



Cut N Shoot Texas Chapter #2525
Harley Owners Group®
New Member Orientation / Group Riding Orientation



Group Set Up 9:00am (10 mins)

- **Sign in (Cards or Releases)**
- **Road Captain / Group assignments**
- **Assembly for the Orientation**
- **New Member Introductions – Members Introduce themselves, (Who, What, Where, How long)**
- **Officer / Road Captains Introductions – Officers / RC's introduce themselves**

Orientation 9:10 (5 mins)

1. Purpose of the orientation: This is who we are and What we do

To introduce CNS standard operating procedures, safety requirements, group integrity, hand signals and the CNS culture to “Ride and have Fun” using proven techniques to manage group rides.

2. General Information 9:15 (5 mins)

CNS and HOG – “Riding (safely) and having fun”

CNS Chapter 2525 - Known as the #1 riding Chapter with HOG and other Chapters

How CNS got its name – Town and Sponsor

Texan HD – CNS Sponsoring Dealer (What a sponsor is)

How Officers are selected – Primary and Discretionary

New Member Requirements – 6 signatures, why we do this and who can sign

Group Riding Safety Orientation 9:20 (1-hr)

3. Sanctioned Rides: Here we talk about what we do and how to get started

1. See Ride Schedules
2. Follow Staging, Group Riding and Safety Procedures
3. Plan your day accordingly including your ride home.
4. Talk to your fellow riders or ask your Road Captain if you need help getting back to the Conroe area.
5. Do not feel that you are imposing on anyone, including Road Captains. Road Captains are approachable and will see that you get with a group to get you back.

4. Risk Management: These are the safety issues that need to be considered before riding in groups

1. If you are breaking in a new bike, we prefer that you do it on your own or with friends and not on group rides.
2. Ride your own ride and within your capabilities and limits. Remember that riding in a group does not mean you surrender any decision making when it comes to your safety
3. To ride within groups, you must have a good level of confidence and riding experience and be capable of riding the speed limit. **(discussion of Phobias)**
4. If you prefer to ride with a slower group, you must speak up and notify the person at registration and staging so they can assign you to Road Captains who will take slow groups. We will accommodate as best we can.
5. Slow down on wet roads or when it is raining and Slow down when riding at night.
6. When the weather is extremely hot, take breaks every 50 to 60 miles and drink plenty of fluids. Get into air conditioned buildings to cool down.
7. When the weather is extremely cold, dress in layers and protect, all exposed skin. Stop every 40 to 50 miles to warm up and move around.
8. All riders are also responsible for making sure their motorcycles are mechanically up to the task. Before you even meet up with the group, make sure you've taken care of all those maintenance issues. Not sure what to check? Use T-CLOCK.

Tires, Controls, Lights, Oil and Fluids, Chain and Chassis, Kickstand



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10. We ask that you attend an accredited Motorcycle training course. Currently our BRC (Basic Rider Course) and ERC (Experienced Riders Course) is being offered by:

**Texan Harley-Davidson
Riders Edge**

Address:

2111 N. Frazier

Conroe, Texas 77301

Phone: (936) 539-1726

Contact: April Edwards or Terry Roberts for class information

Basic Riders Course - 5 - day extensive course \$295.00

Experienced Riders Course - 1 - Day Course \$100.00 (\$75.00) for CNS members

5. Staging and Ride Preparations: Here is how we start to organize our rides

1. Staging Procedures will be in affect for all group rides. (Please access on website in Safety Section, www.cutnshootog.org)
2. Get to staging early for sign in (tanks full, bladders empty) **TOTT**
3. Go to sign in table and present your membership card or sign a release form.
4. If you bring a guest, such as a passenger or another rider, they must sign a release.
5. Anyone riding in group rides must have a good level of riding experience
6. Guest will be required to follow CNS riding procedures and safety requirements. **(CNS Guest Policy)**
7. CNS groups will be comprised of no more than 9 bikes in a group. Minimum is about 5

Staging and Ride Preparations cont'd

8. You will be assigned to a group along with a Lead Road Captain and a Sweep Road Captain, be prepared to fall in and ready to roll when your names are called.
9. You may request to ride with friends or other riders to make up a group.
10. Ride Route Maps will be available at staging, or you can review and copy them off the website.
11. Once your groups are in place at staging, the Road Captain will take the group around the building at Texan or a designated area at American Legion for a pre-ride meeting.

- | | |
|-----------------------------------|---|
| A. RC will Poll the riders | E. Hand Signals (display/See attached) |
| B. Riding experience | F. Review Ride Route |
| C. Medical conditions | G. Breaks for gas, food, water, non alcoholic beverages, or rest |
| D. Speed Limits | |

6. Riding Formations: This is How we ride

1. When creating formations, experienced riders will be at the lead and running sweep. Less experienced riders **will be asked to position themselves** immediately behind the leader. This allows the front rider to adjust the pace if necessary.
2. Keeping and staying in your positions and formations. On the road, motorcyclists should have at least a 2-second cushion in front and behind. Leave enough room per lane so each rider can maneuver side-to-side if need be. Avoid side-by-side formations as they shrink your space cushion.
3. While riding, don't fixate on the motorcycle in front of you. Instead, remember your basic training. Look well through the turn to where you want to go.
4. As turns get sharper, or as visibility decreases, move back to a single file formation. You'll also want to use single file when entering or exiting a highway, at toll booths, or when roads have a rough or questionable surface.
5. Excessive speed or horseplay will not be tolerated while in groups. **(Rubber-banding)**
6. If the Road Captains observe a potential problem with a rider that is unsafe, they will approach the rider to discuss the issues, and work to correct the problem, or maybe remove the hazard from the group if the conditions persists.



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7. It is very important to use and pass Hand Signals back. **(See Attached Flyer)**
8. Be courteous to other users of the road. Remember we share the road with many other vehicles and it's against the law to block an intersection.
9. If a vehicle requires the need to change lanes into the group, let them through then get back into formation.
10. If the group gets split up in traffic, don't panic and try to speed to catch up. Just take your time and safely work your way back into formation. The Road Captain will find a safe area to get the group back together.
11. If you get split up at a traffic light, use your best judgment to go through the light or stop. Again do not panic and try to speed to catch up. The Road Captain will find a safe place to pull over and wait for the rest of the group.
12. If a rider has mechanical problems, notify the rider next to you and get word to one of the Road Captains. The Road Captain will get the group to a safe place off the road to review the problem. If the bike is not able to continue, someone will stay with the rider until help arrives. The rest of the group will continue with the ride.

7. Lane Changes / Passing: Techniques for safely passing once riding

1. Scenario 1 Sweep takes the lane
2. Scenario 2 Road Captain takes the lane
3. Scenario 3 Individual passing and lane positioning

8. Alcohol Consumption: Dictated by HOG and safety management for Group riding

1. During any sanctioned ride absolutely no alcohol consumption will be allowed.
2. If anyone is observed drinking alcohol will be politely asked to leave the group. **(explain what leave the group means)**
3. This includes passengers.
4. Once we have reached our designated stop and the ride officially ends, you are on your own to do what you please.

9. Emergency Procedures: In the event of an accident

1. First Rule of an emergency is to see to the protection and comfort of the affected rider/s and/or passengers by securing the accident site from other traffic and/or riders
2. If an accident occurs, a Road Captain and anyone who can be helpful will stay at the accident scene. The other Road Captain or the most experienced rider will take the rest of the group on to the ride destination. Witnesses will need to be present as well.
3. If a group happens to come upon an accident with one of the other groups, your Road Captain will continue on past the scene with the ride. Only those who have medical training and can help with the accident will be allowed to stop and help.
4. An Officer of the CNS group will need to be notified if not present at the scene already (RC's have the numbers)
5. ICE – (In case of Emergency) needs to be programmed into a cell phone

10. Becoming a Road Captain (5mins)

CNS has a Road Captain program that we utilize. If you are interested in becoming a Road Captain please approach the Chief Road Captain, Deputy Road Captain, Lead Road Captains, or any Chapter Officer for more information.

11. Communications and Ride Info: This How and where to get information about events 10:20 (40 mins)

Chapter Meetings – Shooter Happenings – Hog Callings – Newsletter – CNS Website (user info)
Message Center – Events Calendar – Contact Officers



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12. CNS Rides and Events (partial info)

Newbie Ride – Why this is important

CNS Excel to Ride Program – Austin – Brief History

AMR – After meeting rides – When called for

CNS Posse Rides – Brief history and Upcoming

State Rallies – Texas, LA, AR, Others (CNS Parties)

Howl Nights – Wednesday Nights

Spring and/or Fall - Cook-offs & Poker Runs

LOH Rides – Events and Rides

Others – Bike Shows, Golf Tournaments, Texas Hold Em, Super Bowl Parties, ROT, SPI, Sturgis, Go Texan Parades, Lone Star (Galveston)

CNS Christmas

Toy Run Auction – October

Chapter Meeting / Christmas Party – MCFG

CNS Charities (partial info)

Montgomery County Women’s Shelter

Montgomery County Food Bank

Bridgewood Farms

EOM - End of Month ride

Iron Butt Rides – 2 per year

Hangover Ride – Jan 1st

Heritage Ride – Overnighter/s

Blood Drives - Quarterly

Back to School - Poker Run

ABC Rides – Discuss process

HOG Mileage Program

Bike Raffle

CNS Toy Run / CPS Adoption

13. Texan Rides and Events – Open House, Fashion Shows, Turkey Pull, Dinner rides. More information can be found at www.texanharley.com


14. Any questions / comments, Chapter Officers and Road Captains are available to assist at any time.

15 Open Discussion / Questions from Members regarding Orientation information


16 Ride and Lunch – Now we get to go practice what we preach 11:00am

Ride Safe and Have Fun!!!!!!

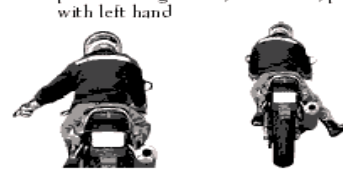
Single File - arm and index finger extended straight up



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




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







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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




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





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



Hand Signals are the most effective means of communication between riders.

Not using these can lead to serious injury or death to fellow riders.