

CVMA 27-2 Ride Plan Boilerplate

All riders are expected to review the briefing items in section 9 - General of the Ride Plan, for each ride. These briefing items can and do change.

CVMA 27-2 SAMPLE RIDE PLAN

DAY AND DATE

1. Lead: Leader's name
2. Tail Gunner: Tail Gunner's name
3. Departure location: **Bubba's 7-Eleven** 4100 Talon Dr, Dumfries, VA [Map](#)
4. Link-ups/stops:
 - A. Link ups:
 - B. Fuel stop:
 - C. Etc.
5. Final Destination: **VFW Post 7916** 204 Mill St, Occoquan, VA 22125 [Map](#)
6. First Departure time: **Briefing at 08:05 KSU 08:15**
7. Mileage/time/Route: 12 miles, 22 minutes.

- A. Take the 1st left onto VA-234 N/Dumfries Rd. - 3.0 mi
- B. Turn right onto Spriggs Rd. - 1.4 mi
- C. Turn right onto Minnieville Rd. - 6.5 mi
- D. Turn right onto Old Bridge Rd. - 0.4 mi
- E. Turn left onto Tanyard Hill Rd. - 0.4 mi
- F. Continue onto Union St. - 0.3 mi
- G. Turn right onto Center Ln - 358 ft
- H. Turn left onto Washington St - 430 ft
- I. Turn left onto Mill St - 95 ft Destination on the left.

8. On-road communications:

Leader's cell phone: 703-XXX-XXXX
Tail Gunner's cell phone: 703 XXX-XXXX

9. General; Please read and be familiar:

- A. **Staggered riding - *minimum* 2-second spacing behind rider directly in front of you and 1-second spacing behind the rider **DIAGONALLY** in front of you.** This rule is not negotiable.
- B. **Stop signs when no blockers have been assigned** - Double up and proceed through in pairs. The group will slow or stop to allow those catching up to do so without speeding.

Sample Ride Plan - Continued

- C. **Stop lights** - stop on red regardless of your position in the group. Do not speed to catch up when you get the green light. The main group will slow or stop for those catching up.
- D. **Lane changes** - Pass the signal back. DO NOT CHANGE LANES UNTIL THE RIDER IN FRONT OF YOU MOVES. The ONLY exception to this rule is the Tail Gunner.
- E. **If the leader changes lanes and signals you to pass him/her (Leader blocks the new lane)** - Pass him/her without delay and assume single-file positions in the **RIGHT** track to allow leader to pass the group and re-take lead position.
- F. **Passing traffic when there is only one lane in each direction** - Pass one at a time, SINGLE FILE until past the vehicle. Allow room behind you for other passing riders. Resume staggered positions. Use common sense regarding WHEN it is safe for you to pass.
- G. **IF the leader passes and signals you to pass him/her also** - Pass him/her without delay and assume single-file positions in the **RIGHT** track to allow leader to pass the group and re-take lead position.
- H. **Filling in rider position gaps in front of you** - Look for a "pass me" signal from the rider in front of you. If they do not signal, give a short notifying horn beep, and MOVE STRAIGHT AHEAD to fill the gap. DO NOT CROSS TRACKS.
- I. **Pass hand signals back quickly:**
 - 1. Staggered riding/single-file signals
 - 2. Slow down/speed up signals
 - 3. Obstacle - point with foot or hand
 - 4. Blocking signal/blocking wave off signals
 - 5. Heads up signal(s)
- J. **3-wheeled bikes and side cars** - Will be at the rear of the group in single file (2-sec. spacing) just in front of Tail Gunner. Returning blockers will pass 3-wheeled bikes on the left, so 3-wheeled bikes should go to the right track when recovering blockers.
- K. **New riders** - Will be near the front as much as possible. New riders are NOT expected to block.
- L. **Breakdown** - If a breakdown occurs, the Tail Gunner will fall out with the affected rider. Leader will determine whether to stop the group or continue.
- M. **Rolling block** - When the leader assigns a block to be made of an adjacent lane for the purposes of moving into that lane. Blocker (riders #3 or #4) would normally take the lane ASAP, when safe, and begin slowing traffic in that lane to allow the group to get in front of the blocker and the traffic he/she has slowed. Dash 2 (rider #2) does not block. When the Commander or XO are present, they may ride #2.

NOTE:

ALWAYS be prepared to stop behind the leader at ALL intersections. EXPECT the Leader to make the go/no-go decision at the last moment. The leader's brake lights ARE a signal.