

HARLEY OWNERS GROUP



BIKER'S GUIDE



AAS Pattaya Chapter — Thailand

"One family, one road, one legend"

Welcome to the Family

New member welcome booklet



HARLEY OWNERS GROUP



SPONSOR DEALER

Welcome to the Chapter



A human and motorcycle adventure starts here.

If you're opening this booklet, it's because you've just joined our official Harley-Davidson Chapter, the **AAS Pattaya Chapter**, affiliated with our sponsor dealer **AAS Harley-Davidson of Pattaya** — and the whole team is delighted to welcome you into this big family.

Here, we share a lot more than miles. We share a common passion for Harley, the spirit of freedom, the road, and above all conviviality.

What is HOG?

The Harley Owners Group (H.O.G.) is the official worldwide community of Harley-Davidson owners. Created by the Motor Company, HOG brings together hundreds of thousands of enthusiasts across the world around strong values:

- Respect
- Friendship
- Freedom
- The pleasure of riding together, safely

The Chapter is your local family

This is where it all comes to life: outings, road trips, shared moments, encounters, friendships. You'll ride, discover, learn, share — at your own pace — in a friendly and passionate spirit.

This booklet is your travel companion

It was designed to help you:

- Understand how the Chapter and HOG work
- Know the essential rules for riding together safely
- Settle in easily and make the most of everything Chapter life has to offer

No stress, no pressure: just fun, respect, and the desire to share good times among enthusiasts.

Welcome again among us. Strap on your helmet and let's hit the road for the adventure.

The Role of a Chapter



A Chapter is much more than a group of riders. It's the local relay of the Harley Owners Group (H.O.G.), affiliated with a Harley-Davidson dealership — for us, **AAS Harley-Davidson of Pattaya**. It's a place where Harley-Davidson owners gather to live, share and pass on the Harley universe, with pride, kindness and commitment.

A Chapter's mission

- Bring Harley-Davidson owners together around shared values: respect, freedom, mutual support and passion
- Organize runs, events and life moments where everyone can meet, connect, and vibrate to the rhythm of the brand
- Support new members in discovering HOG, the Harley universe, and good group-riding practices
- Be an ambassador of the Harley-Davidson brand, carrying its colors and spirit with pride, whether on the road, at events or within the riding community
- Support and showcase our sponsor dealer, by actively taking part in its major moments (open houses, test rides, launches, special events...)
- Spread the Harley-Davidson passion beyond the Chapter, to other riders, future bikers, and the general public
- Encourage a spirit of openness and sharing

A Chapter is an open family. Everyone comes as they are, with their bike, their story, their style. Everyone takes part in their own way: by riding, helping, suggesting, being present. We are all ambassadors of the brand: on the road, during runs, at the dealership or in everyday life, our behavior reflects the image of Harley-Davidson and that of our Chapter.

Your role as a member

- Carry the Harley-Davidson values with respect, passion and rider spirit
- Take part in Chapter life, at your own pace, as you wish
- Be open to others, welcome newcomers, pass on knowledge, inspire

The Chapter's Organization



A Chapter is a collective adventure... where everyone can play a part. A Chapter is not just runs and gatherings: it's a living organization, driven by volunteer members who give their time and energy to keep things running, organize outings, manage events, welcome newcomers, and represent the Harley-Davidson spirit.

Everyone can get involved, in their own way. Whether to lend a hand once in a while or take on responsibilities, there's room for every talent. It's sometimes even a chance to discover a calling... or to develop a taste for organization and leadership in a passionate and supportive setting.

The Chapter's board

Director

Represents the group with H.O.G. and with our sponsor dealer AAS Harley-Davidson of Pattaya. Sets the direction with the team, coordinates actions, watches over the Chapter's spirit.

Assistant Director

Right hand of the Director, ensures continuity in case of absence and supports the overall organization of the Chapter, contributing actively to its dynamic.

Treasurer

Manages the Chapter's finances with transparency: dues, budget, event-related expenses, etc. Makes sure the accounts are up to date and well kept.

Secretary

Handles admin work: membership tracking, official documents, meeting notices, meeting minutes, registrations. Guarantees the "paperwork" side of the Chapter runs smoothly.

Safety Officer

Makes sure runs take place under proper safety rules, following H.O.G. guidelines. Trains members if needed, raises awareness on group riding.

The Chapter's Organization



Communicator / Webmaster

Manages the Chapter's internal and/or external communication: social media, groups, newsletters, visuals for events. Often also the day-to-day link with members.

Photographer

Captures Chapter moments in pictures: runs, events, get-togethers, memories.

Historian

Keeps and tells the Chapter's history: maintains the archives, memories and key dates, and keeps the group's memory alive.

Road Captain

Experienced riders who lead the runs. They prepare routes, brief participants, watch over how the outing unfolds. The Road Captain rides only at the front of the convoy, never in the middle or at the back.

Sweep

Rides last during runs and makes sure no one is left behind. Keeps an eye on the group and reports if there's a problem. An essential, discreet role.

Membership Officer

Often a caring and experienced member, welcomes newcomers, answers their questions, accompanies them on their first runs and helps them find their place in the group.

Activities Officer

Suggests ideas for outings, evenings, festive moments. Helps organize, plan, book, coordinate... In short, brings life to the Chapter.

Ladies of Harley Officer

This role can be held by a member invested in the Chapter's female dynamic. She highlights the place of women in the Harley community, proposes actions, runs or events related to the Ladies.

Getting involved keeps the Chapter alive. In a Chapter, there are no small roles. There are people who commit with passion, respectfully, to move forward a group that looks like them. Want to help? Be useful? Learn? Bring your energy or your experience? Talk to a board member. There will always be a place for you.



Riding together also means **riding responsibly**. Safety is everyone's business. When riding in a group, each rider is responsible not only for themselves, but also for the others. The pleasure of sharing a run also means respecting the common rules, the organization in place, and the attention we pay to one another.

Our Chapter follows H.O.G. recommendations to run our outings. A precise organization is put in place: briefings, defined roles (road captains, sweep, safety officer), and above all a series of communication gestures and signals that every rider must know and use.

Reading, understanding, and remembering these rules is essential. It's not a formality: it's the foundation for riding calmly, with confidence, and fully enjoying the Harley-Davidson group riding experience.

The 10 golden rules of Chapter riding

1. Be on time at the meeting point
2. Fill up your tank before the run
3. Listen to the safety briefing
4. Listen to the route, the stops, the instructions and the roles
5. Respect the formation, follow the formation, the pace
6. No overtaking, no racing. No stopping without authorization
7. Pass on the signals, respect your role
8. Not too close, not too far. Anticipation and visibility
9. Always respect the traffic laws (no alcohol!!! no speeding!!!)
10. Riding in a group doesn't exempt you from the rules. Lead by example

Preparing for your run

A successful run starts before you get in the saddle. Taking part in a run isn't just about showing up at the meeting point and following the movement. It's a personal commitment, to yourself, your bike, and the group. A well-prepared run is a smoother, safer, and above all more enjoyable run for everyone.

Are You Ready to Ride?



1. Your bike: ready to go?

Your bike must be in perfect working order. Check:

- Tires: pressure, wear, general condition
- Brakes: front / rear, good bite
- Lighting: headlights, turn signals, brake light
- Fluid levels: oil, brake fluid, fuel
- Battery: charged, no sign of weakness
- Accessories: luggage properly secured, protections in place
- Papers: registration / green book, insurance, valid license

Keep the dealership reflex. The best way to have a bike in perfect working order, ready for the road, is a bike that follows the maintenance protocol of our dealer and the Harley-Davidson network. It's important to stay close to our sponsor dealer AAS Harley-Davidson of Pattaya.

2. Yourself: fit to ride?

A run requires concentration, alertness, sometimes several hours in the saddle. Ask yourself the right questions:

- Did I sleep well?
- Am I physically and mentally fit to ride in a group?
- Have I eaten and drunk enough, especially if it's hot?
- Am I able to keep up a group riding pace?

No one will judge you if you'd rather not come on a run where you don't feel 100%. But if you come, be ready to ride safely for yourself and for others. A run doesn't happen by chance: a well-tuned bike, a rested body, a clear mind, complete gear — that's what real respect for the run looks like.

3. Your gear: complete and suitable?

- Approved helmet
- Gloves, jacket, closed shoes
- Clothing suited to the weather (heat, monsoon, sun)
- Vest or armband if requested
- Charged phone, papers on you, first-aid kit if possible

Under the Thai climate, think ahead: plenty of water, sunglasses, sunscreen and a break in the shade as soon as the group stops.

Did you know? We're lucky that our sponsor dealer AAS Harley-Davidson of Pattaya runs riding courses, at several levels. These are amazing days, at a small cost, where you learn real riding techniques and get better control of your bike. We strongly recommend taking part as soon as you join the Chapter — your Director will tell you more.

Communicating on a Run



When riding in a group, words aren't enough. To stay fluid, organized and safe, we use a universal visual language, made of simple gestures that all members must know. Every rider is a link in the chain: it's essential to master these signals, reproduce them precisely and pass them on to the next rider.

All signals below are identical to the international HOG standard.



START ENGINES

Arm extended, index finger moving in a circular motion.



TURN LEFT

Raise your left arm horizontally, elbow straight.



TURN RIGHT

Raise your left arm horizontally, elbow bent at 90°.



HAZARD

Point to the hazard with your foot or arm. Same gesture for a hazard on the left.



SLOW DOWN

Extend your left arm at 45° and move your hand up and down.



CLOSE RANKS

Extend your left arm and move it up and down: the leader wants to tighten up the group.



SINGLE FILE

Left hand above the helmet, fingers pointing up.



STAGGERED FORMATION

Left arm up at 45°, index and pinky fingers extended upward.



STOP / STOP AT LIGHT

Closed fist, arm raised straight above the head.



To ride together, you need to ride in a structured way. If you're new to the Chapter or not used to riding in a group, no need to worry. During your first outings, you'll go through — like every one of us when we joined — a period of mutual observation. You'll learn to know the group's dynamic, and we'll learn how you ride.

We ride in a column of two, in a staggered formation, following a precise organization. No stress at the start: you'll be placed right behind the Head Road Captain, with the Road Marshal accompanying and guiding you while you find your bearings.

Convoy composition

- **The Head Road Captain** — Experienced rider who leads the run: prepares the route, sets the direction and takes us from point A to point B. Our compass. Rides only at the front, at the head of the convoy — never in the middle or at the back.
- **New and beginner riders** — Less experienced riders benefit from an easier position and the watchful eye of the Road Marshal.
- **The Road Marshal** — Rides right behind the Head Road Captain, to guide the group and watch over newcomers. If there's no Road Marshal on a given outing, a Safety Officer can fill the role.
- **The riders** — Right after the Road Marshal come all the other riders in the convoy, in order of experience level: the less experienced riders at the front, the more experienced ones towards the back.
- **The Safety Officers** — Responsible for safety: they can advise you and give you good riding tips, but their primary role is to help a member in difficulty. Unlike the Road Captain, they don't have a fixed position: they ride wherever it's useful — front, back or middle of the convoy — so they can step in quickly wherever needed.
- **The Sweep** — Closes the convoy, makes sure no one is left behind, and steps in in case of an incident or delay.

The further forward you are, the easier it is: no shame in asking for help, we're here to help each other. If you need advice or have questions, we're all here for you.

We Ride the Cautious Way



At the AAS Pattaya Chapter, we're lucky to have great synergy and very involved members, including many highly experienced riders among us.

Before every departure, we always organize around a briefing where the route and itinerary are explained: this is the moment where you can ask your questions, ask for help, or simply talk things through if needed. We're also lucky to have fairly frequent stops during a run, which let us drink, eat, and of course refuel.

The principle is not to ride fast, overtake each other or race, but to enjoy ourselves and ride all together, at our own pace.

There's no shame in speaking up when something's wrong: it's better to talk about it. And there's also no shame in not following a group if you don't feel up to it on a given day. We always prefer a biker who speaks up over a biker who takes risks.

Riding together also means thinking about others. The best way to keep a safety mindset is to think about those riding in front of and behind us. The more we watch out for one another, the fewer risks we take.

Stay alert above all

- Always stay attentive to the signals of the rider ahead of you, and pass them on to the next one
- Keep your position in the group, don't try to change it without reason
- If in doubt, slow down and give way rather than forcing it
- Talk to a Road Captain or a Safety Officer if something is bothering you, before or during the run

You'll find the details of the convoy organization on the previous page: it's this synergy between Head Road Captain, Road Marshal and Safety Officers that lets us ride calmly, even dozens strong on the road.

Ride Safe: Staggered Formation



A formation designed for safety and smooth group riding. The staggered formation is used for most runs. It lets each rider keep good visibility, react quickly to the unexpected, all while maintaining the group's cohesion.

Why ride staggered?

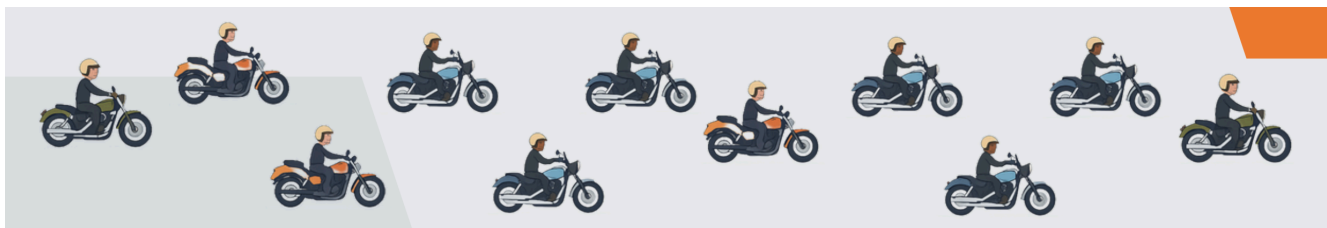
- To keep visibility as good as if you were riding alone
- To be able to brake in an emergency without risking hitting the bike ahead
- To avoid side collisions in case of swerving around an obstacle
- To prevent a car from cutting into the group while keeping safety margins

Distances to keep

Each bike must keep a safety distance of about 2 seconds from the one ahead of it in the same virtual line, offset sideways from the bike directly in front. This distance must be adjusted depending on the road and speed. The faster we ride, the more space we leave. In a bend or on a narrow road, we switch back to single file to ensure safety.

This is the most commonly used formation on the road; most of the time we ride this way, except when single file is needed.

Keep your position in the group: the Head Road Captain and the Road Marshal stay with you as long as you're not yet comfortable with the formation.



Sweep • Safety Officers • Experienced riders • Road Marshal or Safety • New riders • Head Road Captain

And in Some Cases, Single File



A formation suited to complex situations. Single file formation is used when the staggered formation is no longer suited to traffic conditions. It reduces the width of the group, makes maneuvers easier, and ensures better safety in tight or narrow passages.

When do we switch to single file?

Switching to single file is decided by the Head Road Captain, who gives a clear signal to indicate the change of formation. From that moment, every rider must:

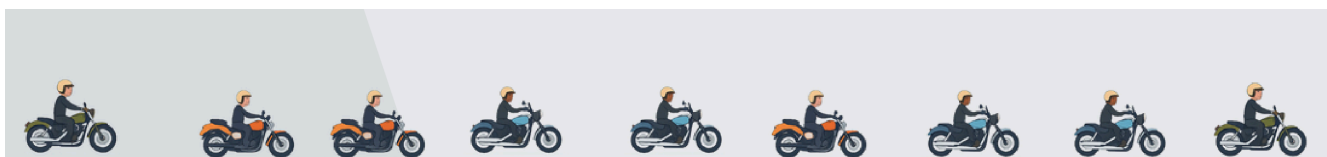
- Line up exactly behind the bike ahead of them
- Keep the safety distance
- Hold their line without zigzagging or getting too close to the rider ahead

This formation is used

- On narrow roads (small secondary roads)
- In tight bends or on technical descents/climbs
- At roundabouts and traffic circles
- In town, when traffic is heavy
- Approaching obstacles or roadworks
- Whenever the Head Road Captain deems it necessary

Behavior to adopt

- Keep your line, without trying to hug the wheel of the bike ahead
- Keep enough distance for an emergency stop (about 2 seconds or more depending on speed)
- Be even more attentive to signals, as side visibility is reduced
- If you need to brake, do it gradually, to avoid the accordion effect



Sweep • Safety Officers • Experienced riders • Road Marshal or Safety • New riders • Head Road Captain



Staying grouped, safely, without stress. When the convoy stops at a red light or an intersection, it's important to adopt a specific position to reduce the group's length and help it stay cohesive when moving off again.

What to do

- Break out of the staggered formation
- Move up next to the bike beside you to form two abreast, row by row
- Stay in this formation until you've fully cleared the intersection
- Once past it, naturally reform the staggered formation

This method allows us to

- Cut the group's length in half when stopped
- Save time when moving through
- Limit being split up by lights
- Maximize safety by clearing the intersection faster

What if you get cut off from the group?

No need to panic. Here's what to do:

- Never run a red light, even to "catch up" with the group
- Don't take any risks to keep up
- The Road Captain will be informed (via the Safety Officers or the sweep) and will either:
 - Slow down or stop further ahead in a safe area
 - Give you time to calmly rejoin the convoy

The golden rule: as long as there's no change of direction, we keep going straight. In case of a change (right or left), the Head Road Captain and the Road Marshal clearly indicate the direction and wait for latecomers to guide them. This kind of situation happens to everyone. What matters is that everyone stays calm, respects the safety rules, and that we stay united without rushing.

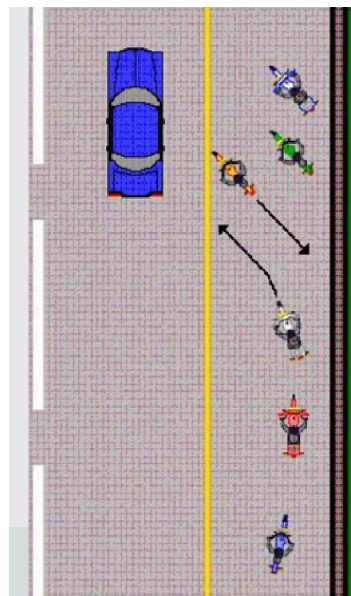
A simple maneuver... that still requires method. Parking is never trivial when riding in a group. A disorganized maneuver can block traffic, create stress, or even put the last riders in danger. That's why it's essential to adopt a shared, quick and safe method.

The basic rule: park fast, park clean.

- When a stop is planned, each rider should move forward to the parking area (not stop as soon as they see it)
- Once level with the spot, stop, then reverse to line the bike up in order

In practice

- The Head Road Captain or the Safety Officer will designate the stopping area
- No overtaking others, everyone takes their spot in order of arrival
- If you're at the back, don't try to stay glued to the group at all costs: your safety comes first, not the line-up



In town, on the roadside or in a parking area that doesn't allow driving straight out, we park in order of arrival and formation. You need to reposition by reversing. In an open area or a large drive-through parking lot, we park forward (no reversing).

DEPARTURE ORDER



ARRIVAL ORDER



Leaving the group safely also means protecting the others. Even when well prepared, a rider may need to stop during a run (breakdown, illness, incident). In that case, it's crucial to follow a precise procedure, so as not to endanger the rest of the convoy.

The exit procedure

1. Raise your arm and put your hazard lights on, without leaving your line
2. The rider directly behind you confirms they've seen your signal by turning on their own hazard lights as well (gesture or clear signal). Then, all the other riders turn on their hazard lights in turn, all the way to the last one: a Safety then rides up to the level of the first bike with its hazards on — that's you, in difficulty.
3. You then pull over safely, on the shoulder, without disrupting the group's progress
4. The Safety Officer takes care of you and assesses the situation
5. Depending on the cause of the stop, they'll decide what to do next: roadside repair, calling the group, waiting, or turning back

Meanwhile, the convoy keeps going, until the leaders decide otherwise.

The group's safety comes first

In a Chapter, we're a family. The natural instinct is to want to stop and help if a brother or sister rider stops ahead of us. But while riding, this reflex can become dangerous for everyone. You must never stop on your own to help another biker. Why? Because:

- You risk causing a sudden slowdown or an accident
- You disorganize the convoy
- You put your own safety at risk, as well as that of others

Only the Safety Officer or the sweep is allowed to stop to provide assistance. They're trained for it, they know the procedures, and they'll handle the situation efficiently.

Your mission if you see a biker stop: keep riding normally, keep your position, let a leader know as soon as you can if possible (e.g. at a planned stop).



When a vehicle cuts into the convoy

This happens often, especially in urban areas or on busy roads: a car, a truck or a motorcycle slips into the middle of the group, whether on purpose or not. It's not a mistake. But it's dangerous if we don't react correctly.

Why is it a problem?

- The driver doesn't know our group dynamic
- They may brake suddenly or change lanes without warning
- It breaks the flow of the run, especially if the group tries to reform too quickly

What to do?

- Bikes ahead of the vehicle should move to the right as soon as possible, to encourage it to pass
- Give a clear signal (hand movement to the left) to invite it to leave the convoy
- Never force your way through or overtake without visibility
- Once the vehicle has left, gently reform the convoy

We stay calm, we don't try to force cohesion. Safety comes first.

Direction changes & U-turns

Direction changes: always follow the bike ahead of you, and watch the turn signals. The Head Road Captain starts the turn, and each rider follows the trajectory. No overtaking, no shortcuts: follow the convoy's movement.

Unplanned U-turns: a U-turn may become necessary (wrong route, road closed, itinerary change decided by the Head Road Captain). But be careful: a group U-turn is never improvised.

The Head Road Captain identifies a suitable spot: U turn, intersection, parking lot, wide open road — and leads the U-turn alone.



A matter of safety, respect and leading by example. One of H.O.G.'s fundamental goals is to promote safe and responsible motorcycling. That starts with a principle every biker must embrace: we never mix riding with drinking or substance use.

The Chapter rule is simple and non-negotiable: ZERO ALCOHOL when riding.

No drinks. No exceptions. No tolerance.

Why?

- On a motorcycle, the slightest slowed reflex can become dramatic
- In a group, you put the safety of your riding brothers and sisters at stake, not just your own
- In case of an incident, the whole Chapter is affected, both in its reputation and its cohesion

What this means

- No consumption of alcohol or substances affecting alertness before or during a run
- If you plan to drink, you don't ride
- If a Safety Officer or a board member believes a biker is not fit to ride, they can be excluded from riding immediately

After the run: free but responsible

Once the engines are off, and the bikes are parked for good, everyone is free to drink, within reasonable and respectful limits. But as long as you plan to ride afterward: it's a no.

In the Chapter, safety comes first. Riding together means sharing a pleasure. But it also means sharing a responsibility. And rider freedom starts with respect for life.



All of the Chapter's daily life runs through our **LINE** group. As soon as you join, remember to sign up: it's the central tool for staying connected to everything going on.

What is the LINE group for?

- See all upcoming outings and sign up for them directly
- Follow Chapter events and news
- Share, discuss, chat with all members
- Ask your questions and reach the whole group

The "Notes" tab. In the LINE group, a Notes tab gathers useful, pinned information — for example the bank details for paying for outings. Get into the habit of checking it: many answers are already there.

It's really a sharing group: don't hesitate to use it to ask questions, suggest an idea, or simply follow Chapter life day to day.

The Facebook group

The Chapter also has its **Facebook group**: don't hesitate to check it out. You'll find photos and memories from our outings, as well as events and fun posts to follow. A good complement to the LINE group to stay connected to Chapter life.

Our clubhouse, above our sponsor dealer. We're lucky to have a beautiful clubhouse, reserved for HOG, located upstairs at our sponsor dealer AAS Harley-Davidson of Pattaya. The dealer makes a large room available to us with tables, chairs and armchairs, where we can hold our meetings in a truly pleasant setting. It's a valuable gesture on their part, and we can only thank them for it.

In Summary: The Chapter Fundamentals



What you should always keep in mind

The Chapter spirit

- We're a family of enthusiasts, not an army or a closed club
- The Chapter means mutual support, freedom, safety and respect
- You ride as you are, at your own pace, but always in tune with the group

Safety above all

- Zero alcohol or substances before or during a run
- Bike in perfect condition, and so are you! Riding demands attention and commitment
- You respect the signals, the instructions, the positions, and never go it alone
- If a problem arises, only the Safety stops to step in

While riding

- We ride the cautious way, helping each other
- We ride staggered, 2 seconds apart, no zigzagging
- In a bend or narrow area → single file
- At intersections → two abreast, restart staggered
- If a car cuts in, we let it pass safely

In case of the unexpected

- An unplanned stop? Signal it, don't leave the line without the procedure
- A U-turn? Only on the Road Captain's decision, in a suitable spot
- Always follow the bike ahead of you and stay focused

And above all...

- You're an ambassador of the Chapter and of the Harley-Davidson brand
- Your behavior on the road reflects our image
- We're here to share a passion, not to take unnecessary risks

Good ride! And welcome among us.
"AAS Pattaya Chapter — One family, one road, one legend."

Board Composition & Contacts



Want to get involved, or need to reach the board? Here are all our team members.

Manager

Khun Chaianan Prongarkard

Director

Khun Veerachai Sungkarat

Assistant Director

Khun Adinan Thaweesup

Treasurer

Khun Sanchai Raksaphan

Secretary

Khun Apichart Jonea

Road Captain

Khun Peerayut Semapanit

Communicator / Webmaster

Khun Chanon Chansiw

Historian

Khun Suparerk Tovatcharakul

Editor

Khun Pat Apavatjirut, M.D.

Safety Officer

Khun Wiroonpat Nujjasith

Sponsor Dealer

Khun Pee Jo (Thna Siwadonvanit)

Activities Officer

Khun Assawin Phromchun