

Star 240 Ride Rules and Regulations

The Basics

1. All bikes will be maintained in a safe condition.
2. Motorcycles with malfunctioning lights, brakes, or worn tires (less than 2/32 tread) will not be permitted to participate in a Chapter ride.
3. All motorcycles will be fueled (topped off) prior to arriving at the meeting area.
4. No drinking or drugged driving is allowed.
5. All traffic laws will be strictly obeyed.

When Riding in pack formation

1. Review and use the hand signals.
2. The lead bike is always in the left position of the lane you are traveling in
3. Motorcycles will be ridden in a staggered formation while group riding
 - o The bike in front of you will be staggered from your position so that this particular rider is not directly in front of you.
 - o The staggered rider in front of you will then be two seconds in front of you.
 - o The bike that follows directly behind another bike will then be four seconds behind that bike.
 - o There is an exception to the spacing rule. When passing through congested areas, a tighter formation will be held to minimize stray traffic from entering the pack.
 - o See Correct Formation Diagram
4. One rider will be designated as the Ride Captain
 - o The Ride Captain is responsible for planning, mapping, and coordinating the ride.
5. One to two riders will be designated as the Tail Gunner
 - o The Tail Gunner is responsible for keeping all riders in formation. Should a rider need to leave the pack, only the Tail Gunner will stop to assist them.
 - o Riders who elect to drop out of a ride (i.e. they do not desire to go further due to time constraints, prior commitments, etc.) will notify the Tail Gunner before the ride begins.
6. When changing lanes, the pack will proceed as follows. Radio communication from the Road Captain will inform the Tail Gunner to acquire the lane to be changed to. After the Tail Gunner has secured the new lane, the Road Captain will put on his/her directional signal. This signal passes down through the group. The Road Captain initiates the change and all other riders follow from the front to the rear. **No one moves** until the bike in front of him/her has started moving. It is sometimes necessary for the move to take place even if automobile traffic is present. Be courteous to all motor vehicle traffic. If radio communication is not used, the Tail Gunner will secure the lane upon hand signal from the Road Captain. Once secure the Road Captain will signal once again and lead the group into the lane change.

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- 7. **BLOCKING** is a tactic that is sometimes used to delay traffic at intersections. Before using this tactic, be sure that **ALL** riders know the procedure. This is a tactic that involves risk to the blockers and to each rider. Use this tactic with discretion. After each rider passes through a blocked intersection they will immediately take the right side of the travel lane to allow the two blockers free access to the front of the pack. This action is automatic and requires no signaling. Wait for a signal to return to staggered formation.

- 8. Enforcing of Ride Rules, Bylaws and Charter:
 - o The Sergeant at Arms is responsible for keeping the peace, enforcing Chapter and charter rules, and the collection of monies for tolls, etc.
 - o Riders will group according to the following chart, when possible.

1 st	Ride Captain	President
2 nd	Sergeant at Arms	Member
3 rd	Vice President	Member
4 th	Shepherd	Guest
5 th	Member	Member
6 th	Tail Gunner	Tail Gunner

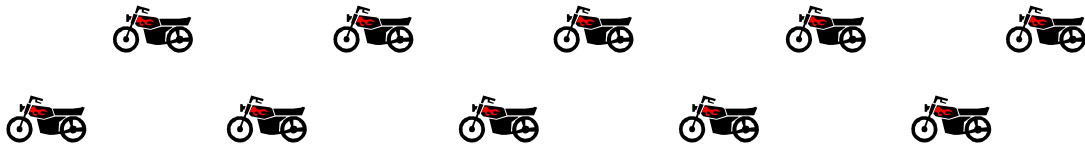
Members and Guests

- 1. All Chapter members must hold a current membership in the STAR Touring & Riding Association
- 2. Expired memberships, unbecoming conduct, or a violation of any Charter agreement is cause for removal from any Star 240 Chapter activity.
- 3. All guests will adhere to the three ride rule
 - o A guest may ride with the Chapter (3) times within a twelve month period
 - o After the (3) times or the (12) months have expired the guest must become a member of the Chapter to participate
 - o Sponsored prospects, who are members in good standing of Star Touring and Riding International, can be voted into the Star 240 Chapter at any sanctioned meeting.

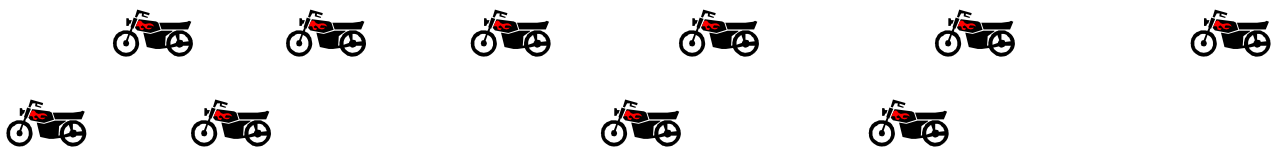
Riding Formation

Follow two seconds behind the bike to your left or right...four seconds behind the bike directly in front of you.

CORRECT FORMATION



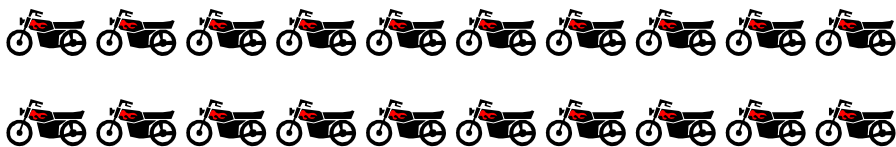
INCORRECT FORMATION (not staggered)



INCORRECT FORMATION (uneven distances)

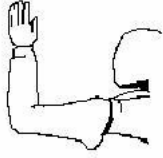


STOP SIGNS AND TRAFFIC LIGHTS

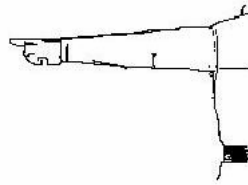


OFFICIAL GROUP RIDING SIGNALS

Right Turn
Left arm upright and hand extended.



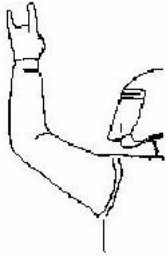
Left Turn
Left arm extended straight out and hand extended.



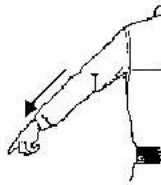
Single File
Arm fully extended and index finger extended straight up.



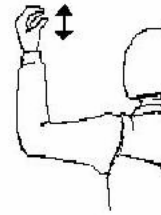
Staggered Formation
Arm extended straight up with little and pointer fingers extended.



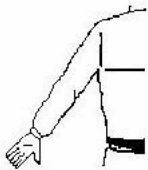
Road Hazard
Point immediately with emphasis (Sometimes this is done with the right foot).



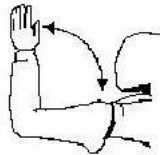
Turn Signals
(Accidentally left on)
Open and close hand with fingers and thumb extended.



Stop (Slow Down)
Arm extended straight down, palm back.



Pull Off
Arm positioned as for right turn, forearm swung toward shoulder.



Follow Me
Arm extended straight up from the shoulder, palm forward.



Comfort Stop
Upper arm extended horizontally, forearm straight up, fist clenched with short up and



OTHER SIGNALS FOR PERSONAL USE

Fuel
Arm out to side, upper arm about 45 degrees below horizontal, forearm pointing to tank with forefinger extended.

