leave the ride if you feel your safety is at risk.
- YOU are responsible for your own safety!

Appendix C Ride Hot Wash/After Action Review

The purpose of the Hot wash/AAR is to improve the group riding experience.

All members are expected to identify any issues to the group.

This should be done in a courteous, semi-professional manner in order to maximize benefit of lessons learned.

Discuss three positive things about the ride:

Discuss three items that needs improvement in the ride:

Are there items that need to be addressed in the SOP ? If so, Inform the Safety Officer.