



# CENTRAL TEXAS HOG RIDE GUIDE

**OBJECTIVE:** Establish CTHOG riding standards and riding event conduct expected of all participants for safety enhancement in view of widely varied skill levels within chapter membership.

## EVENT CONDUCT:

- Arrive prior to published show time with a full tank of gas & appropriate gear for the riding environment and weather
- Sign in with Road Captain, Name & CTHOG membership card number for credit
- Guests/minors sign liability release form
- Road Captain conducts Pre-ride Briefing, Kick Stands Up at published start time
- Lead Road Captain leads ride to briefed destination/conclusion location
- Sweep Road Captain rides last position to handle contingencies/emergencies
- Riders departing the group prior to briefed destination need to coordinate with Lead & Sweep Road Captain.
- CTHOG rides are alcohol free until reaching the briefed destination/conclusion location
- Maintain personal safety and safety margins at all times.

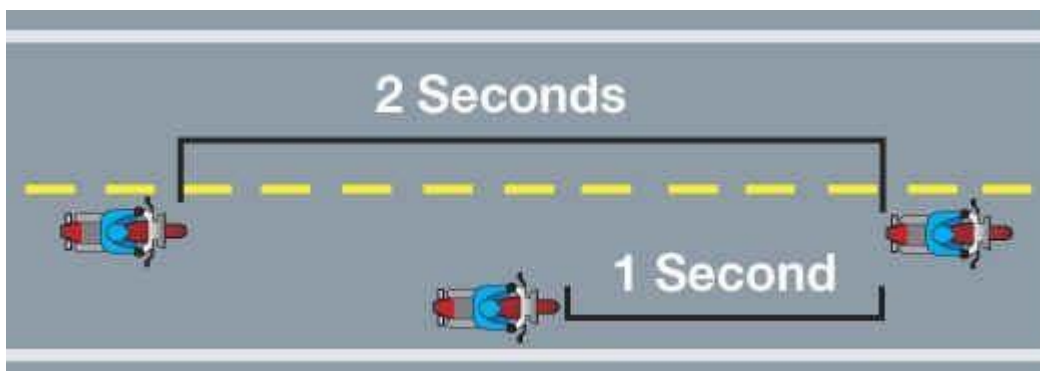
## FORMATION STANDARDS & VISUAL CUES:

CTHOG rides in a *Staggered Column Formation* at all times. A staggered formation is made up of multiples of lead & wing pairs. Spacing between pairs is maintained by the lead rider of the pair and the wing rider maintains their spacing from the lead.

We will be in either a **Tight Stagger**, that means the “Wing” (the rider to the right) will maintain a 1 second gap from their lead rider and the “Lead” (the rider on the left) will maintain a 2 second gap to the lead rider in front of them. Or, a **Loose Stagger**, which means the “Wing” (the rider to the right), will maintain a 1-1/2 second gap from their lead rider and the “Lead” (the rider on the left) will maintain a 3 second gap to the lead rider in front of them.

**TIGHT STAGGER** – used on multi-lane roads with prepared shoulder, **two (2) second spacing between “Left” side riders (Lead rider of the group pair).**

- @ 30 mph – visualize a P/U truck between you and the rider directly ahead
- @ 60+ mph – visualize 2 P/U trucks between you and the rider directly ahead,
- Check the facial outline of the rider ahead in their rear view mirror
- Right side riders (Wingmen) are offset 1 second from their Lead rider (Left side rider of the group pair). Wingmen should ensure they could see their lead rider’s face in his right hand rear view mirror.



**LOOSE STAGGER** – used on two lane country roads w/o shoulder; inclement weather; construction zones; stagger loosens to **three (3) second spacing between Left side riders (Lead rider of the group pair)**.

\*\* To figure your spacing, find a fixed object ahead. As the bike in front of you passes the object, start counting: one thousand one, one thousand two. If you have not reached the fixed object before you count to two, you are at least 2 seconds from the rider in front of you. \*\*

**INTERSECTION TURNS** – At stop lights/signs with rider's side-by-side, the Lead rider (rider on the left) leads through the turn. The Wingman (rider on the right) follows and creates the tight or loose stagger spacing from the Lead rider. Once the turn is complete the Lead rider reestablishes the tight or loose stagger spacing with the Lead rider in front.

- *Left Turns* – left hand (lead) rider takes most direct path to his/her lane side, right hand rider (wingman) swings wide to his/her lane side.
- *Right Turns* – The lead rider swings wide to his/her lane side; the Wingman takes the most direct path to his/her lane side.

**LANE CHANGES** – Lane changes are signaled and executed by the Lead RC. Conditions permitting, the Sweep will move over to block the new lane for the group. The Lead RC is the first rider to move into the new lane followed by the Wingman. Successive pairs of Leaders & Wingmen follow. Leaders ensure safety cushions exist for both riders. Wingmen maneuver relative to their Leader while ensuring their own safety cushion. Changing lanes in front of a slow mover, Leaders again ensure safety cushions exist for both riders prior to maneuvering. Wingmen follow their leader after personally ensuring their own 2 second safety cushion in front of the slow mover.

**FORMATION GAPS** – CTHOG fills in gaps that develop, for whatever reason, at the next stationary stop (i.e. stop sign/signal, food/fuel stop, etc.) to mitigate maneuvering risk. We do not fill in gaps on the roll by passing riders within the lane nor by switching sides within the lane (i.e. crisscrossing).

**HAND SIGNALS**: Initiated by the Lead Road Captain, **passed back by all riders** to the Sweep Road Captain

- *LEFT TURN*: left arm extended parallel to ground
- *RIGHT TURN*: left upper arm extended parallel to ground, bent elbow, forearm raised vertical with clenched fist
- *SLOW*: left arm down, hand parallel to ground, palm down
- *STOP*: left arm down, palm flat, facing rider behind, fingers pointed to ground
- *ROAD HAZARD*
  - *Left side*: left hand pointing down to ground, clenched fist with index finger extended
  - *Right side*: (comfort level permitting) right foot extended out, otherwise use left side

*TIGHT STAGGERED FORMATION*: left arm raised, two (2) fingers extended in Hook em fashion

- *LOOSE STAGGERED FORMATION*: left arm raised, clenched fist with index finger extended
- *FOLLOW THE LEADER*: Tap on top of the head

**TRIKES** – Trikes are placed behind the 2 wheeled staggered formation to preserve staggered alignment integrity. If the Lead RC is riding a trike, his/her discretion may position all trikes ahead of the 2 wheeled formation to preserve staggered alignment integrity.