

Memphis Chapter of the  
**Harley Owners Group**  
#4928- Sponsored by Bumpus Harley-Davidson

# Road Captain



# Training Guidelines

Revised: Aug, 2009

This document supersedes any and all previous releases. Information in this document is subject to change without notice. Information presented in this guide has been gathered from the RC/RGs, Harley-Davidson, MSF as well as from various other sources.

**DISCLAIMER:**

EVERY EFFORT HAS BEEN MADE TO ENSURE THE INFORMATION CONTAINED WITHIN THIS TRAINING GUIDELINE IS CURRENT AND ACCURATE. HOWEVER, NEITHER THE MEMPHIS H.O.G. CHAPTER, BUMPUS HARLEY- DAVIDSON, NOR THE HARLEY-DAVIDSON MOTOR COMPANY MAKE ANY CLAIMS AS TO THE ACCURACY OF THE INFORMATION PUBLISHED

**ACKNOWLEDGEMENTS:**

Many, many thanks to the Road Captains of 2009, to each and every RC that came before us, and to those that will become RC's . Each of you had a part, big or small in creating these guidelines.

RIDE SAFE, AND HAVE FUN!

Allen Rhymer  
2009 Head Road Captain/Safety Officer

## PREFACE

Road Captains are discretionary officers as defined in the National Charter for Harley Owners Group. The official duties and responsibilities of the Road Captain shall include leading, assisting, planning and organizing open and closed Memphis H.O.G. rides.

### A Note From The Director

I too want to thank all of you for taking part in our Road Captain program. We are able to exercise our right to ride our motorcycles for many reasons here in the United States. What we are not insured of though, is the ability to do it safely without interruptions from other 4 wheel or more vehicles, animals crossing roads, or of course bad weather, among other hazards.

A way we try to protect this right is the use of Road Captains. All of you, some do know, and some will find out, it isn't always fun and games. Many times it is hard, stressful work. Sometimes you will find yourselves upset with riding situations, new riders, weather, bikes breaking down etc. When these things happen, because you are dedicated to the program you will endure them again and again. For this we all owe you a huge- "Thank You."

Please realize this: Our number one duty and goal is "Safety- First and Foremost." Your job is to deliver a safe as best you can comfortable ride to everyone in your group. We try to do this with the material offered in this guideline manual. If you read it, take it to heart, ask questions of the more Senior Road Captains, you too will become one of the more skilled, elite riders in the Chapter. It will help you become more familiar with your own bike as well. Because of it you will also enjoy your own personal rides more I assure you.

With that said, again- Thank you all and remember:

**"Take Pride in Your Ride"**

Joe D. Moscon  
Director  
Memphis HOG #4928

## Introduction

Congratulations! By deciding to become a Road Captain you have volunteered for one of the most important positions within our HOG Chapter.

The Motto of HOG National & Memphis HOG, is- "Ride and have Fun". In order to have fun riding in a group, we have to be safe and that means having good, well-qualified Road Captains. You have already demonstrated that you have good riding skills or you would not have been selected as a Road Captain Candidate. These guidelines and your subsequent training will ensure that you develop the proper skills necessary to become a competent and fully qualified Road Captain.

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# 1. Objectives

As Road Captains, we have three basic objectives:

1. Provide for the safety and welfare of all individuals within the group, and any surrounding motorists or pedestrians.
2. Lead the group to its destination in a well organized, disciplined, and safe manner.
3. Avoid creating or exacerbating hazardous situations.

# 2. Road Captain Qualifications

## 2.1. Road Captain Candidate Pre-requisites

Prior to applying to begin the Road Captain training course, a candidate must meet the following qualifications.

1. Valid State drivers license with a motorcycle endorsement
2. Current motorcycle liability insurance
3. Approval of the Head Road Captain or his/her designee
4. Have successfully completed and passed ERC within 3 years.
5. Have been a member of the Memphis HOG chapter for 1 year and current national HOG membership.
6. Earned the Memphis HOG chapter Participation Patch Award and have attended the Memphis HOG chapter Group Riding Safety class.

**Once a candidate has become a Road Captain, maintaining current Road Captain status requires at a minimum:**

1. Valid state drivers license with motorcycle endorsement
2. Current motorcycle liability insurance.

3. Completing the ERC every 3 years.
4. Attending at least 3 Road Captain meetings each year.
5. Current national and Memphis HOG memberships.

## 2.2. Road Captain Qualifications

Once an individual has been accepted as a Road Captain Candidate he or she must demonstrate the following skills to become a fully qualified Road Captain.

1. Demonstrate the skills necessary to act as a Lead / Sweep
  - a. Demonstrate the ability to notice unsafe / improper group riding technique.
  - b. Demonstrate the ability to instruct group riders in proper group riding technique during a ride.
  - c. Demonstrate how to accomplish a lane change
2. Demonstrate the skills necessary to act as a Lead Road Captain including the following:
  - A. Plan the route for one ride
  - B. Demonstrate a proper pre-ride brief
  - C. Negotiate a group through an urban environment
  - D. Demonstrate proper acceleration technique and good speed control.
  - E. Execute proper lane changes in both urban and highway environments
  - F. Demonstrate the proper technique for passing vehicles in the on coming traffic lane.
  - G. Demonstrate the ability to recognize and adjust the ride to the experience level /riding capabilities of the entire group.

- H. Demonstrate an awareness of environmental changes including weather and road conditions.
  - I. Demonstrate knowledge of the proper use of hand signals
3. Demonstrate a thorough knowledge of the *Road Captains Training Guidelines* by either written or oral examination.
  4. Have approval of the Head Road Captain and the Director of the chapter.

# 3. Road Captain Responsibilities

## 3.0 Three types of Road Captains

1. Lead Road Captain
2. Road Guard (or secondary Sweep)
3. Sweep Road Captain

### 3.1. Lead Road Captain

1. In charge of the group until the final destination has been reached.
2. Responsible for ensuring safety is maintained at all times within his/her group
3. May change route as actual road conditions / weather dictates
4. Will instruct any rider to ride in a specific position within the group, or to leave the group entirely, for reasons of misconduct, disorderly or unsafe riding, or faulty/unsafe equipment.
5. Will lead the group in a safe manner and will execute his or her best judgment in situations not specifically covered in these guidelines.
6. Will bring a cell phone to stay in touch with the other Road Captains and to call 911.
7. Will locate other cell phones and first aid kits amongst riders.
8. Will lead at a pace that is appropriate for the riding skill of the group.

### 3.2. Road Guards (or secondary Sweep)

1. In the event the group becomes split, will assume the position of Lead Road Captain until the groups rejoins. At this point, the road guard should assume his original position.
2. Will be observant of any hazardous conditions or conduct, and notify the lead road captain for immediate corrective action as appropriate, and to assist the lead road captain as he/she recommends.
3. Will bring a cell phone to stay in touch with the other Road Captains and to call 911.

### 3.3. Sweep Road Captain

1. Will be observant of any hazardous conditions or conduct, take immediate corrective action as appropriate, and inform the Lead Road Captain at the earliest safe opportunity.
2. Will secure lanes for proper passing techniques.
3. In the event the group becomes split and in the absence of a Road Guard, the Sweep will use his or her best judgment to determine in which position (Lead or Sweep) to ride. Consideration will be given to the experience of the group, is someone else available that can assume either position, how safely the Sweep could move into the Lead position, how far apart the two groups are and how long it would be before they could rejoin.
4. Will bring a cell phone to stay in touch with the other Road Captains and to call 911.

## 4. Safety Equipment

### 4.1. First Aid Kit

At a minimum, all Road Captains should carry a well-stocked first aid kit consisting of at least the following: Sterile, Gauze, Squares; Antibacterial spray or ointment; clean water and roller gauze, sufficient for administering minor first aid and a cell phone.

### 4.2. Tool Kit

Although Road Captains are not mechanics, all Road Captains should carry a basic tool kit to assist others who may need to make minor repairs. A recommended tool kit includes the following: Assorted Hex Head wrenches, Assorted Torx head wrenches, flat head and Phillips screw drivers, pliers, electrical tape, zip ties and chem.-lights or signal flares.

## 5. Event Day Responsibilities

1. Show up for each ride with a full gas tank
2. Keep a properly maintained motorcycle.
3. Wear all legally required safety equipment
4. Be familiar with and observe all of the chapter's group riding procedures
5. Listen to and follow the instructions of the Head Road Captain
6. Know the route!

## 6. Meeting Place & Time

The chapter Head Road Captain will determine the meeting place and time for each ride. All of the Road Captains for each ride will meet at least 30 minutes prior to general meeting

## 7. Style Groups

1. Be aware of different riding styles and match people to skill level
2. Mentor new riders to bring skill levels up with group

## 8. Pre-ride Briefing

Prior to each ride the Head Road Captain or designee will conduct a briefing for the entire group. During this briefing the Head Road Captain will review the route to the final destination, procedure for return ride (i.e. on your own, organized groups and routes home if needed) and break the riders into groups.

1. Staggered Riding – 1 sec interval minimum, alternating lane positions
2. Stop Signs – double up, proceed through as pairs and then take separation
3. Stop Lights – Stop if light turns regardless of position in-group. Proceed on green
4. Lane Changes – pass signal back, do not move, sweep will position, move after rider in front of you does.
5. Passing traffic – single up while passing, use own judgment, Road Captain in passing lane indicates no oncoming traffic. Return to own lane as soon as possible, in formation.
6. Hand Signals
  - a. Single file
  - b. Staggered
  - c. Slow down
  - d. Speed up
  - e. Left turn
  - f. Right turn

g. Obstacle left

h. Obstacle right

i. Pass them back!!!

7. Breakdown/Accident procedure – everyone following incident bike stops.  
RC will determine what needs to happen.

8. Return Route/Way home – repeat from initial brief

## 9. Riding Formations

The basic formation for all rides is the staggered formation. Environmental conditions will dictate when the Lead Road Captain places the group in a single file formation.

Environmental considerations may include, but are not limited to:

1. Road width
2. Presence of frequent or tight curves (the twisties)
3. Road conditions (construction, sand or gravel, pot holes, vehicles on shoulder of road, etc.)
4. Weather
5. Skill level of riders in the group

## 10. Hand Signals

Hand signals will be used at all times to maneuver the group, change formation or point out hazards. See illustrations at the back of this handbook.

Hand signals should be given in a timely manner. Not so early that they are meaningless, and not so late that they become unnecessary.

Nominally, the Lead Road Captain will initiate all hand signals with the exception of pointing out hazards. Any rider in the group, in any position, upon becoming aware of a hazard, should point out the hazard to all riders that follow.

When the Lead Road Captain issues a hand signal, he or she shall hold the hand signal until the rider behind the Road Captain performs the signal. Upon seeing the signal relayed back, the Road Captain may then resume riding with two hands. Each subsequent rider will maintain the hand signal until the rider behind acknowledges receipt by also performing the hand signal. The Sweep Road Captain will perform the hand signal to acknowledge receipt to the rider in front of the Sweep. **CAUTION: DO NOT MAINTAIN OR PERFORM ANY HAND SIGNAL IF SAFETY REQUIRES TWO HANDS ON YOUR HANDLEBARS**

# 11. Traffic Lanes

The group shall stay in a single traffic lane whenever possible. The Lead Road Captain will pick a lane where the flow of traffic is consistent with the speed of the group.

In an urban environment, the Lead Road Captain should consider the distance to the next turn on the ride route and the direction of that turn when deciding which lane to utilize.

On limited access roads with more than two travel lanes in each direction, the Lead Road Captain should avoid using the right lane as a travel lane.

On limited access roads with only two travel lanes in each direction, the group will normally travel in the number two (right) lane unless the Lead Road Captains believes the frequency of access ramps would likely cause a disruption to the group from merging traffic.

**Lane changes will be kept to a minimum and only used to pass slower traffic or to avoid road hazards.**

# 12. Lane Changes

A lane change refers to maneuvering the group into a new travel lane where the direction of traffic in the new lane is in the same direction of travel of the group. Lane changes may be performed for a wide variety of reason including passing slower traffic, maneuvering the group into a lane where the traffic speed is the same as the group wishes to travel or in preparation for turning onto an intersecting roadway or exiting a freeway.

**Lane changes should be kept to a minimum** and, whenever possible, should be well thought out in advance to minimize the disruption to the group.

The Lead Road Captain will initiate lane changes by hand signal and with the motorcycles turn signal, and CB radio (if so equipped).

Each subsequent rider will hold their position and pass the signal back.

Upon receipt of the lane change signal and when safe to do so, the **Sweep Road Captain will move into the middle third of the new lane.**

The Lead Road Captain, upon observing the Sweep Road Captain in position and with no traffic between the Sweep and the Lead in the new lane will maneuver his or her bike into the new lane. Each rider, in turn, will then follow suit and maneuver into the new travel lane.

Once the group is established in the new lane, the Sweep Road Captain will then assume the correct position in either the left or right third of the travel lane.

**NOTE: WITH THE EXCEPTION OF THE SWEEP ROAD CAPTAIN, NO ONE IS TO CHANGE LANES UNTIL THE RIDER IN FRONT OF THEM DOES SO.**

**NOTE: IF THE LANE CHANGE IS REQUIRED FOR EITHER SAFETY REASONS (E.G. HAZARD IN THE CURRENT TRAVEL LANE) OR BECAUSE THE RIDE ROUTE REQUIRES (EXITING A FREEWAY OR A TURN ONTO AN INTERSECTING STREET) AND TRAFFIC DOES NOT PERMIT A LANE CHANGE IN THE ABOVE DESCRIBED MANNER, THE LEAD ROAD CAPTAIN MAY INITIATE THE LANE CHANGE WITHOUT WAITING FOR THE SWEEP. ALL SUBSEQUANT RIDERS SHALL THEN FOLLOW INTO THE NEW TRAVEL LANE, AS INDIVIDUALS, WHEN SAFE TO DO SO, WITHOUT REGARD FOR AUTOMOBILES THAT MAY END UP IN THE MIDDLE OF THE GROUP. WHEN SAFE THE GROUP WILL REASSEMBLE.**

## 13. Passing

Passing refers to maneuvering the group into a traffic lane where the direction of travel is in the opposite direction the group is riding. Passing will only be done on two lane roads (roads which have a single travel lane in each direction).

**WARNING: PASSING MAY ONLY BE DONE WHERE LEGAL TO DO SO!**

Once the Lead Road Captain determines the need to pass on a 2-lane road, the single file formation should be used. It is up to each rider in the group to ensure it is safe to do so at their own opportunity by checking both mirrors and doing a head check. The Lead Road Captain signals that they are passing the slower traffic by hand signal and turn signal. Once each rider has passed the vehicle they in turn should move on ahead to make room for all the bikes that come behind you. Once all bikes have completed the pass, the sweep road captain will notify the lead by cb radio or flash the highbeam on their headlights.

## 14. Breakdown/Accidents

In the event of a breakdown or an accident, all riders behind the motorcycle(s) involved in the incident will pull over to the side of the road. The Sweep and/or Road Guard will assess the situation and assign individuals to help as needed. Once the situation has been assessed and stabilized, the Road Guard, if present, will proceed to lead the rest of the rider's who are not required to help along the rest of the route and join up with the Lead Road Captain's group at the next rest stop.

## 15. Mentors for new Road Captain Candidates

Each candidate will choose a mentor from the cadre of qualified Road Captains. The Head Road Captain or designee must approve all Mentor-Candidate pairings. If a candidate cannot find a mentor the Senior Road Captain will assign one.

The Mentor is responsible for training Road Captain Candidates and ensuring that he or she is familiar with the *Road Captain Training Guidelines*.

## 16. Practical Exercise/Test

### 16.1. Practical Exercises

Upon becoming familiar with the contents of the *Road Captain Training Guidelines*, the candidate will under go no less than four practical exercises.

These exercises will be overseen by the candidate's mentor.

The first exercise will consist of the candidate riding in the number two position while the mentor acts as Lead for a ride.

The second exercise the candidate will accompany the mentor as the mentor acts as the Sweep for a ride

The purpose of the first two exercises is for the mentor to point out areas that the candidate should be concerned about while acting as a Road Captain. If either the mentor or the candidate feel it is necessary, the first two exercises may be repeated until both parties are satisfied that the candidate can proceed to the second two exercises.

In the third and fourth exercises the candidate will act as Lead and Sweep respectively while the mentor rides along side.

## 16.2. Practical Test

At the completion of training, prior to receiving a Road Captain patch and becoming fully qualified Road Captain, the Road Captain Candidate will undergo a practical exercise whereby he or she will plan a ride. At which time will act as Lead for part of the ride and Sweep for a part of the ride. The qualified Road Captains on the ride will evaluate the Candidate based on the following criteria:

1. Route Plan – minimum of a 150 mile round trip route: Does the route include sufficient and frequent enough rest stops taking into account the limitations of all models of bikes?
2. Pre-ride meeting: Was the pre-ride clear and concise? Did the Candidate complete the pre-ride brief?
3. Acceleration from a stop: Did the candidate accelerate at a pace that enables all riders to comfortably join the group?
4. Urban Driving: Did the Candidate lead the group through an urban environment as to minimize the disruption of the group due to other traffic, stop signs, stop lights, etc?
5. Lane Changes: While acting as Lead, were lane changes well planned, necessary and kept to a minimum?
6. Lane Changes: While acting as Lead, were lane changes properly executed?
7. Lane Changes: While acting as Sweep, did the Candidate execute the lane changes properly.
8. Hand Signals: Were hand signals clearly given and held up until acknowledged by the next rider?

9. Hand Signals: Were hand signals performed in a timely manner
10. Traffic Lane Selection: Was the group lead in the appropriate traffic lanes given road conditions and route of travel?
11. Passing: Was passing kept to a minimum and if performed, done in a safe and expeditious manner?
12. While acting as Sweep, did the Candidate recognize unsafe situations and safely correct riders?
13. While acting as Sweep, if the group split up, did the Candidate assume the lead position?
14. While acting as lead, did the Candidate decrease the occurrence of the “rubber-band effect” by steady increase of the throttle when leaving from stops, exiting curves and turns?

## 17. Final Approval

Once the Candidate has completed the practical exercise, final approval to become a fully qualified Road Captain resides in the Head Road Captain and the Director of the chapter. In addition to successfully completing the objective training, the Head Road Captain, with input from the cadre of qualified Road Captains, will take into account the candidates ability to think clearly and make good decisions, and if he or she finds the candidate capable, then the Senior Road Captain will award the Candidate his or her Road Captain patch, making the Candidate a fully qualified Road Captain.

## Annual Review

On an annual basis, the Head Road Captain and Senior Road Captains will review these guidelines for possible revisions and updates. The Head Road Captain or designee will solicit comments and/or concerns from the Director and the Dealer Sponsor before any final revisions are implemented



Hand Signals used by Memphis HOG Chapter



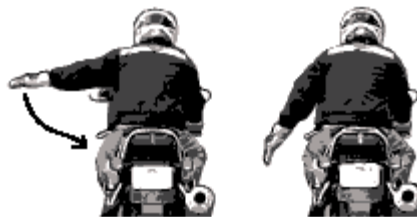
**Left turn** -- left arm straight out at 45° angle pointing with one finger.



**Right turn** -- left arm out with forearm at 90° angle up with fist.



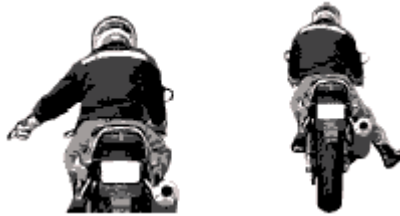
**STOP** – Left arm extended straight down, palm facing back



**SLOW DOWN** – Left arm extended straight out, palm facing down, move arm in downwards motion



**SPEED UP** – Left arm extended straight out, palm facing up, move arm in upwards motion



**ROAD HAZARD** - on the right, point with right foot: on the left, point with left hand



**SINGLE FILE** – Left arm and index finger extended straight up



**DOUBLE FILE** – Left arm with index and middle finger extended straight up

## Riding formations used by Road Captains

### Staggered Riding

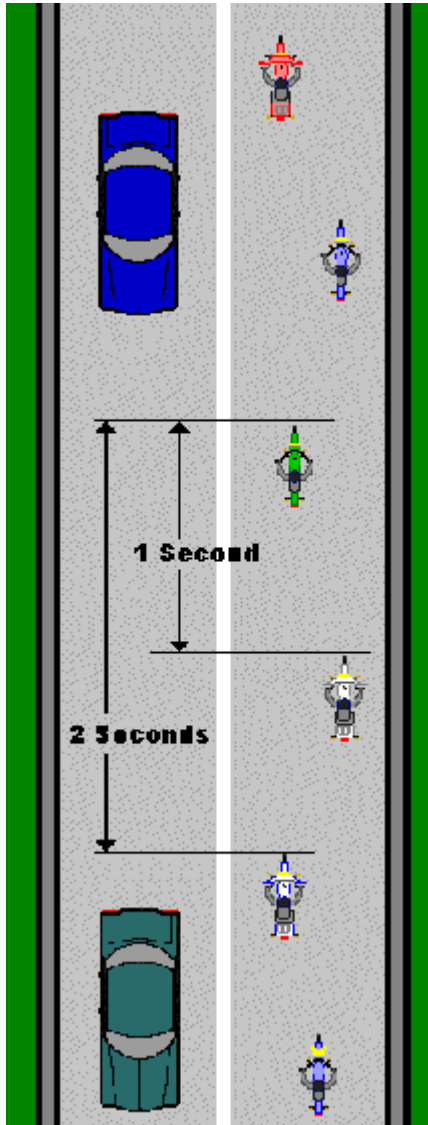
The minimum recommended spacing to the bike directly in front of you should not be less than two seconds (the two second rule). The bike in the lane to your left or right should not be less than one second ahead of you.

The two second rule is a rule of thumb should try to adhere to this rule when possible, especially at highway speeds. There are times, however when it is best to squeeze together while in city streets & while slowing for a stop. This will help prevent cars from entering the group.

The last bike should ride in the middle of the two bike lanes with all head lights and running lights on. This will help the lead bike see the last bike.

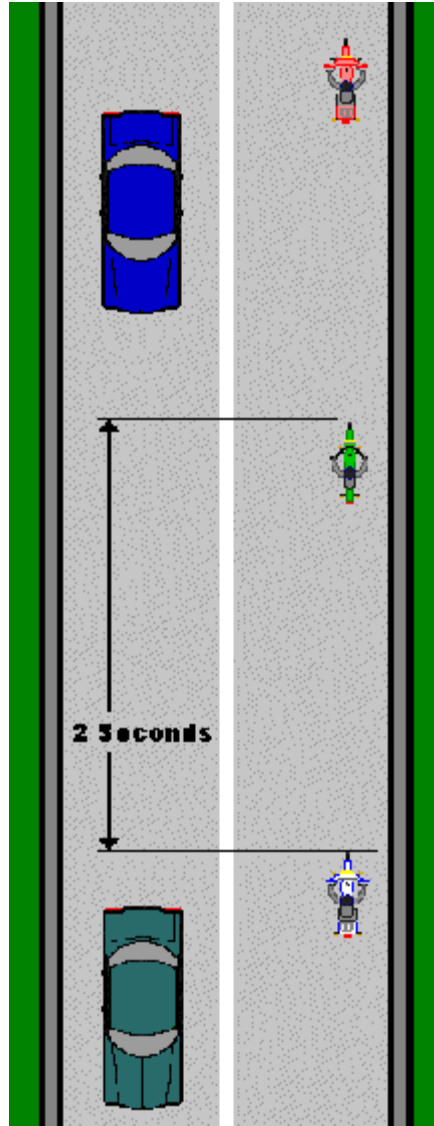
#### Keep in mind:

- The lead motorcycle should be in the left 1/3 of lane, the second motorcycle should be in the right 1/3 of the lane, one second behind the first rider, and so on
- Leave enough room between each motorcycle so that any rider can maneuver to the right or left without hitting anyone else
- Always stay in line with the bike in front of you. Do not switch between the left and right side of the lane



## Single File Riding

All motorcycles ride in a single line, two seconds behind one another, in either the right or left third of the lane (see above for explanation of the two-second rule). The lead rider determines on which side of the lane the group will ride.



## **H.O.G. Chapter Alcohol Guidelines**

Safe and responsible motorcycling activity is a major H.O.G. goal. In this regard:

The consumption and use of alcohol is a serious personal responsibility involving the safety and welfare of family, riding friends and the individual H.O.G. member.

Alcohol consumption before or during motorcycling activity is not safe, responsible behavior.

National H.O.G. has no direct operational control over Chapter operations. Consumption of alcohol after riding activity or at non-riding events is a matter to be decided by the Sponsoring Dealership and H.O.G. Chapter leadership. All such decisions are subject to final review and approval by the Sponsoring Dealership.

If the Sponsoring Dealer and Chapter decide that alcohol may be consumed at a Chapter activity, then the recommended approach is either to "Bring Your Own" or to "Buy Your Own" from a vendor licensed and insured to sell alcohol.

**NOTICE: LIQUOR LIABILITY COVERAGE IS NOT PROVIDED  
BY THE CHAPTER GENERAL LIABILITY INSURANCE POLICY.**

The following pages are forms necessary to have on hand for any function provided by the Memphis Hog Chapter.

All Road Captains should be aware of the importance of each form and when proper application applies.

These forms can be found on the National HOG website and on the Memphis HOG chapter website.

Forms included:

Memphis HOG activity sign-in sheet

Injury Report Form

Minor Assumption of Risk Acknowledgement

Chapter Event Release Form for Minors

Chapter Event Release Form for Adults

EVENT _____		DATE _____				
<b>BY SIGNING BELOW, I ACKNOWLEDGE I HAVE READ AND SIGNED A RELEASE, EITHER AS AN ACTIVE MEMPHIS HOG MEMBER OR AS A GUEST OF AN ACTIVE MEMBER</b>						
		Please check appropriate box				
NAME (PLEASE PRINT LEGIBLY)	SIGNATURE	MEMBER	GUEST	Road Captain	MVP	
1						
2						
3						
4						
5						
6						
7						
8						
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**Injury Report Form**  
**MAIL OR FAX COMPLETED FORM**  
to  
Harley-Davidson Insurance  
222 W. Adams Street, Suite 2000  
Chicago, IL 60606  
FAX: 312-368-9548 Phone: 888-890-5600



Chapter Name: \_\_\_\_\_ Chapter Number: \_\_\_\_\_

Reporting Chapter Officer Name: \_\_\_\_\_ Home Ph: \_\_\_\_\_

Mailing Address: \_\_\_\_\_ Work Ph: \_\_\_\_\_

\_\_\_\_\_ Best time to call: \_\_\_\_\_

Email Address: \_\_\_\_\_ Date of Injury: \_\_\_\_\_

Did injury take place on an open event? \_\_\_\_\_

Place of Injury: \_\_\_\_\_

Name, addresses, ages of person(s) Injured: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Names, addresses, telephone numbers of persons who saw incident. Attach extra sheets if necessary.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

When, where, how injury occurred. Attach a separate sheet if necessary. \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Type of Injury. Check appropriate Boxes.

Fatal	Head	Neck	Back/Spine	Arms	Legs	Internal Injuries	Amputation	Other

Name, address, phone number of person(s) having pictures of accident scene: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Name, address, phone number of responding police department and complaint #: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

**ATTACH A PHOTOCOPY OF EACH INJURED PERSON'S SIGNED RELEASE FORM (REQUIRED). ATTACH THE POLICE REPORT IF AVAILABLE. ONLY POLICE SHOULD TAKE WITNESS REPORTS.**

**MINOR'S ASSUMPTION OF RISK ACKNOWLEDGMENT**

NAME OF EVENT \_\_\_\_\_ DATE \_\_\_\_\_

LOCATION \_\_\_\_\_

I have obtained my parent's consent to participate in the **ACTIVITIES** conducted over the course of the above **EVENT(S)** and/or enter into restricted areas. I understand that I am assuming all of the risks of personal injury which might occur during the **EVENT ACTIVITIES** and I state the following:

1. Both my parents and I believe I am qualified to participate in the **EVENT ACTIVITIES** and/or enter into restricted areas established in connection with the **EVENT ACTIVITIES**. I will inspect the area and equipment and if, at any time, I feel anything to be unsafe, I will immediately leave and refuse to participate further in the **EVENT ACTIVITIES**.
2. I understand that the **EVENT ACTIVITIES** MAY BE VERY DANGEROUS AND INVOLVE RISKS AND DANGERS OF MY BEING SERIOUSLY INJURED OR HURT, MY BEING PARALYZED OR KILLED.
3. I know that these risks and dangers may be caused by my own actions or inaction, the action or inaction of others participating in the **EVENT ACTIVITIES**, the rules of the **EVENT ACTIVITIES**, the condition and layout of the premises and equipment, or the negligence of others, including those persons responsible for conducting the **EVENT ACTIVITIES**.

I HAVE READ THE ABOVE ASSUMPTION OF RISK ACKNOWLEDGMENT, UNDERSTAND WHAT I HAVE READ, AND SIGN IT VOLUNTARILY.

\_\_\_\_\_  
SIGNATURE OF MINOR PARTICIPANT

\_\_\_\_\_  
DATE

\_\_\_\_\_  
PRINTED NAME OF MINOR PARTICIPANT

\_\_\_\_\_  
AGE

Chapter Name: \_\_\_\_\_ Date: \_\_\_\_\_

Event Name/Location: \_\_\_\_\_

CHAPTER EVENT RELEASE FORM FOR MINORS

In consideration of my minor child ("the Minor") being permitted to participate in a "Ride," "Poker Run," "Rally," "Field Meet" or "Activity" (hereinafter, EVENT(S) sponsored and/or conducted by Harley-Davidson, Inc., Harley-Davidson Motor Company, the Harley Owners Group, authorized Harley-Davidson dealer(s) and/or local H.O.G. chartered chapter(s) and their respective officers, directors, employees and agents (hereinafter, the "RELEASED PARTIES") I agree as follows:

1. I know the nature of the EVENT(S) and the Minor's experience and capabilities, and believe the Minor to be qualified to participate, in the EVENT(S) or enter into restricted areas where the EVENT(S) are conducted. IF I OR THE MINOR BELIEVE ANYTHING IS UNSAFE, I WILL INSTRUCT THE MINOR TO IMMEDIATELY CEASE OR REFUSE TO PARTICIPATE FURTHER IN THE EVENT(S) AND/OR LEAVE THE RESTRICTED AREA.

2. I FULLY UNDERSTAND and will instruct the Minor that: (a) THE ACTIVITIES OF THE EVENT(S) MAY BE DANGEROUS and participation in the EVENT(S) and/or entry into Restricted Areas may involve RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISKS"); (b) these Risks and dangers may be caused by the Minor's own actions or inactions, the actions or inactions of others participating in the EVENT(S), the rules of the EVENT(S), the condition and layout of the premises and equipment, or THE NEGLIGENCE OF THE "RELEASED PARTIES" in performing their chapter duties; (c) there may be OTHER RISKS NOT KNOWN TO ME or that are not readily foreseeable at this time; (d) THE SOCIAL AND ECONOMIC LOSSES and/or damages that could result from those Risks COULD BE SEVERE AND COULD PERMANENTLY CHANGE THE MINOR'S FUTURE.

3. I consent to the Minor's participation in the EVENT(S) and/or entry into restricted areas and HEREBY ACCEPT AND ASSUME ALL SUCH RISKS, KNOWN AND UNKNOWN, AND ASSUME ALL RESPONSIBILITY FOR THE LOSSES, COSTS AND OR DAMAGES FOLLOWING SUCH INJURY, DISABILITY, PARALYSIS OR DEATH, EVEN IF CAUSED, IN WHOLE OR IN PART, BY THE NEGLIGENCE OF THE "RELEASED PARTIES" IN PERFORMING THEIR CHAPTER DUTIES.

4. I HEREBY RELEASE, DISCHARGE AND COVENANT NOT TO SUE the "RELEASED PARTIES" sponsors, advertisers, owners and lessors of the premises used to conduct the EVENT(S), FROM ALL LIABILITY TO ME, THE MINOR, my and the minor's personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON ACCOUNT OF ANY INJURY, including, but not limited to, death or damage to property, CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASED PARTIES" in performing their chapter duties.

5. If, despite, this release, I, the Minor or anyone on the Minor's behalf makes a claim against any of the "RELEASED PARTIES" named above, I AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS THE "RELEASED PARTIES" and each of them from ANY LITIGATION EXPENSES, ATTORNEY FEES, LOSS, LIABILITY, DAMAGE, OR COST THEY MAY INCUR DUE TO THE CLAIM MADE AGAINST ANY OF THE "RELEASED PARTIES" NAMED ABOVE, ASSERTING NEGLIGENCE ON THE PART OF THE "RELEASED PARTIES" in performing their chapter duties.

6. I sign this agreement on my own behalf and on behalf of the Minor.

I HAVE READ THIS PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT, UNDERSTAND THAT BY SIGNING IT I GIVE UP SUBSTANTIAL RIGHTS I AND/OR THE MINOR WOULD OTHERWISE HAVE TO RECOVER DAMAGES FOR LOSSES OCCASIONED BY THE "RELEASED PARTIES" FAULT, AND SIGN IT VOLUNTARILY AND WITHOUT INDUCEMENT.

Child's Name (printed) \_\_\_\_\_

\_\_\_\_\_  
Signature of Parent or Guardian

\_\_\_\_\_  
Printed Name of Parent or Guardian

CHAPTER EVENT RELEASE FORM  
FOR ADULTS

Name of **EVENT(S)** \_\_\_\_\_ Date \_\_\_\_\_

Location \_\_\_\_\_

The undersigned (on my own behalf and on behalf of my heirs, personal representatives, successors and assigns), for and in consideration of the opportunity to participate in a "Ride," "Poker Run," "Rally," "Field Meet" or "Activity" (hereinafter, **EVENT(S)**) sponsored and/or conducted by Harley-Davidson, Inc., Harley-Davidson Motor Company, the Harley Owners Group, authorized Harley-Davidson dealer(s) and/or local H.O.G. chartered chapter(s) and their respective officers, directors, employees and agents (hereinafter, the "**RELEASED PARTIES**") releases and holds harmless the "**RELEASED PARTIES**" from any and all claims and demands, rights and causes of action of any kind whatsoever which I now have or later may have against the "**RELEASED PARTIES**" in any way resulting from, arising out of, or in connection with the performance of their chapter duties and my participation in any said **EVENT(S)**.

This Release extends to any and all claims I have or later may have against the "**RELEASED PARTIES**" resulting from or arising out of their performance of their chapter duties whether or not such claims result from negligence (except willful neglect) on the part of any or all of the "**RELEASED PARTIES**" with respect to the **EVENT(S)** or with respect to the conditions, qualifications, instructions, rules or procedures under which the **EVENT(S)** are conducted or from any other cause. I UNDERSTAND THAT THIS MEANS THAT I AGREE NOT TO SUE ANY OR ALL OF THE "**RELEASED PARTIES**" FOR ANY INJURY RESULTING TO MYSELF OR MY PROPERTY ARISING FROM, OR IN CONNECTION WITH THE PERFORMANCE OF THEIR CHAPTER DUTIES IN SPONSORING, PLANNING OR CONDUCTING THE EVENTS.

I am experienced in and familiar with the operation of motorcycles and fully understand the risks and dangers inherent in motorcycling. I am voluntarily participating in the **EVENT(S)** and I expressly agree to assume the entire risk of any accidents or personal injury, including death, which I might sustain to my person and property as a result of my participation in the events, and any negligence (except willful neglect) on the part of any or all of the "**RELEASED PARTIES**" in performing their chapter duties.

WAIVER OF RIGHTS UNDER STATE STATUTES

I further agree to waive all benefits flowing from any state statute which would negate or limit the scope of this release and Indemnification Agreement, including but not limited to Section 1542 of the California Civil Code which provides:

"A general release does not extend to the claims which the creditor does not know or suspect to exist in his favor at the time of executing this release, which if known to him must have materially affected his settlement with the debtor."

By signing this Release, I certify that I have read this Release and fully understand it and that I am not relying on any statements or representations made by the "**RELEASED PARTIES**."

**THIS IS A RELEASE – READ BEFORE SIGNING**

- Rider -

- Passenger -

Signature \_\_\_\_\_ Signature \_\_\_\_\_

Print Name \_\_\_\_\_ Print Name \_\_\_\_\_

Address \_\_\_\_\_ Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_ City/State/Zip \_\_\_\_\_

Date \_\_\_\_\_ Date \_\_\_\_\_