

VIRGINIA IN STATE LEGACY SCHOLARSHIP RUN



PROCEDURES INFORMATION

18 - 20 JULY 2019

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PREFACE

On behalf of Mr. Thomas Queck, Sr, the American Legion Department of Virginia Commander, I would like to welcome you to the second annual Virginia In State Legacy Scholarship Run (also known as the ISLR). We will begin this year's ride at Post 144 in Sandston, VA at 1930 on the evening of Thursday, 18 July with initial safety briefings and group assignments. The ride will commence at 0800 on Friday, 19 July and spend the first night in Winchester, VA. On Saturday, 20 July we will lay a memorial wreath at the Winchester Veteran's Cemetery and then depart for Post 320 in Spotsylvania, VA where the ride officially ends. Riders are free to spend the night in Spotsylvania for end of ride activities or return home on their own. The total miles for the two day trip is approximately 475. There are multiple gas stops planned during the run.

As you know, we ride to fulfill an obligation to the men and women who have given their lives, or have been significantly disabled (more than 50%), safeguarding our freedoms. Our mission is simple; we ride so their children will be able to secure a college education. Our sport is dangerous; there is no way to change that. But with proper equipment, well-practiced skills, heads-up riding, proper attitude and the understanding that we are responsible for our own safety, we can complete the ride safely. You are encouraged to read this brochure and understand the operation of the Virginia ISLR.

The following pages provide an overview of our plan and some helpful hints on how you may overcome or avoid the challenges that may arise along the route. Most of you know that there is a huge difference between taking a Sunday afternoon group ride and completing a cross-country, multi-day group endurance run with possibly upwards of 100 motorcycles. But one thing is constant, and that is the concept *that* **RIDERS ARE RESPONSIBLE FOR THEIR OWN SAFETY. DO NOT LET ANYONE TWIST YOUR THROTTLE.**

NOTE: DURING THE RIDE, THERE WILL BE A ZERO TOLERANCE FOR THE FOLLOWING:

- **ALCOHOL CONSUMPTION DURING THE DAY PORTION OF THE RIDE, AND FOR**
- **DRUG USE ANYTIME DURING THE RIDE.**

FOR THE SAFETY OF THEMSELVES AND OTHERS, RIDERS EXHIBITING SIGNS OF DRUG/ALCOHOL IMPAIRMENT AT ANY TIME WILL BE REMOVED FROM THE RIDE.

SCHEDULE OF EVENTS

The ride will take place over a two day period plus time at the beginning and end of the ride for safety and after ride activities. The following is a schedule of events for the ride (*Note: all times are approximate and subject to change*):

<u>Day</u>	<u>Date</u>	<u>Location</u>	<u>Time</u>	<u>Event</u>
Thu	18 Jul	Post 144	1930	Pre Ride safety briefings
Fri	19 Jul	Post 144	0800	Depart Post 144 for Crewe (gas stop)
		Crewe, VA	1048	Depart Crewe for Post 74 (Lunch)
		Post 74	1504	Depart Post 74 for Post 21
		Post 21	1714	Arrive Post 21 (Dinner/Overnight)
Sat	20 Jul	Post 21	0800	Depart for Wreath laying at Veteran's Cemetery
		Post 188	0845	Depart for Post 188 (gas stop)
		Post 156	1232	Depart for Post 156 (lunch)
		Post 320	1714	Arrive Post 320 (dinner/end of ride)

RIDE PROCEDURES

GROUP STRUCTURE.

The Virginia Legacy Run is a group ride consisting of numerous groups of up to 25-30 motorcycles, each designated by sequential letters of the alphabet ("A", "B", "C", etc). All groups must have the following leadership teams assigned: a Road Captain (RC), Assistant Road Captain (AR) and a Tail Gunner (TG). Without a full leadership team, that individual group will not be allowed to make the ride. The riders in that specific group will be dispersed to other groups until all groups have a full complement of riders (no more that 25-30 per group). Leading the run in front of "A" group will be the Chief Road Captain, who is in charge of the run and has authority to make final decisions about every aspect of the run. We will make every effort to keep rider chapters together in a group, but this may not be feasible in all situations. Trailing the group will be another experienced rider acting as Chief Tail Gunner with similar authority. Each participant will be assigned to a group. Every rider is different and some riders find group riding more stressful and restricting than riding alone. Others will need to drop out of the group for a while to rest or refresh themselves. That is OK. If you become separated from the group, whether voluntarily or involuntarily, do not rush to rejoin. Simply refer to the map and meet us at the next possible location.

Individual group RCs will make decisions for their group independently regarding movement and instructions for staggered or single file formations, and will maintain a constant speed and

constant separation relative the group in front of them. The AR and TG will assist the RC by observing the physical condition of the riders and their machines in their group.

Motorcycles found at any time with mechanical deficiencies, including overloading or bald tires, may be barred from participation at the discretion of the individual group RC until such time the discrepancies are corrected.

STAGGERED FORMATION.

The first motorcycle in the group will be your RC. He or she will be in the left side of the lane, but free to maneuver from side to side as needed. The second motorcycle in the group is the AR who will ride fixed to the right side of the lane, behind and to the right of the RC. The third motorcycle will be directly behind the first motorcycle on the left of the lane, the fourth motorcycle will be to the right of the land and so on.

Each rider will maintain a close interval to the surrounding motorcycle, **BUT NEVER CLOSE ENOUGH TO PREVENT OTHER MOTORCYCLES FROM UTILIZING THE ENTIRE WIDTH OF THE LANE SHOULD THE NEED ARISE** (e.g., avoiding obstacles). Rider should keep the group formation tight, with the closest motorcycles about two seconds apart. At the same time, each rider must avoid entering the side-to-side maneuvering space of the motorcycle in front of them. We will never ride in a side-by-side formation.

Trikes and motorcycles with side cars will use the entire width of the lane and maintain a similar interval behind the motorcycle in front of them. If you are traveling on a standard motorcycle behind a trike or motorcycle with a sidecar, ride in the left of the lane and maintain an appropriate interval.

MAINTAIN YOUR INTERVAL WITHIN THE GROUP.

Losing your interval creates a tempting space for traffic to cut into the group. The keys to maintaining your interval are staying alert and keeping throttle discipline. It is advised that you **DO NOT USE CRUISE CONTROL**, as it makes it more difficult to maintain your interval. You should be aware that further back in the group you are, the more necessary it will be to continually adjust your controls.

NO SUDDEN MOVEMENTS.

A properly rolling group will appear as one long continuous movement. Sudden movements by anyone create a "sling shot" effect. If someone loses the proper interval and throttles up hard and suddenly, everyone behind will likely do the same. As a result the back of a group can be as much as 10 to 15 miles per hour faster than the front of the group just trying to close the interval. Slow, easy throttle movement by everyone reduces this problem.

The same is true for braking. When this happens you can expect the group behind to come up fast. The best rule is to stay off the brakes and use your engine to slow down. You should, however, “flash” you brake to signal the rider behind you that you are slowing. If you find yourself required to hit the brakes to maintain your interval and you have not received a breaking signal from the rider in front of you, you need to work on your throttle control or alertness.

Remember that gearing, speed, payload and engine size will affect different machines in different ways. Where one person might maintain speed control with engine drag alone, another rider may have to lightly tap their brakes to maintain position.

One of the best ways to combat the “sling shot” effect is for each group RC to maintain adequate spacing from the group to the front and to maintain constant speed regardless of the perceived speed of the group to the front. Your RCs are briefed on appropriate separation distances during the run.

REMEMBER YOUR “SOP”: SIGNAL, OBSERVE AND PROCEED.

As part of a group, you are responsible for “covering the back” of riders in front of you. Likewise, the riders behind you are responsible for covering your back. We will be using hand signals as the primary means of communications. Hand signals always mean something is changing. Pass all signals on and quickly check your mirror to be sure the riders behind you got the message.

PULLING OVER.

In the event a rider has to pull over, only that rider and his designated “ride buddy” will leave the group. We will not stop as an entire group along the route as this only amplifies the danger to all riders. ARs will ensure that all riders have a ride buddy who can pull over with them in case of emergency. A chase vehicle will stop to assist all bikes that appear to be in distress. The rest of the group should proceed to the next scheduled stop. If a motorcycle in front of you pulls over, do not stop unless you are the ride buddy.

WHEN THE GROUP STOPS.

Before stopping, your RC will signal “throttle down” and gradually reduce the speed of the group. Be careful to maintain your interval, braking as little as possible. As the group slows to a stop, stay in formation and close the interval until the group is stopped and riders are two by two (or in single file if signaled by your RC). When stopping in groups, your RC will ride as far forward as possible in the available space. All members of your group must move in tightly behind to allow trailing groups the necessary room to assemble behind your group.

WHEN THE GROUP MOVES OUT.

As the group begins to roll, the RC, positioned on the left half of the lane, will leave first along with the rider to his right. The rider on the right will hesitate slightly and begin to establish an interval. The next rider on the left follows the RC and the next rider on the right will do the same,

etc. To get the group up to a safe travelling speed, the RC may signal “throttle up” quickly once the group is rolling, so be prepared to carefully raise your speed while maintaining your interval.

The Chief Road Captain will ride at well below the posted speed limit for several minutes after moving out to allow others to settle into proper intervals. He will also signal “throttle down” the last 1-2 miles before a scheduled exit, so following groups can catch up. We will exit carefully under the direction of law enforcement (if available) or ground guides.

GROUP PARKING AND ASSEMBLY.

All riders in the group will follow the lead of the group’s RC. For curb parking, after the group is stopped in a tight formation, the RC will pull forward, stop and back into a parking space. The next rider will do the same, then the next and so on. In nearly all cases, we will simply park in our normal group formation – all behind your group RC and AR with the TG in the rear. When parking in residential areas, please do not block driveways or allies. Owners must have access to their property at all times.

It is important to park with your group at all times. Each leader will have a windshield sticker or shoulder cord to aid in recognition. Different colored bandanas will also be attached to the rear of all motorcycles to further assist group identification. Unless otherwise directed, riders will assemble and depart in the same group formations throughout the ride. Staying together will save time and avoid confusion. As others join us along the ride, they may be inserted into your group or may be assigned to new units.

ROAD CAPTAINS (RC)

Each group will be led by a Road Captain (RC), an Assistant Road Captain (AR) and a Tail Gunner (TG). Your RC and AR will be your primary source of information. Remember, while your RC will lead your group, **YOU REMAIN RESPONSIBLE FOR YOUR OWN SAFETY.** The RC will maintain adequate separation from the group in front to allow traffic to flow easily around the groups. The RCs, at their discretion, may also decide to have their group change lanes independently of other groups to avoid merging traffic or other hazards. Otherwise, they will stay in the lane occupied by the groups to the front. RC should strive not to lose visual sight of the groups in front of them. In the rare event that this should happen, each RC and AR has a detailed route description and will continue to lead their group to the next scheduled stop.

ASSISTANT ROAD CAPTAINS (AR)

Each group will also have an Assistant Road Captain (AR). If the RC pulls over and the AR does not, follow the AR. He will adjust position to the left of the lane and take over the RC duties. The duties of the AR are to help keep the group’s motorcycles grouped together at all stops, to inspect the motorcycles daily for malfunction or safety issues and to keep an eye on the well-being of the group. The AR will also pair the riders off in ride- buddy teams.

TAIL GUNNERS (TG)

Each group will have a tail gunner at the end of the group responsible for managing the group's formation, keeping an eye out for loose equipment or malfunctions, helping the AR keep track of the group members and at times facilitating lane changes with the RC. If you are rejoining the group, the TG will "fall back" to allow you space to rejoin the back of the group until the next rest stop. Do not attempt to rejoin the center of your group while it is in motion and do not ride behind the TG.

NOTE: NO GROUP WILL BE ALLOWED ON THE RUN WITHOUT A ROAD CAPTAIN, ASSISTANT ROAD CAPTAIN AND TAIL GUNNER.

POLICE ESCORT

Police and public safety agencies have been advised of our route and schedule and some departments have agreed to donate time and equipment to assist in our safety. We appreciate their assistance and must remember that police escort duty is dangerous work. While they ride for our safety we must also ride for theirs. This means no unnecessary movement, **ESPECIALLY LANE CHANGES**, unless directed by your RC or by a law enforcement officer. Pay attention to the traffic around you and be prepared for sudden stops or accelerations.

A common mistake group riders make is to slightly relax when police support arrives. Don't make this mistake. Riding with police support requires extra vigilance. When the police are supporting riders, officers may lead the group or travel with us to block intersections and will be operating at times at very high speeds to close our formations. Some things to keep in mind:

- Do not assume that vehicles approaching from the rear know that we are being escorted.
- Do not assume that a blocked intersection is completely safe. On previous runs, we have witnessed people who went around or ignored police escorts and traffic control points. Maintain your speed and interval, but scan the intersection as you approach and be alert.
- Do not assume officers can stay with us during passage of key intersections. They may be suddenly dispatched to another emergency.
- Continue to use hand signals for every movement, and to be alert for signals from your front.
- Check your mirrors often - an officer may be passing you on the outside or inside.
- Do not "wander" into another lane or onto the shoulder or breakdown lane.
- Do not pull over unless absolutely necessary. If you have an emergency and must pull over, remember SOP..*Signal, Observe, Proceed.*

GROUP REFUELING

The purpose of an organized refueling procedure for group riding is to reduce opportunity for error and to provide a safe and more relaxed atmosphere. It also significantly reduces the amount of time require to refuel the large amount of bikes on the ride.

An advanced team of support vehicles and riders trained and experienced in setting up refueling points will travel ahead of the groups to coordinate the local volunteer fuel teams and law enforcement officer at gas stops. The advance team has arranged with volunteers to provide ground guides as the Legacy Runs enters each of the gas stops, which might consist of one, two or even three separately located gas stations. Group RCs must be prepared to follow the directions of the group guides-even if it appears that they are guiding you away from the pumps. Remember that the advance team's first task is to move everyone safely off the highway.

NOTE: FAILURE TO COMPLY WITH REFUELING PROCEDURES OR REFUELING TEAM MEMBERS DIRECTIONS MAY RESULT IN YOUR BEING REMOVED FROM THE RIDE.

The first gas station at the exit may not be the only station being used for refueling. Some groups may be directed by ground guides to move to another gas station nearby, which will also be set up and prepared to refuel. A ground guide or mounted escort in a brightly colored safety shirt or vest will lead the appropriate group RC to the alternate fuel point.

PUMP PROCEDURES

RCs will follow the signs or hand signals of the advance team and volunteers stationed at the approaches to the gas stations. They will be identified by brightly colored shirts or safety vests. When possible, following groups may be redirected to a holding area. As riders enter the station, the fueling team will direct the group to the designated pumps. The formation should be tight and riding two by two. To the greatest extent possible, the refueling team will attempt to refuel one flight at a time.

NOTE: ALL RIDERS WILL GO THROUGH THE REFUELING PROCESS AS PART OF THEIR GROUP.

The RC in your group will approach the pump. The remaining bikes will be directed to stop, beginning about 5 feet from the pump, and maintain a two by two holding position. In some situations with a street between the bikes and the pumps, a ground guide may stop traffic and signal for bikes to proceed two by two when safe to cross the street.

The bike in the formation on the right of the RC position will be directed to a "next in line" single file position between the fueling bike and the group.

When the RC has completed refueling, he will pull away to the posse-up area indicated by the ground guides. At some refueling points, this may be an area immediately adjacent to the pumps where the RC will re-assemble his group before proceeding as a group.

The next bikes will be directed to the pump. This procedures will be repeated until all bikes have been refueled.

YOUR TURN TO REFUEL

When it is your turn at the pumps, proceed as follows:

- No Smoking!

- Unless otherwise directed by the fuel team, move in tight behind the bike being refueled.
- As the refueled bike ahead of you moves away from the pump, observe the pump manager to make sure he/she has control of the fuel gun and hose and there are no obstruction in your path.
- Proceed to the fuel pump and turn off your engine.
- Open gas cap and listen to the pump manager for any special instructions.
- Refuel you bike. Be careful not to over fill. The pump manager will not refuel your bike for you.

NOTE: ONLY HIGH TEST FUEL WILL BE AVAILABLE AT THE PUMPS.

- When refueling is complete, hand the fuel gun to the pump manager and replace your gas cap.
- The manager will then tell you the cost of the fuel you just pumped into your bike. Drive forward to the cash collector to pay for your fuel. **THE ACTUAL PRICE YOU PAY WILL BE *ROUNDED UP TO THE NEXT EVEN DOLLAR*.** This extra money will be used for refueling the support vehicles. Any monies left over from that will be donated to the Virginia In State Legacy Run fund.

NOTE: TO FACILITATE THE PAYMENT PROCESS, AND REDUCE THE TIME NEEDED TO MAKE CHANGE, IT IS HIGHLY RECOMMENDED THAT EACH RIDER BRING AN AMPLE SUPPLY OF BOTH \$5 AND \$1 BILLS TO PAY FOR THEIR FUEL. NO CREDIT CARDS WILL BE ACCEPTED FOR FUEL.

- After you have paid for your fuel, proceed to the posse-up area as directed by the advance team.
- Park with your assigned group in the posse-up area and use station facilities as needed. Confirm with the RC or AR for the departure time and arrive back at your bike 10 minutes before the group departs. When the group is ready to depart the Chief RC will sound his horn as a 5 minute warning before departure. Be on your bike with the engine running at the designated departure time.
- Remember fuel stops are not designed to be social gatherings. Use the short time available for personal care and refreshment. Drink plenty of water and apply sunscreen at each stop as needed. In order to say properly hydrated you should drink at least 10 ounces of water for every hour or ride time.

NOTE: ALL RIDERS ARE RESPONSIBLE FOR REFUELING THEIR BIKES AT THE END OF EACH DAY AND SHOULD ARRIVE WITH A FULL TANK OF GAS PRIOR TO ARRIVAL AT THE ASEMBLY AREA EACH MORNING.

GENERAL COMMENTS

- Weather – Riders must be ready for all types of weather: sunny, cloudy, low temperatures in the morning, rain and the possibility of high winds.

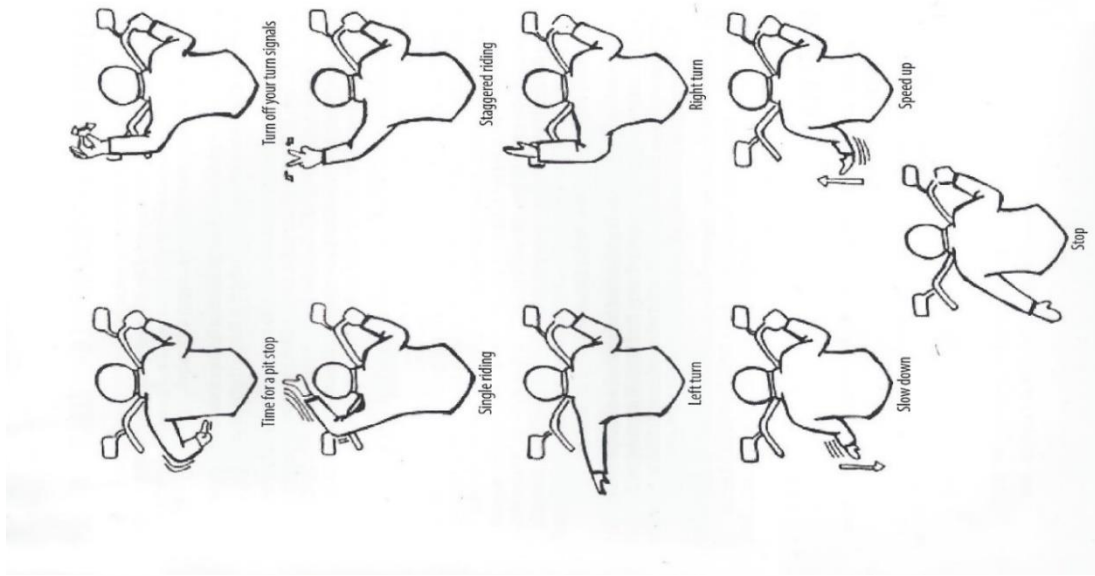
- Riding Gear – The best riding kit for all weather conditions includes sunscreen, long sleeved shirts, mesh or air leather jacket, DOT approved helmet with face protection or goggles, full fingered gloves, water canteen or hydration pack (or a place to stow bottled water with access while riding), good riding shoes or boots, eye drops and of course a rain suit.

NOTE: ONCE ON THE ROAD, GROUPS WILL NOT STOP TO PUT ON RAIN GEAR. IF YOU THINK YOU ARE GOING TO NEED RAIN GEAR, PUT IT ON AT A REST/REFUELING STOP.

- Hydration – Each rider should try to drink water at every stop and carry additional water while riding. To maintain proper hydration you should drink at least 10 ounces of water for every hour of the ride. Signs of dehydration include: flushed face, extreme thirst, dry, hot skin, inability to pass urine, dizziness, weakness, cramping headaches and dry mouth. Alert your RC if you become concerned about a fellow rider.
- Concealed Carry Weapons (CCW) – The laws of the Commonwealth of Virginia will dictate the carrying of concealed weapons during the ride and all riders will comply with those laws. There may be some locations along the route that restrict or prohibit CCW on their premises. **INDIVIDUALS ARE RESPONSIBLE FOR THEIR OWN CCW DECISIONS.**
- On this ride we may have to park on grass at certain posts. It is highly recommended that all riders bring a “hockey puck” kick stand support to use when parking on softer (possibly wet) ground.
- There may also be times when we may have to park in residential areas. During these times, please do not block individual driveways or alleys. Homeowners must always have access to their property. Also, please do not walk across private lawns, driveways, etc.
- Due to Virginia Alcohol and Beverage Control (ABC) laws, all non-American Legion riders must be signed into an American legion Post social quarters as a guest.

HAND COMMUNICATION SIGNALS

Most inter/intra group communications will be via hand signals. A summary of those hand signals is presented below.



RUN COMMUNICATIONS

We will be using an assortment of communication devices as we coordinate our movements. Our comm center back at headquarters, our advance team and chase/recovery team will use cellphones and radios; communicate. Our chief road captain and other staff members will communicate with each other via radio. Some road captains will also have CB or FRS communications, and riders may be equipped with amateur radio FM transceivers or bike-to-bike communications headsets.

We ask everyone with CB, FRS, or Amateur (ham) radio communications capabilities to listen to the road captain channels as noted during the morning safety briefing, and to relay information back and forth. However, try to maintain radio silence otherwise. Idle chatter not only clogs up the airways, it is a potentially dangerous distraction while riding. Only road captains and sweeps should use their radios actively and only then to aid in the movement of the group.

The primary form of communication will continue to be hand and arm signals. It is important that all riders stay alert for all signals and pass them on to those behind.

ARM SIGNALS USED ON THE AMERICAN LEGION LEGACY RUN

