

Ride Leader and Sweep Guide

Road Captain / Ride Leader Responsibilities:

1. Will send a group email specifying the meeting time and KSU, and the ride plan including intended route, time and/or location of stops, destination, and estimated time of return. Should include road captain's cell phone number as well as a backup number (Sweep's) if possible. A follow-up email with the list of members planning to attend should be sent 1-2 days prior to ride.
2. Will lead the group in a manner consistent with the objectives and guidelines established by the North Shore Chapter Road Rules, and will execute their best judgment in situations not specifically covered in these guidelines.
3. Will brief assigned Sweep to route, responsibilities, and other pertinent details prior to departure.
4. Will conduct a rider's briefing prior to departure.
5. Will be responsible for the final decision with regard to ride termination due to inclement weather, hazardous conditions, or other difficult or unsafe conditions.
6. Will instruct any rider to ride in a specific position within the group, or leave the group entirely, for reasons of misconduct, disorderly/unsafe riding, or faulty/unsafe equipment. Common sense and tact should be used.
7. Will bring a waiver sheet (available on website) for non-members, and should have a print-out of the group emergency contact info.
8. Will establish and maintain a uniform speed consistent with the posted speed limit, and with consideration of safe road conditions, traffic, and weather conditions. May ride +/- 5 mph from posted speed limits. Keep in mind most motorcycle speedometers run +10% higher than actual speed. If there is a gap in the line, the leader will slow down a little for the group to come back together.
9. Will be responsible for stopping at a stop sign and not proceeding until all members have stopped behind them.
10. Will be responsible for initiating all maneuvers within traffic in a "safety first" manner.
11. Will be at the head of the group, and ride just to the left of lane center, leading in the standard formation of a staggered double row, in single traffic lane.
12. Will maintain a safe following distance by using the MINIMUM 3-second rule between the group and any vehicle ahead. This distance may be increased at the discretion of the Ride Leader/Road Captain, but will NOT be decreased.
13. Will command the group to a single file formation (using the proper hand signal) when they cannot maintain visual control of the road conditions ahead over a MINIMUM of a 4 second distance, narrow road, mountain/curvy roads, traveling directly adjacent to parked vehicles, or any other condition which may severely restrict the ability of individual group members to perform emergency avoidance maneuvers.
14. If possible, bring a well-maintained First Aid kit and well-stocked tool kit to the ride.
15. If possible, bring a cell phone for 911 purposes and a radio or helmet communicator for communication between RC and sweep.
16. Will discuss with Sweep any issues that may have occurred during any phase of the ride, and address mid-ride if necessary.

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Sweep Responsibilities:

1. Will assist the Ride Leader/Road Captain in the performance of his or her duties.
2. May be asked to assume the duties of Ride Leader/Road Captain in his or her absence.
3. If possible, bring a cell phone for 911 purposes and a radio or helmet communicator for communication between RC and sweep.
4. If possible, will be responsible for bringing a First Aid kit to the ride.
5. If possible, will be responsible for bringing a well-stocked tool kit to the ride.
6. Will ride at the rear of the group (except when conditions dictate otherwise) unless required to take on the responsibilities of The Ride Leader/Road Captain.
7. Will be observant of any hazardous conditions or conduct, take immediate corrective action, and inform the Ride Leader/Road Captain at the earliest safe opportunity. NOTE: The urgency to inform the Ride Leader/Captain is left to the discretion of the observing Sweep.
8. Will pull over to assist with any riders who pull away or leave the group formation.
9. Will normally ride where they can see the formation the best. Lane protection is the Sweep's added responsibility. On the highway, as the group prepares to make a lane change to the left, the Sweep will make the lane change as soon as is safe to do so, following initiation by the Ride Leader/Captain, then the remainder of the group. In this way, the Sweep protects that lane keeping it clear for the entire group to move into this lane.

TIPS & Considerations for Ride Leaders and Sweeps:

Nothing can replace Good Judgment and Common Sense!

1. It is recommended that the Ride Leader scout the route prior to conducting the ride. Be aware of places you may have to stop. Watch for loose gravel or sand.
2. It is suggested that the Leader, Sweep, and any mid-captain wear hi-visibility gear.
3. If a group is especially large, may need to consider breaking into smaller groups for safety.
4. When pulling out from a stop sign or stoplight and after making a turn, an even, steady acceleration is highly recommended. This will keep the formation together better than speeding up & having to slow back down. If the formation is broken by whatever reason, keep the speed limit to 5-10 miles below the posted speed limit to allow the rest of the formation to catch up. You do not always need to stop, (this is a judgment call based on the road & the traffic flow). If a stop is necessary, find a safe place for the group to pull over while waiting for the remaining riders.
5. If the formation is broken, and there is a turn in the route, the formation does need to stop as close to the turn as possible, allowing the trailing group to see where you turned. You may also instruct (prior to the ride in the pre-ride brief) that the last person in line wait at the corner to guide the rest back to the formation. This is the Ride Leader/Captain's decision based on what they know of the route, the traffic, and safe riding practices.
6. If you know the trip will take 3 hours, plan on it taking 4. Something will always happen to cause a delay. The larger the group, the more time you should allow for rest stops, gas breaks, food breaks, etc.