

GROUP RIDING STANDARDS and ROAD CAPTAIN GUIDELINES

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01.0 WELCOME

Welcome to the Harley Owners Group (H.O.G.). This document supercedes any and all previous releases as of 01/01/15.

The purpose of this document is to provide motorcycle riders, who intend to ride with other motorcycle riders, the basic information required to ride together as an organized group.

This type of motorcycle riding allows riders to experience sights and sounds as a shared, social event. Yet, some riders may feel restricted, as their desire for speed, freedom of lane movement and making their own rules of the road will have to be suppressed, in order to maintain the safety of all riders in the group. Evaluate your priorities before joining a group ride.

These standards can help us all safely return home, so we can tell our loved one's about our ride.

These standards cannot encompass every possible set of circumstances a rider in a group will encounter. Therefore, each rider is expected to read, understand and apply these standards, using their best judgment and discretion.

Please remember that you have the ultimate responsibility for your safety and always ride within your capabilities and that of your machine.

We hope you will enjoy riding with us.

RIDE SMART, RIDE SAFE, RIDE AGAIN.

02.0 ALL GROUP RIDER'S RESPONSIBILITIES

02.1 Will observe these standards and responsibilities in order to ensure the safety and the welfare of every individual within the group and any surrounding vehicles.

02.2 Will follow the instructions, commands or signals of the ROAD CAPTAINS in all situations, for the duration of the ride, unless those instructions, commands or signals place the rider or any other individual in an unsafe situation:

02.2.1 Will assume a specific position in the group, if requested.

02.2.2 Will sign a waiver, if requested.

02.2.3 Will leave the group, if requested.

02.3 Will ride with a 'Safety First' attitude. If any rider does not feel safe, for any reason, notify a ROAD CAPTAIN or other rider and, if necessary, leave the group.

02.4 Will maintain their motorcycle and other equipment in a safe operating condition:

02.4.1 Will operate their motorcycle while obeying all motor vehicle laws, including possession of valid license, registration and insurance.

02.5 Will not engage in road rage, which endangers the entire group.

02.6 Will not block an intersection for the so-called benefit of the group. It is illegal and dangerous.

02.7 Will remember that there are moving vehicles all around you:

02.7.1 The group riders 'Prime Directive' is to not hit any vehicle, therefore, group riders will maintain a safe following distance and always look before changing lanes. In other words, do not follow too closely and do not put yourself in harms way.

02.8 Will recognize the benefits of wearing protective motorcycle safety apparel, such as helmets, gloves, jackets, boots and anything brightly colored or reflective.

02.9 Will recognize that riding a motorcycle is 80% mental process and 20% physical effort. Anything that affects those mental processes in a negative way must be avoided. Therefore, there will be no consumption of alcohol or drugs before or during any group ride. Any rider consuming alcohol or drugs must not be allowed to ride with the group.

02.10 Will recognize passengers on a motorcycle as co-riders and an asset to the group:

02.10.1 Passengers should mount or dismount the motorcycle only after the rider has indicated that he or she is ready for the passenger to do so.

02.10.2 Passengers should not: touch anything hot, lean into curves or make any sudden movement while the motorcycle is moving.

02.10.3 Passengers should: keep their feet on the foot pegs or the floorboards, keep the rider alert by providing an extra set of eyes, pass hand signals to other riders in the group and be prepared for any maneuver, such as starting, stopping and changing lanes.

02.11 Will notify the LEAD ROAD CAPTAIN with any comments about the ride, as soon as possible.

03.0 MEETING PLACES AND DEPARTURE TIMES

03.1 Meeting places and departure times will be documented and promoted by various methods, preceding the scheduled ride. Remember to check the Hotline, e-Mail or Website for details and any last minute changes or cancellations.

03.2 All riders should arrive early and make every effort to be completely prepared for the departure time. This includes a full tank of gas and an empty bladder.

03.3 Before any departure, riders are encouraged to walk around, admire other motorcycles and look for unsafe equipment, such as anything loose, leaking, soft or open. Any rider observing a problem with another rider's equipment should inform that rider.

03.4 There are 2 main meeting places and times. One before the initial departure and another at the destination, before the return ride home:

03.4.1 A rider briefing will be held just before the initial departure, to announce the itinerary for the day, define the destination and route, determine gas, food and rest stop requirements, determine return plans and review these group riding standards, including formations, intervals and hand signals.

03.4.2 Another rider briefing will be held just after arrival at the destination, to hear comments on the ride, determine who will return with the group and the departure time for the return ride home.

03.5 At any time, any rider, including ROAD CAPTAINS, at his or her discretion, may announce that they are leaving the group. It is then that LEAD ROAD CAPTAINS duty to find another LEAD ROAD CAPTAIN who will lead the group back home.

04.0 RIDING FORMATION AND INDIVIDUAL POSITIONS

04.1 The standard riding formation, under good conditions of road, traffic and weather, will be a double row, staggered, in one traffic lane. The interval will be no less than 2-seconds between motorcycles.

04.2 The LEAD ROAD CAPTAIN will be positioned at the front of the group as the first rider and will ride in the left portion of the lane. Other ROAD CAPTAINS may be assigned positions within the group. Finally, the REAR ROAD CAPTAIN (SWEEP) will be positioned at the rear of the group as the last rider.

04.3 The optimal size of a group is less than 9 motorcycles. Therefore, the LEAD ROAD CAPTAIN, at his or her discretion, may decide to divide larger groups into smaller groups, depending on the availability of ROAD CAPTAINS:

04.3.1 The LEAD ROAD CAPTAIN, at his or her discretion, may position new members, guests or riders with little or unknown experience in group riding, at the front of the group just behind the LEAD ROAD CAPTAIN or at the rear of the group, just ahead of the REAR ROAD CAPTAIN (SWEEP).

04.3.2 If it becomes necessary to form smaller groups while moving, for safety, due to surrounding conditions or local ordinances, the MIDDLE ROAD CAPTAINS are authorized to slow down their part of the group, take the LEAD position of that new group and proceed as the LEAD ROAD CAPTAIN of that group. This may mean the last rider of each group would become the REAR ROAD CAPTAIN (SWEEP) for that group. If possible, this rider should be another recognized ROAD CAPTAIN. If another ROAD CAPTAIN is not available, this rider should be briefed prior to the ride as to his or her responsibilities in the event this situation should occur. The new REAR ROAD CAPTAIN (SWEEP) is not to take on any responsibilities, unless authorized by the LEAD ROAD CAPTAIN to do so.

04.4 At departure time, riders may hear the LEAD ROAD CAPTAIN command 'Saddle Up!', 'Mount Up!', 'Line Up!' or 'Let's Roll'. Individual riders will move their motorcycle from the parked position to a position behind the LEAD ROAD CAPTAIN. At this time, the riders should assume a position in the group that is comfortable for them, such as taking the inside or outside lane, towards the front or rear of the group. Now is the final time to notify the LEAD ROAD CAPTAIN of preferences or concerns, if any.

04.5 Each rider should maintain his or her starting line up position in the group until arrival at the destination. This allows each rider to become more familiar with the riding style and habits of those nearest him or her in the group and is particularly important for the new or inexperienced riders.

04.6 Under certain conditions the LEAD ROAD CAPTAIN will signal the group to form a single file formation. The signal is the left arm held overhead with one finger extended. Drop back to a safe following distance and move into a single file.

04.7 When a rider leaves the group while the group is moving, such as exiting on the return ride home, the remaining riders should initially do nothing. Leave the gap in the formation caused by the exiting rider. Evaluate the situation:

04.7.1 The safest technique to fill the gap in a staggered riding formation is for the LEAD ROAD CAPTAIN to signal for a single file formation. Then, signal for a double file formation. This allows riders to smoothly accomplish the goal of filling the gap.

04.7.2 Do not slide up and pass a rider to fill a gap. It is illegal.

04.7.3 Do not criss-cross from the inside or outside lane to fill a gap. It is not safe. It forces riders to abandon their comfort spot on the inside or outside lane and results in lots of confusion and unnecessary movement within the group.

04.8 While keeping the group together is important, two situations will arise that may cause the group to separate, namely stop lights and stop signs:

04.8.1 Stop lights are usually in congested areas and are to be obeyed at all times. Expect the riders to stop on a yellow light.

04.8.2 Stop signs are usually in less congested areas and are to be obeyed at all times. Expect the riders to stop at a stop sign.

04.8.3 In either case, do not be in a rush to catch up to the main group. They will slow down or pull over or meet at the next stop.

05.0 SPEED, INTERVALS AND DISTANCES

05.1 The LEAD ROAD CAPTAIN will attempt to establish and maintain a uniform speed, consistent with the ability of the least experienced rider, surrounding conditions, motor vehicle laws and safe riding practices.

05.2 All riders will make an effort to maintain the same speed to minimize the effect of irregular speeds on riders at the rear of the group.

05.3 All riders will maintain a safe following distance and lane position between themselves and the motorcycle directly ahead to be consistent with existing road, traffic and weather conditions.

05.4 The minimum safe following distance within the group, is defined as a minimum 2-second interval between the rider and the motorcycle directly ahead. Whenever a single file formation is employed, the safe distance remains defined as a minimum of a 2-second interval between the rider and the motorcycle directly ahead:

05.4.1 To determine intervals, count 1-one-thousand, 2-one-thousand, as the vehicle in front passes a fixed object, like a tree, a sign or a dashed line on a road.

05.5 The minimum safe following distance between the LEAD ROAD CAPTAIN and any vehicle directly ahead of the LEAD ROAD CAPTAIN is defined as a minimum of a 4-second interval.

05.6 It is important to keep in mind that a 2-second interval is a minimum safe requirement in order to react in the event of a potentially hazardous condition, not the interval to be able to stop. Double staggered motorcycles are considered to be in a virtual lane of their own, meaning, there is a 2-second interval between motorcycles in a direct line. This group riding technique requires all participants to constantly anticipate an emergency.

05.7 It is most important to recognize that as the age of a rider increases, their reaction time decreases. To adjust for this phenomenon, increase of the interval between riders to 4-seconds, thereby, allowing more reaction time.

06.0 TRAFFIC LANES

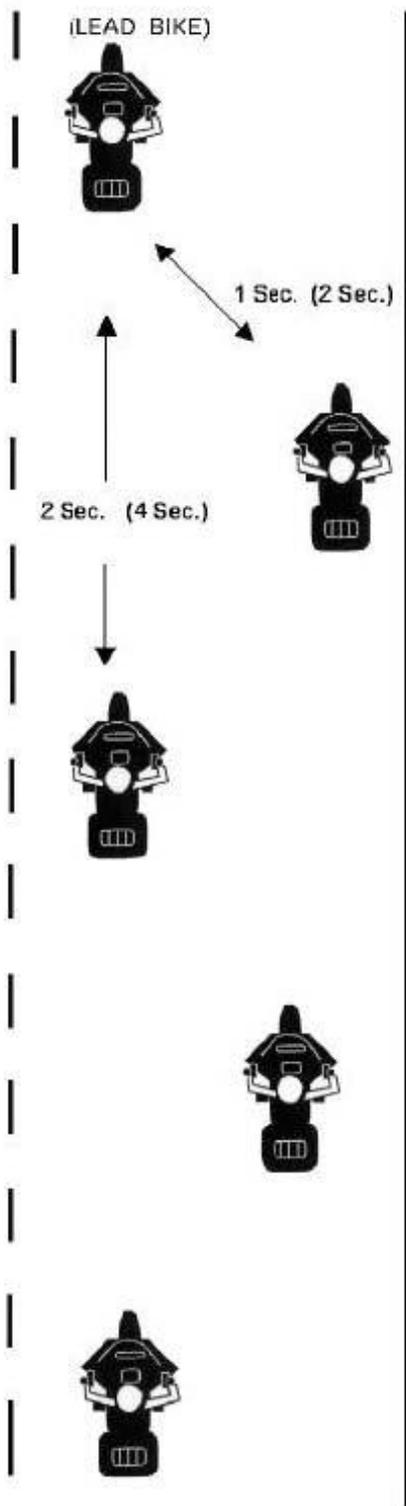
06.1 Traffic lanes are counted from left to right. The leftmost lane is often referred to as the 'fast' or 'passing' lane and is counted as lane number one. Remaining traffic lanes are then counted up until the rightmost, or 'slow' lane.

06.2 The LEAD ROAD CAPTAIN will attempt to lead the group in one lane, where the traffic flow appears to be most consistent with the speed of the group. Lane changes will occur only when necessary to pass slower traffic, to avoid a hazardous condition or avoid blocking faster surrounding traffic.

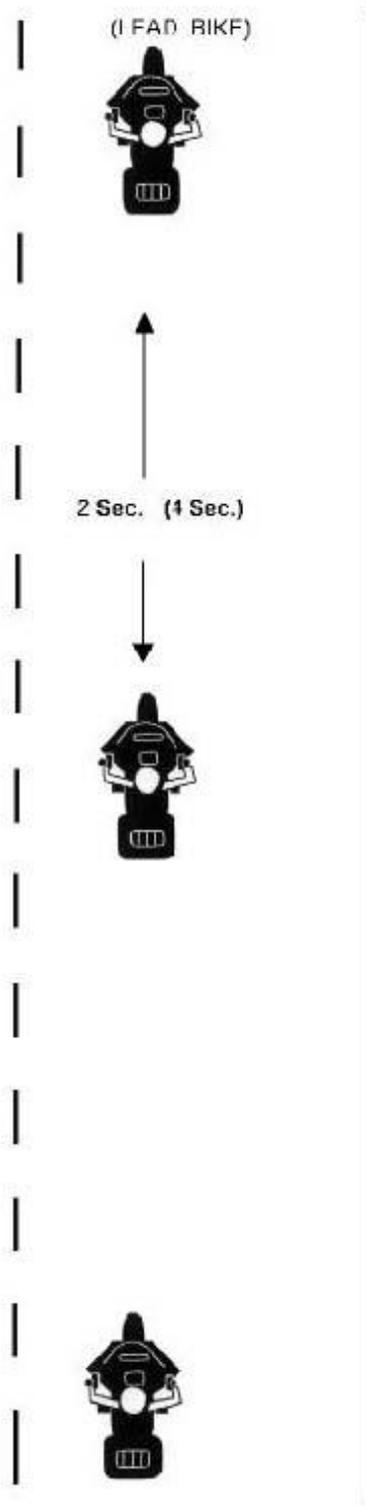
06.3 On highways with 2-lanes in each direction, the group will normally travel in the number two lane, in this case the 'slow' lane, allowing faster traffic to pass the group on the left. Be prepared for frequent slow downs, due to vehicles entering and exiting the highway.

06.4 On highways with 3-lanes or more in each direction, the group will normally travel in the number two lane, allowing faster traffic to pass the group on the left and keeping the right lane(s) open for vehicles entering and exiting the highway.

DOUBLE FILE (STAGGERED) FORMATION



SINGLE FILE FORMATION



07.0 LANE CHANGES AND PASSING

07.1 On a multi-lane highway, the double row staggered formation will normally be maintained.

07.2 The LEAD ROAD CAPTAIN will hold his or her position and signal for a lane change.

07.3 All riders will hold their positions and pass the signal to the rear.

07.4 The REAR ROAD CAPTAIN (SWEEP) will change lanes at the first safe opportunity, protecting the lane for the group and allowing the LEAD ROAD CAPTAIN to see that the lane is clear and protected. In other words, the REAR ROAD CAPTAIN makes the first move.

07.5 Riders change lanes using the 'follow the leader' and 'Head Check' approach. The LEAD ROAD CAPTAIN will change lanes after the SWEEP has protected the lane, followed by all other riders moving from the front to the rear of the group. Nobody, except the SWEEP, is to change lanes before the LEAD ROAD CAPTAIN.

07.6 All riders must make a 'Head Check' before changing lanes. A 'Head Check' is defined as when a rider turns their head in the direction of the desired lane, to check if it is safe to make the move to that lane.

07.6.1 Be certain the road is clear and always do a 'Head Check' immediately prior to initiating any maneuver that crosses into the path of other road users. What the rider in front just did or what was seen a moment ago in a mirror are not substitutes for eyes and good judgment.

07.6.2 When dealing with 4-wheelers, riders will never win a contest against them. Just let them go, stay out of their way and talk about it later.

07.7 On a 2-lane road with 2-way traffic, one lane each way, a single file formation should be used when passing other vehicles. On occasion, the LEAD ROAD CAPTAIN may continue in the passing lane, while safe to do so, allowing other riders to see that the way is clear for them to continue the group-passing maneuver.

07.8 If for any reason the group becomes separated, merge safely back to the group, using known good safety practices. Don't feel it's necessary to break the world land speed record in trying to catch up. The LEAD ROAD CAPTAIN will be aware and adjust accordingly.

08.0 GAS, FOOD, REST STOPS AND TOLLS

08.1 If necessary, due to the length of the trip, gas, food and rest stops should be discussed and scheduled prior to departure. These scheduled stops should be adhered to as much as possible, depending on varying conditions, as the ride progresses.

08.2 Deviation from the scheduled stops may be required due to varying weather, traffic, bladder conditions, availability of gas, rider fatigue and other unforeseen circumstances.

08.3 Gas and rest stops should be limited to no more than 15 minutes, depending on the size of the group. Remember, the last rider in the group waits the longest, therefore, has the shortest rest period.

08.4 Food stops will vary in time depending on the size of the group, but should be held to a reasonable, minimum amount of time.

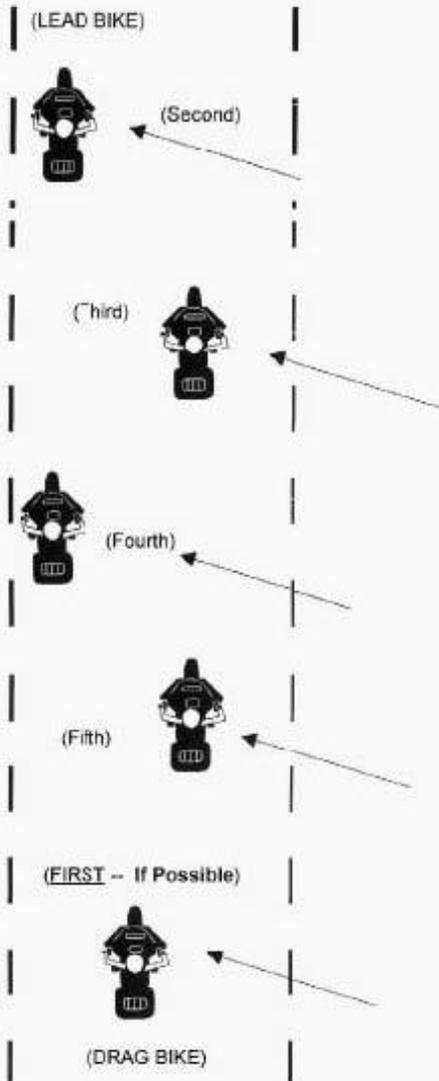
08.5 If toll stops are included, remember to avoid the center of the lane when passing through a tollbooth. They are usually extremely slick.

08.5.1 E-Z-PASS is the safest, easiest and fastest way to pay a toll.

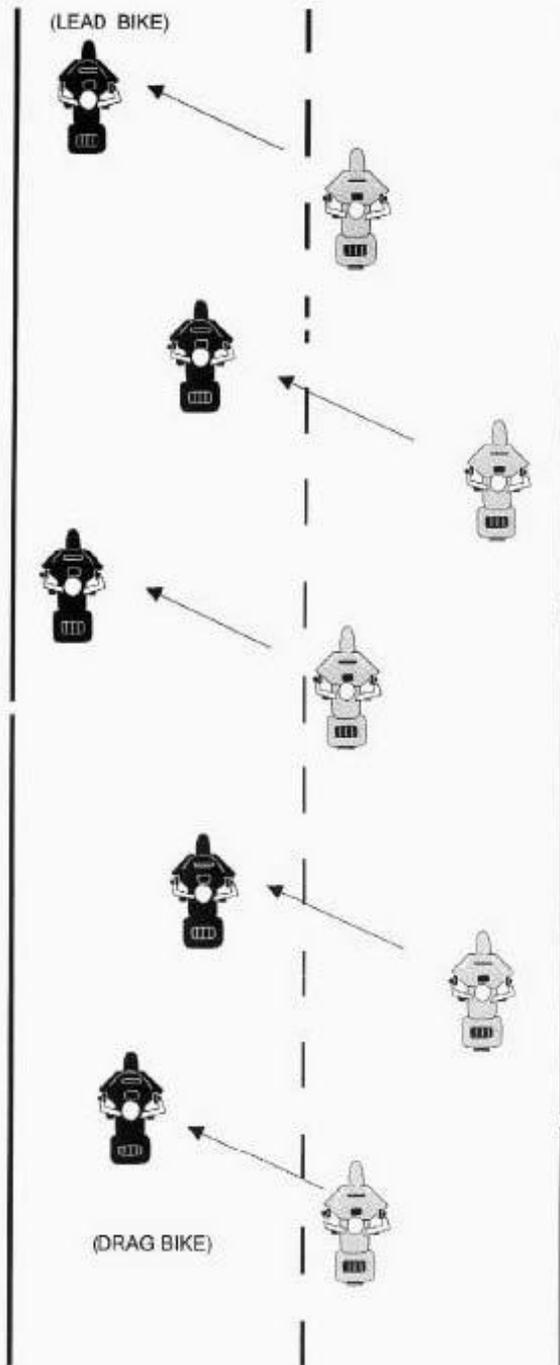
08.5.2 If some riders do not have E-Z-PASS, it creates issues for everyone in the group. Those riders must notify the LEAD ROAD CAPTAIN before the initial departure. They should be prepared to split from the group as they approach the toll booth and pay individually or assign another non E-Z-PASS riding couple to pay their toll. The LEAD ROAD CAPTAIN will have to slow down or even pull over, to wait for non E-Z-PASS riders to catch up.

DRAG BIKE PROTECTS THE LANE, RIDERS WAIT FOR LEAD BIKE TO MAKE THE MOVE, DO A HEAD CHECK

ENTERING HIGHWAY FROM ON-RAMP



LANE CHANGE



09.0 UNSCHEDULED OR EMERGENCY STOPS

09.1 Unscheduled stops for gas, restrooms, or rider fatigue can lead to confusion in the group and confusion can lead to accidents. The LEAD ROAD CAPTAIN should be informed that a stop is necessary in order to lead the group in an organized fashion to the next convenient and safe place to stop.

09.2 Any rider with an equipment problem should inform one of the ROAD CAPTAINS as quickly and as safely as possible.

09.3 When the LEAD ROAD CAPTAIN is informed, he or she will stop the group at the earliest possible moment, when and where, it is safe.

09.4 If the rider must pull over immediately, only the REAR ROAD CAPTAIN (SWEEP) will accompany that rider to a stop. The LEAD ROAD CAPTAIN should be informed if he or she is not aware of this situation. Once the LEAD ROAD CAPTAIN is informed, he or she will pull the group over as soon as it is safe to do so.

09.5 Any rider observing a problem with another rider's equipment should inform that rider as quickly and safely as possible. If it appears that a stop is necessary, a ROAD CAPTAIN should be notified.

10.0 ACCIDENTS

10.1 In the event the group encounters an accident, the LEAD ROAD CAPTAIN will stop the group at the earliest possible moment, keeping within known good safety practices. It may be necessary for the group to disperse and park separately to avoid creating additional hazardous conditions.

10.2 Members of the group will provide assistance in any practical way possible, including, but not limited to:

10.2.1 Slow, divert, or stop traffic in a safe manner, using flares if available.

10.2.2 Aid and comfort those involved, but do not attempt to move an injured rider or to remove an injured rider's helmet.

10.2.3 Call 911 to notify the police, ambulance and or fire service as the situation demands.

10.2.4 Maintain order and preserve the accident scene for police investigation.

10.2.5 If possible, take photographs.

10.2.6 If possible, obtain license plate numbers and vehicle descriptions, including driver descriptions and names and addresses of witnesses. In the event of a hit and run violation, remember, it will do no good to attempt chasing someone down just to end up in another accident.

10.2.7 If possible, maintain overall control of the situation until relieved by the proper authorities.

11.0 HAND SIGNALS

11.1 At all times, hand signals will be used for: changing the formation to a single file and back to double staggered, all turns, lane changes, slowing and stopping. Turn signal lights will also be used at all times. Other signals may be developed and added as required.

11.2 All signals will be relayed to the rear of the group by each and every rider. This allows all riders to take appropriate precautionary measures and be aware of changes in speed and direction.

11.3 Hand or foot signals will be used at all times to point out road hazards to following riders by pointing.

11.4 Left arm held high, one finger extended over head, indicates the single file formation.

11.5 Left arm held high, with two fingers extended over head, indicates the double staggered formation.

11.6 Left arm held high, moving in a circle, indicates a U-turn.

11.7 During a motorcycle ride, notice riders with their left arm held low, below the handlebar, with open palm. This indicates the 'Biker Wave' and should only be attempted by experienced riders. This type of hand signal is discretionary and is directed at all motorcyclists approaching in the opposite direction, all policemen who are on their feet and all children that show any interest whatsoever.

12.0 SAFETY EQUIPMENT

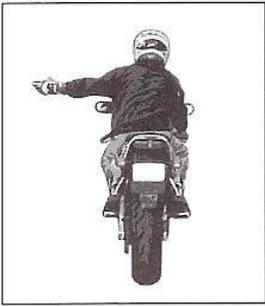
12.1 As mentioned previously, it is assumed that all riders will come to the ride with a well-maintained, registered and insured motorcycle.

12.2 All group riders are encouraged to recognize the benefits of wearing protective motorcycle safety apparel, such as helmets, gloves, jackets, boots, and anything brightly colored or reflective.

12.3 All group riders are encouraged to bring a cell phone, a well-stocked tool kit and a well-maintained First Aid kit.

12.4 If the LEAD ROAD CAPTAIN does not have a cell phone, he or she will locate another group rider who does and designate that rider as the 911-caller.

ALL RIDERS MUST PASS ALL HAND SIGNALS TO THE REAR



Left Turn

Left arm extended, straight to the left



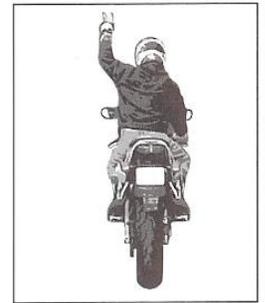
Right Turn

Left arm bent at elbow, with forearm pointed upward



Single File

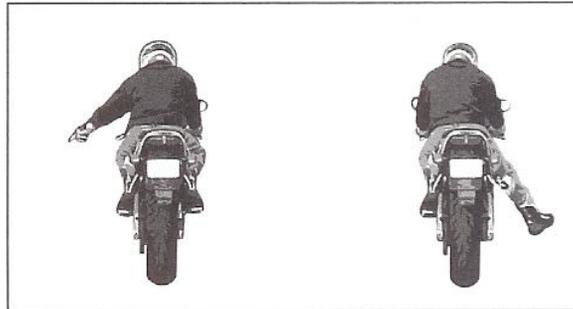
Left arm extended straight up with index finger pointed upward



Double File

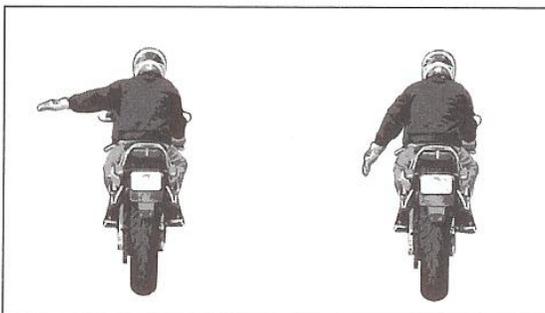
Left arm extended straight up with index finger and middle or little finger pointed upward

ALL RIDERS MUST PASS ALL HAND SIGNALS TO THE REAR



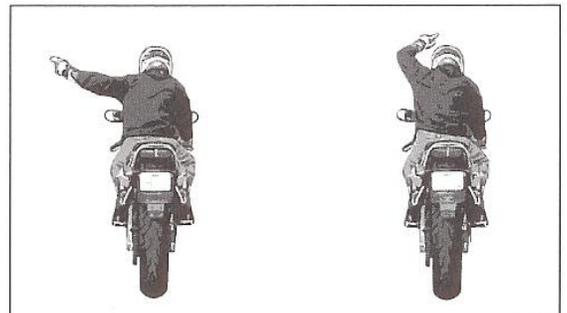
Hazard in Roadway

on the right, point with right foot
on the left, point with left hand



Slow Down

Left arm extended, then repeatedly moved straight up and down, with palm facing backward



Pull Over

Left arm extended, then repeatedly moved over helmet, with index finger extended

13.0 CONGRATULATIONS ROAD CAPTAINS

You have just volunteered for the most challenging and rewarding position within any motorcycle chapter or club. Once you have been accepted as a ROAD CAPTAIN and earned your patch, you will have joined a very special team that will help plan, organize and execute our rides. The following guidelines have been developed to give you a basic understanding of the responsibilities and recommended qualifications expected of ROAD CAPTAINS and the methods employed to help ensure everyone's safe return home.

14.0 OBJECTIVES AND QUALIFICATIONS

14.1 Provide for the safety and welfare of all individuals within the group and any surrounding vehicles.

14.2 Lead the group to its destination in a well-organized, disciplined and safe manner.

14.3 Avoid creating hazardous situations.

14.4 No one can force an individual to spend money and time to become a ROAD CAPTAIN, but for the safety of all riders and respect for previous ROAD CAPTAINS who have done so, the following is suggested for each ROAD CAPTAIN Candidate:

14.4.1 Complete a MSF Safety Course, such as the Experienced Rider's Course.

14.4.2 Complete a H.O.G. Chapter ROAD CAPTAIN Course.

14.4.3 Complete a number of probationary ROAD CAPTAIN training rides.

15.0 LEAD ROAD CAPTAIN

15.1 Has full charge of the group until arrival at any destination, including the return ride.

15.2 Will lead the group in a manner consistent with the objectives and guidelines as stated herein and will execute his or her best judgment in situations not specifically covered in these guidelines.

15.3 If extra ROAD CAPTAINS are available, the LEAD ROAD CAPTAIN will assign a REAR ROAD CAPTAIN (SWEEP) first. Then, the LEAD ROAD CAPTAIN will assign a MIDDLE ROAD CAPTAIN to a specific odd numbered slot within the formation. This will ensure that the group will have at least a REAR ROAD CAPTAIN (SWEEP) and maybe a MIDDLE ROAD CAPTAIN:

15.3.1 If there are still extra ROAD CAPTAINS, the LEAD ROAD CAPTAIN may consider dividing a large group into smaller groups of less than 9 motorcycles each.

15.4 Will conduct a riders briefing with all riders, to obtain waivers, review the route, responsibilities, gas, food, rest and toll stops, determine who will return with the group and other details pertinent to the ride prior to any departure.

15.5 Will be responsible for the final decision with regard to ride termination due to inclement weather, hazardous conditions, or other difficult or unsafe conditions.

15.6 If an attendance record is kept, will be responsible for providing it to the Secretary by the next members meeting.

15.7 Will ride at the head of the group, just to the left of lane center and will lead the group in the standard formation of a staggered double row, in one traffic lane.

15.8 Will establish and maintain a uniform speed consistent with the ability of the least experienced rider and with consideration of safe road, traffic and weather conditions.

15.9 Will be responsible for initiating all maneuvers within traffic in a 'Safety First' manner and will maintain a safe following distance by using the minimum 4-second interval between the group and any vehicle ahead. This distance may be increased at the discretion of the LEAD ROAD CAPTAIN, but will not be decreased:

15.9.1 Will command the group to a single file formation when not able to maintain visual control of the road conditions ahead, such as narrow roads, traveling directly adjacent to parked vehicles, or any other condition which may severely restrict the ability of individual group riders to perform emergency avoidance maneuvers.

16.0 MIDDLE ROAD CAPTAIN

16.1 Will assist the LEAD ROAD CAPTAIN in the performance of his or her duties.

16.2 May be required to assume the duties of LEAD ROAD CAPTAIN in his or her absence.

16.3 Will ride within the group as assigned by the LEAD ROAD CAPTAIN in an odd numbered slot, riding on the left side of the lane, unless required to take on the responsibilities of either the LEAD or SWEEP position.

16.4 Will be observant of any hazardous conditions or conduct, take immediate corrective action, as appropriate, and inform the LEAD ROAD CAPTAIN at the earliest safe opportunity. The urgency to inform the LEAD ROAD CAPTAIN must be left to the discretion of the observing ROAD CAPTAIN.

17.0 REAR ROAD CAPTAIN (SWEEP)

17.1 Will assist the LEAD ROAD CAPTAIN in the performance of his or her duties.

17.2 May be required to assume the duties of LEAD ROAD CAPTAIN in his or her absence.

17.3 Will ride at the rear of the group, except when conditions dictate otherwise, unless required to take on the responsibilities of either the LEAD or MIDDLE position.

17.4 Will be observant of any hazardous conditions or conduct, take immediate corrective action, as appropriate, and inform the LEAD ROAD CAPTAIN at the earliest safe opportunity. The urgency to inform the LEAD ROAD CAPTAIN must be left to the discretion of the observing ROAD CAPTAIN.

17.5 Lane protection is the SWEEP's added responsibility. On the highway, as the group prepares to make a lane change, the SWEEP will make the lane change as soon as is safe to do so, followed by the LEAD ROAD CAPTAIN, then the remainder of the group. In this way, the SWEEP protects the lane, keeping it clear for the entire group to move into this lane. Do not confuse lane protection with blocking, which occurs at intersections and is illegal and dangerous.

17.6 Will assist any rider that pulls over for mechanical or medical reasons or is the last rider at a toll. No rider will be abandoned on the side of the road or at a toll.

18.0 ALL ROAD CAPTAINS

18.1 Are expected to be properly equipped and available to assist as a ROAD CAPTAINS on an 'as required' basis. This may include being assigned to a potential SWEEP position within the formation, should circumstances dictate the need to separate the group.

18.2 Will be responsible for bringing a cell phone for 911 purposes or locating a rider with one and designating that rider as the 911-caller.

18.3 Will be responsible for bringing a well-stocked tool kit and a well-maintained First Aid kit to the ride.

18.4 Will politely instruct a rider to ride in a specific position within the group.

18.5 Will not consume any alcohol or drugs unless relieved of their duties for the day.

18.6 Will not allow any rider that has consumed alcohol or drugs to ride with the group.

18.7 Will not embarrass any rider. Remember: Praise in public, Criticize in private.

18.8 If confronting a rider in private, to offer advice or needing them to leave the group for reasons of misconduct, disorderly/illegal/unsafe riding, faulty/illegal/unsafe equipment or consuming alcohol or drugs, do so with a witness.

19.0 ROAD CAPTAIN CHECKLIST

19.1 Welcome riders and introduce ROAD CAPTAINS:

19.1.1 Obtain signed waivers from all non-members.

19.2 Announce itinerary for the day:

19.2.1 Define destination and route.

19.2.2 Determine gas, food, rest and toll stop requirements.

19.2.3 Determine return plans and who will return with the group.

19.3 Review group riding standards:

19.3.1 Review single and double file formations and safe following distances.

19.3.2 Demonstrate hand signals.

19.3.3 Review entrance, exit and lane change procedures.

19.3.4 Review broken motorcycle and accident procedures.

19.3.5 Locate tool kits, First Aid kits, cell phones and designated 911-caller.

19.4 Determine configuration of the riding group:

19.4.1 By the number of riders and skill levels.

19.4.2 By the availability of other ROAD CAPTAINS.

19.5 Remind everyone to have fun, to ride safely and offer a thank you from the H.O.G. Chapter for participating on the ride.