

PARR Motorcycle Operating Rules

1. All members operating motorcycles during PARR activities must have a valid motorcycle license. Also, they must ensure their motorcycles are properly registered, insured, and street-legal (as required by the laws of the state in which their motorcycle is registered).
2. All motorcycles must be maintained in a safe operating condition.
3. All members should strive to be neat, courteous, and promote a responsible image to the community.
4. Motorcycles used for PARR activities must be capable of safely cruising at interstate highway speeds while loaded to the maximum limit specified by the manufacturer.
5. No firearms are permitted at any PARR activity except where a PARR member is authorized such use by authority of being part of a law enforcement entity.
6. No alcoholic beverages may be consumed by individuals while participating on a PARR motorcycling event until the end of the day's ride when the motorcycle is parked for the rest of the day.

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PARR Tour and Day Riding Requirements

REQUIREMENTS:

- You must sign the PARR Release, Waiver and Indemnity Agreement.
- You must be a PARR member to qualify to ride on a PARR overnight tour and be approved by the Ride Captain. Non-members are permitted to ride on Sunday and Saturday Day-Rides as long as they agree to follow the rules listed in this document.
- Your motorcycle must have a valid safety inspection and be road worthy and legal for riding state highways. It should be well-maintained.
- You should have sufficient riding experience to feel comfortable with long distance riding in various weather and road conditions. You must be experienced and able to ride safely in both rain and darkness.
- You must have a valid motorcycle endorsement on your driver's license.
- Minimum age for riding on a PARR Tour is 18. Underage riders are permitted to ride on Sunday and Saturday Day-Rides but must have a parent or legal guardian sign the Ride Waiver
- You must have the ability to ride safely at highway speeds and be able to ride in a group environment.
- You will be required to obey group riding rules and follow the direction of the Ride Leader.
- Riders must obey the applicable motorcycling laws of the state in which PARR is riding. Appropriate riding apparel is highly recommended: DOT approved helmet, protective gloves, riding boots that cover the ankles. Shorts, halter tops, sandals or flip-flops, sneakers, bare arms and legs while riding offer very little protection and are strongly discouraged.
- All tour riders are responsible for providing their own protective gear.
- Be prepared for hot, cold, or wet weather. Layered clothes are highly recommended. Rain gear is mandatory for riding multi-day tours.

GENERAL RIDING RULES:

- When riding 4-lane highways and wide 2-laners, staggered formation is used. When riding narrow roads and roads without shoulders, single formation is used.
- Riders will point out road hazards to the riders behind them.
- Riders will use hand and turn signals since not all riders have CB communications.
- You are responsible for the rider behind you. When you make a turn, the rider behind you must be able to see you turn. If necessary, slow down or even stop if necessary. The use of this rule will ensure that no one gets lost or left behind.
- Maintain an even formation. Large gaps in formation should not exist. There should not be room enough for a car to merge into the group easily. However, if a car does try to squeeze into the formation, allow it to occur since we'll lose him eventually.
- When coming to a stop (stop sign or traffic light) riders will pull up two-by-two to reduce the group space needed and to be able to pull away from the stop at a quicker pace. When pulling away from a stop, pull out one-at-a-time.
- Group leaders, Tail Gunners, and Communications riders will keep the Ride Leader informed of group status on the road.
- No passing is permitted in formation.
- Any riders wishing to leave the group must notify the Ride Leader otherwise be where you are supposed to be in formation.

- Any problems or concerns should be reported to the Ride Leader.
- Riders are expected to be courteous and respectful of the Ride Leader. Riders are also expected to be considerate of fellow riders and the general public. Do not criticize but help others. Bring any safety concerns to the attention of the Ride Leader. Ask questions, voice any concerns and inform the Ride Leader of any problems. Ask for help if needed.

WEATHER CONDITIONS:

Participants must be prepared for a variety of riding conditions on PARR Tours. Rain is a common occurrence during the summer months. Temperatures can range from under 50 degrees in the mountains to well over 90 degrees in the valleys. Since ride dates and accommodation reservations are made well in advance of the ride, canceling a tour would occur only with severe, life threatening weather conditions. Riders must be prepared to ride unless weather conditions force a cancellation.

RIDING CONDITIONS AND DISTANCES:

A great deal of time has been dedicated in planning the routes of each PARR tour. When the rides are planned, only hard-surfaced roads are considered. But a lot can happen with the roads between the time the route is created and the time the Tour actually takes places. Not all roads can be checked by the Ride Leader. Things like road construction, detours, pot holes, and road damage can and do occur. Riders must be prepared and experienced enough to react to each situation to maintain their safety and the safety of the group. Each daily route is designed to offer a full day's riding adventure. In addition to the varied road terrain and great landscapes, time is allotted for sightseeing and refreshments at roadside stops. Daily riding distances can vary but are usually 100 to 250 miles each day. We plan on arriving back at our overnight accommodations at the end of each day to allow plenty of time to enjoy any amenities.

MISCELLANEOUS:

- Riders must begin each day of the tour with a full tank of fuel. This means that if the ride is to begin at 9:00, your tank should already be filled before that time.
- As a general rule and for the purpose of comfort, we'll stop approximately every 50 miles or 1-hour riding time. We'll usually stop at gas stations where restrooms and refreshments are available.
- When we stop at a gas station, riders should not purchase gas unless they do not have enough fuel to cover the next 75 miles. This way we'll avoid everyone getting gas at the same time.
- Restaurants (for lunch and dinner) are chosen by the Ride Leader usually when the tour is planned out. Most of the time, the number of eating establishments are quite limited because of the areas we are riding. It will do you no good to complain that the restaurant does not meet your requirements.
- The end of the riding day generally occurs around 5:00 or earlier depending on the route and attractions.
- On the final day of the PARR Tour, we should arrive at our end destination around 4:00 p.m. Delays can occur with unforeseen circumstances.

RULES FOR USING ALCOHOLIC BEVERAGES:

- Alcohol may not be consumed during any PARR motorcycling activity.
 - Alcoholic beverages may be consumed at the completion of each day's ride and after the motorcycle has been parked for the night.
 - Tour participants are expected to use moderation when drinking after the ride has ended for the day. Remember, we usually get up and start early. Hangovers can have a negative effect on your riding ability and endanger your safety and the safety of other riders.
 - Failure to abide by any of the above requirements may result in you being asked to leave the tour group.
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GROUP PRE-RIDE BRIEFING

The Potomac Area Road Riders is dedicated to safe motorcycle riding. With that in mind, a group pre-ride briefing is mandatory at the beginning of every PARR ride. Having everyone familiar with group riding rules of the road will help to ensure not only the safety of each individual but the safety of the group. The pre-ride briefing should be given even if everyone on the ride has heard it previously or even numerous times. It has been said that ***repetition of the same thought or physical action develops into a habit which, repeated frequently enough, becomes an automatic reflex.*** We do indeed want our rules of the road to be an automatic reflex for everyone on our rides. This can only be accomplished through repetition.

PARR has an abbreviated version of the pre-ride briefing that one can carry in his/her wallet. Each PARR member should have one for reference. Anyone could be in a position to lead a ride. Having the pre-ride briefing card, that person will be adequately prepared.

Below is the extended version of the Group Pre-Ride Briefing:

NOTE: First of all, ensure that all riders have signed the PARR Ride Waiver.

Each officer should be carrying several copies so that if new riders show, a Ride Waiver is available to him/her to review and sign. **Anyone who has not signed a Ride Waiver cannot participate in a PARR Ride.** This is a mandatory requirement in order to keep PARR from being a subject of a possible legal suit. In order to be protected under our "corporate shield", everyone **MUST** sign this Waiver.

You must ask for a show of hands of those who have not signed a Ride Waiver. If no one raises their hand, state "**there are no show of hands so I understand that everyone on this ride has signed a PARR Ride Waiver**". You can now move to the details of the ride briefing.

- 1. Stay in your assigned position. No passing.** No matter how small or large the group, each rider should be assigned a riding position. This will cause less confusion when the group begins to pull out for the first time and after each rest stop.
- 2. Notify the Ride Leader if you plan on leaving the group.** The Ride Leader will let everyone know. This will ensure that no one accidentally follows you when you leave the group.
- 3. Roads with no shoulders use single file formation with slight offset.** You should not follow exactly behind the one in front of you. Always use a slight offset.
- 4. Roads with plenty of shoulder use staggered formation.** If the person in front of you changes bike lanes, you also will change the lane you are riding.
- 5. Avoid accordion formation.** This usually causes the line of motorcycles to stretch out too far. It also causes some members to speed in order to catch up with the line.
- 6. At stop signs and lights pull up side-by-side.** This will take up less space and enable everyone to get back out a little quicker.
- 7. At stops, pull out one-at-a-time.** Never pull out the same time as the bike beside you. If someone weaves a little on the pullout, it could cause an accident.
- 8. You are responsible for the rider behind you. Don't lose him/her.** This is an important rule in keeping everyone together and not losing anyone. In short, the rider behind you must be able to see you make any turn. Slow up or even stop so the rider behind you doesn't miss the turn. If everyone follows this rule, no one will get lost.
- 9. Point out any road hazards.** Use your foot to point out debris on the highway. If you have a CB, you can also announce it, however, always manually point out hazards.
- 10. For emergencies, slow down, pull off, and stop.** If everyone is following Rule #8, everyone will follow suit and the group can deal with the emergency.

- 11. Watch for group passing action. Follow the lead when safe to do so.** The action may begin from the rear of the group especially if the leader and tail gunner have CB radios. The leader will tell the tail gunner to take the new lane. Once he does, everyone will move to the new lane. If there are no CBs, the action will most likely start from the front.
- 12. Let cars in line if they insist. We will lose them eventually.** Some car drivers do not understand the group motorcycling concept and will just squeeze in when they feel like it. They will usually turn off or pass the group eventually. No need to be concerned.
- 13. Get gas only if you don't have enough for the next 75 miles.** The distances between rest breaks is usually around 50 miles. So if you can make the next 75, don't get gas. Large groups will use an inordinate amount of time if everyone insists on getting gas at the same time, especially if we pull into a small gas station.
- 14. No drinking alcoholic beverages until the bikes are parked for the night.** Alcohol does hamper one's reflexes and effects the safety of all riders. Enjoy your favorite alcoholic beverage after the ride.

In addition to the above, you should also announce:

- **destination of today's ride**
- **length of today's ride**
- **where the next rest stop is and how far**
- **when is the expected return time.**

It is our sincere expectation that if we follow these rules, we'll be riding as safe as we possibly can for the entire trip.

GUIDELINES FOR PLANNING AND LEADING A PARR TOUR

We consider PARR to be the Premier Motorcycle Touring Organization in the greater Washington, D. C. area. There are no other motorcycle riding groups that we know of that provide its members with the amount and types of touring that PARR does. Our Tours can be as short as 2 days or as long as a week. Most of our tours, however, are in the 3-4 day category. They will always include Saturday and Sunday as part of the tour days since most PARR members have the weekends off from work.

PARR tours should be planned and conducted for maximum safety and enjoyment. The PARR Board will approve all PARR Tours in advance and will authorize Ride Leaders for these tours.

The Ride Leader's duties and responsibilities are many. They include but not limited to: planning the route for each day, advertising the tour to PARR members, planning the itinerary for each tour day, securing lodging, obtaining advance payment from members when necessary, making route sheets available to all riders, planning for rest stops and meals, selecting additional leaders and tail gunners for the group, holding pre-ride briefings each day, dealing with any problems that may come up, and most importantly, ensuring the safety of all participants.

Below is a detailed description of the Tour Leader's duties.

Decide the destination and length of the tour

Each PARR tour should have a theme such as: *The Laurel Highlands of PA*, *Covered Bridges of Lancaster County*, or *The Catskill Mountains of NY* to name a few. Within the theme, there should be attractions that you will be stopping to enjoy in the area. Once you have these things decided, you will want to advertise it to all PARR members. This can be accomplished via email, the PARR website, a flyer, or even at the monthly business meeting. Members will sign up for the tour sooner if they are aware of the details of the ride. Dates for tours are usually decided early in the year at a special meeting held in January or February.

Secure overnight accommodations

Depending on the size of the group and the destination, this may be one of the toughest tasks. Securing enough rooms for a large group at a popular summer destination must be done very early in the year. It's usually wise to secure rooms that are non-smoking and contain two beds in each room. The hotel should be in an area where the club can feel secure. The hotel should also have a good reputation with clean rooms at a reasonable price. Look for discounts that may be available. Select hotels that may have amenities such as a free breakfast, an interesting location, a scenic view, or good parking for motorcycles. This information can be easily obtained through the internet with enough research. The hotel facilities should contain a place where ride members can gather together for some socializing. Group socializing after each day's ride is as important as the ride itself. If members enjoy the hotel, they'll be in a good mood at the beginning of each day's ride.

Reserve a block of rooms in the PARR name. Find out the cancelation policy and ensure any rooms can be canceled without incurring a penalty. Notify members of name, location, cost, and telephone number of the hotel. They can then call and book one of the rooms you have reserved. If you are sending out an email, include a internet link to the hotel website. You should also set a deadline for members to commit themselves to the tour. You'll get quicker results if you set a deadline.

Laying out a route

There are many resources you can use in laying out your route. Detailed maps in hard copy can be purchased at book stores or off the internet. Computer software such as *Microsoft Streets and Trips* or *Honda Trip Planner* are exceptional. Using computer software, you can

readily know the exact distances between points. These are highly recommended. Using *Google Earth* you can sometimes inspect what the road is like and the areas surrounding it. It is also good for seeing how large a gas station is, or what the parking lot is like at a restaurant.

Using the resources mentioned above, you could actually plan a good ride without ever having been on the roads. However, it's always best to pre-ride at least part of the ride.

Planning the route and activities for each day

You should decide the first day meeting location for the group. It should be a place that is easy to find, away from city traffic, and at a location where breakfast (assuming you are starting the tour in the morning) is available as well as access to a gasoline station.

The first day of the tour is most important. It sets the tone for the ride. A lot of low-traffic, scenic back roads are ideal. It is highly suggested that you (at least) ride the first day's route well before the tour takes place. It will give you confidence and will help you avoid problems such as making a wrong turn or running into major road construction that could cause delays or detours. Pre-riding the route also will give you a chance to check out the rest stops and ensure that the lunch stop will meet the needs of your riders. Stopping at attractions is a great way to enhance any tour. PARR riders have come to expect these. No tour should be just about riding. We all love to ride but breaks from riding on a multi-day tour is a must. If there are any costs involved with the attractions, it should be known up front and possibly collected by the Ride Leader. A good way to find what attractions are available in your ride area is, again, the internet. RoadsideAmerica.com is a good resource. You can also ask the hotels in the area for advice.

Dinner at the end of each day is a very important part of the tour. Arrangements should be made well ahead of time and you should keep cell phone numbers of all the restaurants you have contacted in case there are delays or change of plans. This is the social part of the tour that PARR members look forward to. The hotel you are using should either have a restaurant attached to the hotel or a restaurant that is reasonably close to the hotel preferably in walking distance. If it does not, you may have picked the wrong hotel. Remember that if you have to ride to dinner and back, riders cannot drink alcoholic beverages at the restaurant. Riding to dinner usually means you'll be riding back to your hotel in the dark. This should be avoided.

Distance between rest breaks

A good breaking point is usually around every 50 miles or about an hour of riding. Not every motorcycle has comfortable seating for longer periods of time. Keep this in mind especially for those riding 2-up. Your break points (not including the lunch) should be at large gasoline stations where restrooms and snacks are plentiful. Using the internet, it is easy to find what gas stations are available in the area you are riding. Large brand name gasoline stations such as Sheetz are highly recommended since they have large parking areas, lots of pumps, good restrooms and all sorts of snacks.

Lunch locations are critical to the tour. You need to select a place that can serve the group size without using inordinate amounts of time. Calling ahead to the restaurant and letting them know the size of the group will certainly speed up things. Encourage riders to keep their lunch orders simple so that not a lot of time has to be spent waiting for their food to be prepared.

Preparing to lead the tour

Well before the tour day arrives, the Ride Leader should send out an email to all participants of the tour. The email should contain an outline of the tour, the names and cell phone numbers of those who will be on the tour, the riding order, and route sheets for each day's ride. Starting time and location also should be clearly spelled out.

You should know your riders and have their cell phone numbers with you. It's a good idea to decide the riding order no matter how small or large the group is. When each rider knows who they are following and who is behind them, less confusion will occur when pulling

out onto the highway after each stop.

Those with CB radios should be spaced apart in the group. They will play an important role of providing the group leader with information even if the group leader does not have a CB radio. You'll need to set some method of them getting your attention on the road should an emergency take place and the Ride Leader doesn't have a CB.

Leading the tour

Start each day with a pre-ride briefing according to PARR procedures. Include information on where the first stop will be and when, the approximate time for lunch, and the arrival time at your overnight accommodations. Discuss the schedule, the route and points of interest. Answer any questions. Discuss any problems experienced on the previous day. After each day's ride, announce the plan for the next morning -- what time and where to meet for the ride. Remind all riders to have a full tank of fuel before the day's ride begins. Fuel should be purchased before breakfast.

While on the road, obey all traffic laws and speed limits. Don't make any unsafe moves like stopping quickly without warning or darting across several lanes of traffic on a busy road. All your moves should be safe and easy for others to follow. If you see or hear of anyone in the group making unsafe maneuvers, you should have a friendly conversation with them and caution them about proper riding procedures. Remember you are the leader and everyone is counting on you to keep them safe.

PARR DOES NOT ABANDON RIDERS. If a rider has a mechanical or personal problem, try to assist or arrange for fixing the problem. If the time needed to resolve the problem is short, wait for the rider. Otherwise, if possible, leave another tour member with the rider and make arrangements for them to rejoin the group. If a tour member wants to leave the tour, either temporarily or permanently, determine the cause, address any problems, if necessary, and attempt to provide an escort if appropriate.

The Ride and Group Leaders must deal with problems. They should know how their group is doing. If a tour member has a problem, deal with it. Safety is paramount. You have a duty to advise any rider who needs help with riding skills. This is a safety issue and is irrelevant to ego. Tours do not have "prima donnas." We can all be better riders and can all use help from time to time. If someone has a problem being on time or getting their gear together, ask another rider to give them reminders or help them out. **We must all be considerate.**