



New Mexico Veterans Motorcycle Association

Road Rules
October 16, 2005

BE ALERT, BE SAFE!

A group of motorcycles riding in formation is an unpredictable and dangerous assembly; therefore a few basic road rules are necessary to maintain safe travel. Due to speed, traffic, weather, road conditions, and/or rider fatigue, the dynamics of the formation can and will change in a second! Everyone must understand that when riding in a group, your actions will affect not only you but also, everyone in the group.

Always stay alert and aware of other riders and their positions around you. Also pay attention to the road captain and be ready for required changes. After we have some time riding together these things will become second nature, but remember; don't become complacent!

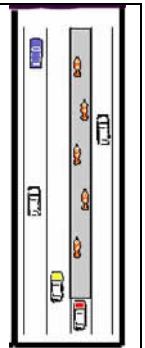
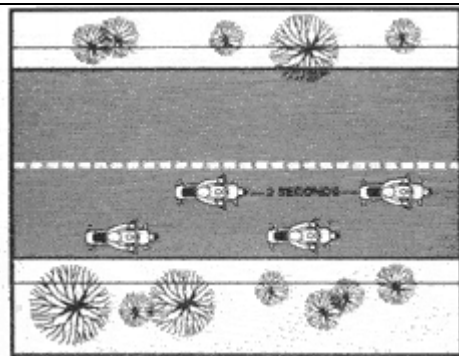
Remember that a properly maintained motorcycle in good running condition is the beginning of a safe ride!

PRE RIDE:

The Road Captain shall give descriptions of the planned rides and proposed stops for food and fuel and shall also give a complete review of the Association's road rules prior to starting the ride.

RIDING FORMATION:

We will ride in a staggered formation when we travel as a group. Staggered is safer than riding side-by-side in a group. This formation alternates rider positions on either side of a single road lane. Riders shall use good common sense and space themselves so as not to endanger themselves or the other riders in the formation. This is approximately 2 seconds behind the bike directly in front of you. At all times allow the bike to your right or left enough room to maneuver in case of an emergency. In cities we maintain a tighter formation at slower speeds (30 MPH or less). This will allow the group to pass through an intersection with less chance of breaking up the formation. Side by side when stopped at the intersection takes up less room and pulls the group back together.



Single file formations are to be signaled by the Road Captain. The common sense spacing is still used to determine the distance between motorcycles in the formation. The rider will first adjust to a safe distance from the riders around them, this mean front, rear, left and/or right. Once the distance is established the riders will move to the left of the center of the lane the formation is in. The riders will stay in signal file until signaled by the Road Captain to return to a staggered formation.

If at anytime a rider feels uncomfortable about riding in the formation, at the next stop advise the Road Captain and the Sergeant at Arms. These riders will then fall in behind the SA at a safe distance maintaining their own spacing from the group. Any chase vehicle(s) will fall in behind these riders.

Note: Throttle Locks:

Unlike electronic cruise control systems, the throttle lock does not maintain a constant speed under all conditions. Use of throttle locks should only be done for periods of time when it will not affect the spacing of the formation. It is best to hold the speed established by the Road Captain. The Road Captain will maintain a safe and constant speed for the formation.

- Stay in formation! Don't move from side to side, or jockey for position in line! Maintain a constant speed and distance from the riders around you
- The Road Captain sets the pace, determines lane changes, and other required movements for the formation. "DON'T" second-guess the Road Captain! Wait for his signals!
- Changes in position and pace can be handled at Fuel/Rest stops, not in the moving formation. This will keep the group tight and in order.

RIDING POSITIONS:

- Road Captain rides in the front or lead position.
- Senior Officer(s) present may ride behind and to the side (staggered) of the Road Captain.
- Guests ride at the rear of the group ahead of the SA.
- The Sergeant-at-Arms (SA) will act as the "rear guard" and ride behind the last motorcycle of the formation in staggered formation. The SA may designate other Association members as rear guards to assist him as needed.
- Chase or support vehicles will follow the formation at a safe distance with their headlights on so the Road Captain and SA can keep track of them also.

STOPS: FUEL/FOOD/REST/PROBLEMS

Everyone will stay together and make all stops. If the group stops for any reason, stay in formation! At each stop the Road Captain will pass the fueling area and go the departure area; he will fuel last. Each rider will fuel up and then form up in the departure area. When the Road Captain signals to leave the departure area, each rider will signal by raised hand that he is ready to "Roll".

The Formation will depart "***SLOWLY***" from the each stop. **When the group is back in proper formation the "SA" will signal the Road Captain by flashing his headlights or passing lights and the formation will then accelerate SLOWLY to road speed.**

- Fuel & Rest stops. These will happen every 60 to 100 miles depending on the needs of the individual riders and the availability of the facilities. Food stops should coincide with fuel/rest stops.
- Problems stops. If you have a to drop out of the formation for any reason, the rear guard/SA and the chase vehicle will stop with you unless you wave them on. If you do so, you will be on your own; be sure that you want to be left behind before you give that signal!
- Police stops. In the event this should ever happen, pull off the road and remain in formation. Remain silent unless the “officer” directs a question to you. The Road Captain and/or the senior officers will deal with the situation at hand.

“MAY THIS NEVER HAPPEN TO US AND OURS!”

LANE CHANGES:

Four-lane/Interstate Highways: Lane changes are executed from the “rear to front” of the formation. This prevents civilian vehicles from cutting into the formation. Lane changes should be kept to a minimum. The procedure for this action is as follows:

- The Road Captain signals a lane change. (With the appropriate right or left turn hand signal and turn signals if functional).
- The SA/Rear guard will wait for traffic to pass then change lanes and block traffic in the new lane.
- When all traffic has passed, the formation will change lanes, starting at the rear and continuing to the front. Do not wait until the rider next to you has moved all the way back into position in the other lane, start your move as soon as you see them start to change lanes. Again, always keep a constant speed and separation from other riders. This should be a smooth operation! The Road Captain is last to change lanes.

Two Lane Roads: When oncoming traffic is clear, the Road Captain will execute the hand signal, pass, and then move back in to the traffic lane. From front to rear, each of the formation riders will pass and pull back in with proper regard for safety. A key consideration when passing; don’t ever pass a vehicle and move in front of it and assume a lower speed than that vehicle. Keep your speed up to allow the other bikes to fall in behind you.

HAND SIGNALS:

Standardized hand signals should be used and passed back in the formation. The basic signals are:

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| • Left Turn | Left arm extended straight out to the left |
| • Right Turn | Left arm extended forearm up 90° |
| • Slow Down | Left arm extended down at 45° hand open, palm facing rear |
| • Prepare to Stop | Pat top of head with either hand |
| • Road Hazard | Point the hazard using your hands only |
| • Single File | Left arm straight up, index finger pointing up |
| • Staggered | Left arm straight up, index and little fingers pointing up |

ROAD SAFETY EQUIPMENT

The following items are recommended to be carried and dispersed evenly by bike:

First Aid Kit	Tool Kits	Emergency Road Light
Tire Inflation Canisters	Cell Phones	Appropriate Road maps
Oil	Jumper Cables	Head Light
Tail Lights	Fuses	

Other safety/emergency items may be carried in the chase\support vehicle as needed.

APPLICABILITY

All association members and guests are expected to abide by these rules when riding with the NMVMA.