

CVMA 33-1

Standard Operating Procedures

(SOPs)

June 01, 2012

Organization Of Rides

All CVMA 33-1 group rides will be led by the Road Captain (RC). If the RC is not present, the ride will be led by a RC designated by the Commander or by the Commander himself.

Prior to the ride, the RC will perform a “walkaround” and eyeball the participating vehicles for safety and familiarization.

Five minutes prior to the kick stand up time (KSU), the RC will conduct a “Mission Brief.” (See Attachment #1) This is the RC’s brief, he sets the tone for the ride, interruptions or questions should be held until the end of his brief.

Typically the Commander, XO and Sgt At Arms will ride in the front of the formation with the RC. The RC may opt to have an alternate in front with him based on the need for GPS, CB or mission familiarity.

The RC will designate a “Sweep” to ride at the rear of the formation. The Sweep will be responsible for signaling to the RC that all riders appear ready to roll the formation after engine start. As required, the Sweep will maneuver to hold a lane open during lane changes, or to secure a lane when there is a reduction in the number of lanes. It is also the sweep’s responsibility to assist any members who may break down or fall out of formation. It is imperative that the sweep is knowledgeable of the route, stops, “get well points” and the destination.

If the formation is greater than 10 bikes the RC may consider designating a second echelon Road Captain (2nd RC). The 2nd RC will ride at or near the middle of the formation and will be briefed and prepared to lead any group that may get split from the formation in traffic or at intersections.

RIDING FORMATION

Unless specifically briefed otherwise, the “standard” formation is “two second staggered.”

The RC will ride in the front left position, the sweep will attempt to ride in the aft left position, if there is a 2ndRC, he will ride in the mid pack position.

To optimize visibility and situational awareness in very large formations, the RC may opt to brief and ride in the center of the lane and may brief the sweep to do the same while the remainder of the formation rides staggered.

Any “guest”(non CVMA) riders will ride behind the CVMA riders but in front of the sweep.

When in stop and go traffic, closely spaced controlled intersections, or when waiting at stop signs and traffic lights, the formation will ride in a side by side “parallel” formation. When accelerating or turning from a parallel formation, the bike on the left will be allowed to go ahead of the bike on the right.

When riding in challenging environment or terrain, or when riding on narrow roads, the RC may signal for single file formation.(2-3 second spacing) When transitioning from a staggered formation to single file formation, the bike on the left will be allowed to go ahead of the bike on the right.

UNIFORM

All CVMA members are expected to display their patch on group rides unless precluded by foul weather gear.

SIGNALS

Riders should pass on hand and turn signals initiated by bikes ahead.

Ready to ride: “Thumbs up” high enough in air to be visible to Lead Bike.

Staggered formation: Two fingers (first finger and little finger) point to the sky on top of the helmet.

Single-file formation: One finger points to the sky on top of the helmet

Back off: Palm of left hand shown to group, pushing motion toward rear of bike.

Slow down: Left arm is held out straight, then goes up and down

Smoky alert: (police or emergency vehicles) -- Hand taps top of helmet several times

Speed up or close ranks in formation - Circling hand over head (Circle the wagons)

Pointing to the tank: No matter what your reason, pointing to the tank on your bike will be telling everyone that you need to stop as soon as possible. This may be because needing fuel, to hit the head; because you are having a mechanical or equipment problem; because your co-rider is

uncomfortable; because of a medical problem. The affected bike can count on the Sweep to stop with him to try to help him.

LANE CHANGES: Whenever possible, lane changes will be executed as follows:

RC signals lane change.

Riders pass signal.

Sweep secures lane if possible

RC executes lane change followed by formation

If formation is split up by a car in traffic, the rider in front of the car may gently roll off the throttle creating a gap (executing a “pick”) for fellow riders to rejoin the formation in front of the “pick.”

CVMA 33-1 Does not lane split on group rides.

DO NOT ATTEMPT TO BLOCK CARS OR PREVENT CARS FROM ENTERING THE FORMATION, THEY ARE CALLED CAGES FOR A REASON. If a car is insistent or threatening safety, roll off the throttle.

ROAD GUARDS

Riders should avoid physically blocking intersections

At stop sign intersections or during ride launches, the RC may request a rider to serve as a traffic observer to flag fellow riders through an intersection safely.

BREAKDOWNS

If there is a breakdown or a necessity for a rider to pull over (bee sting, physiological incident, psychological incident, etc), the rider will clear the formation. The Sweep will pull over with the problem rider. **All other riders are expected to maintain the formation** (or as briefed). In the case of large formations, it may be necessary for the rider now riding in the recently vacated sweep position to ride ahead and notify the RC of a dropout.

The RC will proceed commensurate with the mission brief. (Proceed to pullover expeditiously, proceed to the “get well point,” proceed to the destination)

LOST WINGMAN

If a rider or riders become separated, they should continue on the ride route seeking to join up with the formation, the 2ndRC, the Sweep, or another rider. If no other riders are found, proceed to the fuel/food

stop, “get well,” or destination (as briefed), and upon reaching that point, attempt phone contact with the RC. If no contact, leave a message with intentions and associated times clearly expressed.

WEATHER AND ROAD CONDITIONS

In the event of encountering changes in weather or road conditions, the RC will pull over in a safe location for the formation to change clothing. Changes in speed, formation, interval and frequency of stops will be briefed by RC.

In the event of dense (tooly)fog, riders should exit the roadway at the absolute earliest opportunity. If unable to exit the roadway and progress is unsafe, park the bikes and self as far away from potential collision as possible, even if it means walking away from the bikes’ immediate location.

ETTIQUETTE

CVMA serves as ambassadors for all veterans, and as such, remains respectful to all motorcycle clubs and associations.

IAW motorcycle etiquette, when encountering other rider groups, CVMA 33-1 will endeavor to allow the Commander, XO, or RC (in order) to make the first contact or introduction.

If arriving at a motorcycle event hosted by others, consider allowing the host club to approach first.

When socializing with members of motorcycle clubs be cognizant of asking extensive questions. What may seem like casual conversation to you, may seem like an interrogation to the other party.

Should you encounter a “downed” rider from a motorcycle club, it is appropriate and expected to render first aid until another member of his club arrives and then defer to the fellow member. **Do not, under any circumstance, remove the downed rider’s “colors.”**

COMMON SENSE

Fuel: Always begin a ride with adequate fuel.

Ride your own bike: Irrespective of formation concerns, a rider should always ride their own bike first. Never allow the formation to exceed your own comfort or capabilities, whether it be speed, terrain, weather, visibility, or traffic conditions. Remember, the easiest pace and smallest speed changes are near the front of the formation.

Difficulty or disagreement: If you are having difficulty riding with another rider, you should first attempt to move away from them in the

formation. At the next stop, attempt using all the tact and interpersonal skills that you learned in the military and discuss your concern with the individual. If necessary bring it up with the RC and Sgt At Arms.

Complacency versus anticipation: Avoid the “Sled Dog” mentality and complacency when in formation. If you find yourself staring at the taillight in front of you, you are doing yourself and your fellow riders a disservice. Looking ahead allows a rider to analyze and anticipate accelerations, braking, hazards and lane changes. Compel yourself to frequently raise your scan to the horizon, including mirror checks. The taillight ahead of you will still remain in your field of view and you will increase the safety factor for yourself and the CVMA riders behind you.

REDUCING THE YO-YO (The “rubber band effect”)

While in “cruise” attempt to maintain the briefed interval

Avoid unnecessary delays at lights and stop signs

All riders should scan ahead to notice and react quicker to changes in speed

RC and riders refrain from “hard” accelerations

RC executes gradual speed changes, especially on and off ramps and mountainous terrain.

SAFETY:

At 50 mph you have less than ½ of the Kinetic Energy that you have at 71 mph.

At 40 mph you have less than ½ of the Kinetic Energy that you have at 57 mph.

Kinetic energy can be dissipated by tire friction with ground or by your body friction with the ground...anticipate the threat and slow early.

**SAFETY IS THE BOTTOM LINE!
THE MISSION IS UNSUCCESSFUL IF A
RIDER OR BIKE IS HURT OR
DAMAGED.**

CVNA 331

CVMA 33-1 RC BRIEF

HOLD QUESTIONS TO THE END!

Alt

RC: _____ 2ndRC _____ Sweep: _____

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New Members: _____

NonMembers: _____

FORMATION: (Stagger, Single, Positions)

SIGNALS: (Standard/Non Standard)

PHONE: RC/AltRC/Sweep/Chase/

Destination)

ROUTE:

SPEED:

STOPS: Fuel @100mi/Meals/GetWell@50mi.

LANE CHANGES: **BOTTLENECKS:**

DESTINATION: Recognition/Parking

ENVIRONMENT: WX/Sun/Wind/Rain/Fog

DROPOUTS/BREAKDOWNS:

-Formation stays together!!!!

- Sweep Duty

-Plan:

----Large Group/Important mission:

 Formation goes to next stop

----Small Group/Unsafe environment:

 Formation pulls over at next exit

----Small Group/Safe environment:

 Formation pulls over ASAP

SAFETY/MEDICAL ISSUES

TRIKES & CAGES:

QUESTIONS:

BLESSING: Thanks/Safety/Those not here/

Troops

“You cannot legitimately expect the mission to go better than the brief”