



**Rider Handbook
&
Road Captain Guide
01 January 2025 Ver 3.0**

TABLE OF CONTENTS

Part 1	General	Page 3
Part 2	Riders	Page 6
Part 3	Road Captains	Page 12
Annexes		
A	Rider Proficiency Badge Checklist	Page 15
B	Hand Signals	Page 17
C	Safety Considerations	Page 18
D	Suggested Equipment	Page 20
E	Order of March for Rides Larger than Single Unit	Page 21
F	Pre-Ride Safety Briefing	Page 23

PART 1 GENERAL

1.1 Introduction

The Canadian Army Veteran's (The CAV) Rider Handbook and Road Captain's Guide have been combined into one concise document which for the most part avoids repetition.

All members should be familiar with at the very least parts 1 and 2. This will provide all CAV members with guidance when participating in a CAV riding event.

Part 3 is primarily for Unit Road Captains; however, all Unit Executives must be familiar with this section as they may be involved in the planning of a ride or may find themselves in a position of responsibility during a ride. Any rider who wishes to become a Road Captain or participate in a ride as a sweep or group leader must be familiar with this part.

Readers are to be aware that this document is not all encompassing for every situation in every province for every type of ride. New riders should be asking questions of their Unit Road Captains for clarification on any points that are unclear.

NOTE

The contents of this document shall never be used as a reason to break the law. All CAV members should ensure they are familiar with all applicable laws and if a discrepancy exists; the law SHALL prevail.

1.2 Amendments

Any request for amendments shall be forwarded with justification to the National Road Captain through the applicable Formation Road Captain.

It is the National Road Captain's responsibility to ensure this publication is maintained and up to date. At a minimum, the National and Formation Road Captain's shall review every 3 years. The National President and Vice President shall have final approval of any changes made prior to distribution.

1.3 Definitions

For the purpose of this document, the following definitions will apply:

- a. Rider - the operator of a motorcycle or tri-cycle (see definition);
- b. Passenger – any passenger on a motorcycle or tri-cycle (see definition);
- c. Non-Rider – any member who participates in a CAV riding event while operating or being the passenger of a vehicle such as a car or truck.

- d. Vehicle – any means of transport that is not a motorcycle or tri-cycle (see definition).
- e. Motorcycle – a two wheeled vehicle powered by a motor and has no pedals.
- f. Tri-cycle - also referred to as “Trike”. Any motorized three wheeled vehicle that requires either a motorcycle operator’s license or a separate endorsement to operate. This includes those vehicles that are factory designed with two wheels on the rear or front (such as Harley Davidson Tri Glide or Can-Am Spyder) as well as those motorcycles that have been converted to have two wheels at the front or rear.
- g. Unit Road Captain – also referred to as “RC”. Member of the unit executive responsible to the Unit President for the planning, pre-ride briefing and safe conduct of all unit rides.
- h. Sweep – A rider bringing up the rear of a group of bikes. May also be a non-rider in a vehicle (see para 1.8 in this section for more information).
- i. Group Leaders – where more than one group of bikes is required, the second and consecutive groups will be led by these.
- j. Formal Ride – A ride conducted in conjunction with a particular event that is escorted by law enforcement or another recognized vehicle escort service. Group size is unlimited for this reason; and
- k. Informal Ride – A ride conducted for the fun of riding. Road Captains shall use their discretion as to the number of bikes in the formation. It is recommended that if using packets (groups), these be limited to 10 motorcycles each with their own group leader and sweep.

1.4 Safety

Motorcycle riding is inherently a dangerous activity. Due to the nature of The CAV it is not unusual to ride in groups larger than 2 or 3. In The CAV safety is everyone’s concern. At no time will any member of the CAV let safety be compromised for any reason. The CAV experiences many different riding conditions such as terrain, wildlife and weather. What is ‘normal’ to some might not be to others. All CAV members shall use the following as governing principles for rides (in order of importance):

- a. safety;
- b. legislation; and
- c. this Handbook.

1.5 Conduct

The CAV is a nationally known and recognized organization. Naturally, motorcycle clothing such as leathers and black vests project a perceived notion that the CAV is another motorcycle gang. It is the responsibility of all CAV members to refute that myth and act in a manner that

brings credit to us all. Behaviour such as over-revving engines, burnouts in parking lots, riding erratically and other behaviour that reflects poorly on The CAV will not be condoned at any level.

1.6 Training

The CAV is not a training organization and will not provide basic rider training. New riders should consider attending an accredited motorcycle riding school. Intermediate or advanced riders can also benefit by advanced training from these facilities as well.

CAV members who are qualified motorcycle safety instructors in the province in which they reside may at their discretion provide members with riding safety training. Such events are at the discretion of the concerned instructor and are not considered CAV training events, and no liability will be assumed by The CAV.

1.7 The CAV Riding Proficiency Badge

The presentation of the Rider Proficiency Badge “Winged Wheel” is not a right, it is earned. In order to ensure that all riders in The CAV are proficient, the winged wheel will not be presented until a minimum of 250 kilometers of riding with a unit, in varying riding conditions, is observed. This observation is to be carried out on behalf of the Unit President by the Road Captain with input from the unit executive or other riders within the unit. Riders must possess and demonstrate the necessary knowledge, group and individual riding skills, and road etiquette to be awarded the Winged Wheel.

Annex A has been created to ensure that all riders meet this requirement and both the Unit RC and Unit President are satisfied that the new rider has earned the Rider Proficiency Badge. This form can be found on the CAV website in the Road Captain link. Instructions for the completion of the form and the process to receive the Rider Proficiency Badge for the member are included in the annex and SHALL be followed.

Only those members who hold a full motorcycle license in the Province or Territory of residence will be eligible for the Winged Wheel.

If it is felt that more riding experience is necessary, the RC shall advise the rider of this decision and the reasons behind it.

1.8 Non-Riders

At no time will any non-riding member be refused to participate in a ride. These members can be active participants and help with the ride itself. They may be called upon to drive a safety vehicle and act as the sweeps (Road Captains are to use their judgment when utilizing a vehicle in this capacity), stopping to assist with breakdowns and if a trailer is available; recovering the riders’ bike. They may also carry extra tools, equipment, gas or anything required for the unit ride. Road Captains are encouraged to request their units’ non-riders be utilized in this manner to heighten unit cohesion.

PART 2 RIDERS HANDBOOK

2.1 General

All participants in a CAV ride will:

1. show up for each ride with a full gas tank;
2. keep a properly maintained motorcycle;
3. wear all safety equipment required by law;
4. be familiar with and observe the CAV's group riding procedures;
5. listen to and follow the instructions of the Road Captain and his/her assistant(s);
6. know the route; and
7. ride and conduct themselves in a courteous and respectful manner.

At no time will any member consume levels of alcohol, drugs or medication that would impair their judgment or ability to operate a motor vehicle and by doing so; project a negative public perception.

2.2 Riders with Limitations

CAV rides will be conducted to the level of rider with the greatest limitations and always with respect to posted speed limits and local laws. Ride speed shall be adjusted to make safety allowances for weather conditions, accommodating less experienced riders or 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 for the following reasons:

1. the Ride Leader can more closely monitor riders immediately behind and is able to adjust the pace of the group to match the riders' needs;
2. the closer to the front, the slower you ride, and not have to deal with the "accordion" effect to catch-up if located near the tail of the group; and
3. less likely to be separated from the ride leader by traffic or traffic control devices.

The above also applies for those members being assessed for the awarding of the Rider Proficiency Badge "Winged Wheel". It should be noted that a new rider may feel uncomfortable riding at the front of the group. In this case the Road Captain should assign someone (preferably a member of the executive) to ride near them to evaluate the new rider. However, to earn the "Winged Wheel" a rider should be comfortable riding in any position in the group.

It should be noted that motorcycles come in different configurations such as trikes, sidecars or towing a trailer. Riders following these configurations shall treat them as if following a normal vehicle. (See diagram under section 2.5.1)

No rider shall ride outside of their comfort level, endangering themselves and others. Advise the Road Captain during the pre-ride briefing of any issues or concerns. If during the ride, a rider

feels pressured or uncomfortable, they shall pull out of the group and take up a position in front of the Sweep. If this causes separation, someone else will assume the Sweep duties of the first group.

2.3 Group Riding

Although rides are organized as a group affair, all riders are to remember that they alone are responsible for their actions and operations of their vehicles. As such, everyone must look out for what is happening with the group as a whole while being aware of conditions that may affect them directly.

2.4 Hand Signals

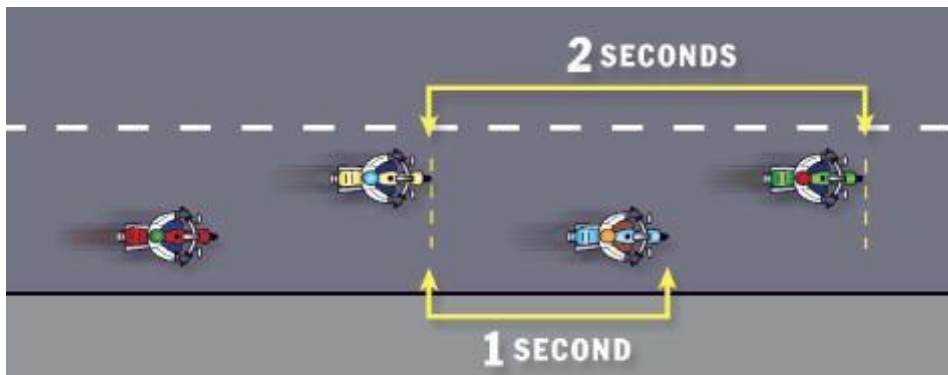
Although some hand signals are described below, Annex B shows common hand signals used. Riders are to be familiar with these signals and use them when required. Not every manoeuvre needs to be preceded by a hand signal. The safest way to ride is with both hands on the handle bars. Too many repetitive hand signals create the “CAV dance” and can be a nuisance. For example; only obvious road hazards should be pointed out. The use of signals will be left to the discretion of the Ride leader / Road Capt. Any hand signals are to be repeated by each rider behind the originator to make certain that all riders get the message.

2.5 Formations

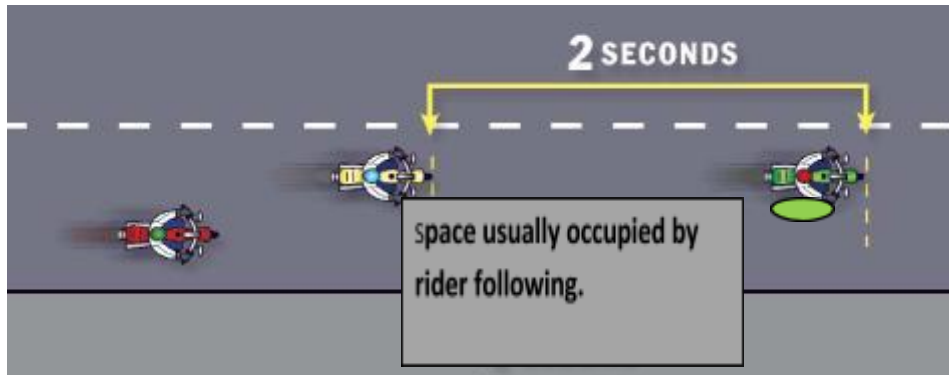
Formation riding is intended to promote safety by increasing the riders' visibility to other occupants of the road. The two formations used are staggered and single file. The RC will brief all riders on the formation(s) being used and, if required, the number of bikes in each packet and anything else pertinent to the formation(s) used.

2.5.1 Staggered

The standard group riding formation is the staggered formation. 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 behind and to the right side of the lane, one second behind the leader. As a helpful hint, you should be able to see the face of the rider in front of you clearly in his/her mirror.



The following diagram illustrates the spacing that will occur for riders that find themselves immediately behind a trike, sidecar equipped motorcycle or possibly a trailer. No matter the position of that style of bike, the following rider will follow in the LEFT side of the lane as shown.



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.

2.5.2 Single File

At times, there is a requirement 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.

NOTE

No matter which formation is used, all riders are to be consistent and not allow the gap between you and the person in front to continually open and close. Accelerating smoothly and slowly from a stop as well as small adjustments at speed will minimize this and allow for a more enjoyable ride.

2.6 Changing Lanes

When the Ride Leader wants to change lanes, the standard hand signal (if required) and turn signal will be given. Riders are to look first, signal, look again and then follow the rider ahead. Change lanes only when it is safe to do so.

2.7 Stop Signs

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 re-establish the formation; obey traffic laws.

2.8 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. In single file, riders will simply move forward.

2.9 Passing

Pass quickly, but safely. Ride leaders will complete the pass far enough beyond the vehicle being passed to provide sufficient room for following bikes to safely return to the travel lane, otherwise riders will pass on an independent basis.

2.10 Action on Breakdowns

The affected rider should try to pull off the road as far as possible. Usually this means the right side of the road, however this may not be safe to do so due to location in the packet. In any case the sweep or chase vehicle will stay with the stopped bike and the rest of the group will continue. As soon as possible, the main group should stop and call back to the rider for an update. The Road Captain will brief on the next course of action.

2.11 Action in Case of an Accident

As part of the pre-ride briefing, riders shall be informed as to the location of cell phones, first aid kits and any other safety equipment. As no two accidents are the same, Road Captains will brief everyone on what is expected should an accident occur within the group or if the group arrives at the scene of an accident.

2.12 If you are involved in a crash.

You have certain legal responsibilities if:

- you are involved in a crash
- other drivers/riders have a crash as a result of your actions.

In either of these cases, you are legally required to:

- Remain at the scene
- Give all reasonable assistance
- Call for emergency services
- Exchange name and address

- Exchange registered owner info of vehicles
- Note license plate number
- Note insurance information

2.13 Action on arriving at a crash scene:

If you arrive at the scene of a crash and if other drivers or riders have been involved in a crash they may need assistance. Here are some of the ways you might be able to help:

- Make sure your motorcycle is parked away from the crash where it will not obstruct other traffic or emergency vehicles.
- Take measures to alert other drivers and riders that there has been a crash. This will help to avoid further crashes and injuries.
- Call for emergency services if necessary.
- Stay with injured people until help arrives.
- Do not let anyone smoke or light matches near the scene. There could be a fuel leak.
- Be aware of your surroundings: “No Glass, no Gas, no Fires, no Wires”.

2.13.1 The following is an excerpt from the CAV Constitution and will not be superseded or amended without National HQ approval.

Critical Passage of Information Protocol

*There comes a time when a major event may happen within the CAV or to a CAV member to which information must be passed to the senior leadership of the CAV, at National and Formation level. If an accident occurs on a CAV ride resulting in serious injury or death, it will be a top priority effort, and the CAV National President/Vice-President will be informed ASAP. Every effort will be made to pass critical information by following the CAV Leadership Organizational Structure. (e.g. CAV Member to Unit President, Unit President to Formation President, Formation President to National President). **If anyone within this organizational structure cannot be reached, the member has the authority to contact the next leadership level to ensure information reaches the National President within the 1st hour of the event occurring.***

At no time will anyone post information of this event either electronically to any social media or to any website until given the authorization to do so by the National President.

The sequence of events are as follows:

- a. *Senior person on the ride will take command of the situation and organize the un-injured CAV members to provide First Aid and site safety until first responders arrive,*
- b. *Senior person will then assist law enforcement to do a site survey on how the event occurred,*
- c. *Senior person will then inform the CAV leadership by following the direction stated above. (At no time will any statements be given to a media organization by those involved in the event).*
- d. *Once the National President has been informed, he will inform all National CAV Executives.*
- e. *The National President will be the main contact for any media requests and will prepare a statement or assign a Formation Executive to publish on the CAV Formation Facebook sites.*

2.14 Safety Considerations and Suggested Equipment

Provided at Annex C are various considerations that should be taken into account when riding. A list of suggested equipment can be found at Annex D.

PART 3 ROAD CAPTAINS

3.1 General

This part details the duties and responsibilities of the Unit Road Captain. It provides information that may be helpful in the planning of unit rides and information for members who are acting in the position of sweeps or group leaders.

3.2 Appointment and Responsibilities

The Unit Road Captain is appointed by the Unit President and is therefore responsible for the conduct of all unit rides whether planned by themselves or another member of the unit.

A tag worn on the vest stating "Road Captain" will identify the Unit Road Captain. Only one Road Captain is permitted at each of the Unit, Formation and National levels.

All other positions required to be filled for the ride such as sweep(s), group leader(s) or safety vehicle driver(s) are responsible to the Unit Road Captain.

Appointment to Unit Road Captain shall be conducted as stated in The CAV Constitution. The following criteria are required:

- a. be a current, paid up member in good standing;
- b. must be a current rider (Veteran or Supporter);
- c. possess a full motorcycle license in the Province or Territory of residence;
- d. demonstrate motorcycle riding competence, safety awareness and the ability to plan and lead a group ride; and
- e. not hold another executive appointment at any level.

Unit Road Captains should be selected based on a balance between:

Riding Experience;
Leadership skills;
Organizational and planning skills; and
Safety.

Once a Road Captains' term has ended for whatever reason, they shall remove their tag from their vest. This will be done to prevent confusion that may arise from having more than one identifiable Road Captain in a unit.

The PRIMARY responsibility of the Unit Road Captain is the safety of their unit, riders, passengers and non-riders alike during CAV rides.

Responsibilities of the Unit Road Captain also include (but are not limited to):
knowledge of local laws and bylaws;

- a. plan ride routes;
- b. maintain overall control of group and individual movement as required;
- c. appoint group leaders and sweeps as required;
- d. monitoring new riders in accordance with paragraph 1.7 and Annex A for the awarding of the Rider Proficiency Badge;
- e. mentor prospective Road Captains;
- f. ensure basic safety equipment is available;
- g. brief CAV riders and guests on ride etiquette, group riding procedures, routes, hand signals, and safety when required; and
- h. educate and continually monitor ALL CAV members (Riders and Non-riders) on ride etiquette, group riding procedures, hand signals, and safety; correcting any problems promptly.

3.3 Planning Rides

The planning of a unit ride may be a simple or complicated endeavor. Dependent on the type of ride being conducted by the Unit, the Road Captain may need to define all or some of the following:

- a. purpose of ride – casual ride to go to coffee, going to a specific destination for formal or casual activity, formal parade;
- b. route – types of roads being travelled, construction, volume of traffic;
- c. length of ride – one day or multi-day ride (distance per day);
- d. stops – gas, food and/or lodging;
- e. number of participants – riders, non-riders, guests;
- f. order of march;
- g. number of vehicles; and
- h. requirement for an escort.

Planning should also take into account that there may be visitors who are unfamiliar with the area or may not be members of The CAV.

3.4 Escorts

During those events such as a formal parade to a Cenotaph or as part of a planned event, there may be a requirement to have escorts provided by law enforcement. Unit Road Captains are to contact the applicable authority to confirm requirements and make arrangements for the escort.

3.5 Blockers

At no time will a CAV rider put themselves and/or their motorcycle in harm's way by blocking traffic unless the traffic has already been stopped by Law Enforcement personnel and they have been directed to do so.

3.6 Border Crossings

If crossing the Canada / USA border in a large group; contacting the Canada Border Services Agency (CBSA) in advance at the applicable crossing can greatly assist in an expedited crossing. Be prepared to provide the following information:

- a. date and approximate time of crossing;
- b. anticipated number of people in the group;
- c. anticipated number and type of vehicles; and
- d. reason for crossing.

3.7 Order of March (Ride Protocol)

Annex E lists the Order of March for Unit, multiple Unit, Formation and National level rides. At no time will ride protocol be disregarded (e.g., National Executive member is present at a Unit ride). However; a member from a higher executive may choose to locate elsewhere in the formation for other reasons.

Road Captains should plan groups if being used in such a way that riders requiring monitoring or prefer riding at a slower pace are in one group and those that travel faster are in another.

VIPs such as elected officials who are participating in a CAV ride in an official capacity and as a rider, shall fall in immediately behind the lead units' executive.

3.8 Pre-Ride Briefing

Prior to departing on any ride, a short briefing SHALL be given by the unit Road Captain. For multi-day rides, a briefing is to be given each day or when new riders join the group.

An example pre-ride briefing can be found at Annex F. Road Captains may implement this or create their own and can be amended as required.

3.9 GPS and Communications

GPS units are great tools for planning and navigating. It is suggested that routes are sent to all members who have a GPS prior to the ride so they may pre-load their devices. Loading GPS devices immediately before the ride will only delay the start and frustrate those without.

Many riders are equipped with CB radios or wireless helmet mounted devices. Hand signals shall be used in lieu of. The Road Captain and sweep shall employ an effective way to communicate in order to quickly pass on any problems pertinent to the ride, ie, changing lanes, slowing down, breakdown.

Chatter over multiple communication devices linked together are to be kept to a minimum.

NOTE

Both GPS and wireless communications are useful tools but should not be solely depended upon. Availability of paper maps and use of hand signals are a minimum required resource.

Annex A
Rider Proficiency Badge Checklist (Feb 2025 Ver 3.0)

Riders Name _____ Date Joined _____

Unit Name _____ Unit Road Captain (Print) _____

The following are the minimum requirements that ALL new riders and new members must demonstrate.	Road Captain Initials	Date
Knowledge of local and provincial laws		
Use of hand signals correctly.		
Individually maneuvering at slow speeds (i.e. in parking lot)		
Slow speeds in a group (Parade speed)		
Group riding - Ability to:		
Travel on multi-lane highways		
Travel on single lane highways		
Maneuver in built up areas		
Maneuver in rural areas with curves		
Control speed well		
Maintain proper spacing and stagger in all above conditions		
Completed a minimum of 250 kilometers with the unit.		

Has the rider been given a copy of The CAV Riders Manual? YES _____ NO _____
 Is the rider newly licensed? (If yes, a longer period before awarding the badge should be carried out by the unit) YES _____ NO _____

Does the rider hold a full motorcycle license in the Province or Territory of residence? YES _____ NO _____

Is the rider licensed to operate a Trike ONLY? YES _____ NO _____

Does the rider hold a motorcycle riding instructor certificate? (If yes, ensure they are made aware of The CAV policy on instruction) YES _____ NO _____

The above mentioned rider has demonstrated the requirements listed above and is to be awarded the Rider Proficiency Badge.

 Unit Road Captain Signature

 Date

 Unit President Print and Signature

 Date

 Formation Road Captain Print and Signature

 Date

Formation Membership Coordinator to action and provide badge.

This form is to be filled out completely. Incomplete forms will not be accepted by the Formation Road Captain or Membership Coordinator and shall be returned to the unit, therefore delaying the issue of the Rider Proficiency Badge.

Upon completion, the unit shall send the completed checklist to the Formation Road Captain who, after review will forward to the Formation Membership Coordinator who will in turn send the badge to the unit and retain the form with the member's information.

This form is to be used by the unit to assess a new rider's ability when considering the awarding of the Rider Proficiency Badge.

Throughout this assessment process, it is imperative that good communication exists between the new rider and the Unit Road Captain. As each item is completed, the Unit Road Captain shall initial and date the form. If more time is required, it is to be discussed with the new rider with the reason and any guidance that may be required. Once it is complete, it can then be signed off.

Upon completion of all items the Unit President, Road Captain and, if utilized, other unit executives and/or experienced riders will, using the list above, discuss and determine a new riders riding proficiency. This final step is imperative prior to the Unit President signing this form as it ensures a confirmation that the new rider is ready to be awarded the Rider Proficiency Badge.

The presentation of the Rider Proficiency Badge is to be carried out as indicated in the Constitution, "with as much honour as possible".

Units must keep in mind that when a member is seen by other units to have been awarded the Rider Proficiency Badge there is an expectation that the individual has met a minimum level of competency that is reflected directly back on the unit he/she belongs to.

Stand up of New Unit

For units being stood up, the Proficiency Badge shall be awarded once the rider(s) have been seen to be proficient by executive members from another unit or their Formation executive. This can be done either by being a guest at another unit's ride or at a Formation event. The Annex A form will apply and the same process as indicated above will be followed.

Annex B Hand Signals

Universal Motorcycle Hand Signals Chart, prepared by MWSbike.com



Start your engines



Stop



Go ahead and pass me



Bikers ready



Hazards on the road



Don't pass me



Stop your engines



Turn off your turn signals



Single riding



Left turn



Slow down



Staggered riding



Right turn



Speed up



Time for a pit stop

Annex C Safety Considerations

C1.1 Wet Weather Conditions

Rain-soaked pavement brings with it a new set of rules, and the consequences for riders careless enough to forget them can be severe. Aggressive riding techniques that you can get away with in the dry will put you on the ground when wet conditions are present. The first rule of rain riding is to 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. 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 and look even farther down the road than usual. 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 in traffic. 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 these tactics and techniques, you will gain the confidence necessary to have fun in inclement weather.

C1.2 Temperature Extremes

Riders must remain cognizant of the effect 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 pressure on the rider and/or their passenger. When riding in hot weather it is important to remain properly hydrated and to pay particular attention to 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 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.

C1.3 Reduced visibility conditions

Many natural and manmade conditions such as rain, fog, snow, light and road conditions 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.

C1.4 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 experienced riders do not function to their full 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 important 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 conditions are not sufficiently clear for safe riding. **DO NOT TAKE CHANCES.**

Annex D Suggested Equipment

The following is a list of suggested equipment that may be carried by rider(s). Anything that is deemed safety related should have its location passed onto the entire group during the pre-ride briefing:

First Aid Kit – Rider(s) should carry, and make everyone aware of its location, a well-stocked first aid kit consisting of at least the following: aspirin, Benadryl (antihistamine), non-stick sterile gauze, burn dressings, antibacterial spray or ointment, clean water, gauze and tourniquet.

Tool Kit – This is in addition to the basic tools that came with the bike. 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.

Flashlight

Traffic Safety Vest – Useful at an accident scene where you might have to direct traffic.

Chap stick

Sunscreen

Map (GPS system, if available)

Rain gear

Light jacket

Water

Spare eye protection

Annex E Order of March

1. Unit Ride

At the unit level, even if there are multiple groups, the lead group will always be led by the Unit Road Captain. Subsequent groups will be led by the Assistant Road Captains or designate.

Within the group, the order will be:

Road Captain;
National Executive ((if present) in order of position);
Formation Executive ((if present) in order of position);
Unit Executive (in order of position);
New riders (behind the Road Captain for non-formal parades);
Guests; and
Sweeps.

2. Multiple Unit Ride.

When two or more units come together for a social event, the local Road Captain will be the Senior Road Captain and will lead the ride. Units travelling to the activity location will do so as per a normal unit ride.

Order of March (Informal ride):

Senior Road Captain (if guidance is required);
National Executive ((if present) in order of position);
Formation Executive ((if present) in order of position);
Host Unit President;
Other Unit President(s);
New Riders (all units);
Remainder of riders; and
Sweep.
Subsequent groups (As required):
Host unit Ass't RC;
Riders; and
Sweep

Order of March (Formal Ride) Escorted:

National Executive ((if present) in order of position);
Host Formation / Unit President;
Other Unit President(s);

Unit Executives;
New Riders;
Remainder of riders; and
Sweep(s)

Note: Escorted formal rides are led by the senior ranking CAV member.

3. Formation Level Rides

During events such as formation rallies or a specific event is planned at the formation level, the ride becomes an Informal Multiple Unit Ride.

Although the Formation Road Captain may be in attendance, he/she may be unfamiliar with the area, therefore the planning unit Road Captain shall be prepared to lead the ride. If the ride is held at the Formation Road Captain's "home" location he/she should then lead the ride instead of the planning unit. In this case the Formation and planning unit Road Captain's should jointly coordinate.

Planning Unit Road Captain;
National Executive ((if present) in order of position);
Formation Executive (in order of position);
Unit Presidents (or representative) 1 per unit;
Membership by unit;
Formation Road Captain; and
Sweep(s).

4. National Level Rides

The same guidelines for Formation Level Rides are to be used for this level of formal rides.

National President accompanied by local Unit Road Captain if required;
Remainder of National Executive;
1st CAV Executive;
2nd CAV Executive;
3rd CAV Executive;
Units
National Road Captain (if present); and
Sweep(s)

NOTE

For Formation and National level rides not planned and led by the Formation or National RC, they are to take up a position in front of the sweep so that they can observe the riders and critique any potential problems that they see during the ride.

**Annex F
Pre Ride Safety Briefing**

<p>Introduction:</p> <p>a. Road Captains(s)</p> <p>b. Sweep(s)</p>	
<p>Activity Planned:</p> <p>a. Destination</p> <p>b. Route & Conditions</p> <p>c. Rest / Gas Stops</p> <p>d. Meal Stops</p>	
<p>Weather Forecast:</p> <p>a. Local</p> <p>b. Destination</p>	
<p>Location of:</p> <p>a. Cell Phones</p> <p>b. First Aid Kit(s)</p> <p>c. Tools</p>	
<p>Order of March:</p> <p>a. 1st</p> <p>b. 2nd</p> <p>c. 3rd</p>	
<p>Review Hand Signals</p>	
<p>Actions On:</p> <p>a. Breakdown</p> <p>b. Accident</p>	
<p>Questions</p>	