

**Rider Handbook
And
Road Captains Guide
1 April 2017**

(Supersedes Revision 1, Feb 2016)

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PART 1 GENERAL

1.1 Introduction

The Canadian Army Veteran's (The CAV) Rider Handbook and Road Captains Guide are in fact two very distinct and separate books that have been combined in order to have 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 on what is expected, and to some extent what to expect, when participating in a CAV riding event.

Part 3 is primarily for Unit Road Captains, but all Unit Executives are to be familiar with this section as well 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 is to be familiar with this part also.

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 between the two, the law SHALL prevail and is to be followed.

1.2 Amendments

If, at any time, there is information that needs to be added or removed from this manual, it is to be forwarded, with justification, to the National Road Captain through the applicable Formation Road Captain.

It is the National Road Captains responsibility to ensure this publication is maintained and up to date. At a minimum, the National and Formation Road Captain's shall review it 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 purposes 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. 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.
- f. Unit Road Captain – also referred to as “RC”. Member of the unit executive who is responsible to the Unit President for the planning, pre-ride briefing and safe conduct of all unit rides;
- g. Sweep – rider who brings 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);
- h. Group Leaders – where more than one group of bikes is required, the second and consecutive groups will be led by these;
- i. 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
- j. 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 motorbikes, 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; therefore compounding the danger. Within The CAV, safety is everyone’s concern, not just the leaderships. At no time will any member of The CAV let safety be compromised for any reason. The CAV covers 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 Manual.

1.5 Conduct

The CAV is a nationally known and recognized organization. It is also one that has black vests and motorcycles; as such, the average citizen may perceive The CAV as a “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. All members should remember that there is a time and place for everything and that the crest does not make the person; the person makes the crest.

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 may, at their discretion, provide members with riding safety training for which they are qualified to instruct. 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 to a rider of the Rider Proficiency Badge “Winged Wheel” (or simply “wings”) 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 for award of the Winged Wheel

Annex A has been created to ensure that all riders meet this requirement and that not only the Unit RC but also the Unit President is satisfied that the new rider has earned the Rider Proficiency Badge. 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.

The Annex also provides direction for new units and Riders at Large being awarded the Winged Wheel.

1.8 Engine Displacement

Only those motorcycles, trikes and scooters having an engine displacement that permits the rider to travel at the posted highway speed limit is to be permitted to be used during any CAV ride.

1.9 Non-Riders

At no time will any non-riding member be refused to participate in a ride. Just because they do not have a bike does not mean they are incapable of participating. These members can be active participants and help with the ride itself. They can 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, towing the riders' bike to the shop. They can also carry extra tools, equipment, gas or whatever else may be required for the units ride. Road Captains are encouraged to request their units' non-riders be utilized in this manner as it will heighten unit cohesion.

1.10 Riders Assistance List

In order to give all CAV members a "safety net" while travelling throughout Canada, a list has been developed that consists of volunteers and is available in the members only area of The CAV website.

This lists the member's name, contact numbers, e-mail and if they have the means of towing/hauling a bike and tools to assist riders should they have a breakdown. This list is not intended to be used as an accommodations directory and at no time is anyone on the list expected to provide accommodations; at the very least they are to point someone in the right direction for accommodations.

An application form and instructions can be found attached to the list on the website. Interested members wanting to offer their assistance are to fill out the form as indicated and forward to the National Road Captain.

Unit Road Captains are to ensure that all members are aware of this list and also inform those that wish to have their names added of the process.

1.11 Riders-at-Large

Those members, who are considered as Riders at Large, are to follow the guidelines laid out in this document in order to maintain the positive image of The CAV and so that they will know what is expected when riding with a unit or large group at an event.

1.12 Road Captains

Part 3 provides more in depth roles and responsibilities of Unit Road Captains. Any member interested in becoming a Road Captain is to make themselves familiar with this part, however; it is good information for all riders.

Information pertaining to the duties, roles and responsibilities of the National and Formation Level Road Captains has intentionally been omitted from this document as it can be found in The CAV Constitution.

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) unless those instructions will put them or others in an unsafe situation;
6. know the route; and
7. ride and conduct themselves in a courteous and respectful manner.

At no time will any member consume any alcohol or use any drugs or medication that would impair their judgment or ability to operate a motor vehicle.

2.2 Riders with Limitations

CAV rides will be conducted to the level of the 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 those 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 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; and
3. you are 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. In such a case, more time may be needed before awarding can take place.

It should also be noted that motorcycles come in several different configurations such as trikes, have sidecars or tow a trailer. Riders following configurations such as these should remember to treat them as you would if you were following a normal vehicle. (See diagram under section 2.5.1)

No rider should ride outside of their comfort level as that will only endanger themselves and others; Advise the Road Captain during the pre-ride briefing of any issues or concerns that there may be. If, during the ride, a rider feels pressured or uncomfortable, they are to pull out of the group and take up a position in front of the Sweep. 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 legally responsible operator of your vehicle.

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 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

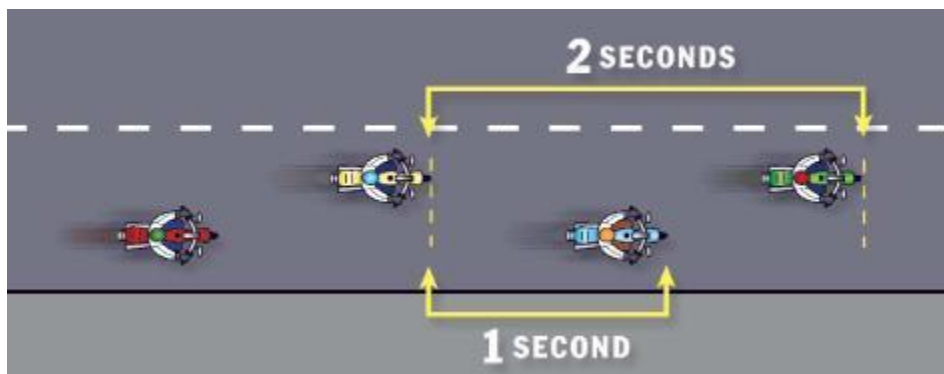
Although some hand signals are described below, Annex B shows common hand signals used. Riders are to be familiar with these signals and use them when required. Hand signals are to be repeated by each rider behind the originator to make certain that all riders get the message.

2.5 Formations

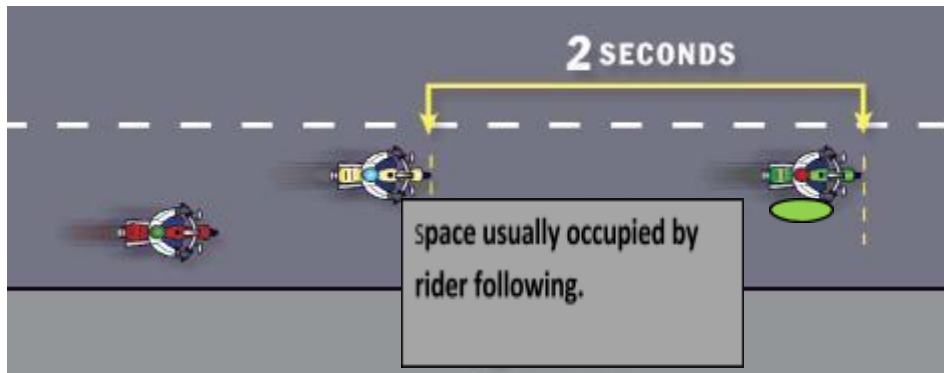
Formation riding is intended to promote safety by increasing the riders' visibility to other occupants of the road; the two formations that are used are staggered and single file. The RC will brief all riders on the formation(s) being used and, if required, the number of bikes in each packet as well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

2.5.1 Staggered

The standard group riding formation will be the staggered formation. This is 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. As a helpful hint, you should be able to see the face of the rider in front of you clearly in mirror on the side closest to you.



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 in the lane, 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, do 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 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. A rider in the left side of a staggered formation may have to move out of the way on the left to allow the rest of the packet by and push their bike to the right as quickly as possible. 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 shall brief on what he/she wants.

2.11 Action in Case of an Accident

As part of the pre-ride briefing, riders will have been 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 the group arrives at the scene of one.

2.12 Safety Considerations and Suggested Equipment

Provided at Annex C are reminders to everyone as to various considerations that should be taken into account whenever riding. A list of suggested equipment that may be carried 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 also, 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 to the Unit President whether planned by themselves or another member of the unit.

A tag worn on their vest that states "Road Captain" can 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. However, 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 ALL members of their unit, riders, passengers and non-riders alike.

Responsibilities of the Unit Road Captain also include (but are not limited to):

- a. knowledge of local laws and bylaws;
- b. plan ride routes;
- c. maintain overall control of group and individual movement as required;
- d. appoint group leaders and sweeps as required;
- e. monitoring new riders in accordance with paragraph 1.7 and Annex A for the awarding of the Rider Proficiency Badge;
- f. mentor prospective Road Captains;
- g. ensure basic safety equipment is available;
- h. brief CAV riders and guests on ride etiquette, group riding procedures, routes, hand signals, and safety when required;
- i. 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;
- j. advise ALL members (Riders and Non-riders) of the Riders Assistance list and how to be included as well as what is required. Advise the Formation Road Captain of changes as required (Member leaves The CAV);
- k. give opinions on bikes and safety equipment as requested; and
- l. coordinate with charity ride organizers to offer assistance.

3.3 Planning Rides

The planning of a unit ride can be either a simple or a complicated endeavor, which depends on the activity that the ride is being conducted for. 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.

Each of the above should be expanded on as required as it is easier to plan than react.

Planning should also take into account that there may be visitors who are unfamiliar with the area the ride is being held in 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.

During an event such as Ride for Dad, CAV units/members are sometimes utilized as blockers. Prior to the ride commencing, all blockers are to be briefed fully on what will occur throughout the ride and the expectations of them as blockers. A safety vest shall be worn to increase visibility. In many locales there is also a requirement to take a short course in order to be employed as a blocker.

3.6 Border Crossings

If, during the course of a ride, there is a requirement to cross the border between Canada and the United States and it is imperative to stay together, contacting, in advance, the Canada Border Services Agency (CBSA) at the crossing concerned can greatly assist in achieving this. 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.

This can help for groups travelling in either direction as the CBSA can contact their counterparts at the US crossing.

NOTE

It is not recommended to do this for personal trips to and from the USA, but for actual CAV events such as the repatriation from Havre, Montana to Medicine Hat, Alberta in 2014. Due to the advanced warning, both sides were able to expedite the crossing as well as have extra staff in place.

Prior to departing on the ride, Road Captains shall ensure that all members crossing the border are in possession of their Passport or Nexus card.

3.7 Order of March (Ride Protocol)

Annex E lists the Order of Marches 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). Having said this however, a member from a higher executive may choose to fall in to the ride in a different location 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.

VIP's, such as elected officials, who are participating in a CAV ride in an official capacity 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 can use this, or make their own, and it can be added to or deleted from as needed.

3.9 GPS and Communicators

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

Many bikes are equipped with CB radios and there are also wireless, helmet mounted units available. If possible the Road Captain and sweep can be in communication in order to quickly pass on any problems or pertinent ride information (changing lanes, slowing down).

If multiple communication units are linked together, chatter is to be kept to a minimum so the lead and sweep riders can communicate quickly, alternatively, they can be on a separate channel.

NOTE

Both GPS and Communicators are useful tools but should not be solely depended on. Paper maps and hand signals will always be the most reliable.

3.10 Unit Meetings

It is strongly recommended that, during unit meetings, discussion of safe riding practices or a safety point is carried out as a regular agenda point. This does not have to be led by the Road Captain, but by any member, however it is suggested that items specific to formation riding (hand signals, actions on breakdowns/accidents, etc.) are done by the Road Captain.

3.11 Mentoring

Any member who wishes to become a Road Captain or a group leader should inform the Unit Road Captain. The Road Captain will then begin the process of mentoring the individual(s). An example of what could occur during the mentoring process can be found at Annex G.

**Annex A
Rider Proficiency Badge Checklist (Feb 2017)**

Riders Name _____ Date Joined _____
Unit Name _____ Unit Road Captain (Print) _____

| The following are the minimum requirements that ALL new riders must demonstrate basic skill and knowledge of | Road Captains Initials | Date |
|--|------------------------|------|
| Knowledge of: | | |
| Local and provincial laws (especially important if member has just moved) | | |
| Hand signals | | |
| Demonstrates control of motorcycle | | |
| Individually at slow speeds (i.e. in parking lot) | | |
| At slow speeds in a group (Parade speed) | | |
| Group riding | | |
| In built up areas | | |
| On multi-lane highways | | |
| On single lane highways | | |
| In rural areas with curves | | |
| Controls speed well | | |
| Maintains proper spacing | | |
| Uses hand signals correctly | | |
| 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 of 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 Sign | Date |
| _____ | _____ |
| Formation Membership Coordinator Signature | Date |

This form is to be filled out in its entirety. 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 unit the badge and sign 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 allows a confirmation that the new rider is ready for award of 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.

Riders at Large, Stand up of New Unit

Members who are Riders at Large (RaL) or standing up a new unit shall not arbitrarily "sign off" on this process. For units being stood up, the Winged Wheel 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. For Riders at Large, this will usually be the Formation Executive member responsible for them.

In either circumstance, the form will go through the same process as indicated above.

**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 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.

C1.2 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!

C1.3 Reduced visibility conditions

Many natural and manmade 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.

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 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.**

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 and roller gauze, sufficient for administering minor first aid. Depending on a rider's level of first aid training, this can, of course, be added to.

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 Road Captain who is from the area the ride is being conducted in 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;
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:

Senior Road Captain;
National Executive ((if present) in order of position);
Host Unit President;
Other Unit President(s);
Unit Executives;
New Riders;
Remainder of riders; and
Sweep(s)

***Note the informal ride order does not have the Unit Executives at the front. Due to the high probability that more than 1 group will be needed; this order is more of a suggestion. For a formal ride this is the order to be taken as it is escorted.

3. Formation Level Rides

During events such as formation rallies or when a specific event is planned at the formation level this is the order to use. If there is no escort available, 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 these cases the Formation and planning unit Road Captain's should get in contact to discuss this.

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.

Planning Unit Road Captain;
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

1. Introduction

a. Road Captain(s)

b. Sweep(s)

2. Activity Planned

a. Destination

b. Route

i. Road Conditions (Construction, Loose gravel, etc.)

c. Rest/Gas stops

d. Meal stops

3. Weather Forecast

a. Local

b. Destination

4. Location(s) of

a. Cell Phones

b. First Aid Kits

5. Formation (As per Annex E if required)

a. Order of March

b. Hand Signals (review)

6. Actions on

a. Break Down

b. Accident

7. Questions

Annex G

Mentoring Assistant Road Captains

The Unit Road Captain has many duties and responsibilities all with varying levels of importance. One of the most important is identifying and mentoring fellow riders who can assume the duties of the Road Captain in his/her absence. Assistant Road Captains have to be safety conscious, aware of speed limits, and when leading a unit or packet, they need to be aware of where every bike and rider in the unit or packet is while on the move. They definitely need to understand how their speed at the front of the group affects the riders at the back of the group and in particular how it can aid or detract from keeping the group together, while avoiding the need for the rear most riders to have to speed excessively.

This can be taught to potential Assistants in a number of ways. With regard to speed, on a ride containing obstacles such as stop signs and stop lights place your potential Assistants at the back of the pack right in front of the sweep. Don't tell them what you are going to do. Start out the ride and maintain the posted speed limit for the first half. Each time you pass an obstacle slow down and maintain approx 10KPH below the speed limit until all bikes have caught up and are back in formation, your sweep will signal you of this. Then resume the posted speed limit. On the second half of the ride, just ride at the posted speed limit even after you have crossed an obstacle. At the end of the ride gather your Assistant Road Captains together and have them describe to you the differences that they encountered with regard to their ease in staying with the group and being able to catch up to the group without having to exceed the speed limits. Then explain to them what you had done during both parts of the ride so that they develop and understanding of how the actions of the head of the pack controls the riders at the tail of the group.

Once you have developed the ability for your Assistant Road Captains to physically lead the group, get them used to planning a route and then giving the ride safety briefing for that route. Then let them lead the ride. Place yourself back in the pack where you can monitor the speed of the leader, while also being affected by any lapses in speed discipline, particularly after crossing obstacles. If things are going well at the end of the ride provide the Assistant Road Captain with feedback both positive and negative (if need be). If corrections need to be made, at the first rest stop call him/her aside and pass on your observations and then continue to monitor their progress. As always provide feedback starting with positive, points to improve on and ending with another positive observation Last but not least put them in the breech often so that they become comfortable planning, speaking and leading. Remember, safety is our main focus!