



STAR Touring & Riding Association

Richmond, Virginia Chapter 208

Ride Rules and Guidelines

Revised June, 2005

1. All motorcycles will be maintained in a safe condition. Motorcycles with malfunctioning lights, brakes, or worn tires (less than 2/32" tread) will not be permitted to ride.
2. All fuel tanks will be topped off prior to arriving at the departure point.
3. No drinking or drugged riding is allowed.
4. All traffic laws will be obeyed.
5. Each ride shall be led by a Ride Captain. The Ride Captain has the following responsibilities:
 - Planning, mapping and coordinating the ride.
 - Coordinating with the Tail Gunner(s) on actions to take (rendezvous points, cell phone contact, etc.) should one or more riders become separated from the group.
 - Conducting a pre-departure group review of the ride plan including route, any planned fuel/rest stops, rendezvous points for stragglers and any known traffic hazards, detours or road conditions which the group should be prepared to encounter.
 - Reviewing with the group riding protocols and hand signals.
 - Determining whether the ride shall proceed as a single group or, if participation is large, broken into more manageable packs. If the ride is to be divided into packs the Ride Captain will designate a Pack Leader to lead each pack. The Ride Captain will consider breaking the group into packs when participation reaches 10 to 12 bikes, depending upon the route and traffic conditions.
 - Taking and maintaining the lead position in the ride.
6. When riding in a group the default formation is to be "staggered." The Ride Captain (or Pack Leader) may signal for single-file as conditions warrant.
7. Staggered formations should adhere to the AMA guidelines where prudent. The guidelines state to keep within a 2- to 3-second interval of the bike directly ahead in the same 1/3 of the lane (1 to 1.5 second behind the bike staggered to the opposite 1/3 lane). This is especially important on interstates or other multi-lane highways where stringing out the formation invites infiltration by cages. Following distances may be increased where cage infiltration is not an issue.
8. No rider shall be made to feel compelled to ride beyond her/his ability or comfort level.

9. Reasonable measures will be taken to accommodate and coach riders new to group riding.
10. Each ride shall have at least one designated Tail Gunner. The Tail Gunner is responsible for keeping all riders in formation. Should a rider need to leave the group or pack, only the Tail Gunner will stop to assist them.
11. Each rider who elects to drop out of a ride (time constraints, prior commitments, etc.) will notify the Tail Gunner before doing so.
12. When riding during daylight hours each rider shall keep his/her headlight on "high beam" to increase visibility to other traffic as well to the Ride Captain or Pack Leader.
13. A current liability waiver must be signed by every rider and passenger participating in club sanctioned rides.

Group Riding Hand Signals

Often during the meeting, **hand signals** are reviewed so that you can communicate with the other riders during the ride. Hand signals are a useful tool to keep the group aware and cohesive on the roadway. Your group is free to determine its own set of signals, but here's a review of some commonly used ones:

Hand Signals

Stop - arm extended straight down, palm facing back



Slow Down - arm extended straight out, palm facing down



Speed Up - arm extended straight out, palm facing up



Follow Me - arm extended straight up from shoulder, palm forward



You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front



Single File - arm and index finger extended straight up



Double File - arm with index and middle finger extended straight up



Hazard in Roadway - on the right, point with right foot; on the left, point with left hand



Pull Off - arm positioned as for right turn, forearm swung toward shoulder



Turn Signal On - open and close hand with fingers and thumb extended



Highbeam - tap on top of helmet with open palm down



Fuel - arm out to side pointing to tank with finger extended



Refreshment Stop - fingers closed, thumb to mouth



Comfort Stop - forearm extended, fist clenched with short up and down motion

