



PA Chapter 22-1 Road Rules

1. Ride in a Precise Formation:

As road conditions permit. The 3 second rule will apply. The staggered formation will be the norm unless otherwise dictated.

2. Execute Signs and Turns Properly:

Hand signals and bike turning signals will be used.

3. Do Not Fool Around:

No horseplay when riding with the group. Any member observing another member fooling around in formation should discuss it with that member and attempt to clear up the situation. If it should persist, bring it to the attention of the Road Captain.

4. Riding Positions:

a.) While on any run, the Road Captain will ride in front. The Commander may ride alongside or just behind the R/C depending on the formation in use. In the absence of the R/C. The R/C or the Commander will appoint who is going to ride point. Remember, the Road Captain calls the shots where he goes everyone goes. The R/C is also responsible to insure the safety of each bike in his pack.

b.) The Road Captain will pick an assistant R/C (or more than one ,depending on the size of the group), for the ride. The assistant R/C will ride at the rear of the formation, he will be responsible for holding a lane open while making a lane change. He will also assist any Member who may break down or fall behind. The R/C and his assistant will operate as a team and watch for problems within the group. Watching for all signals and seeing the need for changes are major parts of the assistants job.

c.) Line up for a ride as follows: Road Captain, Commander, Full Members, Auxiliary/supporters followed by the Sgt.-at Arms, and non members. Bringing up the rear is the assistant R/C. Once you are in position, keep it for the remainder of the ride. Do not attempt to break into the pack.

d.) The Road Captain will give instructions to all riders prior to the start of a ride. This will include, if known, the name, address, and phone number of the destination. When you arrive at the destination point, check in with the R/C.

e.) Each member shall make it his business to know the route to be taken.

5. Use Common Sense At All Times:

a.) Anticipate your next move as well as those of the group.

6. Leaving The Group:

If you have to stop due to break down etc. let the intentions be known to The R/C or his assistant (s) or any one else in the group. The convoy will be pulled over at the next safest area available. The R/C or members he designates will return to the stopped rider. After ascertaining the problem, the R/C will then decide when to get the group on its way and make arrangements to have the stopped rider and his bike taken care of, if necessary.

7.) Gas Stops:

Everyone should know there bikes cruising range with regards to gas. Running out of gas or making gas stops with large groups is time consuming. Therefore everyone will arrive for the rides with a full tank of gas and will top off their tanks at every gas stop, no matter how small the amount. This will avoid staggered gas stops and will save time.

8.) Bike Maintenance

Maintain your bike, enough said.

9. Wearing Apparel:

It is strongly urged that on CVMA rides each member wear his/her patch!