

2012

The American Legion Legacy Run



National
Commander's
Ride

**Rider Guide
and Run Plan**

Niagara Falls to Indianapolis
August 21-23, 2012

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Hand and arm signals used on The American Legion Legacy Run are illustrated near the back cover.



The American Legion Legacy Run Home

The National Commander's Ride
The American Legion Riders Expo
The National Convention Parade

National Commander Fang Wong and all of The American Legion national staff welcome you to the seventh anniversary of The American Legion Legacy Run. We are proud to have you ride with us, whether you are new to the Legacy Run or are a veteran of any of our previous multi-state runs from The American Legion national headquarters in Indianapolis to our national conventions in Salt Lake City, Reno, Phoenix, Louisville, Milwaukee, and Minneapolis. In 2012, with our national convention in our home city of Indianapolis, we will turn the Legacy Run around and start the Run from National Commander Wong's home state of New York—and what better place to begin than Niagara Falls? We will travel more than 750 miles through five states to Indianapolis, the home of our national headquarters, and after a final lap of the famous Indianapolis Motor Speedway will begin a two-day American Legion Riders Expo to showcase The American Legion Riders to the delegates and guests of the 94th annual American Legion National Convention. Along the way, you and as many as 300 or more other riders and passengers will participate in numerous mass refueling stops, meet hundreds of American Legion Family members from many American Legion posts, units, squadrons, and chapters, and participate in some very special surprise events. American Legion Family volunteers and local Legion Riders chapters will be in place to assist us. Police and public safety agencies in all five states have been advised of our route and schedule, and many of those agencies will provide time and equipment to ensure our safety.

Each one of you, no matter how experienced, will face challenges along this route. Weather, road conditions, breakdowns, heavy traffic and wildlife are just a few of the variables that lie ahead. Our Run plan, described in this booklet, takes these challenges into account. We have an advance team to scout ahead to alert us of weather and road conditions, coordinate with law enforcement, and help prepare and supervise the refueling stops and marshalling points. We have a chase/recovery team to cope with mechanical troubles and have coordinated our movements with motorcycle dealerships and shops ready to assist if necessary. We will pause every 70 to 120 miles to refuel and help riders stay alert. The Run itself will be organized into groups with trained and experienced road captains assigned to provide leadership. A special map book is also included in your packet to visually highlight and explain the route. A detailed route description is contained in this guide should individuals become separated from the group for any reason.

DOT-approved motorcycle helmets will be required wear for all participants while traveling inside the Legacy Run formations. Riders who decide to run separately from their assigned groups for any reason cannot be supported by our Chase/Recovery teams, which must remain in position behind the Legacy Run itself. Riders are also discouraged from running separately less than an hour ahead of the Legacy Run—this practice complicates the job of the advance teams and the mission of the law enforcement officers who may be assigned to support us.

We ride to fulfill an obligation to the men and women who have given their lives to safeguard our freedoms and our way of life. Our mission is simple; we ride so that their children will be able to secure a college education. Our sport is dangerous; there is no way to change that. But with proper equipment, well-practiced skills, heads-up riding, proper attitude and the understanding that we are responsible for our own safety, we can complete our mission safely. It is important for you to read this booklet and understand the operation of The American Legion Legacy Run and to become familiar with the procedures outlined here, which directly support the daily safety briefings you will receive from each of your road captains.

The following pages provide a summary of our plan and some helpful hints on how you may overcome or avoid the challenges the “gremlins” will cause along the route. We will cover our group riding strategy, group refueling procedures, communications, any obstacles we have identified along the route, and other tips to assist you on the ride.

Most of you already know that there is a huge difference between taking a Sunday afternoon group ride and completing a cross-country, multi-day group endurance run, just as there are also big differences between riding alone and riding in a group. But one thing does not change, and that is the concept that every rider is responsible for their individual safety. *Don't let anyone twist your throttle!*

Group Riding

The American Legion Legacy Run is planned as a group ride consisting of a dozen or more groups of up to 30 motorcycles and/or trikes, each led by an experienced and trained road captain, assistant road captain and sweep. Leading the run in the front of the first group is our Chief Road Captain in overall charge of the Legacy Run and with authority to make final decisions about every aspect of the Run. Trailing the last group will be another experienced rider acting as Chief Tail Gunner with similar authority. Each participant will be assigned to a group; however, it is not necessary to ride within one of the groups to participate in the Run. Every rider is different and some riders find group riding more stressful and restricting than riding alone. Others will need to drop out of the group for a while to rest or to refresh themselves. That is okay. Every rider will know our route and destination. If you become separated from the group, whether voluntarily or involuntarily, do not rush to rejoin. Just meet us at the next stop or at the day's destination event.

Those who do choose to ride with the group should be aware of the following:

1. **GROUP STRUCTURE.** The American Legion Legacy Run will be organized into “groups” of approximately 25-30 bikes. Each group will have a road captain, assistant road captain, and a tailgunner, or “sweep.” For command and control purposes, four to six groups may be combined to make up a “flight.” As road conditions or law enforcement officials dictate, the chief road captain may direct movement as one large unit, or separate flights, or even as individual groups under the independent control of the group road captain. The chief road captain, often with law enforcement advice, will make decisions on the structure of the Legacy Run as conditions warrant.

At times, particularly for the scheduled refueling stops, the chief road captain may direct during the morning briefings that the Legacy Run be split into two or more flights in order to more easily manage the Legacy Run, with flights assigned to separate gas stations, often a few miles apart. We may also split into flights as needed to minimize impact on rush hour traffic in and around the cities along the route. During those situations the road captain of the flight's leading group becomes the flight captain, and will act according to the direction of the chief road captain, members of the advance team, or law enforcement as well as from his or her own experience.

Whether or not we are separated into flights, at all times the individual group road captains will make decisions for each group independently regarding movement and instructions for staggered or single file formations, and will maintain a constant speed and constant separation relative to the groups or flights to his or her front. The assistant road captains and sweeps will assist the road captain by making safety checks of all equipment daily under T-CLOCS and constantly observing the physical condition of the riders.

Motorcycles found at any time with mechanical or electrical deficiencies, including overloading, may be barred from participation at the discretion of the chief road captain until such discrepancies are corrected.

2. WE WILL RIDE IN A STAGGERED FORMATION. The first motorcycle in the group will be your road captain. He or she will be in the left side of the lane, but free to maneuver from side to side as needed. The second motorcycle in the group is the assistant road captain, who will ride fixed to the right side of the lane, behind and to the right of the first motorcycle. The third motorcycle will be directly behind the first motorcycle on the left of the lane, the fourth motorcycle will ride to the right of the lane, and so on.

When properly formed each member of the group will maintain a close interval to the surrounding motorcycles, but will have complete freedom for side-to-side movement within the lane to avoid obstacles. Riders should keep the group formation tight, with the closest motorcycles approximately two seconds apart. At the same time, each rider must avoid entering the side-to-side maneuvering space of the motorcycle to his front. We will never ride in a side-to-side formation unless at a stop or as directed by your road captain in stop-and-go traffic. (paragraph 7).

Trikes and motorcycles with sidecars will use the entire lane and maintain a similar interval behind the motorcycle in front of them. If you are traveling on a standard motorcycle behind a trike or motorcycle with a sidecar, ride in the left of the lane and maintain an appropriate interval.

3. MAINTAIN YOUR INTERVAL WITHIN THE GROUP. Losing your interval creates a tempting space for traffic to cut into the group itself. The keys to maintaining your interval are staying alert and keeping throttle discipline. For riders using cruise control, maintaining your interval inside the group can be a challenge. Don't use it. You should be aware that the further back in the group you are, the more necessary it will be to continually adjust your controls. Remember that when using cruise control or throttle clamps, you must constantly adjust your throttle controls to compensate for road grade changes, fluctuations in speed by riders ahead, and other factors. You may find it a drain on your energy.

4. NO SUDDEN MOVEMENTS. A properly rolling group will appear as one long continuous movement. Sudden movements by anyone in the group create a "sling shot" effect. If someone loses their interval and throttles up hard and suddenly, everyone behind will likely do the same. As a result the back of a group can be going as much as 10 to 15 miles an hour faster than the front of the group, just trying to close the interval. Slow easy throttle movement by everyone in the group reduces this problem.

The same is true for braking. If a rider in front hits the brakes, they just let go of the "sling shot." When this happens you can expect the group behind to come up fast. The best rule is to stay off the brakes and use your engine to slow you. You should however "flash" your brake to signal the rider behind you that you are slowing. If you find yourself required to hit the brakes to maintain your interval and you have not received a braking signal from the rider in front of you...you need to work on your throttle control or alertness.

Remember that gearing, speed, payload, and engine size will affect different machines in different ways. Where one person might maintain speed control with engine drag alone, a rider next in line may have to use his or her brakes to maintain position.

One of the best ways to combat the “sling shot” effect is for each group road captain to maintain adequate spacing (perhaps as much as 50 yards, or half a football field of distance) from the group to the front, and to maintain a constant speed regardless of the perceived speed of the group to the front. Your road captains are briefed on appropriate separation distances at various points during the Run.

5. REMEMBER YOUR “SOP”: Signal, Observe, and Proceed. As part of a group you are responsible for “covering the back” of the riders in front of you. Likewise, the riders behind you are responsible for covering your back. We will be using hand signals as our primary means of communication. Hand signals always mean something is changing. Pass all signals on and quickly check your mirror to be sure the riders behind you got the message.

6. PULLING OVER. It is not a good idea for individual riders to pull over when riding in a group. However, the chase vehicle will stop to assist all bikes that appear to be in distress. Assistant Road Captains will ensure that all riders have a “ride buddy” who can pull over with them. The rest of the group should proceed to the next stop. If a motorcycle in front of you pulls over, do not stop unless you are the ride buddy.

<p>If you pull over and do not need assistance be sure to signal the Chase/Recovery Team vehicles with a “thumbs up” so they will know to proceed.</p>

The Commander’s Ride will not stop on the highway shoulder for any reason unless directed by law enforcement officials or the chief road captain. All stops will be made at exits or other safe locations away from traffic.

7. WHEN THE GROUP STOPS. Prior to making a stop, your road captain will signal “throttle down” and gradually reduce the speed of the group. Be careful to maintain your interval, braking as little as possible. As the group slows to a stop, stay in formation and close the interval until the group is stopped and riders are two by two (or in single file if signaled by your road captain). When stopping in groups, your road captain will ride as far forward as possible into the available space. All members of your group must move in tightly behind to allow trailing groups the necessary room to assemble to your rear.

8. WHEN THE GROUP MOVES OUT. As the group begins to roll, the road captain, positioned on the left half of the lane will leave first along with the rider on his right. The rider on the right will hesitate slightly and begin to establish an interval as they roll. The next rider on the left follows the road captain and the next rider on the right will do the same, etc., until the group is rolling. In order to get the group up to a safe traveling speed relative to other traffic the road captain may signal “throttle up” quickly once the group is rolling, so be prepared to carefully raise your speed while maintaining your interval.

The chief road captain will ride at slightly below the posted speed limit for several miles after moving out in order for the Legacy Run to settle into proper intervals. He will also throttle down slightly the last mile before a scheduled exit, in order for following groups to close up on the leaders. We will exit very carefully under the direction of law enforcement officers or ground guides, whose first mission is to move the entire Legacy Run off the highway and into a safe assembly area prior to refueling.

9. GROUP PARKING & ASSEMBLY. All riders in the group will follow the lead of the group's road captain. For curb parking, after the group is completely stopped in a tight formation, the road captain will pull forward, stop, and back into a parking space. The next rider will do the same, then the next, and so on. In nearly all cases, we will simply park in our normal group formation—all behind your group road captain and assistant road captain, with the sweep at the rear.

It is important to park with your group at all times. Each leader will have a windshield sticker to aid in recognition. We will assemble and depart in the same group formations during the entire ride, so staying together will save precious time and avoid confusion. As others join us along the route, they may be inserted into your group or may be assigned to new units.

10. ROAD CAPTAINS (RCs). As mentioned, each group will be led by a road captain, an assistant road captain, and a tailgunner/sweep. Your road captain and assistant road captain will be your primary source of information. Remember, while your road captain will lead your group, you remain responsible for your own safety. The road captain will maintain adequate separation from the group in front to allow traffic to flow easily around the groups. The road captain, at his or her discretion, may also decide to have your group change lanes independently to avoid merging traffic or other hazards, but should otherwise stay in the lane occupied by the groups to the front. Under no circumstances should the road captain lose visual sight of the group to his or her front.

11. ASSISTANT ROAD CAPTAINS (ARC). Each group will also have an assistant road captain, who will be located fixed to the right and one second behind the road captain. If the road captain pulls over for any reason and the assistant road captain does not, follow the assistant road captain. The ARC will adjust position to the left of the lane and take over road captain duties. The duties of the assistant road captain are to help keep the group's motorcycles grouped together at all stops, to inspect the motorcycles daily for obvious malfunctions or safety issues, and to keep an eye on the general well-being of the members of the group. The ARC will also pair the riders off into ride-buddy teams.

12. TAILGUNNERS (TG, or "Sweep"). Each group will have a tailgunner at the end of the group responsible for managing your group's formation, keeping an eye out for loose equipment or malfunctions, helping the ARC keep track of the group members and at times facilitating lane changes with the road captain. If you are rejoining your unit, the tailgunner will "fall back" to allow you space to rejoin the back of your group until the next stop. Please do not attempt to rejoin the center of your unit while wheels are rolling and **do not ride behind the tailgunner!**

Group Riding Under Police Escort

Police and public safety agencies in all four states have been advised of our route and schedule, and some departments have agreed to donate time and equipment to ensure our safety. We deeply appreciate the valuable service these agencies are providing to us. Above all, we must remember that police escort duty is dangerous work for these officers, and while they ride for our safety we must also ride for theirs. This means no unnecessary movement, especially lane changes, unless directed by your road captains or by a law enforcement officer. Pay attention to the traffic around you and be prepared for sudden stops or accelerations.

We will have different types of police support at several points along the route. In some areas we will have a dedicated police escort, in others we will have help with traffic control at key intersections or interstate ramps. In other areas we will have no support at all—officers may have been pulled away by some other emergency call.

A common mistake group riders make is to slightly relax when police support arrives. Don't make this mistake. Riding with police support requires extra vigilance. During a police support operation, officers may lead the group or travel with us to block intersections, and will be operating at times at very high speeds close to our formations.

- Do not assume that any vehicles approaching from the rear know that we are being escorted.
- Do not assume that a blocked intersection is completely safe. Maintain your speed and interval, but visually scan the intersection as you approach it.
- Do not assume the officers can stay with us during passage of key intersections. They may be suddenly dispatched to another emergency.
- Continue to use hand signals for every movement, and to be alert for signals from your front.
- Check your mirrors often--an officer may be passing you on the outside or inside.
- Do not “wander” into another lane or onto the shoulder or breakdown lane.
- Do not pull over unless absolutely necessary. If you have an emergency and must pull over, remember SOP = Signal, Observe, Proceed.

In the interest of protecting us, police officers are moving around the group at speeds much greater than the group itself. They will often seem to appear out of nowhere even as you check your mirrors. It is dangerous work and they are doing it to protect us. Let's do our part to keep them safe. Stay together, stay smart, and stay alert.

Group Refueling

The purpose of an organized refueling procedure for group riding is to reduce opportunities for error during the refueling process, providing a safer and more relaxed atmosphere for the group. It also significantly reduces the amount of time required to refuel. However, participation in any group riding refueling operation is voluntary.

An advance team of support vehicles and riders trained and experienced in setting up refueling points will be running ahead of the flights and groups to coordinate the local volunteer fuel teams and law enforcement officers meeting us at the various gas stops. The advance team has arranged with local volunteers to provide ground guides as the Legacy Run enters each of the gas stops, which might consist of two or even three separately located gas stations. Group road captains must be prepared to follow the directions of the ground guides even if it appears that they are guiding you into an area away from the pumps. Remember that the advance team's first task is to move everyone completely and safely off the highway.

The first gas station at the exit may not be the only station used for refueling. Some groups may be directed by ground guides to move to another gas station nearby, also set up and prepared to refuel them as a group. A ground guide or a mounted escort in a bright yellow safety shirt will lead the appropriate group road captains to the alternate fuel point.

Pump Procedures:

1. Road captains will follow the signs or hand signals of the advance team and local volunteers stationed at the approaches to the gas stations. They will be identified by brightly colored shirts or safety vests.
2. As riders enter the station, the fuel team will direct the group to the designated pumps. The formation should be tight and two by two.
3. The road captain in your unit will approach the pump. The remaining bikes will be directed to stop, beginning about 5 feet from the pump and maintain a two by two holding position. (In some situations with a street between the bikes and the pumps, a ground guide may stop traffic and signal for bikes to proceed two by two when safe to proceed across the street.)
4. The bike in the formation on the right of the road captain position will be directed to a "next in line" single file position between the fueling bike and the group.
5. When the road captain has completed refueling, he will pull away to the posse-up area indicated by the ground guides.
6. The next bike will be directed to the pump. This procedure will be repeated until all bikes have been refueled.

Your Turn to Refuel

1. No smoking.
2. Unless otherwise directed by the fuel team, move in tight behind the bike being refueled.
3. As the refueled bike moves away from the pump, observe the pump manager to insure they have control of the fuel gun and hose and there are no obstructions in your path.
4. Proceed to the fuel pump and turn off your bike.
5. Open your gas cap and listen for the pump manager to advise you what the current pump total is.
6. Firmly grasp the fuel gun as it is handed to you from the pump manager and refuel your bike. Be careful not to over-fill. Do not ask the pump manager to fuel your bike for you. They have been instructed that only you can fuel your bike.
7. When refueling is complete, the pump manager will announce the amount you owe for fuel.
8. Hand the fuel gun to the pump manager and replace your gas cap.
9. Pay the pump manager cash, start your bike and proceed to the posse-up area as directed. (At some stations the pump manager will direct you to pay another volunteer stationed directly to your front as you pull away from the pumps.)

Note: All payments are in cash and rounded to the next highest dollar. No change can be given. Bring lots of \$5 and \$1 bills. Excess funds collected will be used to fuel advance team vans and chase trucks.

10. At least one pump at each refueling point will be designated for riders who prefer to refuel using personal credit or debit cards. Ground guides will be able to direct the riders to these pumps. Reassemble with your group after you refuel.

11. Park with your assigned unit in the posse-up area and use station facilities as needed. Check with your group's assistant road captain to confirm the group departure time and arrive back at your bike **15 minutes prior to KSU** for a briefing on the next leg of the run.

12. Remember fuel stops are not designed to be social gatherings. Use the short time available for personal care and refreshment. Drink a lot of water and apply sun screen at each stop as the weather requires.

NOTE: All riders are responsible to refuel bikes and be ready to depart each morning at least one hour prior to departure time.

Safety

Weather: With over 750 miles to travel, be prepared for heat, cold, wind, rain, and more. According to the Climate Prediction Center of the National Weather Service, temperatures in August along our route will be in the normal to high range. That will mean highs near 100 to lows in the upper 50's.

It's a pretty safe bet that we will encounter wind at any time, but be particularly alert for crosswinds and wind bursts in open areas and during thunderstorms.

The best riding kit for the weather conditions we will encounter include sunscreen, long-sleeved shirts, mesh or airy leather jacket, DOT-approved helmet with face protection or goggles, full fingered gloves, a water canteen or hydration pack, good riding shoes or boots, eye drops and of course a rain suit. We will not stop for rain.

Hydration: Summer temperatures along our route will be accompanied at times by high humidity, which reduces your body's ability to evaporate sweat and cool itself. Keeping hydrated is always an important safety issue. Dehydration can zap a rider's concentration, cause headaches, and dizziness and much more. Be watchful for the symptoms of early dehydration among the members of your group:

- Flushed face
- Extreme thirst
- Dry, hot skin
- Cannot pass urine
- Dizziness
- Weakness
- Cramping
- Headaches
- Dry mouth, dry tongue; with thick saliva

Every rider should try to drink water at every stop and carry additional water while riding. Your group depends on you—this is an important safety issue and your assistant road captain will be stressing the importance of staying hydrated.

We will have riders of every age and physical condition, and some have have medical issues that may present themselves during periods of high heat or physical activity. Alert the road captain if you become concerned about a fellow rider. Medical support, if necessary, will be contacted to assist.

Road conditions: We will encounter road construction, roads in need of repair, tar snakes, grooved pavement, city traffic, interstate truck traffic, and many two-lane roads. We may also encounter high winds, small animals and maybe even a little rain.

No matter what condition we encounter, it is important that you know your motorcycle and have confidence in your ability to handle the conditions. Your road captains will

adjust the group's speed to account for road conditions, but if you feel uncomfortable for any reason, you are free to leave the group at any time and proceed to the next destination at your own pace.

Road construction: Watch for your road captain's signal being passed from the front. The group may go into a single file formation if necessary.

Road debris and obstacles: Your road captain and assistant road captain are constantly looking for danger on the road. One or both will signal if debris is ahead. But stay alert. If you see an obstacle, signal to the riders behind you and adjust your interval to allow room for riders behind and beside you to avoid the obstacle. Do not wait for a signal from the front before signalling others of possible danger.

Tar snakes: These road crack repairs may become soft and slippery in the heat of the day. They are generally not a problem at speeds of 5 miles per hour or more. Try to avoid hard braking where they are present in the road.

Road kill: Surprisingly dangerous obstacle and at times not easily avoided. An animal carcass may be soft and slippery, especially in turns. Best to avoid excessive braking and be prepared in case you suddenly lose traction.

Grooved pavement: Normally grooved pavement is not a big problem. It just feels like a big problem. The grooves will grab your tires and it will feel like you are pitching from side to side. Do not panic or try to fight it. Let it go, keeping a firm grip on the handlebars. Manage side-to-side movement by leaning slightly to the right or left, pressing the handlebars as you would normally.

Heavy traffic: Keeping intervals in traffic is critical. It increases the group's visibility and reduces the chances of someone trying to cut across the group. Road captains will maintain plenty of distance between groups to allow traffic to flow and merging traffic to enter. However, if you encounter a merging or passing vehicle that is attempting to cut through the group, let them go through. Do not attempt to block their progress. You never know the condition or age of the driver.

High winds: Different motorcycles will respond differently to high winds. A strong head wind will significantly decrease fuel efficiency and may make the front end of the motorcycle feel "muddy". A strong tail wind may make the motorcycle feel light or loose. A strong cross wind will "push" the motorcycle sideways. The effects of wind are especially noticeable on motorcycles with a fairing, sidecar or trailer.

If the group encounters high winds, your road captain will most likely increase your interval, or in the case of extreme wind, to a single file formation.

When packing for this trip, keep the possibility of high winds in mind. Keep the center of gravity as low as possible by placing heavier items at the bottom of your pack...and don't pack too high.

Managing your motorcycle in a strong cross wind requires you to take charge. Keep a firm grip on the handlebars and lean the motorcycle into the wind as necessary to maintain your position in the road. Keep your body as upright as possible and be ready to return the motorcycle to the upright position if the wind stops suddenly because of gusting or turbulence from a passing vehicle.

Like all riding conditions, riding in high winds requires common sense. Your road captain will adjust the speed of the group for road conditions. But if you feel unsafe for any reason, you are free to leave the group and proceed to our next destination at your own pace. If you leave the group, let the road captain or assistant road captain know of your plans.

Animals: As a group we must all be vigilant for animals in the roadway, and pass along danger signals from the riders in front. There is a large population of small animals and deer along certain portions of our route. If you choose to ride separately from the group, we recommend you not travel after dark.

Run Communications

We will be using an assortment of communication devices as we coordinate our movements. Our command center back at headquarters, our advance team and chase/recovery team will use cell phones and radios to communicate. Our assistant chief road captain and other staff members will communicate with the chase vehicles via cell phone or radio. Some road captains will also have CB or FRS communications, and some riders may be equipped with amateur radio FM transceivers or bike-to-bike communications headsets.

We ask everyone with CB, FRS, or Amateur (ham) radio communications capabilities to feel free to listen in on the road captain channels as noted during the morning safety brief, and to relay information back and forth as needed. However, please try to maintain radio silence otherwise except in an emergency. Idle chatter not only clogs up the airways, it is a potentially dangerous distraction while riding in a group. Only road captains and sweeps should use their CBs actively and only then to aid in the movement of the group.

We will provide the group road captains with emergency phone numbers, FRS/GMRS and CB channels prior to departure. Ham operators may choose to monitor 146.520 FM simplex (2M) and 446.000 FM simplex (70cm).

The primary form of communication will continue to be hand and arm signals. It is important that all riders stay alert for all signals and pass them on to those behind. See back cover for hand and arm signals used on The American Legion Legacy Run.

The American Legion Legacy Run Home

Niagara Falls to Indianapolis
August 21-23, 2012

Route and Schedule

The following pages contain information about the route and schedule of events for the 2012 American Legion Legacy Run. For the convenience of those who wish to join us for a portion of the run, we have also identified posse-up locations where you will be able to join the run. You may also register at any posse-up point if you have not already done so by mail earlier by meeting the advance team 30 to 45 minutes before the arrival of the main group.

In the interest of safety we ask riders not to join us at fuel stops or other places along the route not listed as posse-up locations unless you have made prior arrangements with the run staff. Normally, registration will be made available upon the group's arrival at lunch or evening events. All riders must register and be given a safety briefing by the road captain to join the Run.

We also ask riders not to "tag along" behind the advance team vehicles, or to trail behind the Chief Tail Gunner. Individual riders or small groups of motorcycles running within a few minutes ahead or behind of the Legacy Run present a ragged, unprofessional appearance to the public. More importantly, this makes it very difficult for law enforcement officers to identify the main group and to effectively manage our safety.

On behalf of the children of America's fallen warriors, we thank you for your participation in the seventh annual American Legion Legacy Run (renamed for 2012 The National Commander's Ride). We hope you have a safe, rewarding and enjoyable journey with us.

Route Summary

National Commander's Ride

- Monday, August 20 (Niagara Falls, NY pre-run assembly)
- Tuesday, August 21 (Niagara Falls to Vermilion, OH)
- Wednesday, August 22 (Vermilion, OH to Coldwater, MI)
- Thursday, August 23 (Coldwater, MI to Indianapolis, IN)

The American Legion Legacy Run will begin at the Wheatfield American Legion Post 1451, 6525 Ward Road, Sanborn, NY, and end at Speedway Post 500, 1926 Georgetown Road, Speedway, Indiana, within the national headquarters city of Indianapolis, Indiana, the site of The American Legion's 94th annual National Convention.

The Run will travel a bit over 750 miles over 3 days, passing through New York, Pennsylvania, Ohio and Michigan, and Indiana. During the first leg of the Run we will pause for a group photo on Goat Island at Niagara Falls, New York, then pause for food and refueling at Hughes-Skiba American Legion Post 535 in Salamanca, New York. We will cross the Pennsylvania and Ohio state lines and stop again for fuel near Austinburg, Ohio. After passing Cleveland along I-90W and OH-2W we will enjoy an evening event hosted by the Fiebirch American Legion Post 397 in Vermilion, Ohio. The next morning we will travel westward along OH-2 to Toledo, jump north to I-94E to a refueling stop in Carleton, Michigan, then enjoy a long break and lunch hosted by the Otto Miller Jr. Post 396 in Garden City, Michigan, the founding post and chapter of The American Legion Riders. After lunch in Garden City, we'll proceed westward again along US Hwy 12 to a rest stop in Cement City, Michigan, and the end of day event and dinner hosted by the Sherman-Rice-Demorest American Legion Post 157 in Quincy, Michigan. On the final day, we'll ride down I-69S into Indiana for a refueling stop near Warren before our final run into Indianapolis and a lunch stop hosted by Northside Harley-Davidson. From there we'll travel to the Speedway American Legion Post 500 to prepare for the very last leg of the 2012 National Commander's Ride—a victory lap of the famous Indianapolis 500 Motor Speedway.

A very special thanks go to The American Legion Departments of Indiana, Michigan, Pennsylvania, Ohio and New York, The American Legion Riders in each of those departments, and to the hundreds of American Legion Family members, law enforcement officers, hotel staff and city officials supporting our National Commander's Ride in 2012.

Monday, August 20, 2012

Pre-run Rally and Registration

Wheatfield American Legion Post 1451 6525 Ward Road, Sanborn, NY 14132

Pre-run rally agenda

10:00 a.m. – 4:30 p.m. Doors open, American Legion Post 1451 – Check-in and/or complete late registration. All participants should report to the registration table upon arrival for Run material, waiver signatures, group assignments and run information. All Riders must check in.

11:00 a.m. – 4:30 pm. Emblem Sales Store hours. Full-service American Legion Riders merchandise and catalog sales.

3:00 p.m. – 5:00 p.m. Riders Briefings
Scott Miller, Deputy Director, Corporate Relations
Bill Sloan, ALR National Program Office
Dick Woods, Chief road Captain

5:00 – 5:05 p.m. Salute to Colors, Pledge of Allegiance and Invocation
Bill Sloan, ALR National Program Office
The Rev. Ronald Moore, Legacy Run Chaplain

5:10 – 5:30 p.m. Introduction/Remarks
Post and Department Officers
Special Guests

5:30 – 6:00 p.m. Legacy Run contributions
National Commander Fang Wong

6:00 – 7:30 p.m. Dinner hosted by the Legionnaires, Auxiliary, Sons, and Riders of Wheatfield American Legion Post 1451 and the Department of New York.

7:30 – 9:00 p.m. Social activities.

Day 1 – Tuesday, August 21, 2012

(Niagara Falls to Vermilion OH, 317 miles)

Assembly area: Parking lot at American Legion Post 1451, 6525 Ward Rd., Sanborn, NY

- **6:00 – 7:00 a.m.** Breakfast hosted by Post 1451. Assistant Road Captains/Sweeps to marshal bikes for departure on arrival. All bikes should be fully fueled.
- **7:00 a.m.** Final Posse-up/Rider check-in.
- **7:10 a.m.** Dick Woods, Chief Road Captain Safety Briefing for road captains, assistant road captains (ARCs), tail gunner/sweeps, and advance teams.
- **7:30 a.m.** All Riders Safety Briefing.
- **7:45 a.m.** Prayer: The Reverend Ron Moore, Dept. of France, The American Legion Legacy Run Chaplain.
- **7:55 a.m.** Helmets and gloves on, and ready to roll. Five-minute warning horn.
- **8:00 a.m.** Kick stands up (KSU) and rolling.

LEG 1. 12 miles, about 20 minutes.

Depart: 0800 (Post 1451)

To Goat Island, Niagara Falls State Park, for group photo.

Location: Goat Island parking area.

Route description: Right on NIAGARA RD, left on WILLIAMS RD. Turn Right onto LASALLE and ROBT MOSES PKWY to Niagara Falls area, turn right onto 4th ST., left on Buffalo, left on 1st Street over bridge. Proceed to parking area. 50 minutes for photo.

GAS TANK ROUTE NOTES:

Ngra Blvd/L on Wms/R onto LaSalle to Rbt Ms Pkwy, R on 4th, L on Buffalo, Left on 1st over bridge to parking.

Arrival: 08:20 a.m. for 55 minutes.

LEG 2. 85 miles, about 1 hour, 45 minutes.

Depart: 9:15 a.m. (Goat Island)

To Lunch at Salamanca Post 535

Location: 67 Wildwood Ave., Salamanca, NY 14779.

Route description: Return along ROBT MOSES PKWY to LASALLE and WILLIAMS RD towards Ward Road and Post 1451. Right at NIAGARA FALLS BLVD (US-62). 7.5 miles to I-290E, then 5 miles to I-90W. Take US-219 Exit 55 towards Erie/Orchard Park. Continue on 219S for 52 miles. In Salamanca, turn right onto WILDWOOD AVE for ½ mile (just past train trestle). Post 535 is on right.

GAS TANK ROUTE NOTES:

Rbt Moses Pkwy to LaSalle, L on Williams. R on Ngra Fls Blvd (US-62), I-290E to I-90W to Exit 55. US-219S. Right on Wildwood after trestle.

Arrival: 11:00 a.m. for one hour.

LEG 3. 2 miles, about 5 minutes.

Depart: 12:00 p.m. from Post 535

To refuel at Seneca Truck Stop

Location: 745 Broad St., Salamanca, NY 14779.

Route description: West on WILDWOOD. Left on N. MAIN, then right on BROAD ST. Less than 2 miles. Station is on left.

GAS TANK ROUTE NOTES:

L on N. Main, R on Broad, 2 miles.

Arrival: 12:05 p.m. for 55 minutes.

LEG 4. 126 miles, about 2.25 hours.

Depart: 1:05 p.m. for Flying J Truck Stop

Location: 2349 Center Rd., Austinburg, OH 44010.

Route description: I-86 W for 65 miles, then merge into I-90 W via Exit 1A for 57 more miles. At 122 miles, take Exit 223 for OH-45/Center Road.

GAS TANK ROUTE NOTES:

I-86W (65 miles), I-90W Exit 1A (57 miles) Exit 223 Center Road.

Arrival: 3:15 p.m. for one hour.

LEG 5. 92 miles, about 1 hour 45 minutes.

Depart: 4:15 p.m. for Post 397

Location: Post 397, 2713 SR-60, Vermilion, OH 44089.

Route description: I-90W for 52 miles, then keep right to stay on I-90 W towards Toledo for another 26 miles. At 78.5 miles, take OH-2 WEST towards Lorain/Sandusky. At 90 miles, take OH-60 Exit towards Wakeman. Keep left on ramp towards Wakeman, and turn left onto State Road 60. Post 397 < 1 mile on right.

GAS TANK ROUTE NOTES:

I-90W (78 m), OH-2W (12 m), Exit SR60S, turn Left. 1 mile.

Arrival: 6:00 p.m. End of day.

Day 2 – Wednesday, August 22, 2012 (Vermilion OH to Coldwater MI, 225 miles)

Assembly area: Parking lot at American Legion Post 397, 2713 SR 60, Vermilion, OH

- **6:00 – 7:00 a.m.** Breakfast hosted by Post 397. Assistant Road Captains/Sweeps to marshal bikes for departure on arrival. All bikes should be fully fueled.
- **7:00 a.m.** Final Posse-up/Rider check-in.
- **7:10 a.m. -7:45 a.m.** Dick Woods, Chief Road Captain Safety Briefing and Group Road Captain Safety briefings.
- **7:55 a.m.** Helmets and gloves on, and ready to roll. Five-minute warning horn.
- **8:00 a.m.** Kick stands up (KSU) and rolling.

LEG 1. 108 miles, about 2 hours.

Depart: 0800 (Post 397)

To Red Barron Express Truck Stop.

Location: 974 Will Carleton Rd., Carleton, MI 48117.

Route description: OH-2 West for 72 miles. Merge onto I-280N, then I-75N into Michigan. At 100 miles, merge onto I-275N Exit 20 towards Flint. At 107 miles, take Exit 8 (Will Carleton Rd) toward Flat Rock. On right. Staging area in large lot to rear.

GAS TANK ROUTE NOTES:

OH-2W (72m). I-280N/I-75N (28 m). I-275N Exit 20 (7 m). Exit 8 to Flat Rock.

Arrival: 10:00 a.m. for 1 hour refueling.

LEG 2. 22 miles, about 30 minutes

Depart: 11:00 a.m.

To Lunch/Event at Garden City Post 396

Location: 6860 Middlebelt Rd, Garden City, MI 48135.

NOTE: Short tanks MUST refuel during lunch. Next leg is 128 miles from earlier refueling.

Route description: I-275N towards Flint. At 9.6 miles, take Exit 17 and I-94E towards Detroit. At 13 miles, take Exit 198 onto MIDDLEBELT RD (second exit past Merriman Rd.) Go north 7 miles, and enter high school parking lot on the right.

GAS TANK ROUTE NOTES:

I-275N to Exit 17. I-93E to Exit 198. Middlebelt Road north.

Arrival: 11:30 a.m. for two hours.

LEG 3. *64 miles*, about 1 hour, 30 minutes.

Depart: 1:30 p.m.

To Cement City, MI.

GPS Location: 18741 US HWY 12, Cement City, MI 49233.

Route description: South on Middlebelt Rd. At 7 miles, merge onto I-94W towards Chicago. At 23.8 miles, take Exit 181A toward US-12/Saline.

Merge onto W. Michigan Ave (at 48 miles, Michigan Ave becomes US-12).

Continue for 17 more miles to stop on left at advance team guidance.

GAS TANK ROUTE NOTES:

Middlebelt S 7 miles. I-94W to Exit 181A. US-12. 64 m.

Arrival: 3:00 p.m. for 1 hour, 45 minutes.

LEG 4. *29 miles*, about 45 minutes

Depart: 4:45 p.m.

To dinner event at Quincy Post 157

GPS Location: 104 E. Chicago St., Quincy, MI 49082.

Route description: US-12 West for 28.8 miles. Post 157 on the right, just past BROWN St.

GAS TANK ROUTE NOTES:

US-12 W 28 m.

Arrival: 5:30 p.m.

(NOTE: End of day hotels are in Coldwater, Michigan, 6 miles west of the post on US-12/I-69. Assembly next morning at Hampton Inn.)

Day 3 – Thursday, August 23, 2012 (Coldwater MI to Speedway IN, 210 miles)

Assembly area: Parking lot at Hampton Inn Coldwater, 391 North Willowbrook Road, Coldwater, Michigan, 49036

- **6:00 – 7:00 a.m.** Breakfast hosted by Hampton Inn and Post 397. Assistant Road Captains/Sweeps to marshal bikes for departure on arrival. All bikes should be fully fueled.
- **7:00 a.m.** Final Posse-up/Rider check-in.
- **7:10 a.m. -7:45 a.m.** Dick Woods, Chief Road Captain Safety Briefing and Group Road Captain Safety briefings.
- **7:55 a.m.** Helmets and gloves on, and ready to roll. Five-minute warning horn.
- **8:00 a.m.** Kick stands up (KSU) and rolling.

LEG 1. 98 miles, about 1 hour 45 minutes.

Depart: 8:00 a.m. (Hampton Inn Coldwater parking lot)

To Warren Travel Plaza Truck Stop.

Location: 7270 S Warren Ave, Warren, IN.

Route description: West on US-12, South on I-69S entering Indiana. Take IN-5 Exit toward Warren, IN at 98 miles. Turn right. Travel Plaza on left.

GAS TANK ROUTE NOTES:

I-69S to Warren Exit IN-5, 98 m.

Arrival: 9:45 a.m. for 1 hour refueling.

LEG 2. 82 miles, about 1 hour 15 minutes

Depart: 10:45 a.m.

To Lunch/Event at Northside Harley-Davidson

Location: 4146 E. 96th St., Indianapolis, IN

Route description: I-69S. At 78 miles, take Exit 0 (I-465W) then 3.5 miles to Exit 33 (Keystone Parkway). Turn right (north) and then right on 96th Street. Northside Harley Davidson is ½ mile on left.

GAS TANK ROUTE NOTES:

I-69S 78 miles to I-465W to Exit 33 Right, then Right on 96th Street.

NSHD .5 miles on left.

Arrival: 12:00 noon for 1 hour 30 minutes.

LEG 3. *23 miles*, about 30 minutes

Depart: 1:30 p.m.

Location: 1926 Georgetown Rd., Speedway, IN 46224.

Route description: I-465W to I465S. At 41 miles, take Exit 14B onto W 10th St., then left on Main, then right on W. 16th St. Left left at Georgetown. Post 500 is on left.

GAS TANK ROUTE NOTES:

I-465W, I-465S. At 41 miles Exit 14B to W. 10th, L on Main, R on 16th, L on Georgetown. Post on left.

Arrival: 2:00 p.m.

NOTE: The National Commander's Ride *will remain in group order* and prepare for police escort and lap of the *Indianapolis Motor Speedway at 3:00 p.m.* Expo riders will follow behind the Legacy Run for the IMS lap. No support vehicles will be allowed on the track. **The charge per motorcycle is \$5.00, collected at Post 500 prior to departure to the IMS.**

LEG 4. *2.5 miles*, under escort, about 30 minutes

Depart: 3:00 p.m.

Lap of the famous Indianapolis 500 racetrack—Indianapolis Motor Speedway.

Location: 1926 Georgetown Rd., Speedway, IN 46224.

Route description: Post 500 is adjacent to the IMS. We will follow police escorts from the post onto and around the track and return.

GAS TANK ROUTE NOTES:

Left. Left. Left. Left.

Arrival: 3:30 p.m. for end of run reception.

Welcome to Indianapolis.

We invite you all to stay for The American Legion Riders Expo and 94th Annual National Convention Parade.

Notes

American Legion Rider Expo Activities—August 24-26, 2012

After the Commander's Ride, you are invited to stay and participate in **The American Legion Riders Expo** and **The American Legion National Convention Parade**.

Track 1- Rider Skills (Available for rider or observer): Experiences are offered on training ranges that will be set up on Stout Field. Events will include but not limited to:

- Bike Bonding
- Advanced Riding Experience
- Military Sport Bike
- Indianapolis Metropolitan Police Drill Team Demonstration

Track 2- Community Service: Classroom events designated to showcase tools available from the MSF that chapters are encouraged to host in their local communities. This will be taught by the Ad Hoc Committee and will be held in classroom facilities on Stout Field

Events will include the following programs from the MSF "Host an Event Series:"

- Street Smart - *Rider Perception*
- Intersection - *Motorist Awareness Kit*
- SeasonedRider - *Aging Awareness Kit*
- Riding Straight - *Alcohol Awareness Kit*
- Share the Adventure - *Group Riding Kit*
- How to become an MSF RiderCoach

Track 3- Managing an ALR Program: Programs designated for information sharing rider groups. Open forum formats will be monitored by experienced riders, committee members and staff. Proposed topics will include but not limited to:

- How to start an ALR program
- How is your ALR organized?
- Successful ALR fund raisers
- What does being a Legion program mean?

The expo will also include vendor exhibition booths at Stout Field, a tour of the National Headquarters, and local charity rides hosted by The Indiana American Legion Riders to benefit the Roudebush VAMC and Riley Children's Hospital. A Shuttle Bus service will be provided between Stout Field and the Indianapolis Convention Center for convention delegates to attend. There will also be some Rider skills competitions--test yourself against your peers.

The "Night Ride on Indianapolis" and a **Legacy Scholarship Memorial Ceremony** will be conducted on the steps of the Indiana War Memorial on Saturday, August 25, 2012. To date, American Legion Riders have raised close to three million dollars to benefit the scholarship, and now the Riders will have the opportunity to meet some the scholarship recipients.

"The 94th Annual American Legion National Convention Parade" (Sunday, August 26) It has become tradition that American Legion Riders lead the National Convention Parade. The parade will begin in front of National Headquarters and begin at the intersection of North Street and Pennsylvania Street. From there, it will head south on Pennsylvania Street, then west on Ohio Street before making a right to head north on Meridian Street. The parade will finish at the corner of St. Clair and Meridian streets.

Notes



Start your engines



Stop



Go ahead and pass me



Bikers ready



Hazards on the road



Don't pass me



Stop your engines



Turn off your turn signals



Single riding



Left turn



Slow down



Staggered riding



Right turn



Speed up



Time for a pit stop

REMEMBER SOP=Signal, Observe, and Proceed.



Ride Safe!



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