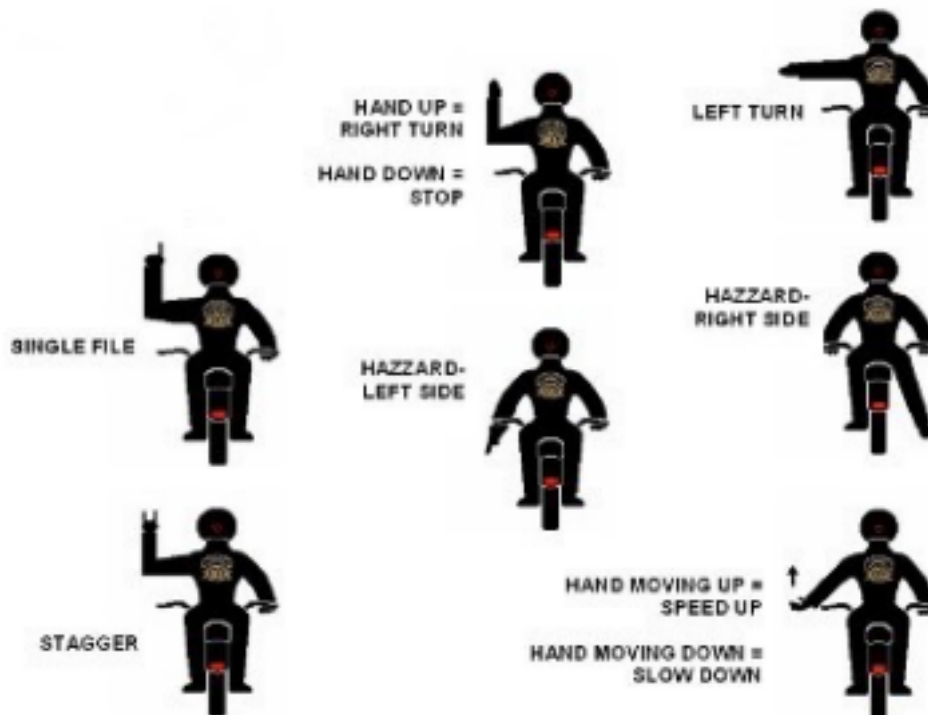




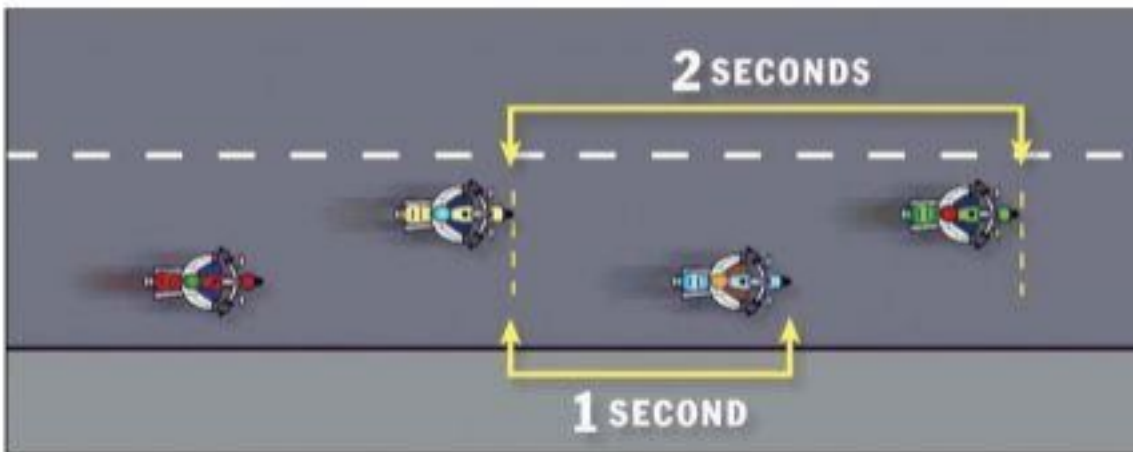
# CVMA<sup>®</sup> Wisconsin Ride Protocol



1. Arrive early for rides as the Road Captain will provide a pre-ride briefing to all riders. This will include, if known, the name, address, and phone number of the destination. When you arrive at the destination point, the Road Captain needs to do a headcount to make sure everyone is there and that everyone is alright.
2. The Road Captain will go over the hand signals that will be used (stop, right, left, single file, hazard/road debris/gravel, double file, slow down/speed up). Read and understand the hand signals provided. Once the Road Captain has initiated a signal, **all riders will echo the signal through the entire formation.**



3. The Road Captain will let everyone know what speeds we will be traveling and ask if all are comfortable with those stated limits. There are times when we may be more aggressive and times when we will be less so depending upon how experienced the group is as well as weather/traffic conditions.
4. When riding each bike should ride in staggered formation within an automobile lane; the leader rides in the left tire track; the next rider, the right tire track, etc. Trikes or motorcycles with sidecars will ride in a single file line, centered in the lane in front of the Tail Gunner.



5. Generally speaking the 2-second rule will apply on all rides (ride 2 seconds behind the bike directly in front and 1 second behind the bike kitty-corner to you).
6. On mountain type roadways and curvy roads, ride single file and each rider uses the "line" that is most comfortable. Allow the bike in front of you a little more room, but remain as a group. Resume the staggered formation, when the road straightens out. **Do not try to out ride your riding skills.**
7. When stopping at a traffic light or stop sign, all bikes pull up, two abreast, directly behind the bike they are following. When the group is half way through a light and it changes to red, **you must stop at the light.** The Road Captain will take the part of the group, which made the light, to the first safe spot, pull over the 1st half of the group, and wait for the 2nd half of the group to catch up. Depending on the size of the group and length of route there may be multiple Road Captains throughout the group to assist the ride leader.
8. Road Guards may be used to block uncontrolled intersections, but we do not leapfrog (pass the group at a high rate of speed). We also do not block intersections controlled by traffic lights unless it is an emergency for the safety of the group. Road Guards will be directed where needed by the ride leader and should activate their flashers when they depart the group and leave them on until returning to the group. When returning to the group Road Guards will ride directly in front of the Tail gunner until the group reaches it's next stop at which time they will fall in behind Road Captain.
9. When riding, the formation should be tight in heavy traffic and looser for long distance and narrow country rides.
10. If a rider plans to break out of the formation before a scheduled stop, the rider needs to inform the Road Captain and/or the Tail Gunner before starting that segment of the ride so that they can account for personnel, adjust formations for shortages and maintain positive control of the ride.

11. **Keep formation.** If for some reason a member repositions or departs the formation, all other riders must adjust by pulling 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. **Never criss-cross through the center to fill gaps.**
12. The Road Captain should ask if there are new riders or riders who have not ridden in a group before. Road Captains should take time to discuss ride protocol with new riders and should try to determine their confidence level. New riders should be behind the Road Captain, so the Road Captain can keep an eye on them; however, Road Captains should work with the new riders to determine their needs. **When possible, the group can be broken in smaller sizes, allowing for a varied degree of riding styles and confidence levels.**
13. Riders who have a preference for riding front, middle or near the end of the group, and on which side of the lane they prefer should. This allows riders to feel comfortable in their location of choice. **Once you are in a position, please keep it for the remainder of the ride.**
14. The Tail Gunner will ride at the rear unless otherwise directed by the Road Captain. The Tail Gunner will be responsible for holding a lane open while making a lane change. He/she will also assist any member who may break down or otherwise fall behind. The Road Captain and Tail Gunner will operate as a team and watch for problems within the group. The Tail Gunner or designee at the rear of the ride will have a first aid kit and first aid training.
15. Try to keep a group to no more than 10 bikes, if called for; divide into more than one group.
16. The Road Captain will take into consideration the size of the group and the distance necessary to get the group from one lane to another safely. Tail Gunners will help the group by getting out into the new lane following the forward Road Captain's signal. **Do not change lanes until the Road Captain initiates the move.**
17. Gas Stops: Ask that everyone arrive at the start of the ride with a full tank of gas. If possible everyone should top off their tanks at every gas stop, no matter how small the amount. This will avoid staggered gas stops and possibly save time.
18. Each rider is responsible for the maintenance and upkeep of their motorcycle (T-CLOCS). They should arrive with good tires and a well maintained motorcycle for the safety of everyone in the group. In addition each rider is responsible for themselves and their passenger. Make sure you are alert, feeling well and appropriately dressed. All riders must maintain a valid motorcycle license, motorcycle registration and insurance.
19. If you need to stop, try and let your intentions be known to a Road Captain, so that the group can then enter the nearest and safest rest area. The Road Captains and/or

designated members will return to the stopped rider as soon as possible. After determining the problem, the Road Captain will then decide when to get the group on its way and may make arrangements to further assist the stopped rider.

20. Remember that riding in a group does not mean you surrender any decision-making when it comes to your safety. **Ride your own ride.**
21. If any rider has ideas to improve a ride or the way things are done they should bring it directly to the Road Captain as we can always improve and safety should always be the highest priority.
22. All riders are encouraged to take rider training courses and to practice their skills. In addition riders are encouraged to wear appropriate safety gear when riding.
23. Riders are encouraged to remain sober during all group rides and also to ride safely. Riders will be asked to leave by the Road Captain or another CVMA officer if it appears they are unable to ride safely. If necessary a ride will be arranged to get the rider home.
24. Each chapter should have a Chapter Head Road Captain that safely leads, organizes rides and assists other Chapter Road Captains. It is encouraged that chapters have a program to get multiple Road Captains trained in safely planning/organizing and leading rides.