

**Canadian Army Veteran  
Motorcycle Units  
The C.A.V. Ride Manual  
March 2008**

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## **1.0 General**

### **1.1 Road Captain**

Road Captains are appointed at National, Formation and Unit level to plan, organize, conduct ride and safety events, and to communicate information related to motorcycle laws and safety to the membership. While there is only one "Road Captain" at each level for organizational purposes, Assistant Road Captains may be appointed in the required numbers. These other appointees are Road Captains in their own right and are qualified to perform planning and leadership functions in support of the primary "Road Captain." The main difference between the different levels and forms of appointment is the scope of the coordinating role performed. Unit level appointments generally have the most demanding role given that the C.A.V. is organized and operates at the individual unit level. Conversely, Road Captains at National and Formation level generally have less demanding daily requirements and perform mainly coordinating and advisory functions to support their HQ and subordinate level organizations. Ride Captains are the persons who are in overall charge of the planned ride.

### **1.2 Riders**

All participants in a C.A.V. ride will show up for each ride with a full gas tank; keep a properly maintained motorcycle; wear all safety equipment required by law; be familiar with and observe the C.A.V.'s group riding procedures; listen to and follow the instructions of the Road Captain and his/her assistant(s) unless those instructions will put them or others in an unsafe situation; know the route; and ride in a courteous/respectful manner. Do not consume alcohol or use any drugs or medication that would impair your judgment or ability to ride.

## **2.0 Group Riding**

### **2.1 New Riders and Riders with Speed Restrictions**

C.A.V. rides are conducted to the level of the rider with the greatest limitations and always respect posted speed limits. Ride speed is adjusted to make safety allowances for weather conditions; accommodate less experienced riders other limitations such as graduated licensing or speed limitations during the break-in period for a new motorcycle. If the situation so dictates, a special ride group may be formed for the limited rider or riders. New riders and those with new bikes should ride at or near the front of the group because:

?? The Ride Leader can more closely monitor those riders immediately behind and is able to adjust the pace of the group to match the riders' needs.

?? The closer to the front, the slower you ride, and you will not have to deal with the "accordion" effect to catch-up that is faced by those closer to the tail of the group.

?? You are less likely to be separated from the ride leader by traffic at a stoplight.

### **2.2 Formation Riding**

**2.2.1 Safety.** Formation group riding is intended to promote safety by increasing rider visibility to automobile drivers. Staggered formation, single file adjustments, or if emergency evasive

action should be required that it take place safely; this remains the rider's individual  
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responsibility. Safety remains the prevailing factor for all rides. Formation adjustments may be warranted and necessary without and/or before a Ride Leader demonstrates such a signal. For example, narrow or winding sections of the road may require a change from staggered to single file. Be alert. Be aware of those around you and, above all, **be safe**.

**2.2.2 Ride Organization.** A ride will be organized into appropriately sized groups for control, safety and so as to not impede other traffic. The ride will be led by the responsible Road Captain and assistant Road Captains will be dispersed among the group(s) to assist as required. The last rider in each group will perform the function of a safety sweep for the group, and there will be a Ride Sweep at the tail of the ride.

**2.2.3 Single File .** It is often desirable to ride single file because of narrow or curvy roads, obstacles, or other hazards. The hand signal is the left hand raised with the index finger pointing up.

**2.2.4 Staggered File.** The standard group riding formation will be the staggered formation where one lane is shared in a manner that offsets riders by one second spacing while maintain two seconds from the rider in front. The Road Captain rides to the left side of the lane, while the second rider stays a little behind and to the right side of the lane, one second behind the leader. The third rider will take a position to the left side of the lane, two seconds behind the leader. The fourth rider would be to the right of the lane and two seconds behind the second rider. (see illustration). The hand signal for staggered formation is the left hand raised in the two-finger victory sign and the wrist rotated back and forth on a vertical axis. The staggered formation increases the distance from the rider in front, yet, maintains a compact group. Give yourself enough room to stop in an emergency, but do not give unnecessary space and cause the group to be drawn out or lengthened. Remember, you or the riders on the other side of the lane may need to change lane sides in an emergency. You should be able to see the face of the rider in front of you clearly in their mirror.

**2.2.3 Spacing.** To maintain a safe distance (two seconds) simply pick a stationary object (fence post, hydro pole, painted road markings, etc). Immediately as the motorcycle directly in front of you passes the marked you selected, then start counting, one-thousand-one, one-thousand-two.....you should now be at that selected mark.

**2.2.4 Consistency.** Be consistent, do not continually open and close the gap between you and the person in front of you. The safest method is to be seen in the mirror of the rider in front of you and to look for the rider to the rear of you in your mirror.

## **2.3 Standard Riding Maneuvers**

**2.3.1 Changing Lanes.** When the Ride Leader wants to change lanes, the standard hand signal or turn signal will be given. Riders are to look first, signal and follow the rider ahead. Change lanes only when it is safe to do so.

**2.3.2 Stop Signs and Stop Lights.** It is normal for bikes coming to a stop signal to pull up next to each other, two by two, and to take off together and reestablish the formation. Obey

traffic laws.

**2.3.3 Filling the Gap.** If a rider drops out of a staggered formation and the ride is not going to stop (e.g., a rider decides to ride with the Sweep), it is desirable to preserve the integrity of the formation by filling the gap. Each rider in the line, behind the gap, shall move forward one space. This “line movement forward” technique is preferred to the “cross-over” technique for safety-sake. Always check your mirrors to ensure there is sufficient room in the formation to complete the maneuver.

**2.3.4 Passing.** Pass quickly, but safely. If possible, ride Leaders will complete the pass far enough beyond the vehicle being passed to provide sufficient room for the entire group to pass. Otherwise, riders will pass on an independent basis. Remember, there are riders behind you.

## **2.4 High Alert Areas**

**2.4.1 Intersections.** Intersections are one of the more dangerous areas as traffic may come from many different directions including from behind. Red light provides no physical barrier to traffic. Be aware – be alert.

**2.4.2 Merging onto Highways.** Merging onto highways requires alertness and good judgment. The Ride Leader will try to facilitate the merge as a group but this may not always be possible, you should merge safely and, if split from the group, reconnect safely and as traffic conditions allow.

**2.4.3 Turns.** The Ride Leader will signal turns using standard hand or turn signals. Duplicate the signal and pass it back.

**2.4.4 Parked Cars.** Group rides will usually stay away from the curb lane if there are parked cars. The reason is to avoid suddenly opened car doors, and people and/or animals darting out from between parked cars.

**2.4.5 Passing Large Trucks.** BE SEEN. Assume you are not easily seen and you will probably be correct. Depending upon traffic conditions, the Ride Leader may give the single file signal. Every one should move to the opposite side of the lane away from the truck. It is a general rule that if you cannot see the truck driver’s face in his rear-view mirror, he cannot see you.

**2.4.6 Road Hazards.** If you see a hazard such as a pothole, rock, tire tread, or gravel, point to it so that the rider behind you sees the problem also. Point with your HAND OR FOOT

**2.4.7 Traffic.** Automobiles will sometimes want to merge into the group. They will not like it there and will usually go away the first chance they get. Let them in, and let them out.

## **2.5 Group Separation**

Stoplights and traffic conditions will often break up the group. You may even find that you become the leader of a split group from the original group. Carry on just as you have been.

The lead Road Captain/group leader should realize the break has occurred and slow down, when safe to do so and let the split group catch up; in some instances it may be necessary to stop at a safe location. Where an assistant Road Captain is available s/he will take the lead of a separated group when appropriate and it is safe to do so. Otherwise, an experienced rider in the separate group should take the lead position and the group should continue on to the next destination or planned stop; this again emphasizes the importance of all riders knowing the route.

## **2.6 Adjusting Ride Position**

### **2.6.1 Increase Spacing**

A rider may need more space (possibly the whole lane) because of their experience level, road conditions, or bike's handling characteristics. The rider should signal this by extending the left arm down and slightly to the side with palm facing to the rear and with a waving motion backward. Riders behind should drop back and give the rider showing the signal more room and be prepared for the signalling rider to move anywhere on the road, and/or pull off the road and stop.

**2.6.2 Drop Back or Stop.** A rider may need to drop out of their position in the group and take up a position in front of the Sweep so they can adjust for their special needs such as needing more space or a slower speed or the rider may need to stop. Whatever the need, the procedure must be done safely. There are three methods for moving out of the group.

?? If on a multi-lane road, the rider signals to change lanes, does so, then waves the other riders to pass.

?? The rider keeps to their side of the lane and waves the other riders to pass.

?? If a rider has a serious need to drop back or stop, the rider signals the riders behind for more space and pulls off the road when it can be done safely. Immediately wave other riders to pass. The Sweep will stay with the last rider to either ride with them or provide assistance if necessary. If your riding partner drops out you may choose to drop out to assist but it is preferred you continue with the group to the next stop where the Road Captain will be informed of the missing riders. The Road Captain will send two riders back to check on the missing riders and may opt to continue the ride.

## **2.7 Other Non-Group Bikes Overtaking Our Group**

Sometimes other bikes will overtake our group from the rear. This is a concern on two lane twisty roads. The group is likely already in single file. Move to the right and allow the faster rider to pass safely and with as much safety consideration as necessary for the both of you.

## **2.8 Hand Signals**

Riders often wish to pass information to riders behind them. This is especially true for the Ride Leader. Hand signals are used for this purpose. Be alert and watch for these signals. When you see one, pass it back. Passengers can help with this. Hand signals include:

?? Right turn – standard hand signal or turn signal

?? Left turn – standard hand signal or turn signal

?? Slow down – left arm outstretched and downward, hand flat, palm down. Raise and lower hand

?? Stop – left arm outstretched and downward, hand flat, and fingers pointed down.

?? Single file – hand raised (like fist) with index finger pointed upward

?? Stagger – hand raised (like fist) with two-fingered “victory” sign. Rotate at wrist.

?? Need more space – see 2.6.1 above.

?? Speed up – left hand, palm up.

?? Follow me – standard “follow me” signal

?? Need fuel – point to gas tank

?? Need food or drink – point to mouth.

?? You come forward and lead me – point back, then sweep arm around to point forward

?? Hazard on left/right – point with foot or hand to hazard. Foot pointing is preferred.

?? Pull off road to right – use proper signals, see 2.6.2 above.

## **2.9 Forming Up To Depart and Parking**

When the Road Captain/Ride Leader says it is time to leave, every one should line up behind him/her two by two. Plan ahead so any pushing will be down hill, coming or going. Get behind the Ride Leader if you need to be in the front of the group. Don't be bashful about telling someone that you need to position yourself in front, they will understand.

## **3.0 Ride Planning and Conduct**

### **3.1 Concept and Scheduling**

C.A.V. Road Captains at all levels are responsible to plan and conduct rides as authorized by their President. Rides schedules should be planned and advertised sufficiently early to allow for the necessary time for coordination, preparation and to give potential participants early notice to minimize scheduling conflicts. Events open to other units/formations should be advertised on The C.A.V. website once approved by the host President. The core element of the C.A.V. is the C.A.V. unit and this is where most events and rides are planned and conducted. Occasionally the National HQ (NHQ) or a Formation HQ (FHQ) may organize an

event to which units and individuals may choose to attend. While participation at NHQ/FHQ events may be encouraged it is not mandatory and there shall be no repercussions for units or members who do not participate. It is recognized that C.A.V. units must balance unit objectives and membership needs with those of the C.A.V. as a whole. Similarly, ride and event scheduling is predominantly done at unit level and not driven by NHQ/FHQ agendas; however, units should consider NHQ/FHQ events when planning their annual ride schedules. Notwithstanding, neither National or Formation Road Captains shall apply scheduling pressure towards units, or to get involved in unit events unless asked to do so by the Unit President, or Road Captain on his/her behalf when so authorized. Ride schedules will be planned and communicated with as much as advance notice as possible to potential attendees. Primary National, Formation and Unit rides open to other Formations/units will be added to the C.A.V. events page to facilitate communication across organizations. Rides and events applicable to only one entity are not posted to the C.A.V. website, but may be communicated to concerned members by email or via unit websites.

### **3.2 Planning Considerations and Criteria**

#### **3.2.1 Ride Scope, Authority and Philosophy**

The authority and planning responsibilities for rides/events must be clear to all concerned. This is generally defined by the scope of a C.A.V. event which shall be defined as follows:

?? National Rides. A national ride is an event designated and organized by the NHQ where more than one formation is participating. The NHQ will not arbitrarily take over Formation or Unit organized events.

?? Formation Rides. A national ride is an event designated and organized by the FHQ where more than one unit is participating. A formation ride where there is participation of another C.A.V. formation is not a National event. The transition to a National event must be agreeable to the organizing HQ and the NHQ which designate the event as a National Ride. The FHQ will not arbitrarily take over Unit organized events.

?? Unit Rides. A unit ride is an event designated and organized by and for the unit. Units may invite other C.A.V. units/formations to their events and may plan specific unit only events to facilitate camaraderie. Unit events open to other C.A.V. units/formations remain under unit control rather than change in scope and authority to a National or Formation event. The transition to a National or Formation event is initiated by the organizing unit and must be supported by the concerned FHQ for formation level proposals and by the NHQ for national level proposals. As the C.A.V. is organized and managed at unit level this is where the priority for ride and event planning remains. Accordingly, National and Formation level rides will be minimized so as to not compete with unit ride plans and preferences. This is critical to ensure unit autonomy and the founding principles of the C.A.V. are respected. Under no circumstances shall pressure or coercion be applied toward units or individuals that choose not to participate in National or Regional events. Events with more than one formation in attendance are relatively rare due to the wide dispersion of formations and units across the country. However, the annual C.A.V. Kenora Rendezvous (RV) is an example where C.A.V. formations mass at a central location for a National Ride/event. Formation events face similar issues and it is seldom possible to centrally gather formation units for a ride; therefore, it

is more common for units in the same geographic area to gather or participate in each other's rides rather than designation of formation rides.

### **3.2.2 Planning Methodology and Responsibilities**

The Road Captain of an event's organizing HQ/unit is responsible for the overall planning, coordination and conduct of the ride. Road Captains are only responsible for ride and ride support planning and not for other activities that may be planned or anticipated for an event.

For example, the Road Captain will move the organization to/from an event and coordinate any parade/ride related activities but is not responsible for non-ride activities such as BBQs, meet and greets, or ceremonial/memorial events except where movement by motorcycle is involved. Road Captains may assist in the planning and conduct of the related activities but shall not be obligated to do so.

Units represent the C.A.V. across the country and are established at or near the major population centres. These units each have their primary operating areas and are best suited to perform the detailed planning and coordination in support of National and Formation rides. Accordingly, resident formations/units will lead the planning and coordination for any C.A.V. event within their operating area(s). When this occurs the work performed will be guided by the National/Formation Road Captain as appropriate. C.A.V. National ride events are normally delegated to the resident FHQ to plan and execute under the operational command and guidance of the National Road Captain. The National President will arrange the operational parameters with the concerned Formation President(s); and subsequently the National Road Captain will directly communicate specifics with concerned Formation Road Captain(s). It should be noted that C.A.V. Formations are obliged to take on this responsibility for National Rides within or traversing their area of operations.

C.A.V. Formation ride events and those of a National scope delegated to the FHQ to plan and organize are coordinated by the Formation Road Captain. The Formation President will arrange operational parameters with the concerned Unit President(s); and subsequently, the Formation Road Captain will communicate specifics with the concerned Formation and Unit Road Captain(s) as authorized.

Units are encouraged to take on the detailed planning and coordinating role in support of National/Formation rides within their operating area. C.A.V. Unit ride events and those of National/Formation scope delegated to the unit to plan and organize are coordinated by the Unit Road Captain. The Unit Road Captain may coordinate with other Road Captains as required to perform his/her duties. This type of technical coordination and information sharing shall not exceed the authority delegation to the Road Captain by the President.

### **3.2.3 Road Movement Planning Standards**

**Laws and Road Courtesy.** The C.A.V. will respect the laws of the jurisdiction in which a ride travels and will show courtesy to other vehicle operators. Riding in a group does not afford any special privilege or exemption to traffic laws therefore, rides will share the road with others and respect posted speed limits and traffic regulations .

**Group Size.** A single large group of riders is difficult to safely maneuver and the chance of riders becoming separated by other traffic or a missed turn increases proportionally to the size of the group. Moreover, a large group can intimidate or aggravate other users of the road thereby increasing the chance of other vehicle operators acting inappropriately and increasing the risk to riders.

?? C.A.V rides should strive for an average group size of 10 but not exceed 20 riders. The only exception is a formal parade event supported by police escort (or delegated authority) and provision has been made for a long continuous group ride.

?? Very large group rides will be divided into Movement Serials and further divided into Ride Packets which are all separated by start times to allow distance between groups of riders and thereby affording courtesy and flexibility to other road users. Ride and speed discipline is essential to maintain spacing and to avoid bunching up and traffic congestion.

?? A movement serial may be a HQ, formation, unit or a combination of these and can contain up to 10 packets; individual packets may include up to 20 riders but an average packet size of 10 is recommended for better control and rider safety. It is the responsibility of the lead Road Captain to group participants in a practical manner.

?? During movement there shall be no less than 10 minutes between serials and two minutes between packets. The ride organization determines the pass time for a column of motorcycles, therefore, the methodology used to group riders into serials and packets has a large impact on the length of road a ride concurrently spans. In some cases it may prudent to include a smaller independent group otherwise eligible to be a serial (such as NHQ) as the lead packet of a formation serial rather than as a separate serial; this reduces the amount of road space/time consumed by the larger time between serials.

**Order of March.** The responsible Road Captain (or assistant) will lead the ride and is normally followed by the President and Executive Officers. Road Captains are to ensure less confident riders or those with speed restrictions (e.g. break-in for new motorcycles) are appropriately positioned.

**Halts and Breaks.** A short halt may be taken within the first 30 minutes of a ride at the beginning of the day to allow riders to make any minor adjustments to their equipment. Rest breaks should be planned for each 30-60 minutes of riding; and a longer break should be planned for meals and fuel stops.

**Speed.** Group riding is not a race and must respect the experience level of the participant riders. Group rides shall respect posted speed limits adjusted to the traffic flow for safety.

**Blockers.** Motorcycle group rides have no authority to employ blockers to stop or disrupt the traffic flow on roads. Blockers will only be used when the Police are riding with the group. The Police will first block the intersection, then a rider will relieve the Police so the Police may move ahead to the next intersection; this is typical of major formal events such as the Ride for Dads which is led by a police and blocker positioning is supported by the police.

?? Blockers should be provided with reflective safety vests for visibility, and as possible, use  
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their ride for security and to supplement the block.

?? If a rider is assigned blocking duty they are to remain alert and watch for the end of the group ride so they may rejoin at the rear of the group without holding up traffic. Blockers waiting for the group to pass should not get off their motorcycles and/or remove their helmets.

Guides. Ride organizers should consider employing guides at or near key points where group riders may become separated or otherwise disoriented. Reflective safety vests should be provided to guides for visibility.

Ride control. A Lead and Sweep Rider should be assigned for each ride packet and serial. Ideally, these appointees are Road Captains/assistant Road Captains but if sufficient designates are not available other appropriately experienced and briefed persons may perform the duties. Where possible, a Road Captain and/or assistant Road Captain will be positioning at key points along the ride column to act as a Road Guard and assume a leadership role when required.

First Aid. Appropriately stocked first aid kits and other often needed items such as sun block should be taken on all rides. Preferably there would be some form of capacity with both the Lead and Sweep riders, and for large rides, with Road Guards that may be deployed.

Trail Party. Where the capacity exists it is desirable to have a Trail Party with a cargo vehicle and motorcycle trailer to deal with emergencies and maintenance problems that may occur. However, this is often an impractical course of action and each rider remains responsible for his/her own recovery insurance/plan such as CAA or AAA.

### **3.2.4 Ceremonial and Formal Parades**

General. The C.A.V. at all levels will participate in ceremonial rides and parades. These may include such activities as: Memorial (Highway) Rides; C.A.V. National or Formation scope parade rides (e.g. Kenora annual RV parade to the cemetery service); or unit led multi-formation/unit events.

Flags. The C.A.V. flags may be displayed at any appropriate occasion but to prevent unnecessary damage they should not be flown from motorcycles when travelling at highway speed. However, National and C.A.V. Flags should be attached to motorcycles and flow during formal parades. Protocols for the use of flags at ceremonial events are within the purview of the National Sergeant at Arms and are not addressed herein.

Order of March. For National scope events the Order of March shall be the NHQ, followed by the organizing Formation and then the remaining formations in order of seniority. Within formation serials, the Order of March is the FHQ, organizing unit (if applicable) and then remaining units in order of seniority. The organizing Road Captain will lead the parade along its route but may fall in with the HQ if a police escort will lead the parade.

Police Coordination. The organizing Road Captain shall coordinate with the police with jurisdiction to ensure compliance with local by-laws/regulations and as appropriate to obtain an escort, traffic control assistance and/or authority to use C.A.V. blockers and/or guides.

Event Site Coordination. The organizing Road Captain will ensure appropriate coordination has occurred with officials for motorcycle staging/muster areas and security (as appropriate) for motorcycles while parked during official ceremonies.

### **3.3 Ride Conduct**

#### **3.3.1 Organizing Groups**

Riding in a group that doesn't match your STYLE isn't fun and can be down right dangerous. Swift riders tailgating leisurely riders and unhurried riders in front of hasty riders are a recipe for disaster. To ensure members have the opportunity to ride with other riders who enjoy the same type of riding, it may be appropriate to divide the ride into groups matched by riding style. Groups may be organized as those who prefer to ride at: a HIGH-SPIRITED pace; an ENERGETIC pace; or a LEISURLY pace. When a ride is organized by style group, each entity must have a lead and sweep rider assigned, and be fully briefed as per 3.3.2.

#### **3.3.2 Ride Briefing**

Prior to each ride the organizing Road Captain or assistant Road Captain will brief the entire group to ensure everyone is conversant with the route, stops and riding protocols. The briefer will review the route to the final destination, procedure for return ride (i.e. on your own, organized groups and routes home if needed). The following items shall be covered prior to every ride:

?? Staggered Riding – 1 sec interval minimum, alternating lane positions

?? Stop Signs – double up, proceed through as pairs and then take separation

?? Stop Lights – Stop if light turns regardless of position in-group. Proceed on green

?? Lane Changes – pass signal back, do not move, sweep will position, move after rider in front of you does.

?? Passing traffic – single up while passing, use own judgment, Road Captain in passing lane indicates no oncoming traffic. Return to own lane as soon as possible, in formation.

?? Hand Signals: Single file; Staggered; Slow down; Speed up; Left turn; Right turn; Obstacle left; Obstacle right; and remind people to pass the signals back!

?? Breakdown/Accident procedure – everyone following incident bike stops. RC will determine what needs to happen.

?? Return Route/Way home – repeat from initial brief To ensure riders remain informed, consideration should be given to reviewing the next portion of the route and any relevant safety observations prior to departing after each long halt/rest period.

### **3.3.3 Ride Conduct Duties**

Lead Road Captain. He/she is in charge of the group from the initial briefing right through to the final destination has been reached.

?? Responsible for ensuring safety is maintained at all times.

?? Will conduct the pre-ride brief for all riders

?? May change route as actual road conditions / weather dictates

?? Will instruct any rider 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.

?? Will lead the group in a safe manner and will execute his or her best judgment in situations not specifically covered in this manual.

?? Will bring to the ride a first aid kit and a have a cell phone to stay in touch with the other Road Captains and to call 911.

?? Will locate other cell phones and first aid kits amongst riders.

#### **Road Guard.**

?? He/she will instruct any rider 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.

?? 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.

?? In the event the group becomes split, will assume the position of Lead Road Captains until the groups rejoin. The Road Guard should drop back and join the trailing group as Lead until the groups rejoin.

?? Will bring a well-stocked first aid kit and tool kit to the ride, and if possible, will have a cell phone to stay in touch with the other Road Captains and to call 911.

#### **Sweep Road Captain.**

?? He/she 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.

?? In the event the group becomes split and in the absence of a Road Guard, the Sweep will use his or her best judgment to determine in which position (Lead or Sweep) to ride. Consideration will be given to the experience of the group, is someone else available that can assume either position, how safely the Sweep could move into the Lead position, how far

apart the two groups are and how long it would be before they could rejoin.

?? Will bring a well-stocked first aid kit and tool kit to the ride, and if possible, will have a cell phone to stay in touch with the other Road Captains and to call 911.

## **4.0 Training, Qualification, and Recognition**

### **4.1 Rider Training**

The C.A.V. is not a training organization and will not provide basic rider training. New riders should consider attending Canada Safety Council motorcycle rider training. Intermediate or advanced riders can also benefit by professional training and should consider participating in advanced rider training offered by either the Canada Safety Council or another accredited motorcycle riding school. C.A.V. members who are duly qualified motorcycle safety instructors may at their discretion provide members with riding safety training for which they are qualified to instruct. However, such events are at the discretion of the concerned instructor and are not considered C.A.V. training events, and no liability is assumed. Event insurance will be obtained for any official C.A.V. training events to protect against any potential liability.

### **4.2 Riding Proficiency Badge**

The C.A.V. Riding Proficiency “Winged Wheel” Crest is awarded to C.A.V. riders demonstrating a high standard of riding proficiency and etiquette. Initial entry into the C.A.V. is at the unit level; therefore, the Winged Wheel crest is only awarded at the unit level. Riders shall not progress to National or Formation level duties without first belonging to a unit and earning their riding proficiency badge. All new riders will be on probation until the unit Road Captain has assessed their group and individual riding skill. Riders must possess the necessary knowledge, group and individual riding skill and road etiquette for award of the Winged Wheel patch. To be eligible for reward, a probationary ride must participate in two rides of not less than 100 km one of ride 200 kms or greater. The suitability assessment is made through direct observation of the new rider(s) by the Road Captain/assistant Road Captain and supplemented by observations of the unit membership. After passing the probation, the rider will be presented the CA.V. Winged Wheel at a unit general meeting, or if appropriate, at a unit ride. In exceptional circumstances a unit may vouch for new member riders that are known to already be experienced motorcyclists. The unit Road Captain will meet with such persons to assess their knowledge/experience level and approach to riding etiquette. The Winged Wheel shall only be awarded without probation if the Road Captain is confident of suitability; if there is any doubt, the new member will be assess during a unit ride and if appropriate the normal requirement for three rides may be waived.

### **4.3 Road Captain Training**

Road Captains are responsible to mentor prospective assistant Road Captains and ensure that only persons capable of planning, leading and supporting group rides in accordance with this manual are recommended for appointment. It is desirable but not mandatory for Road Captains and deputies to possess a current first aid and CPR qualification and a graduate of a recognized rider safety course.

## **5.0 Safety Considerations**

### **5.1 Wet Weather Condition**

Rain-soaked pavement brings with it a new set of rules, and the consequences for riders careless enough to forget them can be pretty severe. Aggressive riding techniques that you can get away with in the dry will put you on the ground in the blink of an eye when it's wet. The first rule of rain riding: BE SMOOTH. Unlike a car's four relatively massive tire contact patches, the small pair of footprints laid down by a motorcycle is easily overpowered on wet pavement. Although today's premium tires possess impressive wet weather traction, accessing that capability requires smooth control inputs to gradually load the tire in order to avoid blasting through the rain shrunk traction range. This means no quick turns or handful of throttle turn exits and no jerking on the brakes like you've been jolted with electricity. Just apply smooth, firm control actions that allow you to positively sense tire traction, without being overly timid. This takes some practice, but once you learn to initiate a turn or apply the brakes smoothly in the wet, you'll find a surprising amount of maximum braking or steering deflection is available. Panic stops in the wet require a lot of practice and concentration. Remember, wet discs and pads have a certain "lag" time between initial application and braking power that can easily catch you off guard; skilled brake modulation is a must here.

You also have to scan for future traction as well. Painted surfaces, tar strips, smooth pavement (bricks, non roughened concrete) and metal (manhole covers, bridge grates, and railroad tracks) become extremely slick when wet. Puddles can hide deep potholes or mask a slippery surface beneath. Be especially cautious of riding through areas where cars leak fluids, like the center of the lane, approaching intersections, or freeway on/off ramps. Increased reaction and stopping distances mean you have to leave extra room to permit evasive action without pressing the limits of wet traction.

You also need to increase your surveillance of traffic ahead to help you predict possible trouble spots, look even farther down the road than usual. And if you thought drivers had a hard time seeing you in dry weather, think how it must be in the wet. Awareness means survival. Although helmet shield fogging is a major problem in wet weather, there are various anti-fogging compounds available. Most helmets today allow you to crack the shield open slightly, allowing defogging ventilation while still providing eye protection. Last but not least, make sure you stand out like a sore thumb in traffic.

Running with your high beam on and wearing a brightly coloured rain suit will make you considerably more visible during the day, while reflective material will help you stand out at night. The best defence is to stay out of harm's way and never take it for granted that you'll be seen. Some people approach wet weather riding with trepidation; others seem to enjoy the way it heightens their awareness and concentration. Hopefully, by using the tactics and techniques we've mentioned here, you'll gain the confidence necessary to have fun even when the ride turns rainy.

### **5.3 Temperature Extremes**

Riders must remain cognizant of the effect of changing weather conditions and temperatures may have on their capacity to safely operate their motorcycle. The effect of extreme heat or

cold temperatures may be amplified by wind hitting the rider and/or their passenger. When riding in hot weather it is important to remain properly hydrated and to pay particular attention for overheating/heatstroke when fully clad in riding gear and travelling at slow speeds or stopped for long periods. Riders/passengers should strive to reduce the risk of overheating, by using their helmet and riding gear vents to maximize airflow, drinking plenty of water, and moving into the shade to cool down during rest stops. Most important, a rider feeling faint, nauseous, or otherwise disoriented should stop, rehydrate/cool and recompose himself prior to resuming the ride.

Riding in cold weather can quickly cause loss of concentration or control if not properly protected from the elements. The threat increases exponentially when cold weather riding is accompanied by rain, snow and/or slippery road conditions. In cold weather riders should close any helmet/clothing vents to retain body heat and layer their clothing for warmth. Riders should carry extra warm clothing and gloves for use (by rider and/or passenger) when large temperature variations are expected to occur.

### **Remember, heatstroke and hypothermia can kill**

#### **5.4 Reduced visibility conditions**

Many natural and man made conditions such as rain, fog, snow, light and road conditions and may cause reduced visibility for riders and/or users of the road. It is generally best to assume that you have not been seen by other road users and ride with extreme caution. Moreover, riders should wear bright/reflective clothing and pull over when conditions are unsafe.

#### **5.4 Early and late season riding**

Riding in early spring or late fall present a number of potential hazards riders must defend against. At these times riding conditions can change quickly and due diligence must be exercised at all time.

Early season riding presents the expected challenges of cold/wet weather (rain or snow) but less obvious conditions such as early morning/evening icing (black ice), road debris and slippery roads resulting from remaining winter road sand/dirt may catch a rider off guard and lead to tragedy. Even highly experience riders do function to their potential early in the season and tend to be far more susceptible to accidents than they might be later in the season.

Late season riding can present many of the challenges faced early in the season but the rider is generally far more comfortable and confident with their riding skills than they were earlier in the season. Notwithstanding, riders must guard against the cold, precipitation and slippery/icy conditions. Riders must remain cognizant of their environment and adjust their riding accordingly. It is import that riders not allow themselves to become complacent or overly confident as a result of recent successful riding experience on dry roads and in good conditions. Riders should stop when roads are slippery/icy and wait for the sun/ambient air temperature to dry the roads. Arrangements should be made to trailer the motorcycle(s) home if the conditions do not sufficiently clear for safe riding. **DO NOT TAKE CHANCES.**

## **5.5 Riding Competency Level**

Never ride above your personal comfort level. Advise the Ride Leader during the pre-ride briefing of any issues or concerns that you may have. If, during the ride, you feel pressured or uncomfortable, pull out of the group and take up a position in front of the Sweep. The Sweep will ride at your comfort level and appreciate your good judgment in taking positive action. If the two of you lose the group, someone else will assume the Sweep duties of the first group. Although you are part of a group, you are also an individual and the sole operator of your bike. Do not ride above your comfort level as you endanger yourself and others.

## **5.5 Emergency Equipment**

### **5.5.1 First Aid Kit**

Road Captains should carry or designate persons to carry a well-stocked first aid kit consisting of at least the following: Sterile, Gauze, Squares; Antibacterial spray or ointment; clean water and roller gauze, sufficient for administering minor first aid and a cell phone.

### **5.5.2 Tool Kit**

Road Captains should carry or ensure a basic tool kit is available to assist others who may need to make minor repairs. A recommended tool kit includes the following: Assorted imperial and metric wrenches, Hex Head wrenches, Torx head drivers, flat head and Phillips screw drivers, pliers, electrical tape, zip ties and chemical lights or signal flares.

## **Annex A - Rider's Aide-Memoire**

### **Road Rules**

1. C.A.V. group rides are led by a Road Captain and the group is expected to follow the Road Captain and watch for his/her directions.
2. All riders are expected to arrive at the group ride meeting point with a full tank of gas, a full stomach, an empty bladder, and properly clothed, ready to ride for at least two hours before the next stop.
3. Safety is everyone's responsibility. Do not consume alcohol or use any drugs or medication that would impair your judgment or ability to ride.
4. All riders are to ride in a staggered formation following the motorcycle directly ahead by two seconds and the motorcycle in the other left or right lane position by one second.
5. Check your riding position by checking the rider's mirror ahead of you. If you cannot see their face in their mirror you are too close.
6. If you have any concerns about the group ride speak to the Road Captain and they will try to address your concerns.
7. The entire width of the lane belongs to you or the other rider, so do not ride beside another rider. Allow room to swerve in case of an emergency or road obstruction.
8. Keep your position within the lane and do not cross from one side to the other side of the lane as this may disturb other riders and cut off their vision.
9. If at any time a rider feels they are riding at a level beyond their current skill level they should drop out of the group ride. Trying to keep up with the group may be hazardous to the rider and the group.
10. Watch the traffic lights and when the walk signal begins flashing prepare to stop because the traffic light will turn red momentarily.
11. The group will stop for all traffic signals and obey all traffic laws. Do not run stop signs.
12. Maintain your position within the group and do not pass. If you need to change position wait until the next stop then change your position when the ride starts again.
13. Maintain a constant speed within the group. Do not accelerate past another rider or brake late and pass another rider.
14. If you are riding with a passenger instruct your passenger on the proper riding technique and appropriate protective gear.

15. Less experienced group riders should ride the closest to the center line of the road as that riding position requires less skill or experience.
16. Less experienced group riders should ride near the front of the group where the Road Captain may assess their progress and adjust the ride parameters to compensate.
17. If you must leave the group ride, exit from the side you are riding on, preferably at a location that does not disturb the other riders. Signal to another rider that you are leaving so they may inform the Road Captain at the next stop.
18. A route map and instructions will generally be provided at the beginning of the ride. If you get separated from the group, make your way to the next stop and rejoin the group.
19. Ideally, large riding groups should be split into smaller groups of 5 to 6 riders with each group having a Road Captain and a Sweep. The groups will maintain a reasonable distance apart to allow room for other motorists to pass.
20. Large groups may be a road hazard so riders must be aware of other motorists wishing to enter or exit the roadway and provide space for them to pass through the group.
21. The Road Captain will increase his/her speed when passing any vehicle to provide room for the following motorcycles.
22. The Road Captain will stay in the left lane (the other riders move left) after passing as long as the road ahead is clear or until all the following motorcycles have passed the vehicle.
23. When the riding group changes lanes on a multi-lane highway all riders will maintain their positions within the lane and the Sweeper will move over into the new lane quickly to hold back traffic until all riders are in the new lane.
24. On a two-lane highway no more than three motorcycles should enter the passing lane at any one time. When they have passed and pulled back in the next three riders may begin passing.
25. If a riding position becomes vacant the following rider in that position of the lane is expected to move up to fill in the vacancy.
26. When a riding position becomes vacant it is common courtesy for the rider who is following, in the other position of the lane, to signal the next rider in the lane with the vacancy to move up one position. If the rider does not signal, slowly begin to move into the vacant position, trying not to startle the rider you must pass.
27. A Sweep will follow at the back of the group and will stop to help any rider who has to drop out of the group. When the Sweep stops to help someone, the last rider in the group temporarily becomes the Sweep and will inform the Road Captain at the next stop that riders have been left behind.

28. If the group gets separated at a traffic light the last rider of the forward group becomes the temporary Sweep of that group. The lead group will stop or leave a rider to wait for and direct the following group at any intersection where the group turns.

29. As riders drop off the forward group to wait for the following group the last rider in the group will temporarily assume the Sweep duties.

30. Riders will watch for signals from the Road Captain and other riders and pass the signals along to the end of the group.

31. Blockers will only be used when the Police are riding with the group. The Police will first block the intersection, and then a rider will relieve the Police so the Police may move ahead to the next intersection.

32. If a rider is assigned blocking duty they are to remain alert and watch for the end of the group ride so they may rejoin at the rear of the group without holding up traffic.

33. Blockers waiting for the group to pass should not get off their motorcycles and/or remove their helmets.

34. If your riding partner drops out you may choose to drop out to assist but it is preferred you continue with the group to the next stop where the Road Captain will be informed of the missing riders.

35. The Road Captain will send two riders back to check on the missing riders and may opt to continue the ride.

36. More experience riders should ride at the rear of the group, as they are more capable of handling the "rubber band" effect.

### **Ride Signal How Signaled**

Unless otherwise stated, all ride signals are done by the Road Captain.

START YOUR ENGINE rotating, in a circle, his/her vertically extended arm over their head.

ENGINE STARTED AND READY TO GO Signaled by the **rider** placing their hand on the top of their windshield or by holding their hand over their head.

LEFT TURN by extending the left arm horizontally, and passed on through the group,

RIGHT TURN by extending the left upper arm horizontal with the forearm bent 90 degrees vertically upward and passed on through the group,

STOP by extending an arm towards the ground with the palm facing backward with the fingers spread, and passed through the group,

STOP YOUR ENGINE by making a horizontal movement with the hand under their chin.

ROAD HAZARD(such as a bicyclist on the right) , by raising the left arm vertical and bending the arm at the elbow 90° and pointing right (may also be accompanied by a Single File command).and passed on through the group

ROAD HAZARD(on the road) by extending the left leg for a hazard on the left or extending the right leg for a hazard on the right. May optionally point the left or right hand downward at a 45° angle, and passed on through the group

SLOW DOWN by extending an arm horizontally and making an up and down movement of the arm with the palm down, parallel to the ground and passed on through the group

SINGLE FILE by raising the left hand over the head and pointing up with the index finger. When single file is signaled the riders should begin increasing their distance to 2 or 3 seconds between motorcycles, and passed on through the group

RESUME STAGGERED RIDING by raising the left hand over the head and pointing up with two fingers, and passed on through the group

SPEED UP by extending an arm horizontally and making an up and down movement of the arm with the palm up, parallel to the ground, and passed on through the group

SIGNAL LIGHT ON Signaled by the observing rider with the left upper arm horizontal with the forearm vertically upward, with the fingers toward the helmet, and making a "C" with the thumb and forefinger, opening and closing the fingers several times.

COMFORT STOP by extending the left arm upwards and tapping the palm on top of the helmet several times, and passed on through the group

NEED GASOLINE Signaled by the rider patting or pointing to their gas tank. The signal should be passed ahead by the other riders to the Road Captain.

NEED FOOD Signaled by the rider pointing to their mouth. The signal should be passed ahead to the Road Captain.