



Welcome Home



Combat Veterans Motorcycle Association

North Carolina Chapter 15-1

Member's Guide

NCCVMA 15-1 March 2021, Ver.1.1 Release

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Mission of the CVMA

Our mission is to support and defend those who have defended our country and our freedoms. Our focus is to help veteran care facilities provide a warm meal, clothing, shelter, and guidance, or simply to say, "Thank you" and "Welcome Home."

Who We Are?

We are an Association of Combat Veterans from all branches of the United States Armed Forces who ride motorcycles as a hobby. Our membership is comprised of Full Members (those with verified combat service) and Support Members (those who have non-combat military service and have a sincere dedication to helping veterans). Many members continue to serve in our Armed Forces, with several serving in combat are as now.

What We Do

We sponsor and/or participate in many motorcycle related charities events each year, and as a non-profit organization, donate to various veteran care facilities and veteran charities. To promote interest in various forms of motorcycle activity associated with Veterans. To create and maintain camaraderie among Combat Veterans from all U.S. Branches of Service and its allies. To support Veteran Organizations. To raise awareness for the plight of POWs, MIA's, and their families. To conduct Association functions and activities in a manner befitting the members of the Combat Veterans Motorcycle Association and as well as the association's Auxiliary Members. To encourage a better understanding of motorcycle riders as a constructive sport among members of the public, press, and law enforcement agencies.

We Are Not

We ARE NOT a Motorcycle Club or Motorcycle Gang. We DO NOT have colors. We DO NOT prospect. Nor do we actively recruit. We DO NOT claim territory. We ARE NOT, nor do we claim to be a motorcycle club.



History of the CVMA

In the year 1999, the Combat Vets Motorcycle Club was introduced to the internet. Up until the first part of 2001, many of us were led to believe it was a true and established motorcycle organization. Through many turns of events, it was found out that CVMC was an internet scam to milk money from Combat Veterans.



In the early months of 2001, many of the members found this scam out & alerted one another. Since we were all interested in the issues of Veterans, 45 members decided to form a Combat Veterans Motorcycle Association. After this was decided, the CVMA was born and appeared as a non-profit Association on or about May 1st, 2001. From then onward, we would be able to continue with our main objective, which is helping Veterans. The 2 main things that brought us together was motorcycle riding & being Veterans from Combat zones or theaters. The original 45 members have adopted a patch to wear indicating that they are the original founding fathers of CVMA.



In May of 2001, the CVMA adopted the CVMA/VFW patch. This was done with the VFW's ok as all CVMA members were or became VFW members and were entitled to wear the VFW patch. Over the next year and a half, the CVMA was well accepted at Post and Division levels with the VFW. Many meetings, conversations, and letters over this period with the VFW National board always sounded positive but with no results of developing a relationship. In December 2002, the CVMA membership voted to move on towards the Association it wanted to be. Along with this, VFW membership was no longer required, opening the CVMA up to all Combat Veterans who ride a motorcycle.



On December 15, 2002 it was voted the CVMA would wear a combination of the CVMA background and the old skull logo as a one-piece patch. Membership requirements being only that a new member had to be a Combat Veteran and ride a motorcycle as a hobby. This patch is worn by Full Combat Veteran Members only.



Chapter 15-1 is known as "The All-American Chapter". Our Chapter was founded on 17 September 2006. We were the first CVMA Chapter founded in the State of North Carolina and we maintain a roster of active members, many of them still on Active Duty in the Fort Bragg area. We routinely partner with other Veteran's support organizations within the Fayetteville

community and surrounding areas. We are members of the Cumberland County Veteran's Council and partners with many Chambers of Commerce in the area, VFW Posts, American Legions, DAVs Mission 22, Project Duffle Bag, and many other organizations supporting Veterans. We have ridden thousands of miles throughout the United States in support of fund raising and currently host two Chapter rides annually, our Annual Memorial Ride and the Charlie Mike Ride.



CVMA Poem

“The Patch on My Back”

**“My vest is full of patches both old and new.
Representing places, I have been and things I do.
Most on the front and layered in a stack.
But none say more than the patch on my back.
I earned it in battle as a Combat Vet,
It serves as a constant reminder to Never Forget.
The first thing you will notice is the Skull and Spade,
A reminder that the debt of war is never paid.
Every color has a meaning and a story to tell.
And every story has a meaning we know all too well.
To show unity as Warriors we use the Military Gold.
For every Branch of Service both new and old.
Red represents the blood that my Brothers and Sisters have
shed.
Not all known by me, but a tear for each I have shed.
With heavy hearts we display the symbolic color Black.
For the Missing, the Prisoners and those who never made it
back.
Yes, I know it is just a patch – made of cloth and thread.
But because of what it means I’ll respect it until the day I’m
dead!”**

Eligibility for Membership

Full Member

1. Any person of good character
2. Must provide a DD 214, ERB, or other official document verifying combat service in the armed forces.
3. Owns and operates a motorcycle of at least 500cc's.
4. Have not been involuntarily discharged from any Riding Club, Riding Association or Motorcycle Club and am not banned from membership ("out bad").
5. Pay Dues

Supporter Member

1. Any person of good character
2. Must be sponsored by a Full Member.
3. Must provide a DD-214, ERB, or other official document verifying service in the armed forces.
4. Owns and operates a motorcycle of at least 500cc's.
5. Have not been involuntarily discharged from any Riding Club, Riding Association or Motorcycle Club and am not banned from membership ("out bad").
6. Pay Dues

Auxiliary Member

1. Be of good character.
2. Be a spouse of a full or supporter member in good standing.
3. Provide proof of marriage.
4. Pay Dues

Chain of Command

The CVMA is comprised of multiple levels of representation from the National Board of Directors (NBOD) to a Regional Representative (RR), a State Representative (SR), and ultimately to a Chapter Executive Board (CEB) aka Chapter Chain of Command. All officer positions are via elections or appointments and have varying levels of responsibility to the membership of the CVMA.

Like any Chain of Command, most if not all issues are best settled at the lowest levels. You will find in NC CVMA 15-1, our Chapter Officers are some of the most dedicated and caring people you will ever meet; do not hesitate to ask one of them for assistance. Also be assured your discussions will be held in the strictest confidence with the CEB members.

Point of Contact information for CVMA Command and Staff positions for all National, Regional, State, and Chapters are under the Administration tab of the national website at: (<https://www.combatvet.us/command/officers.php>). This is an invaluable asset for those who need to contact members of other CVMA chapters or to find help while traveling.

National Board of Directors

- | | |
|------------------------------|----------------------------|
| 1. President: | pres@combatvet.us |
| 2. Vice-President: | nvp@combatvet.us |
| 3. Treasurer: Charles | ntres@combatvet.us |
| 4. Secretary: | nsec@combatvet.us |
| 5. Sergeant at Arms: | nsaa@combatvet.us |
| 6. Public Relations Officer: | npro@combatvet.us |
| 7. Chaplain: | chaplain@combatvet.us |
| 8. Auxilliary President: | cvmaauxpresident@gmail.com |

CVMA National Website:

Access your 201 file, National Store, and to see general topics impacting the CVMA via various web forums: www.combatvet.us

National Auxiliary:

The mission of the CVMA-Auxiliary Unit is to create and foster a caring and appreciative environment for CVMA members. The focus of the CVMA-Auxiliary is to help CVMA accomplish its mission of Veterans Helping Veterans by offering support to CVMA Veteran related causes on national and state levels. The Auxiliary's main goal is to provide moral support and cultivate relationships; we want those who served and/or fought for this country to know they truly are respected and welcomed home." _ important information for our auxiliary members can be found at <http://www.auxiliary-combatvets.org/>

Regional and State Representative

The CVMA is comprised of eleven regions. North Carolina is part of Region 2. Region 2 is comprised of the District of Columbia, Kentucky, Maryland, North Carolina, Tennessee, Virginia, and West Virginia. Each state has a representative.

1. Region 2 Representative (R2R) is: Jonathan “Kid” Scholl, cvmaregion2rep@yahoo.com
2. NC’s State Representative (SR) is: Rick “Drifter” Goforth, NCSRCVMA@gmail.com

NCCVMA 15-1 Chapter Officers

- | | |
|---------------------------------|--|
| 1. Chapter Commander: | cdr.nccvma.15.1@gmail.com |
| 2. Chapter XO: | chptxo.nccvma.15.1@gmail.com |
| 3. Chapter SAA: | saa.nccvma15.1@gmail.com |
| 4. Chapter Secretary: | sec.nccvma.15.1@gmail.com |
| 5. Treasurer: | treas.nccvma15.1@gmail.com |
| 6. Chapter Quartermaster: | quartermaster@cvma15-1.net |
| 7. Chapter Safety Officer: | safety.nccvma.15.1@gmail.com |
| 8. Chapter PRO: | pro@cvma15-1.net |
| 9. Chapter Chaplain: | copschaplain@aol.com |
| 10. Chapter Webmaster: | |
| 11. Chapter Auxilliary Liaison: | auxliaison151@gmail.com |

NCCVMA 15-1 Auxiliary

The First Ladies of 15-1 accomplish the National Auxiliary Mission by having our own Auxiliary meetings and Auxiliary night out. Our meetings are simply to coordinate and plan how we can assist our Chapter with events, as well as discuss how we can help Vets in our local community. The idea behind “Aux night-out” is to get together, share life and laughs with one another.

NCCVMA 15-1 Website: <http://www.cvma15-1.net/index.php>

Facebook: <https://www.facebook.com/groups/cvmafayetteville> this is a private group so you will need to request permission to join.



Understanding Motorcycle Clubs'

Respect

MC commands respect for one or both of two reasons. Those who are properly informed recognize the deep level of personal commitment and self-discipline that a man must demonstrate and maintain to wear a 1% MC back-patch. They understand it is comparable to a religion or a full-time profession for the individual. They also realize that the clubs back-patch or "colors" are closely guarded, and the membership process is long and demanding.

Those who are less informed see only the surface. They see the vigilance of mutual support. The potential dangers of invoking a response from a well-organized unit that travels in numbers and is always prepared for confrontation. They know no one can provoke one club member without having to answer to the entire club, and that such an answer is a point of honor that must come, to the last man. The type of respect this generates is one that is born out of fear. This is especially true as it pertains to those persons outside of the motorcycle community. This segment of society is by far the larger, and therefore represents a larger market for any fundraising activities that the club might undertake.

It stands to reason that cultivating a relationship with these people is important. To be perceived by them as "biker trash" would be a disadvantage to the club. Therefore, they will conduct themselves as upstanding citizens and good neighbors. Their goal is to be admired and respected by the public, rather than feared. The serious MC will conduct itself publicly in a highly professional manner. They will not go out of their way to cause trouble or to present themselves as an intimidating force without purpose or provocation.

Participation

Wearing a patch is more than getting together for good times. It is also getting together in bad times. It constitutes a lot of work. It is committing yourself to a lifestyle in which you do not look for how your brothers or sisters might help you, but ways in which you can be of help to them. You always look to give, but never expect to receive.

Now all of this may sound very idealistic to you, and in some cases, it is just that. But it is an ideal that all clubs profess and are always striving to achieve in principle and practice. MC patch-holders are people too. They have good and bad days; they have jobs, families and normal everyday problems and concerns just like anyone else. There are those who no matter what you say or do, it will not be right with them. Just like with any group, you will find both good and bad. In closing, you should be aware of a "golden rule" of conduct that you should bear in mind while traveling in the motorcycle community circles: "If you give respect, you will get respect. If you show a lack of respect, act careless and irresponsible, you will definitely be treated accordingly!"

Points to Remember.

1. Protocol and respect are primary rules when dealing with an MC patch-holder. If you are formally introduced to an MC patch-holder, make sure that you or the person doing the introduction know what association you belong to and if you are an officer and what position you hold. Under no circumstances should you interrupt to correct a mistake while that person is introducing you or while they are talking. Wait till the introduction is done, then politely introduce yourself correctly i.e., "Jim Smith, Combat Veterans Motorcycle Association, Any Town, USA," "John Johnson, Chapter Sergeant-at-Arms, Combat Veterans Motorcycle Association, Any Town, USA" or "Bob Williams, State Representative, Combat Veterans Motorcycle Association, Any Town, USA." Use your name and not your road name or nickname, these may come later.
2. Greet them as you would anyone else that you meet. Wait until the offer is made to shake hands. Always remove your glove before shaking someone's hand; it is just a basic form of courtesy. However: Do not interrupt; wait for them to acknowledge you. Do not be offended or make a big deal if they do not offer to shake your hand. Many times, they want to get to know about you and your club a little better before they will offer to shake your hand.
3. An MC patch-holder may not, and many times will not, acknowledge your wife or girlfriend, especially upon a first meeting and should not be considered disrespectful.
4. "SHOW RESPECT." That is the top priority with them and is worth repeating!
5. Never be quick to walk up to a MC patch-holder in a public setting, even if you already know them or your groups are on friendly terms. If you want to greet them, walk up slowly, and wait for them to acknowledge you. Do not interrupt when they are with other members. Wait until they acknowledge you first. Never touch them or put your arm around them like a buddy. Do not put your hand out to shake theirs; wait for them to extend their hand first. If for some reason you are not acknowledged, just keep walking.
6. If you need to discuss an issue with an MC, the correct way is to ask for a meeting. This should be done by the local Chapter Chain of Command, State or Regional Representatives going through the respective MCs Sergeant-at-Arms and requesting a sit-down.
7. Most clubs realize that the CVMA is not an MC but more like an RC. When approached, be aware that most patch-holders will want to deal with the local Chapter Chain of Command, State or Regional Representatives.

8. Always know where you are when speaking about an MC, and never say anything about them in public because you never know when that woman, man or kid in regular clothes standing near you might be one of them, a family member or a “support member.” MC patch holders do not always wear their colors. By the time the story gets back to the dominate club in your area, it will have been changed many times over and could be blown up way out of proportion.
9. Anything said about an MC between CVMA members is our business only. If comments, even those said in a joking manner were to get out, problems could start. Discussion outside the privacy of the CVMA can start rumors, which could cause a lot of problems for not only the chapter, but also for other chapters in and out of the state.
10. If for some reason you must discuss something while in public, take that person you need to talk to aside, keep your voice down, be aware of anyone coming within listening distance and say as little as possible so anyone else cannot overhear it and misunderstand what you are talking about.
11. If anyone in your group knows an MC patch-holder, do not allow them to throw the club’s name, the patch-holder’s name, nickname, or road name around like they are best friends . . . even if you are. Many clubs consider that as a major disrespect to the whole club.
12. Some MCs can be very territorial, and some clubs do not see any difference between an Association, a RC, and a MC, good or bad. If you are unsure of the areas or places normally frequented by MCs, find out from your local CVMA Chapter Officers. If you are planning on traveling and are concerned about what the situation may be regarding the relationship with the local motorcycle clubs in the areas you will be traveling through or staying in, your Chapter Officers should be able to find something out by contacting the Chapter, State or Regional officers in the areas you will be in.
13. You must decide whether you want to show respect by going to any MC functions or if you want to avoid them all together. If you do choose to show respect and go, you can do this in a way that may make you feel more at ease by going to one of their support club functions instead of the top club’s function (if they have a support patch then you are still indirectly showing the top club respect). But if you do go, then you also must go to any rival clubs’ function, or you will be telling everyone that the CVMA is not a “neutral association” as we have always stated. do not wear your CVMA patch into an MC clubhouse unless you have been invited for a “sit down” with the officers of the MC or have been invited as a CVMA Member, to attend a function there.

1. We are an Association & Not a MC and have no intention of ever trying to become an MC.
2. The CVMA Patch is bought and not earned as an MC patch. (FM is earned by being a Combat Veteran)
3. All makes and models of motorcycles (500cc or larger) are welcome in the CVMA.
4. We are a Non-territorial Association.
5. We are a neutral association and do not wear any MC support patches.
6. Women Combat Veterans are welcomed and in many cases are chapter officers.
7. Do not offer forums links or website links sites, it is better to refer them to a chapter officer.
8. Do NOT brag about how larger the local or national membership is.
9. Do not volunteer association information. If they ask a question about the local chapter, answer it if you can. If they start asking questions about the number of members, the national chain or organization refer them to one of the chapter officers.
10. For further details please follow this link to the Nation Site: <https://www.combatvet.us/>



Wearing of the vest

Our Chapter Vest Standards



Patches I Can Wear

1. American Flag:

Whether worn on front left or right of vest, **no other patches will be placed over the US Flag!** Whether worn on left or right of vest **stars** will always face inward toward center of body.



2. Association Patches: CVMA Skully, Chapter Skully or Chapter 15-1 All American Patch.
3. If attended, the State Meeting patch is approved for wear.
4. Items from the CVMA store and other NBOD approved local made patches are OK.



5. This type (Cube/turned cubes) military unit patches are OK front or back.
 - a. Alternatives type patches for 5ID and 1MAR to show unit pride can be worn.
 - b. (Cube/turned cubes) military unit patches are OK front or back.
 - c. **5th ID or 1st Marine diamonds CAN NOT be worn over the heart or upper front of vest or jacket.
 - a. CVMA Policy 7-3-13 (Revision A)



Patches I Cannot Wear

1. NO top or bottom rockers around CVMA Patch.
2. All % signs cannot be worn, whether they are diamonds, circles, squares, etc.
3. Support items from an MC are NOT to be worn on a vest with the CVMA patch on it.
4. No Rib or Side Rockers



5. Some patches with the State flags are still in question. Patches that show territory are a NOGO.

Inappropriate Patches



When in doubt ask the "Sergeant at Arms" or one of the "CEB" Members.

Motorcycle Safety

TCLOCKS

TCLOCKS				
TCLOCK Items	What to Check	What to Look For	Check-Off	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: “ring” = OK — “thud” = loose spoke.	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No free play (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut, or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear
	Condition	Check pads and discs for wear.	Front	Rear
C-CONTROLS				
Handlebars	Condition	Bars are straight, turn freely, handgrips and bar ends are secure.		
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, and wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, and hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		

L-LIGHTS & ELECTRICS				
Battery	Condition	Terminals: clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
	Operation	Activates upon front brake/rear brake application.		
Turn signals	Operation	Flashes correctly.	Front left	Front right
			Rear left	Rear right
Switches	Operation	All switches function correctly: engine cut-off, hi/low beam, turn signal.		
Mirrors	Condition	Cracks, clean, tight mounts, and swivel joints.		
	Aim	Adjust when seated on bike.		
Lenses & Reflectors	Condition	Cracked, broken, securely mounted, excessive condensation.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
O-OIL & OTHER FLUIDS				
Levels	Engine Oil	Check warm on center stand on level ground, dipstick, and sight glass.		
	Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir, or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		

C-CHASSIS

Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering-Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips & Cotter Pins	Broken, missing.		
S-STANDS				
Center stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		

ROAD CAPTAIN/TAIL GUNNER GUIDE, APPENDIX C: HAND AND ARM SIGNALS

"Start Engines"



Arm and index finger extended straight up turning in circular motion.

When used in the parking lot.

"Turning Around" (U Turn)



Arm and index finger extended straight up turning in circular motion.

When used on the road.

"Are You Ready To Ride"



Thumbs up.

All riders respond with this same signal when they are ready to ride.

"Follow Me"



Arm extended straight from shoulder, palm forward.

"Single File"



Arm and index finger extended straight up over head.

"Stagger Formation"



Arm up with middle and index fingers extended.

"Occupy 2 Lanes"



The leader and all riders in the column behind him/her remain in the left lane.

All riders in the right column take the adjacent lane to the right.

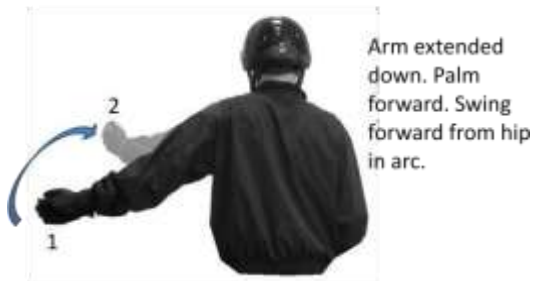
"Resume 1 Lane"



The leader and all riders in the column behind him/her move to the left track in ONE lane.

All riders in the right column rejoin the left column in ONE lane.

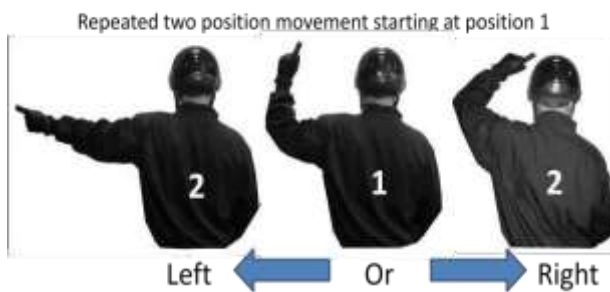
"Pass Me"



"Don't Pass" or "Back Off"



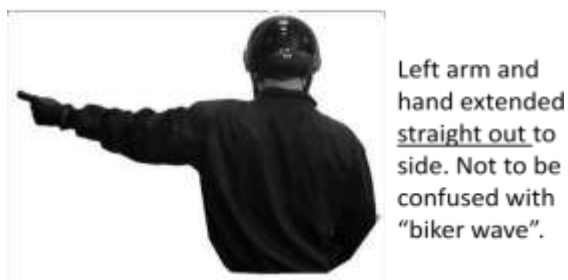
"Pull Off (Over)"



"Come Alongside"



"Left turn"



"Right turn"



"You Lead"



"Police/Emerg Vehicle"



"Hazard in Road"



Point immediately with emphasis. Point with arm or foot.

"Heads Up"



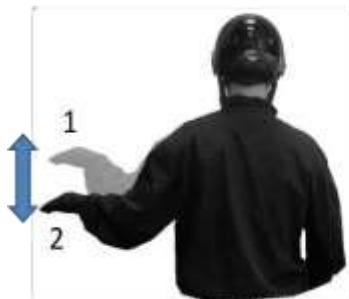
Something needs your attention

Expect a follow up signal pointing to the object of concern.



If there is no follow up signal – **check your headlight**

"Slow Down"



Palm down with repeated down motion.

"Turn Signals Still On"



Repeatedly snap fingers and thumb open and closed.



"Need Fuel/Comfort Stop"



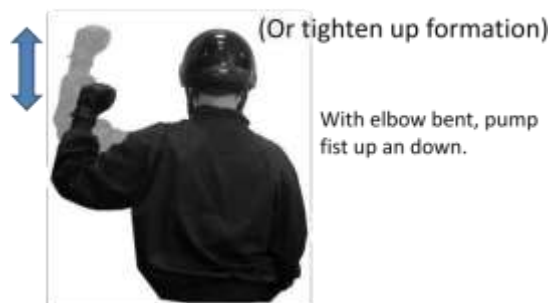
Arm out to side. Point to fuel tank, tummy, bladder.

"Ignore Last Signal"



Back and forth "erasing" motion.

"Close-up Formation"



With elbow bent, pump fist up and down.

"Biker Wave Cautions"



If you really 'must' wave, hold arm lower to distinguish this from a left turn and extend two fingers to distinguish this from the road hazard signal.



"Stop"

Arm extended down. Palm back.



"Cut off motors"

Bladed hand making throat cutting gesture.

Rolling Block "Left" adjacent lane



Back of the hand facing rearward. Up and down "block" motion.

Rolling Block "Right" adjacent lane



Back of the hand facing rearward. Up and down "block" motion.

Stationary "Block Left"



Back of the hand facing traffic coming from the left. Up and down "block" motion.

Stationary "Block Right"



Back of the hand facing traffic coming from the right. Up and down "block" motion.

Stationary "Block Opposite Direction Left Turning"



Back of the hand facing opposite direction left turning traffic. Up and down "block" motion.

Rules of the Road

1. Ride defensively and do not count on eye contact:

We are on the smallest vehicles on the road. We are hard to see, even when drivers seem like they see us, they may not register the fact that we are there. If you have ever had a moment while driving when you realize that you have spaced off, realize that may be the space that the drivers around you might be in now. If you see something going wrong, do not wait and hope they will see you. Act do not react.

2. Do not hide in traffic:

I cannot stress this enough. Dress in colors that are easy to see, including your helmet. Beware of being in a driver's blind spot. If you find yourself there, MOVE. Not only can they not see you or your bike, they also cannot see any signals that you may be using to communicate with the drivers around you.

3. The bike goes in the direction that your face is pointing:

It is more than just using your eyes to look through the turns. You must turn your head, aiming to the end of the turn. Eyes are for scanning, looking for hazards that we may have to avoid. While riding, our head, and eyes each have an important job. When you are scared your body will tense up, causing your eyes to snap to where your face is pointing. If you only turned your head partially through the turn, you may end up going wide into oncoming traffic or into the black berries on the side of the road.

4. In life there is no such thing as "too smooth":

This is especially true on a motorcycle. Rolling on or off the throttle, letting out the clutch (especially when down shifting) and braking are just some of the important inputs that require smoothness. When you have mastered smooth on your machine know that if you change something, like adding a passenger, it drastically changes the handling characteristics. Having a passenger is also a good test of your smoothness. If your helmets are bonking... it is your fault as the rider. Your passenger does not have foreknowledge of when you are going to roll on/off, brake, downshift, etc. If not smooth, these inputs will cause enough of a change that helmets will bonk.

5. Rule of Lug nuts/Tonnage - whichever vehicle has the most of either, has ultimate right of way:

Is it frustrating when an auto driver violates our right of way? YES, of course. Is it irritating when riding with someone or in a group and a vehicle squeezes in between bikes? Absolutely. Is it worth getting all road-rage and waving with fewer than all our fingers? No. This really goes back up to the rule of riding defensively. They are bigger, we are not going to win that argument. Pay attention to what they are doing and evade their bad behavior or cluelessness. We can always catch up to our buddies when it is safe to pass.

6. Ride predictably:

Most of the drivers out there do not ride, never have ridden and most likely are not interested in ever riding. They only know driving cars. If you ride in a manner that is predictable to other drivers (and do not hide in traffic), you will be less likely to surprise the drivers around you. They expect all vehicles on the road to act in a predictable way.

7. Recognize fatigue/impairment:

We are all human, not superheroes. As the day progresses there are many ways that we can become impaired: fatigue of time and distance, distractions or daydreaming, anger, stress, temperature extremes, high traffic situations, higher speeds, "rush" hour traffic stop and go, sickness, age, etc. It is important to listen to your body and recognize that impairment is setting in. Loss of smooth reactions and control, being surprised by things and traffic actions are just a couple of clues that we are impaired. Take time to counteract the effects of fatigue/impairment before continuing with your ride.



NCCVMA 15-1 All American Programs

New Member Mentorship Program

1. Once a new member's application is submitted, they will be assigned a mentor to cover the ins and outs of the CVMA, NC Chapter 15-1, and our activities. The mentor will cover the rules, regulations, special programs, and most importantly, provide the brotherhood/sisterhood that is the cornerstone of our organization. The Mentorship program will be run/managed by the Chapter XO, with the Chapter SAA as the co-chair.
2. The chapter will have as many Mentors as we have volunteers, each mentor will have no more than one mentee at a time. The FM mentors will cover FM and SUP members. The AUX mentors will cover AUX members. If the need for more mentors arises, the CEB will decide and announce to the chapter. This is a volunteer program.
3. On a quarterly basis, the Chapter XO and SAA will host a social for the mentors and mentees, allowing for a smaller group Q&A session with members of the CEB.

Mentor requirements

To become a mentor, FM and AUX members will be in Good Standing, must have at least one year as a CVMA member, and 6 months as a member of 15-1.

Mentor responsibilities:

The Following are required from a member to become a Mentor, though the SAA with the approval of the Cdr. May wave some of these depending on circumstance.

1. Will serve the chapter and mentor his/her new member for a minimum of six months.
2. Will cover "Welcome Packet" and "MC 101 Protocols" with new member.
3. Will cover National and Chapter By-Laws and Policies in effect, help navigate the National and Chapter webpages, and give reminders for meetings and events.
4. Will cover riding in groups, responsibilities within groups, and gauge rider's experience within groups for safety.
5. If issues arise for a new member, the mentor will provide the information to the Chapter XO or Chapter SAA, (conducting buddy checks as needed).
6. The mentor will provide information and assistance as the member requests.
7. Ensure no duplicate road names, if possible.

Any issues or concerns with the program will be brought to the Chapter XO and SAA to be addressed. The mission of this program is to bring our new members into the fold and show them what our community is all about. Being a mentor is an opportunity to connect our new members with the chapter, make them feel welcome, and be a friendly face they can come to with questions. If you are interested in becoming a mentor, please contact the

Chapter XO at chptxo.nccvma.15.1@gmail.com , or the Chapter SAA at saa.nccvma.15.1@gmail.com

Road Captain Training

A road captain (RC) is a fundamental part of any ride planning. Especially where riders may number in the dozens or even hundreds, An RC must be well versed in the route. RC must know about potential hazards, road conditions and any special events that are happening at the time of the ride. A road captain will ride the route a few days in advance to make sure that nothing has changed, will keep an eye on the weather, and will also be present at ride planning meetings.

Educating and Informing Riders

The road captain is expected to brief the group before the ride. He will inform rider about the pace of the ride, tell them about staggered formation, and will explain what the rules are. Some rides require the participants to ride together in tight formation, while others have a looser, "at your own pace" style. The road captain will also answer questions and educate new riders in hand signals and other riding etiquette. Finally, the road captain will let riders know what to do should they break down or have a mishap and might have a tactful word in the ear of a rider whose behavior is causing problems.

Leading the Ride

The road captain leads the ride. Riders are expected to keep an eye on her for cues as to where to go next. Working in conjunction with blockers or sweepers, the captain will also help to block off intersections to allow riders to pass without worrying about traffic. RC will then pass back to the front. Sometimes the road captain stays in front and only the blockers do the intersection work, and sometimes RC works with the blockers. When a lane change is performed, the leader signals the change, and the rear guard initiates it. This prevents lane-changing bikes from crashing into one another and provides a safer block to traffic. Indicators are seen from the rear and a large column of bikes changing is less likely to be cut off.

Other Duties of the Road Captain

Other duties of the road captain including dealing with the police and other unexpected surprises, and making sure everybody has a fun, safe ride. The road captain is part of a team that includes the sweepers and rear guard, and is, by definition, an experienced rider.

Becoming a Road Captain is not automatic. New volunteers are accepted as "Candidate Road Captain" (CRC), provided they meet the prerequisites. Once an individual has been accepted as a CRC, the SAA will pair up the candidate with a mentor (senior-level Road Captain), who will be responsible for the education and development of a CRC. The candidate must then demonstrate certain skills and abilities to his or her mentor to become a fully qualified Road Captain.

This is a two-part process. The candidate will qualify as a Tail Gunner and the candidate will qualify as a Lead Road Captain. An LRC is “fully qualified.”

ALL RC/TG Candidate Prerequisites

1. Be a member in good standing of the National CVMA.
2. Be a member in good standing of the CVMA Chapter 15-1.
3. Be a member of CVMA Chapter 15-1 for a minimum of a year. (This may only be negated by the CEB having a unanimous vote on a member who is an experienced MSF Instructor. These qualifications must be vetted by the SAA or SO)
4. Complete a minimum of two qualification rides: one as an LRC and one as a TG. (Dedicated TGs will need to complete two TG duties).
5. Have the final approval of the Chapter Executive Board (CEB).

NOTE: It is not uncommon for the SAA/SO to call for more than the minimum two qualification rides depending on the candidates' performance and their ability to lead or TG for a ride.

Once you are qualified as a RC/TG, you must ensure that you continue to meet these prerequisites and complete an RC/TG regularly. If not, your name can be removed from the RC roster.

QUALIFYING AS A LEAD ROAD CAPTAIN

To qualify as an LRC, the candidate must demonstrate the following skills/abilities to his/her assigned mentor. The mentor will notify the SAA/SO when the candidate has completed this stage and schedule their check ride. The RC candidate shall demonstrate the ability to:

1. Prepare and post a ride plan to the Chapter SAA (Appendix D - Ride Plan Boilerplate).
2. Demonstrate a proper Pre-ride Brief (Appendix B - Briefing Checklist).
3. Negotiate a group through urban and suburban environments.
4. Demonstrate proper acceleration technique and reasonable speed/throttle control.
5. Execute proper lane changes in urban, suburban, and highway environments.
6. Demonstrate the canceling of a previous hand signal (Appendix C - Hand Signals).
7. Demonstrate the ability to recognize and adjust the ride to the experience level/riding capabilities of the entire group.
8. Demonstrate an awareness of environmental changes, including weather and road conditions.
9. Deploy stationary blockers.
10. Accomplish a rolling block or leaders rolling block.
11. Demonstrate thorough knowledge of the CVMA 15-1 Road Captain Manual.

12. Complete qualification ride, preferably with a group of RCs/TGs. The RCs/TGs will evaluate the RC candidate and report to the SAA/CEB.

QUALIFYING AS A TAIL GUNNER

To qualify as TG (dedicated or RC), the candidate must demonstrate the following skills/abilities to his/her assigned mentor. The mentor will notify the SAA/SO when the candidate has completed this stage and schedule their check ride. The TG candidate shall demonstrate the ability to:

1. Notice and report unsafe/improper group riding techniques.
2. Instruct group riders in proper group riding techniques during a ride.
3. Demonstrate thorough knowledge of the CVMA 15-1 Road Captain Manual.
4. Address any necessary corrective actions at stops or the end of the ride.
5. (Issues may include: Following too close, following too far, correcting a broken stagger, weaving, passing within the lane, showing off in an unsafe manner, throttling back and forth, creating gaps, etc.).
6. Demonstrate knowledge and proper use of Chapter 15-1 hand and arm signals.
7. Demonstrate the proper way to secure a lane for a lane change.

Distinguished Member Program

The Distinguished Member Program (DMP) was developed by CVMA Chapter 15-1 to encourage member participation throughout the year by attending Chapter meetings, supporting rides, and attending CVMA events. This program recognizes Full Members, Support Members, and Auxiliary Members who put in the time to participate in CVMA activities and show support to the Chapter and local Veterans by giving of their time to show up, give to, ride in, and/or support local events, meetings, rides, or sanctioned events throughout the given year.

The DMP's focus is to get members to participate throughout the year in CVMA activities. It is also intended to allow members to engage other members and grow brotherhood/sisterhood within the Chapter through interaction between all members of the Chapter.

CVMA Chapter 15-1 is participating in the DMP. CVMA Chapter 15-1 will follow the spirit of the guidelines and implement the following control measures in support of this program. CVMA Chapter 151 members wishing to participate in the DMP will follow and adhere to the following guidelines:

Who Can Earn the Patch and Rockers?

1. Full Members
2. Support Members
3. Auxiliary Members

Requirements: Attend a minimum of seven (7) NCCVMA 15-1 Chapter Meetings and meet **AT LEAST TWO (2) OF THE FOLLOWING:**

1. Attend four (4) CVMA Sanctioned events (Other than NCCVMA 15-1). Attendance is confirmed by 201 file entries.
2. Provide support to a Veteran/Veteran Family within the on three (3) separate occasions. The support should be activities which would make a positive impact on the lives of the Veteran and/or their family or assist/sustain the veteran(s) over an extended period
Examples include:
 - a. Funeral Escort i.e., PGR Mission
 - b. Assist in a building project at a home of a Veteran.
 - c. Assist at a Veterans Home-Bingo, Serving Meals etc.
 - d. Other
3. Attend four (4) veteran organization activities Examples include:
 - a. Community Toy Runs
 - b. Rolling Thunder 22 Ride
 - c. Wreaths Across America
 - d. Veterans Day Ride

- e. Other
- 4. Be an NCCVMA 15-1 Event/Committee Member or Lead or serve as a CEB Member.
- 5. Assist or Participate in two (2) NCCVMA 15-1 Chapter Events i.e.,
 - a. Brass Nutz Ride
 - b. Sanctioned Event
 - c. Charlie Mike Ride
 - d. Birthday Ride
 - e. Chapter 15-1 Toys for Tots
 - f. Summer Bash
 - g. Christmas Party
 - h. Other (as determined by the CEB)

DM Program Additional Notes:

The time frame to earn the patch is from 1 January to 31 December of the given year. Participation is automatic however, it is your responsibility to update attendance of NCCVMA 15-1 Chapter Meetings, Local and CVMA events you attend. The Chapter Secretary will oversee the DM Process. The member earning the patch must be in good standing and without any derogatory counseling's throughout the whole year of consideration. For events or activities outside of the CVMA, the member must be able to prove their attendance (i.e., picture, sign-in roster, additional member verification). Please refer to the DM Program v7 2021 for qualifications.

DM Patch:

The base patch and current year rocker will be earned at the end of the calendar year (31 December) with members meeting stated attendance standards. Subsequent year rockers will be earned by meeting the stated attendance standards in subsequent years.

The Patch is a red shield, representing military strength. It includes the symbol of the CVMA skull, displaying allegiance to the association. The skull rests on top of a black circle, which represents wisdom and prudence. It contains a symbol of a winged wheel, where the wing represents swiftness and the wheel motion. Finally, the patch includes the letters "DM", which confirms the member to be a Distinguished Member. The associated year rocker shows a member's awarding for that year.



LRRP (Long Range Riding Platoon)

The LRRP purpose is to encourage camaraderie within CVMA® by promoting interactions among members regardless of location throughout the Association. LRRP recognizes members that accumulate significant mileage riding to attend CVMA® sanctioned events both inside and outside of their home state.

PROGRAM: The LRRP is a CVMA® National Riding Recognition Program managed by the State Representatives (SRs) for the members of their State.

ELIGIBILITY: The program is strictly voluntary and open to all CVMA® members.

RECOGNITION: The LRRP Patch recognizes CVMA® members for their long-distance riding accomplishments. CVMA® members who successfully complete LRRP Requirements may purchase and wear the LRRP Guidon and appropriate tab(s). SRs will annotate LRRP awards (date and qualification) in the member's 201 file.

PATCH: The CVMA® LRRP Award shall be a patch in the shape of a military guidon. The color of the patch shall be gold with a red border and black lettering. "COMBAT VETERANS" will be printed on the top of the guidon patch with an image of a motorcycle encompassing the letters "LRRP" centered on the patch and the text "LONG RANGE RIDING PLATOON" on the bottom of the guidon patch. The size of the patch is 4" by 2". To display completion(s), tabs with year and qualification completed (Finish the Mission, Tri-State, and Inner-State) are available. Earned tabs may be placed below the LRRP Guide-on patch for wear.



WEAR: The LRRP Patch shall not be worn above the CVMA® Back Patch or above the American Flag. Each awardee may continue to wear this award regardless of their Chapter affiliation as a showing of their accomplishments to other CVMA® chapters.

QUALIFICATIONS: To be eligible to purchase the National LRRP patch you must be a CVMA® Member and meet ONE of the following criteria within a calendar year:

1. **FINISH THE MISSION (FTM):** Single award per calendar year for riding to OR from the National Annual Meeting. The member must ride 1,000 miles (or farther) within a single 24-hour period either to OR from the CVMA® National Annual National Meeting.
2. **TRI-STATE:** Single award per calendar year for riding to three (3) separate out-of-state Sanctioned Events in three different states (National Sanctioned Events, Regional Sanctioned Events, or State Sanctioned Events). All events must be a minimum of 100 miles in travel one-way via the most direct route. Can complete consecutive events.
3. **INNER-STATE:** Single award per calendar year for riding to multiple separate Home State Sanctioned Events (National Sanctioned Events, Regional Sanctioned Events, State Sanctioned Events, Chapter meetings other than member's own). Sanctioned event mileage not counted towards compiled mileage. Compiled mileage must equal or exceed 1500 miles for travel to /

from / between Sanctioned Events and Chapter meetings within the Home State during the calendar year. Cannot be combined with Tri-State.

FEES: Contact your State Rep on processing fees. Once fees have been paid, the fees are non-refundable. Funds remaining after costs of patch (es) and shipping will be maintained by the respective State for use as decided by that State. SRs will be transparent and accountable for these funds to the State members. LRRP members will pay the full \$25.00 registration fee for year's 1st completed event. CVMA® LRRP award patch MUST be purchased with first award and may be purchased with subsequent awards/tabs.

\$25.00 - CVMA® LRRP Award Patch and Tab for Qualification Award

\$15.00 - Tab Only or 2 for \$25.00 for subsequent Qualification Awards

Application can be found on the CVMA National Web Site: <https://www.combatvet.us/>

NC Long Range Riding Platoon (LRRP)

The NC LRRP program was started as additional way to promote camaraderie in NC among chapters, a way or reason for one Chapter to visit another and get to know them. The NC LRRP Program for 2019 will continue with this premise and expand on it. The following are the established guidelines for the 2019 Riding Year:

1. The "Riding Year" will be considered 1 Jan to 31 December each year.
2. You have the entire year to meet the requirements.
3. You MUST ride to SIX (6) SANCTIONED EVENTS for the Calendar Riding Year.
4. Make sure you sign in at all events. A minimum of four (4) events must be in NC.
5. All NC CVMA Sanctioned Events will count towards LRRP, you must attend a
6. Minimum of four (4) events in NC. (The State Meeting is a qualifying event)
7. All CVMA Sanctioned Events in all US States will count towards LRRP, you may use two (2) outside of NC (DC, National Meeting, or another State Sanctioned Event) for LRRP credit.
8. Chapter Meetings WILL NOT COUNT towards LRRP for any reason and are not part of the LRRP program.
9. Riding a motorcycle to events is a requirement for LRRP. Trailering will not be accepted.
10. You are NOT required to cross State lines or ride with other Chapters or other Chapter members, though it is highly encouraged.

Your Chapter runs the program for your Chapter. Your Chapter should have a LRRP POC will coordinate for patch acquisition and distribution. An overall State LRRP coordinator/manager will be identified during the Top 2 meeting at the beginning of 2019 riding year. Get out and support your fellow Chapters and their vents. Earn your LRRP patch and show your support for the CVMA and its efforts to support Veterans.

NCCVMA 15-1 Distinguished Rider

About DR Program

The Distinguished Rider Program (DRP) was developed by TXCVMA Chapter 23-6, to encourage camaraderie among members and to get out and ride. This program recognizes riders, passengers, and anyone who puts in the time driving a support vehicle to specific events in support of events or a ride. Adopted 16 January 2016, Updated: 6 December 2018

The focus of the DRP is to get people together and ride. It is also intended to bring awareness of the CVMA to the public, and to encourage and grow membership through interaction with other riders and supporters.

CVMA Chapter 15-1 is participating in the 23-6 developed and nationally approved DRP program. CVMA Chapter 15-1 will follow the spirit of 23-6 guidelines and implement the following control measures in support of this program. CVMA Chapter 15-1 members wishing to participate in the DRP will follow and adhere to the following-Guidelines:

Who Can Earn the Patch and Rockers?

1. The Rider
2. The Passenger
3. The Driver (only) of a support vehicle

NOTE: If driver switches out with a passenger, then the new driver receives the mileage credit for their time at the wheel. A support vehicle constitutes a vehicle that is used to haul materials, products for an event (not a casual party), or a vehicle that will be used as a trail, or breakdown vehicle to follow behind a column of motorcycles on a ride.

Allowable Mileage:

The following are examples of what would constitute “good miles” that may accrue for submission for the Distinguished Rider Program (DRP). The program is designed to award miles on a motorcycle. There are only specific instances that you may receive miles while driving a car, or truck.

1. Mileage (on a motorcycle as a rider or passenger) to and from home of record to a chapter meeting.
2. Mileage (on a motorcycle as a rider or passenger) to and from home of record to a chapter (15-1 or other CVMA Chapter) scheduled bike night.
3. Mileage (on a motorcycle as a rider or passenger) to and from home of record to a chapter specific ride or event.
4. Mileage (on a motorcycle as a rider or passenger) to and from home of record to a chapter planning committee meeting, or event coordination planning.
5. Any time a minimum of three CVMA members (Full Member, Auxiliary, or Support) gather for a ride to any location including CVMA events. Regardless of how many

people are on that ride, a minimum of three NC CVMA 15-1 members must be present. Mileage will start for any “ad-hoc” or “camaraderie” type rides at the designated link-up point and will terminate when there are no longer three CVMA members riding together.

6. Do not cheat, it is just a patch.

Mileage and member road names for large chapter rides will be accounted for and reported to the DRP Coordinator by the Lead Road Captain (LRC), or a responsible person present for that event. Mileage for smaller rides will be accounted for by one of the riders as agreed upon by the group. Regardless of how the group agrees to turn in their miles, each member is responsible for his or her own mileage log. Do not depend on an LRC or another member to track your miles.

DR Additional Notes:

There is no time frame to earn the patch, your miles accumulate on a continuous basis once you indicate that you are participating in the program. Participation is not automatic and must be stated to the DRP coordinator for the DRP coordinator to begin tracking your mileage based on what is submitted. This is to keep the management of the program to a minimum and to not waste time and effort on persons not participating.

DR Patch:

The initial patch will be earned at 2500 miles, and subsequent awards are given as “rockers” beginning at 5000 miles, and each subsequent 5000-mile increment. The DRP program is separate from the Distinguished Member Program (DMP) North Carolina / Tri-State Long-Range Riding Platoon (LRRP).



Charlie Mike:

Usually conducted over the Labor Day weekend, Attendance is all that is required.



Brass Nuts Award Pin:

Completed in the winter, Riding with NO COLD GEAR Attendance is all that is required.



Life Member:

The criteria for Life Membership are three consecutive years of membership in good standing from the date of the Life Member application. The member must have attended a CVMA sanctioned event in each of the three years and one of those events must have been a National Meeting. Sanctioned event attendance must be entered in the member's 201 file within six months of the event.



NCCVMA 15-1 Annual Events

Spring Sanctioned Event: This is our only sanctioned event for the year. The Chapter is the first in NC to kick off the “event season” within the state. The theme for our Sanctioned Event is the “All American Memorial Ride”. Here we remember those brothers and sisters from our chapter who have given their last full measure.

Summer Bash: Chapter’s Second opportunity to raise funds for the local Veteran Community. This is typically a Poker Run, but it is up to the chapter on how this event takes place.

All American Toy Ride: This event occurs during the first weekend in December. The cost is \$10 or an unwrapped toy with heavy emphasis on the unwrapped toy. The chapter rides throughout our AO in celebration of the holiday season and end at a local restaurant sponsoring this event. Here we download all the toys collected to members from supporting Toys for Tots/Marine Corps Reserves in the Fayetteville Community.

Brass Nuts Ride: The first ride of the year. Always on 1 January. This is an opportunity for the chapter to start the New Year off together as family who have a desire to ride motorcycles. This is an open event to the community as well as outside CVMA chapters. **NO heated gear** can be utilized during this short ride to receive the “Brass Nuts” award.

Charlie Mike Ride: This ride typically occurs during a Military Four Day between August and September. This is an opportunity for the chapter to build relationships after all the hard work has been completed from both heavily tasked events (Memorial Ride (Spring) & Summer Bash (Summer)). No funds are collected by the chapter for this event. Locations that have been selected are Helen, GA, Deals Gap, NC (Tail of the Dragon, Moonshiner 48, Rattler) and Abingdon, VA (the Snake/Back of Dragon).



NCCVMA CHAPTER 15-1 BYLAWS

COMBAT VETS MOTORCYCLE ASSOCIATION CHAPTER 15-1 Fayetteville, North Carolina
BYLAWS Chapter Approved 17 November 2018 Version: C

ARTICLE 1: NAME/EMBLEM/PURPOSE

Section 1.1

The chapter name is: "CVMA 15-1 ". We are the 15th State to join the National Combat Veterans Motorcycle Association (CVMA) and the 1st chapter within the State of North Carolina to join the CVMA.

Section 1.2: Principal Office

The principal office of the National Combat Veterans Motorcycle Association (CVMA) will be located at the following address: Barrister Services, Inc., ATTN: Combat Veterans Motorcycle Association, 11 East Kansas Street, Liberty, MO, 64068.

Section 1.2.1: CVMA 15-1 Principal Office

The principal office of CVMA 15-1 will be located at the following address: 439 Westwood Shopping Center, Box 123, Fayetteville, NC 28314.

Section 1.3: Change of Address

The designation of the county or state of CVMA 15-1 principal office may change by an amendment to these bylaws. The Chapter Executive Board (CEB) may change the principal office from one location to another within the named country by noting the change of address and effective date below. Such changes shall not be deemed minor and require an amendment of these bylaws. The CVMA 15-1 may also have offices in other places, within or without its state of incorporation, where it is qualified to do business, as its business and activities may require, and as the CEB may from time to time designate.

Section 1.4: Nonprofit Purposes and Organization

CVMA 15-1 is organized as a Veterans Organization under IRS Code (IRC) 501(c)(19). The exempt purposes of CVMA 15-1 are organized exclusively for:

- a. Promotion of the social welfare of the community as defined in Regulations 1.501(c)(4)-1(a)(2), Assisting disabled and needy war veterans and members of the U.S. Armed Forces and their dependents, and the widows and orphans of deceased veterans.
- b. Providing entertainment, care, and assistance to hospitalized veterans or members of the U.S. Armed Forces.
- c. Carrying on programs to perpetuate the memory of deceased veterans and members of the Armed Forces, and to comfort their survivors.

d. Conducting programs for religious, charitable, scientific, literacy, or educational purposes (as set out in IRC 170(c) (4)).

e. Sponsoring or participating in activities of a patriotic nature.

f. Providing social and recreational activities for members.

Section 1.5: Emblem

The emblem / logo used by the Combat Veterans Motorcycle Association is the sole property of the CVMA. The logo of the CVMA is copyrighted and requires written approval from the NBOD prior to the logo being used in any manner of sales or marketing. Any item(s) given approval and features the full copyrighted logo may then only be sold to Full Members of the Association. Modifications to the logo will be submitted for review. The emblem of the Combat Veterans Motorcycle Association is in the shape of a skull encompassed by the following colors. The incorporated colors are: Red, representing the blood that has been shed on the battlefield. The Military Gold, representing all branches of the military service of the United States. Black, representing the heavy hearts possessed for those who gave their lives and for those that are considered missing in action or prisoners of war. The skull and ace of spade represents the death that war leaves in its wake.

Section 1.6: Conflict with Governmental Laws

The CEB has the authority to change the CVMA 15-1 bylaws if any part is found to conflict with Federal or North Carolina state tax laws.

ARTICLE 2: OBJECTIVES

General: CVMA 15-1 Protocol

The Combat Veterans Motorcycle Association is formed for the betterment of communication and camaraderie between Veterans, Veterans Organizations, families of veterans, other Motorcycle Associations, and/or Motorcycle Groups.

Section 2.1

To support Veteran Organizations.

Section 2.2

To create and maintain camaraderie among Combat Veterans from all U.S. branches of service and its allies.

Section 2.3

To promote interest in various forms of motorcycle activity associated with Veterans.

Section 2.4

To raise the awareness for the plight of PO W's, MIAs and their families, posttraumatic stress disorder (PTSD), traumatic brain injury (TBI), and other combat related medical conditions.

Section 2.5

To conduct Association functions and activities in a manner befitting the members of the Combat Veterans Motorcycle Association, the United States Armed Forces as well as the association's Auxiliary & Support members.

Section 2.6

To promote a better understanding of Veterans organizations and motorcycle riding as a constructive activity among the public, the press and law enforcement agencies.

ARTICLE 3: MEMBERSHIP

Section 3: Definition of Good Standing

The term "Good Standing" shall be defined as any person who has fulfilled the requirements for membership in the Combat Veterans Motorcycle Association, who is not currently under disciplinary review or probationary status for disciplinary reasons, who has paid the necessary dues and conformed to the requirements set forth in

These and the National bylaws. In addition, any member that is under criminal investigation or pending criminal charges will not be considered in "Good Standing". Any member that has discredited the CVMA by words or deeds will not be considered in "Good Standing". The decision to label a future or current member NOT in "Good Standing" rests solely on the CEB by a majority vote.

Section 3 .1: Membership in CVMA and CVMA 15-1

The only acceptable means of requesting membership in CVMA and CVMA 15-1 is by meeting all the requirements in the National and Chapter Bylaws and policies.

Section 3.1.1; A Full Member (FM):

- a. Of good character (see Section 3).
- b. Who is a Veteran of a Foreign War, "Combat"?
- c. The ONLY Acceptable proof for membership to the Combat Veterans Motorcycle Association is a copy of one's DD 214 or ERB which must be surrendered to the CEB for verification, along with a completed CVMA application packet. National annual dues of \$20 will be assessed effective March 1, 2010 for all Full Members (Combat Veterans) and \$10 for Support Members (non-combat veterans). Dues for CVMA members deployed in a war zone will be waived when provided deployment orders. National dues for all members are payable by June 30th of each year. Dues for all new members joining between January 1st and June 30th will be considered as paid in full for the balance of the current due's year and the following dues year. Dues for new members joining between July 1st and December 31st will be for the current due's year only.
- d. Must own and operate a Motorcycle of 500cc or above.
- e. Should a full member resign they will be given a 5-day grace period to rescind their resignation with no repercussions. After the 5-day grace period a member will have to re-apply for membership as a new member and will require NBOD approval.
- f. Active members in "Good Standing" with the CVMA who become infirm, disabled or otherwise unable to ride their motorcycles will be able to keep their patch and be retired as members in "Good Standing" with the CVMA. Members must submit medical documentation and a minimum of one year as a member and/or NBOD approval is

required. Life members, if for health reasons can no longer ride, can at their discretion, remain members in "Good Standing" with full voting privileges and can keep their patch.

g. Life membership requirements: 3 years active in the CVMA. Member must be in "Good Standing" for all three years and minimum participation of one sanctioned CVMA event per year is required. One of which must be a National meeting. Cost for life membership is \$200 effective March 1, 2010. If a life member quits for any reason or the member is removed from the CVMA rolls for any reason, no refunds will be made.

Section 3.1.2: An Auxiliary Member (AUX):

- a. Must be of good character (see Section 3).
- b. All Auxiliary members must be a spouse, widow or widower of a member who is in "Good Standing" with the CVMA
- c. Must support the efforts of ALL branches of the United States of America Armed Forces and the Combat Veterans Motorcycle Association.
- d. Will have no vote in CVMA business.
- e. Cannot hold a position on the CEB.
- F. \$10.00 annual dues will be assessed by the CVMA Auxiliary Unit.
- g. Must submit a complete AUX packet with supporting documents in full.
- h. Auxiliary Life Membership requires three years active in the CVMA. Auxiliary member must be in good standing for all three years and minimum participation of one sanctioned CVMA event per year is required, one of which must be a

National Auxiliary meeting. The Full member sponsor must already be a Life Member (or concurrently seeking Life Member status). Cost for Auxiliary Life Membership is \$100. If an Auxiliary Life Member quits or is removed for any reason, is no longer qualified as an Auxiliary member (e.g., divorce), or the sponsor member quits or is removed from the CVMA rolls for any reason, no refund will be made.

Section 3.1.3: A Support Member (SUP):

- a. Must be of good character (see Section 3).
- b. Must own and operate a motorcycle of 500cc or greater.
- c. Maximum number of support members will not exceed 10% of total CVMA full Combat membership.
- d. Support members must be a veteran of the United States Armed Forces.
- e. Support members will read and abide by all CVMA by-laws applicable to them.

f. Support members are required to submit their complete application with proof of military service through a full member of the CVMA who has held a membership for not less than one year. Support members are required to have either ridden a minimum of 3,000 miles with their sponsor, attended three CVMA events or be known by their sponsor for a minimum of 6 months. A full member applying for a support member should verify they meet the above criteria. Only 1 support member can be vouched on per year by an individual CVMA member. Support members will be at am I to 10 ratio, 1 support member to 10 full members based on state.

g. Will have no vote in CVMA business but may vote in Chapter 15-1 business and Chapter Elections.

h. Cannot hold a position on the CEB.

1. \$10.00 annual National dues will be assessed and a CVMA Support JD will be issued.

J. Support members in "Good Standing" can wear a small CVMA Support Patch on the front of their vest or jacket which will be supplied by their sponsor. Support members can also wear the 10-inch support back patch which will be supplied by their sponsor.

Section 3.2: Verification

By applying for membership to the Combat Veterans Motorcycle Association, you are giving the Combat Veterans Motorcycle Association and its CEB the right to verify any membership application and DD 214 records.

Section 3.3: Attendance

Each member should attend a minimum of at least one (1) event hosted by the Combat Veterans Motorcycle Association per year. Exceptions to this policy would include members that are deployed or infirmed. Deployed would be inclusive of members deployed OCONUS as government employees or contractors, not limited to military unit deployment. Retired and Life Members (though encouraged) would not be mandated to attend. Chapter Officers are responsible for "looking after" their members and should make extraordinary efforts to ensure the health and welfare of their Chapter members (to include Auxiliary and Support Members). Prior to reporting a member not in good standing, CEB members will document (via 201 file) all efforts made to contact the member. Members not in compliance will have their status (via 201 file) annotated as

"Not in Good Standing due to attendance". The requirement may be met by attending anyone (I) of the following within a calendar year:

a. National, Regional, or State meeting of the Combat Veterans Motorcycle Association.

b. Any State sanctioned event (regardless of member's state).

- c. Any Chapter event (to include but not limited to, Chapter meeting, fundraiser, ride, or other event which includes members of the CEB).

- a. National, Regional, or State meeting of the Combat Veterans Motorcycle Association.

- b. Any State sanctioned event (regardless of member's state).

- c. Any Chapter event (to include but not limited to, Chapter meeting, fundraiser, ride, or other event which includes members of the CEB).

ARTICLE 4: MEMBERSHIP DUES

Section 4.1: Dues

Membership dues shall be at such rate, schedule or formula as may from time to time be prescribed by the governing body of the association and approved by the general membership.

Section 4.2: Membership Deadlines

The governing body of the association shall determine deadlines for payment of renewal membership dues.

Section 4.3: Patch Cost

New members purchasing patches of the Combat Veterans Motorcycle Association will be done so at cost plus shipping and handling.

Section 4.4: Charter Members

Charter members will not be required to pay annual dues and may wear the 45-patch designating that they are an original starter member, or support member, of the Combat Veterans Motorcycle Association.

Section 4.5: Chapter Dues

\$10.00 annual chapter dues will be assessed by the Chapter. The chapter's dues will be retained and used at chapter discretion. Dues are to be paid no later than 30 June of each year. Chapter dues may be paid directly to the Chapter Treasurer or any Chapter Officer.

ARTICLE 5: ELECTIONS

Section 5.1: Minimum Qualifications

All nominees for any office must be active and in good standing in the association with a minimum of one (1) full year of CVMA membership, or a minimum of six months of CVMA membership if a member of one year or more does not elect to run for office. All nominees for any office must have a minimum of six consecutive months as a CVMA 15-1 Chapter member leading up to the election. Should a member wishing to run not meet the six-month minimum Chapter membership requirement, the CEB may waive the requirement by a unanimous CEB vote. Retired members cannot hold a CVMA officer position.

Section 5.2: Good Standing

All elected officers and/or appointed staff positions must remain active members in

Section 5.3: General

a. Officers are to be nominated at an NC 15-1 Chapter meeting at least 60 (+ or -based on meeting schedule) days prior to the elections meeting.

b. CVMA NC 15-1 will hold its elections every July during a regularly scheduled meeting.

c. Elected members will assume positions immediately after the elections are complete and hold that office for 24 months or until their successors are duly qualified and elected. Consecutive terms are permitted.

d. Chapter Officer Nominations may be made electronically via e-mail, but the nominee must accept the nomination in person or via e-mail at least 14 days prior to the elections being held.

e. Elections will be conducted by a paper ballot system. Each Full Member and Support Member present will hand-write the name (given name or road name) of the candidate for whom they wish to cast their vote. Paper ballots will be collected and counted once all votes have been cast. The Commander will vote only in the event of a tie.

f. Full and Support Members of Chapter 15-1 may submit electronic votes via e-mail directly to the Secretary if they are deployed on Military assignment.

g. Upon election confirmation, all passwords and Chapter 15-1 e-mail account information will immediately be turned over to the newly elected officer and passwords changed.

Section 5.4: Terms and Re-elections

CVMA 15-1 Officers will be considered for re-election on alternating years in the following order: Commander and Secretary (Odd numbered years); Executive Officer; Treasurer; and Sergeant at Arms (even numbered years). This is to ensure continuity and provide new Officers with a smooth transition.

Section 5.5: Resignation or Removal

Should any NC CVMA Chapter 15-1 Officer (other than the Commander) resign or be removed for any reason the Chapter Commander has the authority to replace the officer at his/her discretion. However, the new officer will be put up for approval by the Chapter 15-1 CEB and a majority vote will decide. The replacement will serve until an election can be held during an NC 15-1 meeting. The election process will take place within 90days of resignation or removal. The newly elected Officer will assume the position immediately following the CEB confirmation. Following the Chapter confirmation vote, the appointed Officer will hold the office until the next regularly scheduled election listed in Article 5 Section 3. The Commander will vote only in the event of a tie. No elected Officer position will remain vacant for more than 90 days.

Section 5.6: Elected Offices/ Chapter Executive Board

The following offices are elected by majority vote of the members present at a chapter meeting and votes cast by electronic means by any member that meets the criteria set in Article 5, Section 5.3 General: f. and consist of the Chapter Executive Board (CEB): Commander; Executive Officer; Secretary; Treasurer and Sergeant at Arms.

Section 5.7 Commander Resignation or Removal

Should the Chapter 15-1 Commander resign or be removed; the position will be assumed by the Chapter's Executive Officer (XO) and the XO's position will be reassigned as per Section 5.5.

Section 5.8 Officer Removal from Office

Should the need arise to remove an Officer from office, other than by the State or NBOD, the CEB must present the issues to the Chapter at a regular or special meeting and a $\frac{3}{4}$ majority of the members present must vote for removal. Replacement will adhere to Section 5.5 and/or Section 5.7.

ARTICLE 6: DUTIES OF OFFICERS

Section 6.1: Chapter Executive Board

The Chapter Executive Board (CEB) is the Elected Officers of CVMA 15-1, responsible for the execution, through the officers, authorized Bylaws, and policies, by majority votes when required, fills vacancies in any office of the CEB, fills vacancies of appointed positions and submits to the association meetings and recommendations affecting the policies of the association which have been previously approved. The members of the CEB and appointed positions are always expected to always act in a professional manner and remain above reproach or suspicion of wrongdoing.

Section 6.2: Commander (CDR)

The Commander (CDR) will preside over all meetings of the association; serve as Chairman of the Chapter Executive Board, act as the executive officer for all committees, issue the call for regular and special CEB meetings, schedule regular elections, ensure they are held IA W this set of Bylaws, and carry out the directives of the National Board of Directors (NBOD). Treasurer and Secretary Positions are both accountable to the Commander. The Commander can temporarily fill vacant positions as required in accordance with Section 5.5 of the Bylaws. The Chapter Commander has the overall responsibility to maintain order during meetings. The Commander will assign committees when necessary to lead events, rides, or support for veteran's organizations. The Commander enforces Roberts Rules of Order. The Commander may appoint additional duties as required to Chapter Officers and may designate Officer Positions if said position is vacant as per Section 5.5. Finally, the Commander will ensure that all officers are executing duties properly for the betterment of CVMA 15-1.

Section 6.3: Executive Officer {XO}

In addition to the CDR, the XO is responsible to ensure that all duties are carried out by all officers. The XO is NOT an authoritarian, the XO assists the CDR and all officers when and where needed, always placing the mission of the CVMA first. The XO will assist the SGT at Arms in enforcing chapter bylaws and protocol. The XO will perform all duties of the Commander in his/ her absence. The XO is the secondary point of contact for matters related to new members and membership to the CVMA. The XO will perform the duties of the PRO should that position be vacant.

Section 6.4: Secretary (SEC)

The Secretary shall keep minutes of any CEB and general membership meetings. The Secretary will provide a copy of all meeting minutes to the CDR within 5 days for signature. The Secretary shall make available copies of minutes to CEB members and chapter members within 14 days of the meeting. The Secretary will assume all duties assigned by the CEB. The secretary shall maintain copies of all administrative records for the chapter. The Secretary will enforce protocol and bylaws and assist the CEB in all administrative

duties. The Secretary will be the primary contact for membership, membership paperwork and processing. The Secretary will process the membership applications as per Chapter policy. The Secretary WILL maintain all administrative records for the life of the Chapter. There is no time limit to discard any CVMA information without the approval of the membership. All Chapter administrative data is open for review by any member within the chapter at any time. The Secretary will assume the duties of XO in his/her absence.

Section 6.5: Treasurer (TRES)

The Treasurer will collect dues and other forms of income due to the association, maintain the accounting books, make payments from the associations funds when so ordered by the CEB, sign all associations' checks (along with another officer's signature), and make regular reports of the association's financial status to the Chapter Executive Board, State Representative, the NBOD and the general membership. The Treasurer will oversee the Quartermaster position and work with the Quartermaster to ensure 100% accountability of all funds and CVMA 15-1 property. The Treasurer is open for audit by the CEB or any full member at any time. Any audit ordered by the CEB or from any Full Member will be scheduled 7 days from the announcement. The Treasurer will conduct regular audits in the presence of the CEB when appropriate or another independent full member. The Treasurer will maintain all TAX data, information and required paperwork. The Treasurer will ensure the proper and timely filing of the Chapters tax exemption paperwork. The Treasurer will monitor all bank accounts for misuse or irregularities. The Treasurer will strive to maintain the Chapter's financial obligations in a "NO error" status at all times. The Treasurer will brief the financial report at every meeting to the membership. The Treasurer will assume the duties of the Secretary in his/her absence.

Section 6.6: Sergeant at Arms (SAA)

The Sergeant at Arms will maintain order during all chapter meetings and check members ID cards before each meeting starts. The SAA is responsible for enforcing the bylaws, protocol, and policies of the CVMA 15-1 CEB. The SAA is the enforcement officer of the discipline standard outlined in this set of Bylaws. In coordination with the CDR and XO, the SAA is the primary link to the Fayetteville area Motorcycle Clubs (MC) for any instance in which a CVMA 15-1 member has infringed the protocol, had disagreement, an altercation, or problem. The SAA will request an immediate "sit-down" at the earliest possible time following any instance with all MC's involved when violations have occurred. The SAA makes appropriate disciplinary recommendations to the CEB for decision and carries out that decision. The SAA is to be treated with the utmost respect and confidence as he/she is the officer that enforces on the spot corrections of protocol, policies, national and chapter bylaws, and local law by any chapter member. The SAA has the responsibility to appoint a Safety Officer and to screen future road captains and tail gunners to ensure they are qualified for that assignment. The SAA will assume the duties of any Officer position as required due to an absence as directed by the Commander.

Section 6. 7: Appointed positions

a. Public Relations Officer (PRO).

The PRO is an appointed position (FM, AUX, or SUP) within the Chapter and the PRO will be issued an identification patch. The PRO will maintain activity (future/current/historical) files and have it ready to present at each meeting and all association functions. He or she will oversee all CVMA 15-1 publicity, in conjunction with and approved by the CDR. Duties will include: historian, public relations, pictures, newspaper articles, TV and radio announcements and the association's web site. The PRO is the webmaster in the event an actual webmaster is unavailable. Should the CEB deems it necessary to assign a Webmaster, this position will be staff. The Web Master will report to the PRO on all issues relating to the upkeep of the web site and social media.

b. Quarter Master (QM).

The QM (FM, AUX, or SUP) is essential to the smooth operation and management of the chapter's items for sale and accountability of chapter stock and equipment. The QM is an assigned staff position and will be issued an identification patch. The QM will maintain accountability of all merchandise purchased by the chapter. The QM will maintain an accountability system that is always open for audit by any CVMA 15-1 member. The QM will work closely with the treasurer to ensure proper checks and balances. The QM will report directly to the Treasurer. All records maintained by the QM are open for audit at any time. A 7-day notification period will be afforded to the QM to prepare for any requested audit.

c. Safety Officer (SO)

The SO (FM, AUX, or SUP) will be appointed by the SAA with the approval of the CEB. The SO position will be issued an identification patch. The SO is a senior road captain, with at least 18 consecutive months of performing as a road captain within the chapter. The SO has inherent responsibility to provide input to the SAA for future road captain and tail gunners to ensure they are qualified for that assignment. The SO is responsible for managing the Chapter safety program as well as assist the SAA with the Road Captain program and will be accountable to the SAA. These programs will be reviewed at least once a year by the SAA and any revisions forwarded to the CDR/XO for approval. The SO will assume the duties of SAA in his/her absence.

d. Road Captain(s) and Tail Gunner(s) (RCfrG).

The RCs (FM, AUX, or SUP) will be assigned by the SAA with the approval of the CEB. The RC/TG position is an assigned position and will be issued an identification patch. An RCfrG is responsible for all chapter movement; refer to the NCCVMA CH 15-1 Road Captain Manual for further information and guidance. The RC/TG teaches and enforces the ride S.O.P's and reports all violations directly to the SO, who will review it with the SAA, and provide a written report to the CDR/XO within 15 days. The Lead RC for any Chapter ride is responsible for the riders participating and will maintain a roster of participants for

emergency purposes. If possible, the RCs should conduct a local ride for the Chapter after a chapter meeting. The responsibility will alternate from RC to RC12 to organize and coordinate chapter rides. Rides will be reported and reviewed by the SO or SAA and forwarded to the CDR/XO for final approval.

e. Webmaster (WM).

The CEB may assign or appoint a Webmaster (FM, AUX or SUP). The Webmaster position is a staff position but will not be issued an identification patch. The Webmaster reports to the PRO. The Webmaster maintains all automation, social media, and the chapter web site(s). The only authorized individuals that will be permitted management of Chapter sites are the CDR, XO, SEC, TRES, SAA, PRO and Webmaster.

f. Chaplain.

The Chaplain is responsible for the spiritual welfare of the Chapter and its members. The Chaplain offers blessings and prayers before all rides, events, and meetings. The Chaplain is available to all members for spiritual counseling and advice. The Chaplain is the spiritual advisor to the CEB. The Chaplain does not promote one religion over another but rather serves as a spiritual guide.

ARTICLE 7: PRAISE/AWARDS

Section 7.1: Recognition

Members should be recognized any time they go above and beyond what is necessary to accomplish the CYMA mission. The CEB has the sole responsibility to praise or reward individuals for outstanding service to the CVMA. This can be with, but not limited to, a special award/plaque/gift certificate/special chapter patch or just a simple acknowledgment in front of the membership. It is particularly important to recognize those members or organizations that truly exemplify the mission of CVMA. The award program will follow the following guidance:

- a. The person requesting recognition presents that information to the CEB.
- b. The CEB makes the ultimate decision on what if anything is awarded.
- c. The awarded individual may be recognized at a meeting or at any time by any of the CEB members present.
- d. Any organization that supports CVMA 15-1 will be awarded a CYMA 15-1 certificate of appreciation soon.

ARTICLE 8: DISCIPLINE

Section 8.1: General

There may be times when disciplinary action may be necessary. The CEB has the sole responsibility to address any action that is deemed NOT in "Good Standing". Disciplinary actions may be necessary when an incident occurs that violates the National Bylaws, Chapter Bylaws, CVMA Protocol, discredits the CVMA, the Chapter, the United States of America or themselves. The CEB will form a Chapter Investigative Committee comprised of the CEB and call all individuals involved for an immediate "Sit Down". This is to gather facts at the earliest possible time. In addition, it gives every member involved an opportunity to tell their point of view. With CEB approval, individuals called for a "Sit Down" may invite additional members as silent representatives. Once this information is gathered the CEB will have 7 days to decide about what, if any, further action is to be taken. This action is voted on by the CEB with the majority rule. The SAA will make recommendations to the CEB and carry out the decision of the CEB. The following actions are possible, but not limited to, progressions of discipline.

- a. No action taken.
- b. Verbal warning from the CEB.
- c. Written letter of concern from the CEB.

d. Suspension: The Chapter Commander with the consensus of the CEB may request an immediate 10-day suspension of a member, from the State Representative, if an urgent need is determined. The SAA will secure the suspended members CVMA Back Patch during the suspension. The Suspension will be noted on members 201 and may be appealed to higher CVMA leadership.

e. Elevated levels of discipline will be in accordance with the most current CVMA Policy on Discipline.

f. The CEB reserves the right to go directly, at any point, based on the nature of the infraction or severity of the infraction to the CYMA Chain of Command with recommendations for member discipline or ultimate removal from the CVMA.

Section 8.1: Incident Reporting

The CEB has the responsibility to report all instances of disciplinary action to the State Representative and/or the NBOD. If the CEB deems it not necessary, a unanimous decision must be made. Any suspensions or removal must be reported to the State Representative via a written report of the committee's findings and present it to the State Representative. Any incidents of disciplinary action will be annotated in the member's 201 file. A member's 201 file will only be updated by the CDR, XO or SEC at the Chapter level.

ARTICLE 9: MEETINGS

Section 9.1: Quorum

A quorum for conducting business shall be those present at any given meeting and a majority vote will be considered a simple majority except as noted in Section 5.8 and Article 11.

Section 9.2: Special Meetings/Sit Downs

Special membership meetings and special Executive Board meetings can be called by the CDR or two active Full Members. The term "SIT DOWN" is a traditional short notice meeting to gather facts about any situation that has happened including, but not limited to, protocol infraction, bylaw infraction, an accident, or any situation that a member is involved in, good or bad. The CEB will call these meeting(s) as expeditiously as possible following any incident that warrants it. The purpose is to gather information that is current and not tainted and to give every member involved an opportunity to speak and present their case or information. In the event of a "Special Meeting/Sit Down", the individual(s) have the right to have other members attend to bear witness of all actions or activities.

Section 9.3: Parliamentary Procedures

Roberts Rule of Order will be applied during meetings to affect parliamentary procedures, unless otherwise amended and provided for in the bylaws. Roberts Rules of Order will be used for any instance that these Bylaws have not covered for a procedure. The Sergeant at Arms shall serve as the primary parliamentarian.

Section 9.4: CEB Decisions/Votes

At any time, the CEB may be required to make a quick decision for the membership. In instances that involve disciplinary action, the CEB will decide based on a majority vote. The CDR will vote only in the event of a tie. If there is a general decision that effects the membership about changes to policy, procedures, bylaws, protocol, or administration, the CEB will present this to the membership for review and vote. In matters, which involve the expenditure of Chapter funds, the Treasurer does not have a vote. The CEB will decide based on a 314th vote, with the CDR providing the fourth (4th) vote. In the event of a tie, the issue will be voted on by the Chapter at the first full Chapter meeting.

Section 9.5: CEB Discretionary Expenditure

Should the CEB require an expenditure of funds not to exceed \$250.00 (in a 30-day period) only the CEB will be required to vote on the expenditure? This is not to be abused or relied upon for the function or management of the Chapter; this is a means to facilitate unexpected or small items/events that cannot wait for a full Chapter meeting and vote. 15

ARTICLE 10: DELEGATIONS

Section 10.1: Delegations

Delegations will be appointed by the Commander, subject to the approval of the CEB, to represent CVMA15-1 at any convention, meeting, rally, or other assemblies deemed necessary. Delegations are authorized to exercise only those powers specifically vested in them by the CEB.

ARTICLE 11: AMENDMENTS

Section 11 .1: Amendments

The membership may present amendments to the bylaws when ratified by three fourths (3/4th) of the membership present at a chapter meeting. Approved amendments take effect upon approval by the NBOD.

ARTICLE 12: WEB SITES & SOCIAL MEDIA

Section 12.1: Websites and Social Media

Social media and web sites are for the CVMA15-1 to communicate and disseminate information concerning CVMA business. It is NOT meant for personal attacks or to vent grievances and disagreements. Only those directly part of CVMA 15-1 membership will be permitted to view CVMA 15-1 private social media sites or have access to association business. Any CVMA 15-1 events must be approved by the CEB prior to creation or dissemination. Harassment, assault, abuse, and/or libel will not be tolerated. If behavior not in good standing is displayed online, those members may be suspended from CVMA 15-1 social media sites as a cooling down period and all facts will be reviewed by the CEB. The CEB and approved staff positions be the only members with administrative, moderation, and edit rights to approved CVMA 15-1 social media sites. Access to any closed CVMA 15-1 page will be for members only; no dual accounts will be authorized.

Chapter Vote: 32 for 0 opposed 0 abstained; Approval Date: 17 Nov 2018

Annexes

Annex A: Revision History

[illegible]

Annex B: Structure Manual Change Request Form

NCCVMA 15-1

To CEB: Here is my change request –

Page and Paragraph No.	Requested Change	Reason for Change

From: _____ Date: _____
(Please print your first "Road" and last Name)

Approved: _____ Date: _____