



**Patriots Motorcycle Club**  
PO Box 821124  
North Richland Hills, TX 76180-1124  
Membership@PatriotsMC.com

## **Prospect Package**

**WELCOME!** Please take the time to browse the entire web site to acquaint yourself with us. All areas are accessible to the public except Members Only.

The Patriots Motorcycle Club welcomes all responsible motorcycle enthusiasts and all makes of motorcycles.

To be an Active Member you must be at least 21 years of age and have a valid motorcycle operator's license, current insurance and operate a motorcycle on the majority of the clubs outings. Unlike many other motorcycle clubs, women are encouraged to join. The Patriots Motorcycle Club welcomes all applicants for active membership, as long as they meet the above criteria.

The Patriots Motorcycle Club remains active in sponsoring, co-sponsoring and participating in various charity and benefit events throughout the DFW Metroplex. We are "The Club that Cares."

### ***Our Mission Statement:***

The Patriots Motorcycle Club brings together a diverse group of men and women as equal members. Our mission is to act as a reminder of what a true patriot is; exercising our freedom and protecting our right to gather, ride, have fun and work for good causes.

1. We want to get to know you and you to know us.
2. We expect prospective members to ride with us.
3. We require interested Prospects to attend business meetings (second Sunday each month). Check the web site front page or events page for details.
4. Bring your valid MC license and Insurance card before your first ride with us.
5. Once voted in, your colors, including your Road Name Rocker, are the property of the Patriots M/C and you wear them at the Club's discretion. **If you cease to be a member for any reason, you are required to surrender your colors back to the Patriots M/C.**
6. Prospects are required to pay a \$50 fee to cover the costs of their prospect patches. Upon being accepted as a member, full patch-holding members are required to pay a \$100 membership fee and associate members are required to pay a \$50 membership fee. These fees cover the costs of patches and T-shirts. After that, membership dues are paid quarterly.
7. If you are interested please contact the Director of Membership ([Click Here](#)) with your name, phone number and e-mail information. A representative of the Patriots MC will contact you.
8. If you see us out on the road, (check our events page for our rides), feel free to ask a Patriots member about our club.



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### Information Sheet

**Turn in this page or e-mail ([Click Here](#)) to the Director of Membership and keep the rest.**

Print Full Name: \_\_\_\_\_  
Road Name/Nickname \_\_\_\_\_ *(if you don't have one, we'll come up with one for you!)*  
Drivers License #: \_\_\_\_\_ State of Issue: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_ Home Phone: \_\_\_\_\_  
Street Address: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
City: \_\_\_\_\_ E-Mail Address: \_\_\_\_\_  
TX (zip): \_\_\_\_\_ @ \_\_\_\_\_

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Emergency Contact Name: \_\_\_\_\_  
Street Address: \_\_\_\_\_  
City: \_\_\_\_\_  
Home Phone: \_\_\_\_\_  
Cell Phone: \_\_\_\_\_  
Relationship to you: \_\_\_\_\_  
TX, (zip): \_\_\_\_\_

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What do you ride? \_\_\_\_\_ (Type of Motorcycle/year) Color: \_\_\_\_\_  
License Plate #: \_\_\_\_\_

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Are you a current or former member, or prospected with another M/C or R/C? If yes, which M/C or R/C? What is your status with them? \_\_\_\_\_

*By affixing my signature hereto, I hereby agree and understand that if I should cease to be a member for any reason, my colors are the property of the Patriots MC and I will surrender my colors back to the club.*

Signature \_\_\_\_\_

Date \_\_\_\_\_



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## **Riding Standard Operating Procedures (SOP)**

### **1. Road Captain**

The Road Captain is responsible for the planning and conduct of 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. The Road Captain 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 rear guard whenever necessary to assist in managing a ride.

### **2. Rear Guard**

The rear guard's main duty occurs during lane changes. Upon receiving the signal for a lane change, the rear guard 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.

### **3. Lights**

Only the Road Captain, President, and rear guard or other assistants will have auxiliary lights/fog lights turned on in formation. All other bikes in the formation should turn off accessory lights.

### **4. Formations**

- a. **Standard formation** is two columns abreast. Hand signal: Left arm extended up with 1<sup>st</sup> and 2<sup>nd</sup> fingers extended.

Order:

Road Captain (L) & President (R) in first row.

Board members

Patch holders

Prospects

Hang-arounds

Other guests

Rear guard

Cages (if applicable)

- b. **Staggered formation** may be used for twisting roads. Left bike takes the lead in each row. You should be 1 second behind bike in the adjacent column and 2

## Riding SOP (Cont.)

seconds behind bile in front of you. Hand signal: left arm extended up with first finger and little finger extended; bend wrist back and forth.

- c. **Single column formation** used on narrow roads or in hazardous conditions. Left bike takes the lead in each row. Hand signal: Left arm extended up with first finger extended.

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.

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 rear guard 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 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 **rubber-band or Yo-Yo effect**.

### 5. Lane Changes

When changing lanes the Road Captain will signal the lane change. Riders will pass the signal back to the rear guard, but maintain their position. The rear guard will secure the lane. After the lane is secured, the Road Captain or President will initiate the lane change depending if the move is to the left or right from front to rear. Use caution to make sure a cage two lanes over hasn't moved into the same lane in front of the rear guard. 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 rear guard to secure the lane.

### 6. Hand & Arm Signals

Pass hand and arm signals back through formation. You can also use turn signals 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. A thumbs up means OK or I understand.

## Riding SOP (Cont.)

### **7. Intersections**

In order to maintain a tight formation, the lead bikes may stop at an intersection and then the entire formation will proceed through the intersection as a group. Technically, the formation will be running the stop sign, so we will use caution to make sure there are no police in the immediate area. If traffic dictates, a road guard may post to stop cross traffic. Cages will normally wait until all bikes have maneuvered through the intersection before proceeding. Also it may be necessary for trailing bikes to run yellow lights in order to get the entire formation across intersections. 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.

### **8. Road Guards**

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-arounds 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.

### **9. Highway Travel**

Under most circumstance, the Road Captain will set a highway speed of between 70 and 75 mph, unless traffic, road conditions or law enforcement give reason to slow down to the posted speed limit or below. 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 inside lane or a middle 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.

### **10. Parking**

When entering a parking lot, follow the lead bike (Road Captain or President). 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.

### **11. Being Prepared**

Make sure you have a full tank of gas and you bike is in running order before you arrive at the clubhouse or other meeting point. As 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.