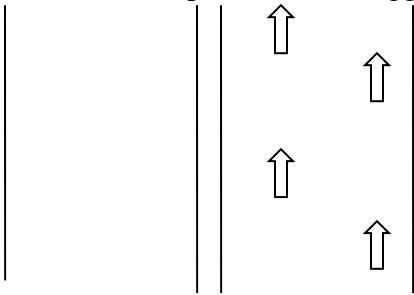


GROUP RIDING PROTOCOL

1. Arrive at the assembly point with a fully fueled bike.
2. A Road Captain should occupy the first and last positions in the group. If there are not enough Road Captains available, the lead Road Captain of the ride will designate riders to act in these positions. Volunteers are also encouraged.
3. Before leaving, the leading Road Captain will announce the details of the ride, including the destination, route, rest and gas stops. When possible the rest and gas stops will be on the right side of the road.
4. If you will not be completing the entire ride with the group, inform a Road Captain prior to the start of the ride.
5. Prior to the ride, pair up with another bike as your "Buddy" in case of a breakdown or emergency.
6. The standard riding group formation for the Chapter is the staggered file formation. In practice, the staggered file formation appears as follows:



7. The staggered file is maintained on all rides to the extent possible. Some exceptions to the rule are avoiding road hazards, cornering, in towns with parallel parking, or when passing.
8. If you have a preference to a riding position, centerline or shoulder, the rear of the group may make it easier for you to get the position you like. Try to avoid open spaces in the formation.
9. Directional signals are initiated by the Road Captain and copied by each rider back through the group. Passengers should translate the light signal into the proper hand signal and pass this back through the group.
10. Road hazards are identified by the Road Captain by slowing down and pointing. This signal should then be passed through the group.
11. There is a tendency when group riding to experience the "Rubber Band Effect". This is the almost constant speeding up and slowing down necessary to maintain proper formation spacing. This can be minimized if you pay attention to the environment around you and change speed gradually.
12. When necessary, experienced riders will function as road guards to stop traffic and allow the group to gain access to the highway. The use of road guards is most common when the group is large and the traffic is heavy. The Road Captain will decide when and where road guards are needed before the ride leaves.
13. Weather, fuel needs, and the preference of the Road Captain generally determine the length of the ride between breaks. Usually breaks are called approximately every hour, or somewhere around 50 to 60 miles.
14. If you are not comfortable with the road speeds of the group, speak to a Road Captain.
15. The consumption of alcoholic beverages is permitted at the conclusion of the sponsored ride.