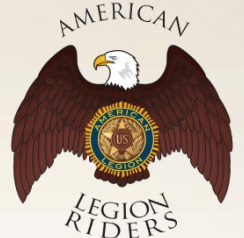


AMERICAN LEGION RIDERS

Road Captain & Rider Safety Course

Bobby Greer, ALR Chapter 129 Road Captain
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The Goal of the American Legion Riders



LEARNING OBJECTIVES

- Defining the role and responsibilities of Road Captains, Mid-RC, Sweep-RC, Director, and Assistant Director to the riders, supporters, and themselves.
- The legal consequences of actions to the American Legion , SAL, American Legion Auxiliary, and all the family members.
- How we can improve the Rider's Guidelines , and Rider image for the betterment of the American Legion and Veterans.



Road Captains, Assistant Road Captains and Safety Officers Responsibility to the Riders

New Rider(s) Safety

Rider(s) Experience, Mental and Physical Skills, Age and Physical Attributes

Road Captain(s) Develop an understanding, strategy, communication, and risk awareness as to the riders and ride conditions.

Defining the roles of a RC, Mid-RC, Safety RC/Sweep, and the Rider's responsibilities to decrease Accidents



INDIVIDUAL RESPONSIBILITIES



**SAFETY
EQUIPMENT
PPE**



**DRINKING AND
MEDICINE**



**SPEED OF
TRAVEL**



**PASSING, LANE
POSITION, AND
FORMATION**



SIGNS



SKILL LEVEL



GROUP RIDER POSITIONS

Number of Flights

Road Captain and Wing Rider

Experience Riders

Mid-Captain Rider (EMT-Paramedic- First Responder)

Newer Group Riders

Safety Officer- Sweep



How Important Is the American Legion Auxiliary to the ALR?



TRAUMATIC BRAIN INJURY

WHY TO BE AWARE ALL THE TIME



What is your Takeaway?

Table One: Considering the video and how this could have been prevented?

Table Two: Create a scenario where something like this happens on a group ride.

Table Three: As a group, provide a scenario where you were on a ride and saw something that needed to be corrected or addressed and what was done.

Table Four: As a group, consider how a ride can be made safer as to awareness.

Table Five: Consider providing a scenario on ??????????????????????



WHAT DO YOU SEE?



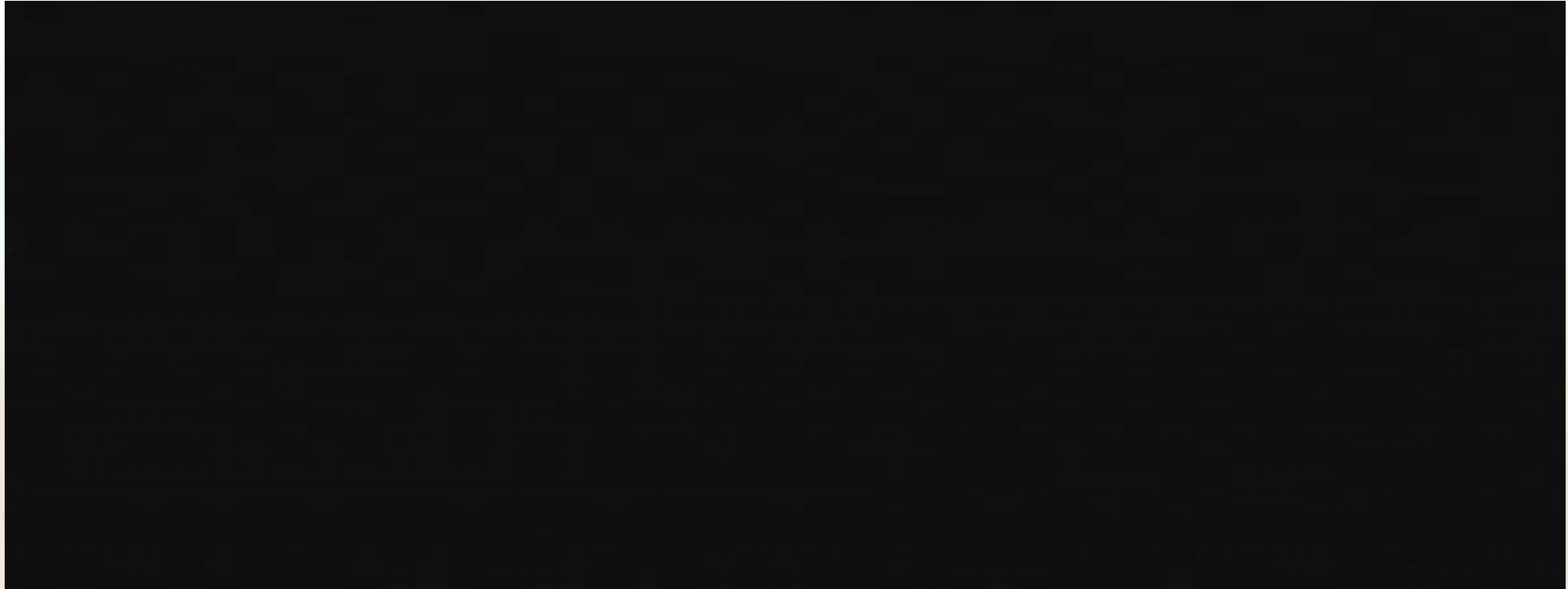
W Y L I W Y G

- **W** - WHERE
- **Y** - YOU
- **L** - LOOK
- **I** - IS
- **W** - WHERE
- **Y** - YOU
- **G** - GO

MFS GROUP RIDING



MFS GROUP RIDING VIDEO



Stop - arm extended straight down, palm facing back



Slow Down - arm extended straight out, palm facing down



Speed Up - arm extended straight out, palm facing up



You Load/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front



Follow Me - arm extended straight up from shoulder, palm forward



Single File - arm and index finger extended straight up



Double File - arm with index and middle finger extended straight up



Hazard in Roadway - on the right, point with right foot; on the left, point with left hand



Highbeam - tap on top of helmet with open palm down



Pull Off - arm positioned as for right turn, forearm swung toward shoulder



Turn Signal On - open and close hand with fingers and thumb extended



Fuel - arm out to side pointing to tank with finger extended



Refreshment Stop - fingers closed, thumb to mouth



Comfort Stop - forearm extended, fist clenched with short up and down motion



HAND SIGNALS and TURN SIGNALS "USE THEM"



“Total Stopping Distance for 60 mph”

Let’s look at stopping distance going 60 mph.

There are three components for stopping: **Perception, Reaction, and Braking**

At a speed of 60 mph, you are traveling about 88 fps (feet per second) “on a good day”.

1. **Perception- Reaction** Time is about 1.5 sec., “once seeing and reaching for the brakes.” The Perception-Reaction distance is 134 ft. “on a good day”.
 2. Applying the **braking** to the threshold point for maximum stopping, another 171ft. has been added to the total stopping distance “on a good day”.
 3. Total Stopping Distance is about 305 ft. “on a good day”.
- Something to think about, 40 mph = 60 fps (feet per second), at 30 mph = can stop in half the distance than 40 mph.



WHAT CHANGES TO FLORIDA'S COMPARATIVE NEGLIGENCE LAWS MEAN FOR MOTORCYCLISTS

Fran Haasch:

I realize this will not be the most popular view, but I have been advising every biker I know to start wearing a helmet. Here's why you should, too.

- Florida's new tort reform law, **HB837**, went into effect on **March 24, 2023**. One of the absolute worst parts of the bill is that we are now a contributory negligence state. This means that if a biker is injured in an accident and is found to be **50.1%** at fault, they could be barred from recovering damages.
- A possible "real world" example – you are riding your motorcycle without a helmet as you are legally allowed to do because you are over 21 and have insurance, you are stopped at a red light, a person in a CAR/ BIKE/ Truck rear-ends you, causing you to fly off your bike and suffer a brain/body injury. With the NEW LAW, the lawyer for the insurance company can argue that because you were not wearing a helmet, your negligence contributed to your injury, if they can prove that you were **50.1%** or more negligent, you can lose the case and get absolutely zero recovery.
- You are riding your motorcycle without a helmet, freedom that riders in the state of Florida have been legally allowed since **July 1, 2000**; another person is at fault for causing the accident and your injuries, but because of contributory negligence, you might not be able to recover anything for your injuries, pain, and suffering, long-term care, NOTHING!
- This means that riders who choose not to wear a helmet could be putting themselves at much greater financial risk in the event of an accident. Even if another party is primarily at fault for the accident, the rider's decision not to wear a helmet could be used against them in court and could result in a complete loss of damages.
- During the legislative hearings, there were at least four (4) separate amendments to exempt helmetless motorcyclists who complied with the helmet laws – **fs. 316.211** – from the new contributory negligence law. The Republican majority in both the House and Senate voted down all the amendments.

DISCLAIMER

Information in this presentation, the Rider's Manual, and all associated documents are derived from various valued sources. This material is intended for educational purposes only and provided only to the American Legion Riders and Supporters. If you believe any information needs to be reviewed, bring it to the attention of the department leadership for review. The safety and the ride belong to each Rider and their passenger. If for any reason, the Rider and their passenger are not riding safely, they may and can be told to leave for the safety of themselves and other rides. If for any reason, you as a Rider believe that you cannot ride in a safe manner, ask for help, and it will be provided, or discontinue the ride in a safe manner.

***Let us ride safely, responsibly and set a good example for others.
We are representing the American Legion!!!***

