



**DOOMSTRIKERS LEMC – RIDING ETIQUETE
UNITED STATES**



Introduction.

Welcome to the Doomstrickers USA, this guide is for internal distribution only and must be approved by the Club before distribution. Many of you have been riding for years and have gained quite a bit of experience in the process. This document is a guide so when we ride together, we are all on the same page. Our first priority is and always will be the safety of those riding with us. As always the Road Captain has flexibility to modify these SOP's as the situation dictates.

SAFETY FIRST.

Each member should:

- 1- Each Member must maintain a Valid Driver License with Motorcycle endorsement
- 2- Each member is responsible for the maintenance and operation of their motorcycle
- 3- Each Member must perform a safety inspection on their motorcycle prior to a ride, which includes Tires, Oils, Lights, Brakes ect.
- 4- If you did not sleep well, do not feel well, or take any medication that hinders or alters your driving skills for your safety and that of the group DO NOT RIDE that day.
- 5- Follow the instructions of the designated Road Captain in all situations
- 6- If you bring or invite a friend to ride, you can do so after approval of the SAA, and it is your responsibility to accompany him at all times, inform the road captain to indicate his position and ensure that the guest has all his equipment in good condition. condition.
- 7- The Member is responsible for their guest behavior so choose wisely before you invite someone.
- 8- All riders must use eye protection and we strongly recommend but do not require addition safety gear such as helmet and gloves.



AS A TEAM.

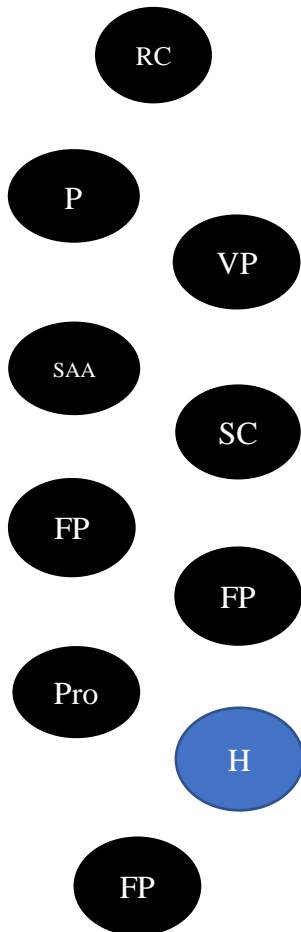
Rules

- 1- When we have a Ride, all members should show up 20 minutes before KSU, and Prospects must be there 30 min early
- 2- All Riders leave together and return together, we do not leave anyone behind.
- 3- All rides will be made in DOUBLE FILE POSITION unless the road captain indicates otherwise. (According to Weather and other Circumstances)
- 4- Passing is not permitted when riding in ranks.
- 5- USA Chapters requires its members to follow states driving laws
- 6- All members must check-in with the road captain prior to departure.
- 7- The ride schedule will be posted on the Whatsaap chapter and will be posted by the SAA or Road Captain, any proposal other than the official one must be previously consulted and published only by the road captain or the board.
- 8- Riders must prepare at least 15 minutes before KSU with tank filled and restrooms visits. (If you are late inform to your SAA and wait for instructions)
- 9- Prior to the ride a mandatory briefing will be made by the Road Captain or SAA.
- 10- All member have to keep turned on the 360app while they are riding their bike.
- 11- All Riders and guest must stay in their assigned riding positions
- 12- You ride you fly your colors unless other wise directed by the SAA
- 13- The Road Captain or the SAA could designate additional blockers before the ride.



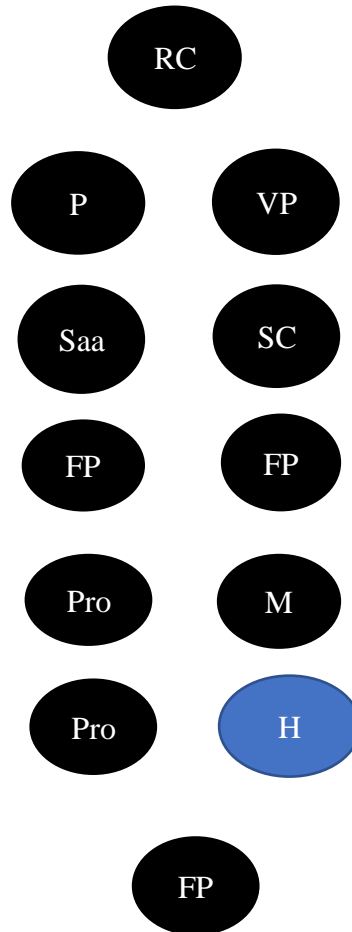
RANKS FORMATION

Raining Formation.



Dry Formation

MAX 10 OVER LAW



Notes:

*Full Patch must always be in the back in case another MC comes up on us, as per by laws we will designate a Tailgunner as needed



RIDE FORMATIONS

Lead by RC or highest Ranking Officer

Next officers.

Full-Parch members

Prospects

Hang Around or Guest

Designated Tailgunner

RIDING RULES

- 1- All riders have to maintain his riding position from the beginning until our destination.
- 2- Pay attention who is riding next to you, if you see any problem, please raise your hand and inform to the Road Captain or SAA .
- 3- Passing is not permitted when riding in Ranks
- 4- Whoever leads the ride will signal a single line formation. "SHARK FIN" (to allow the blockers to return to their positions or one finger up during formations in suburban areas)
- 5- The lead riders will attempt to establish and maintain a uniform speed consistent with the ability of the least experienced rider, surrounding conditions, **The speed Limit will be that allowed by law, and no more than 10 miles over this limit.**
- 6- Always be prepare to shift Left or right to allow Blockers to return to their position.

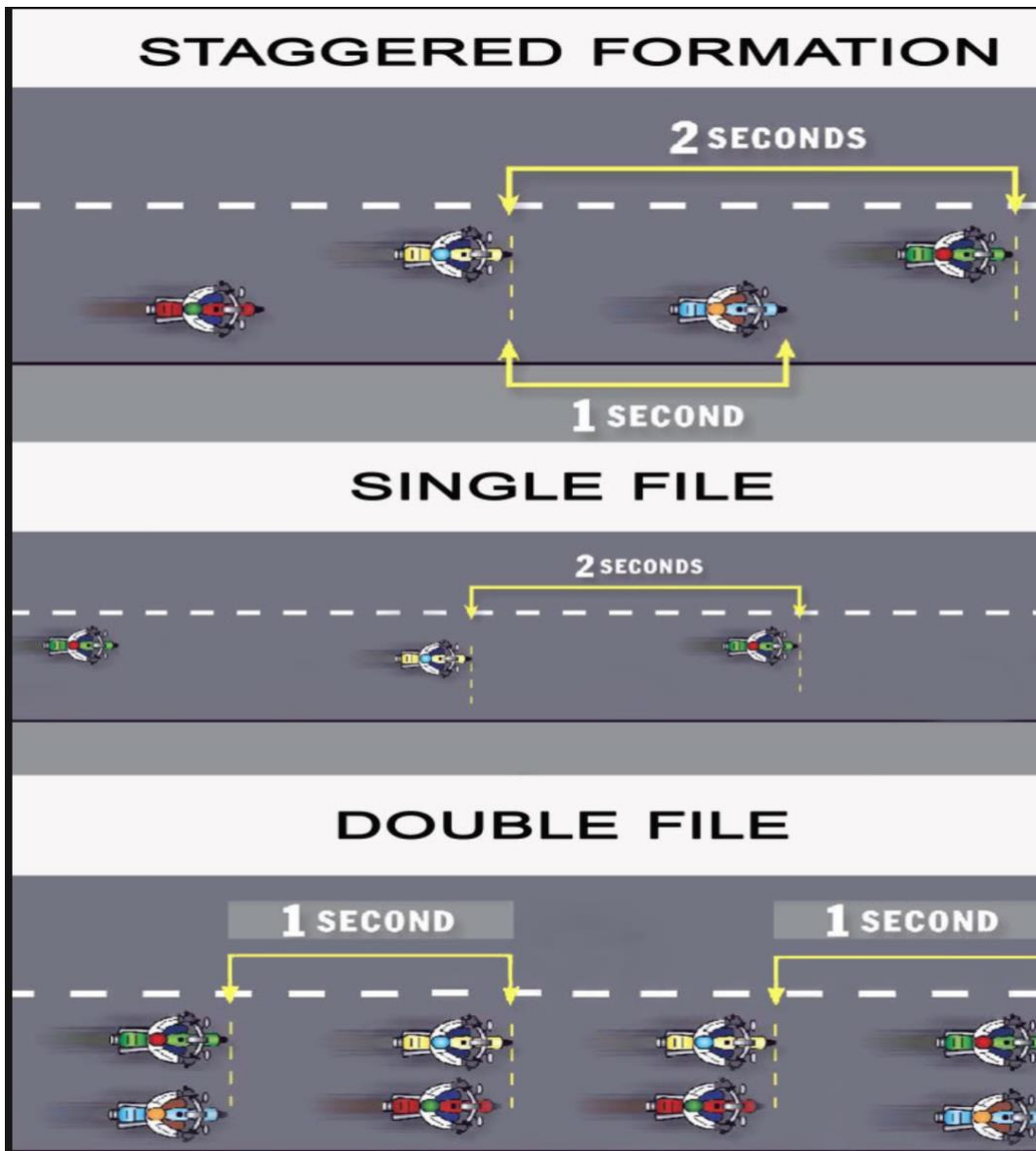


RINDING RULES

- 7- The Road Captain should establish before the ride the abilities of the people and the bikes themselves prior to departure, especially concentrating on new riders, new members and visitors to the ride
- 8- The highest Ranking Officer have continuously check his mirrors to ensure the formation is in good shape and that the Drag bike can be seen.
- 9- Riders have to keep a safe distance and the lane position with other riders. And must keep the same speed and distance to avoid big gaps into our formation. (safe distance is defined as a MINIMUM TWO SECOND DELAY between the rider and the rider directly ahead) Image 001
- 10- A shark Fin signal means single file.
- 11- Shark fin to the right means single file shifts right opens left lane for blocker to return, a shark fin to the left means right lane opens up for blocker to return.
- 12- Two fingers up (rabbit ears) means Side by Side motorman formation.
- 13- A hang loose thump and pinky mean Staggered Formation.
- 14- Outside members invited to run with the club, will ride behind all patched members, but ahead of the tailgunner. **(same rule apply to any lady member that ride their own bike)**
- 15- We always have a patched member as the tailgunner.



RIDING RULES



Notes: In relation to the 2 seconds of distance between bicycles The gap must be determined by speed and road conditions. The faster the speed or if the pavement is wet, the more space there should be. That said, we also don't want a big gap in formation where other vehicles will try to break into formation. The gap must be constant.

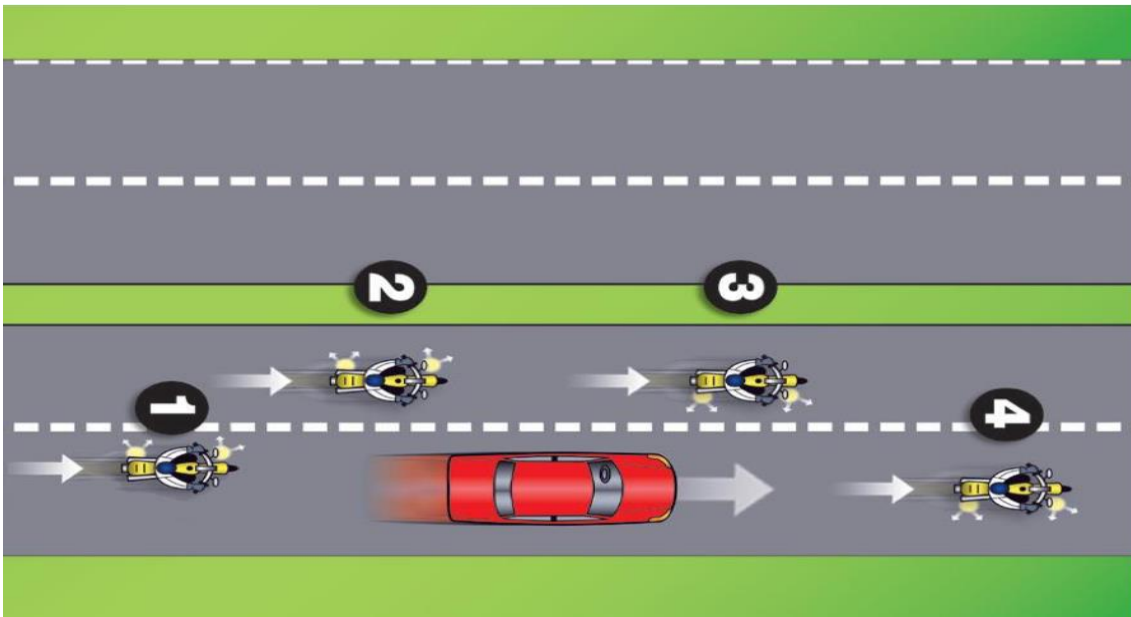


RINDING RULES

- 16-** FIRST LINE RIDERS will ride with Hi beams all the time for visibility and they should keep a 5 second delay between them and other vehicle ahead of the group.
- 17-** FIRST LINE RIDERS will choose the best lane to ride in depending on road, traffic and weather conditions.
- 18-** Riding in highways with two or more lanes in each direction, the First line riders should lead the group will normally travel in the number one lane (from Left to Right), also known as the "fast" lane, keeping the right lane(s) open for other vehicles entering the highway or switching lanes without affecting the group. Also this allows the group only take care of one side of the road (right one, reducing dangers and intrusions of vehicles in the group)
- 19-** While changing lanes, the procedure for a group lane change maneuver depends on how the surrounding traffic is moving at the time. The goal for the bike that moves first is to create a gap into which the other bikes can fit.
- 20-** While changing lines, The formation have to repeat any hand and lights signals defined and executed by the formation leader, each rider have the responsibility to know all riding signals.
- 21-** Lane Changes once signaled from the front of the pack (Leading member) to the back will be commenced by the tailgunner who has to attempt to change lanes at the same time to block any Vehicles from accelerating into group.



RINDING GUIDE / Breaking Up



Note A: When the formation its broken by any circumstance the rear first bike become a leader into the rear formation until the group is back together

Note B: The officers who leads the group have to check the mirrors for Heat count and regroup if its necessary.



A.

B



A: Vehicles must be passed in an orderly manner and always respecting the numbering pattern according to the side where the vehicle is located! the first to advance will always be taken as number 1 and will advance in successive order.

B: Changing lanes, the Tailgunner will block access to the lane from behind once it is safe, the ride leaders will change lanes followed by other members, prospects and guests.



Our Hand Signals



SLOW DOWN
Arm extended straight out, palm facing down, swing down to your side.



FOLLOW ME
Arm extended straight up from shoulder, palm forward.



LEAD/COME
Arm extended upward 45°, palm forward pointing with index finger, swing in arc from back to front.



HAZARD IN ROADWAY
On the left, point with left hand; on the right, point with right foot.



SINGLE FILE
Arm and index finger extended straight up.



DOUBLE FILE
Arm with index and middle finger extended straight up.



COMFORT STOP
Forearm extended, fist clenched with short up and down motion.



REFRESHMENT STOP
Fingers closed, thumb to mouth.



TURN SIGNAL ON
Open and close hand with fingers and thumb extended.



PULL OFF
Arm positioned as for right turn, forearm swung toward shoulder.



POLICE AHEAD
Tap on top of helmet with open palm down.



FUEL
Arm out to side pointing to tank with finger.



RIDING AT NIGHTS

1. ONLY THE FIRST RIDERS, must use the high beams, all other drivers will only use the low beams.
2. SPECIAL ATTENTION MUST BE KEPT on the taillights and turn signals of the bikes in front of you.
3. ALL LANE CHANGES should be made with greater caution, the headlights of the cars behind make it difficult to determine your approach speed.



STOP AND GAS STATIONS

The safety of the group is very important, whenever possible all stops for food and fuel must be planned in advance by the Road Captain and communicated to the SAA to recognize possible dangers of these sites. These stops will be led by the SAA and other safety members of the chapter dividing responsibilities in an organized and equitable manner and each member must contribute and follow the instructions of the officers in charge.

* At each stop the SSA will be in charge of guarding and security during the stop and will be supported by the Road Captain and prospect for said functions.

* When the group arrives into a Gas Station, the SAA will be in charge parking at the perimeter of the group supervising the fuel supply, security and check the surroundings, while other member designated by him will use the necessary prospects to protect the P / VP and other members in the use of restrooms and other activities, the road captain have to avoid let some remain without filling the tank. (All members and guest have to refuel at designated stops)

* Once the members fill the tanks, SAA will designate substitutes for functions and then SAA and safety members can fill tanks and use restrooms too.

* Stops to fill fuel must be efficient and as fast as possible, except. From the stops that include meals at the Gas Stations.

* Fill up together with the brother your riding with share the same pump then move out of the way, Do not hog up space on pumps. We have a professional well disciplined image to maintain.



* Designed offices must pay attention to other vehicles, occupants and users of the Gas station, actively looking for possible threats to our group, we do not leave anyone alone and we do not leave anyone behind.

* Once you load the fuel, you must locate your motorcycle in an orderly manner and head to exit to allow other users to fill fuel and not occupy the pumps unnecessarily, this avoids problems and discomfort.

*Once the stop is finished, the group will be organized by the P, VP and SAA to start the trip again, you must go in the same position that you occupied before in the group, everyone knows who is ahead, next and back so it is easier to take care of each other and verify that no one is missing.

*The Road Capitan must check before leaving that there is no one left at the station and that no one is missing from the group before leaving.

Note: It is important that all members know this protocol because in case a ride is missing the Road captain or SAA the highest hierarchy member (President / Vice President) of the Chapter designated Full Patches members to perform these functions .



ACCIDENTS AND MOTORCYCLES FAILURES

- SAA and VP have a Medikit on their bikes
- In case of accident, the Road Capitan must block the way and if necessary a full patch member must help him with this duty
- President or Secretary will contact 911 and rescue services
- SAA and VP will give first attention and help the injured riders
- Other full patch members should help to move bikes a provide a safe space in the accident
- If the accident occur while you are going to / or returning from / a ride, try to inform immediately to any member and this member have to inform to the President ,VP or SAA.
- To complete the last point the members who have the closer position from the accident have to attend immediately is mandatory!
- 360 APP it is mandatory any time while you ride in or out of a official group ride .

Check List :

Medkit

Air compressors

Tire repair

Fire extinguisher

Rain gear