

Spyder Ryder of America – Mojave Desert Chapter

Las Vegas, NV

WELCOME! Please take the time to browse the entire web site to acquaint yourself with us. The members of Spyder Ryder of America – Mojave Desert Chapter (MDC) welcome all responsible motorcycle enthusiasts and all makes of motorcycles to ride with us, but full membership is only open to Spyder owners and spouses. To be an Active or Associate Member you must be at least 18 years of age and have a valid license in accordance with your licensing state for the Spyder (Nevada requires a motorcycle endorsement, California only requires a drivers license, Washington requires trike/sidecar endorsement), current insurance and operate a motorcycle on the majority of the clubs outings or ride 2-up with a member who does. Associate members are not required to own a Spyder, but must be sponsored by a full member. The SRA-MDC welcomes all applicants for membership, as long as they meet the above criteria. SRA-MDC remains active in sponsoring, co-sponsoring and participating in various charity and benefit events throughout Southern Nevada.

Our Mission Statement: This chapter is dedicated to Spyder Ryders in the Mojave Desert Area. If you are a Can-Am Spyder Ryder or Spyder enthusiast that enjoys riding with other Spyder owners, and you are seeking new adventures, then we are what you have been looking for.

By joining Spyder Ryder of America™ members will have access to all group rides, events, and meets. Members will have access to AmericanSpyder.com (once launched), as well as Spyder Ryder of America™ Facebook page and all regional chapters.

So join today to find other like-minded Spyder owners and let the riding begin!

Remember it's about the **RYDE** – Not your destination.

What is expected of an SRA member...?

Participate as much as you are comfortable with. You joined to ride and meet others with the same interest, but the more you participate the more you will get to know others and enjoy the experience. You will only get out of it that you put into it.

It's always good to introduce yourself to fellow club members. It's always good to meet new people. Meeting new people is one of the things a SRA-MDC is about.

Bring your valid MC license and Insurance card before your first ride with us.

Annual dues for full members are \$24 per year, and \$18 per year for associate members.

If you are interested please contact an Officer of the Chapter with your name, phone number and e-mail information. A representative of the SRA MC will contact you. If you see us out on the road (check our events page for our rides), feel free to ask an SRA member about our club.



2012 EVENT INVOLVEMENT AND MEMBERSHIP APPLICATION

Required for each event for non-members

LAST NAME _____ **FIRST NAME** _____

ADDRESS _____

CITY _____ **ST:** _____ **ZIP:** _____

PHONE NO: _____

(Print clearly) E-Mail: _____

ABOUT YOUR RYDE

Model _____ **Year** _____ **Color** _____ **License Plate Number** _____

I WISH TO BECOME (please circle one): _____ **A Full Member** _____ **An Associate Member** _____ **Neither** _____

Associate Membership Sponsor: _____

I grant full permission to Spyder Ryder of America – (and/or the Mojave Desert Chapter) to use any photographers, videotapes, recording, or electronic media or any other record of this program for any purpose and that I will receive no compensation or benefits for services provided in the Volunteer Program.

By Signature below I do hereby agree to abide by the Waiver of **Release of Responsibility of Indemnity and Hold Harmless** on the back / attached to this form or that was previously signed for the current 2012 year and or Volunteers to help with the advancement of this event or training program.

Date: _____ / _____ /2012

Signature: _____

Spyder Ryder of America

Mojave Desert Chapter

RELEASE, INDEMNIFY AND HOLD HARMLESS FOR 2012

This agreement is entered into between the undersigned and Spyder Ryder of America and the Mojave Desert Chapter their business entities, its officers, employees, instructors, agents, and invitees, and the owner of the property on which the event may take place and all persons related to them (collectively "SRA").

As the undersigned, I understand that there are risks inherent in motorcycle riding and that those risks may include injury to me or others attending any SRA sanctioned event, and damage to my property or the property of others. Further, motorcycle riding involves physical exertion on the part of the rider and/or the passenger.

Partaking in group rides, classes and workshops naturally involves the risk of injury to others, and me whether I or someone else causes it. As such, I understand and voluntarily accept this risk and agree that SRA will not be liable for any injury, including, without limitation, personal, bodily or mental injury, economic loss or any damage to me (or my vehicle) resulting from the negligence of SRA or anyone on SRA'S behalf or anyone attending the event. Further, I understand and acknowledge that SRA is providing recreational services and may not be held liable for defective products. If there is any claim by anyone based on any injury, loss or damage described here, which involves me, my guest, or my vehicle, I agree to (1) defend SRA against such claims and pay SRA for all expenses relating to the claim and (2) indemnify SRA for all liabilities to me or anyone else resulting from such claims.

I represent and warrant to SRA that:

1. I will at all times obey local state and federal laws relating to operating and riding on a motorcycle,
2. I have a valid driver's license as well as motor vehicle insurance meeting at least the minimum coverage required by state law.
3. At all times while at this event or on this ride, I will maintain the above mentioned insurance that covers myself, my passenger, as well as any other rider or motorist that may be injured, or property damaged as a result of any accident.

For my family, guests and for me, I hereby release SRA from any and all claims and liabilities, and waive any such claims against SRA, resulting from or based upon any injury, damage, or loss sustained by me, my family, guests, or my property, including without limitation any such claim or liability resulting from actions others.

I expressly assume the risks of damage or injury while attending any SRA Event, or other function, in which SRA is an organizer, or while on the training grounds, or surrounding area of an SRA event.

I agree to indemnify and hold harmless SRA from and all claims, liabilities, damages, demands and causes of action of any nature, including any expense incident to defense or settlement including costs, attorney's fees, fines, judgments, and amounts paid in settlement, for injury or death to any person, or loss or damage to property, caused in whole or in part by me, my family or guests or my property, on or about the property on which any event is held or at any other place or time involving SRA for the training classes or other functions. Further, I expressly undertake to indemnify SRA from all liability for or arising from these events or classes, whether it is caused by the negligence of SRA, SRA's agents, and Members employees or otherwise.

I grant full permission to SRA to use any photographers, videotapes, recording, or electronic media or any other record of this program for any purpose and that I will receive no compensation or benefits for services provided in the Volunteer Program.

Date: ____ / ____ / 2012 ____

Driver's Name: _____ Driver's Signature _____

I certify I possess a valid driver's license and I am legal to operate the vehicle I am riding today. Initial ____

I certify I am covered (as is my passenger, if applicable) by a valid motor vehicle insurance policy as required by the law, as is my passenger and my vehicle. Initial ____

Passenger's Name: _____ Passenger's Signature _____

Riding Standard Operating Procedures (SOP)

1. Road Captain (SRA-MDC)

- The Road Captains are responsible for the planning/approving and conduct of all club rides. This includes routes, formations, speed, fuel and rest stops, navigation, and safety.
- The Road Captain may prohibit another rider (member or guest) from riding in formation with the club if in his judgment the rider presents a risk to him/her self or to other riders and may also disallow a rider from joining a ride based on the mechanical condition of the rider's motorcycle if it presents a hazard or could impede the progress of the formation.
- The Road Captain may appoint assistants to include Road Guards and Sweeps whenever necessary to assist in managing a ride.

2. Sweep

- The Sweep will be a trusted member in good standing with the club, chosen by the SRA-MDC.
- The Sweep's main duty occurs during lane changes. Upon receiving the signal for a lane change, the Sweep should move into the lane as soon as it is safe to do so and block any other traffic from moving into the lane from behind the formation. This will allow the formation to safely complete the lane change.
- The Sweep will also stay with a rider in the group that has pulled over due to any emergency.

3. Lights

- Only the Road Captain and Sweep will have high beams (only during day) or fog lights turned on in formation. All other bikes in the formation should turn off accessory lights.

4. Obey the Law

- Absolutely no driving under the influence of any drug, prescription or illegal.
- If you violate any speed limits or other laws, you, and you alone, are totally and absolutely responsible for ANY consequences.

5. Formations

Staggered formation

- May be used on Interstate highways, long, straight roads, and city streets. SRA-MDC will remain in center of lane, 2nd bike will stay primarily on left side of lane, the 3rd bike will take the right side and so on till the sweep, who will be in center of lane. You should be 1 second behind bike in the adjacent column and 2 seconds behind bike in front of you.
- Reason: Formation will allow for length for group to be shortened allowing for easier passing by faster traffic and to minimize the chance of a cage breaking the formation. Will allow for lineup at intersections on city streets.
- Hand signal: left arm extended up with first finger and little finger extended.

Single column formation

- Used on all back highways and narrow roads or in hazardous conditions. Left bike takes the lead in each row. Each bike will maintain a two second interval from the bike in front of them.
- Reason: Formation will allow each rider to be able to comfortably use the width of the lane in their own style, with ability to take all corners individually and safely.
- Hand signal: Left arm extended up with first finger extended.

- Order:
 - Road Captain
 - President (Unless serving as SRA-MDC or Sweep)
 - Guests and members
 - Sweep
 - Cages (if applicable)

- Always pull up into a tight two column formation at stops.
- When negotiating sharp curves at high speeds, such as at highway interchanges riders may back off to create staggered or single file lines at their own discretion without waiting for a lead signal. Don't exceed your comfort zone!
- Ride your own ride. This means that you should ride at a pace that's comfortable for YOU. You must be aware of the limits of your skills, abilities and experience, and ride accordingly. Do not exceed your comfort level by trying to keep up with a faster rider.
- If a rider pulls out of formation, move up to fill the empty slot in your column. In case of an emergency or mechanical problem a rider should signal his intentions and then pull out of the formation onto the shoulder of the road. All other bikes will follow the Road Captain to a location where the entire formation can safely pull over. Only the Sweep or chase vehicle will pull off with the bike having problems.
- If the formation gets split due to a traffic light or other obstacle, the lead group will slow down or pull over at first safe location, so that the trail group can catch up. If a cage breaks into the formation, the lead riders will slow down to encourage the cage to change lanes and leave the formation. When traveling on highways it may be necessary to let cages split into the formation to enter the highway if they are running out of ramp or to let them exit if they are in an inside lane. If this is the case, back off and give them room, we don't want them to panic and do something that could injure themselves, or worse, one of our riders.
- The Road Captain and lead bikes should avoid quick accelerations following stops or sharp curves to prevent a 'Slinky' effect.

6. Lane Changes

- When changing lanes the Road Captain will signal the lane change. Riders will activate their turn signal, and pass the hand signal back to the Sweep, while maintaining their position. The Sweep will secure the lane. After the lane is secured, the Road Captain will initiate the lane change. Use caution to make sure a cage two lanes over hasn't moved into the same lane in front of the Sweep. Also if the bike next to you is moving first, allow him to establish his track before you move next to him. Be aware that in some cases such as heavy traffic or short on-ramps there may not be sufficient room to wait for the Sweep to secure the lane. If this happens, either catch up to bike in front of you, then change lanes, or slide in behind traffic and await the traffic to change lanes or the road captain and sweep continue lane changes.

7. Hand & Arm Signals

- Pass hand and arm signals back through formation. Turn signals will be used in addition to hand & arm signals. Point out road hazards with left hand or feet. Tap top of head or helmet to alert riders of police or emergency vehicles. If you need to make a pit stop point to your tank; other riders will pass the signal to the front. Thumbs up means OK or I understand.
- Before taking off from the start of a ride or a pit stop, Road Captain will ask for all members in group to signal thumbs up, ensuring all riders are ready to take off.

8. Intersections

- In order to maintain a tight formation, the lead bikes will stop at an intersection, unless entering on a green light, and then the entire formation will proceed through the intersection as a group.
- Always use extreme caution. If it is not safe to cross, then stop. Also make sure you don't "gun it" to get across the intersection when the bike in front of you is stopping.
- **Traffic Lights** – Road Captain will ensure whole group can progress through the light safely. If group is separated by light, lead members will pull over to side of the road and wait for tailing group to catch up. When making a legal right hand turn during a red, SRA-MDC will ensure that there is enough space in oncoming traffic for entire group to turn through corner.
- **Stop signs** – Road Captain will progress through intersection when safe. Following members will get through doing the same. SRA-MDC will slowly speed up to approximately 5 mph under the speed limit till all members of group are through the intersection and up to speed.

9. Road Guards

- Not conducted by SRA. Included for knowledge when riding with other groups.
- At times when the formation is entering the road from a parking lot or going through a four-way stop it may be conducive to post a road guard to block traffic until all bikes have passed. The road guard should preferably be a patch holder or if necessary a prospect. Hang-a-rounds and guests should not be expected to serve as road guards.
- Road guards should normally come from the rear of the formation up to the post and then return to their position after all bikes have passed. During parades or special rides, permanent road guard duties may be assigned.
- Be aware that blocking traffic is technically illegal, so use your discretion if there are police around before you stop traffic.

10. Highway Travel

- Under most circumstance, the Road Captain will set a speed of approximately 5 mph above the speed limit, unless traffic, road conditions or law enforcement give reason to slow down to the posted speed limit or below. If one member is having problems keeping up, i.e.-going slow through winding roads, the SRA-MDC will slow to the speed limit, or 5 mph below to allow group to stay together, once member has caught up, SRA-MDC will continue as above.
- Lane choice on multilane highways is at the discretion of the Road Captain. The outside lane is usually the most dangerous due to entering and exiting traffic it should be avoided whenever possible. The #2 lane will normally be the lane of choice depending on traffic flow, shoulders and medians. Lane changes may be necessary to pass slow moving vehicles. Try to give large trucks as much room as possible in case of excessive turbulence or items falling off of or out of their trailers.
- You are responsible for the rider BEHIND you
- While the Road Captains are responsible for the whole group, assist them. When you reach a turn, check your mirrors. DO NOT make the turn until you are certain the rider behind you sees you.
- Pass at your own risk

- Pass other vehicles only when it's safe for the whole group to do so. DO NOT make an unsafe pass because of concern about being left behind -- the rider in front of you will wait for you at the next turn.

11. Parking

- When entering a parking lot, follow the SRA-MDC. They will attempt to find parking that will accommodate the entire group. If you cannot park with the group then locate the next closest space to park. Spyders can have 2 bikes per parking spot, first Spyder pulls in forward, staying as far right as possible, allowing for second Spyder to back in on the left hand side with rear tires next to each other.

12. Being Prepared

- Make sure you have a full tank of gas and your Spyder Roadster is in a safe operating condition and that it will not pose a hazard to other riders or you before you arrive at the meeting location. As PBU/KSU time approaches, finish your food and drinks, visit the restroom, and have you co-rider and gear ready. During rest stops, get your business done as quickly as possible so that the group isn't waiting on you.

13. Peeling off

- Most of the time on the return trip of a ride; riders will want to 'peel off' from the ride to continue their ride home. Ensure that you signal someone on the ride, if not the SRA-MDC, that you are peeling off from the group so that they don't notice you're gone and waste time and gas looking for you on the chance that you got in a wreck or broke down.