

Road Captain / Ride Leader Responsibilities:

1. 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.
2. Will brief assigned Sweep to route, responsibilities, and other details pertinent to the ride prior to departure.
3. Will conduct a rider's briefing prior to departure.
4. Will provide a route plan including intended route, time and/or location of stops, destination, and estimated time of return. And will send a group email and include road captain's cell phone number for contact purposes as well as a back-up number if possible.
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 or unsafe riding, or faulty/unsafe equipment. Common sense and tact should be used.
7. Will bring a sign in sheet for members to sign, including contact information or have a print-out of the group 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.
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 lead the standard formation of a staggered double row, in single traffic lane.
12. Will be at the head of the group, and will ride just to the left of lane center.
13. 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.
14. 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.
15. If possible, bring a well-maintained First Aid kit to the ride.
16. If possible, bring a well-stocked tool kit to the ride.
17. If possible, bring a cell phone for 911 purposes and a radio for communication between RC and sweep.

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 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, 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/Road Captains and Group Riders:

Nothing can replace Good Judgment and Common Sense!

1. It is recommended for the Ride Leader/Captains to have scouted the route prior to conducting the ride.
2. Be aware of places you may have to stop. Watch for loose gravel or sand.
3. The arrows painted on the lanes indicating the lane traffic flow become slick when wet.
4. Watch for oil slicks around stoplights, stop signs or around areas where cars may have to sit for a period of time.
5. 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.
6. 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 up 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.
7. Summer time & asphalt do not mix well, kickstands will sink in & the bike may fall over. Be aware of where you park. (A small 4-6" metal plate will prevent a tip-over)
8. All riders need to pay attention to the bikes and traffic around them! Nothing worse than a bike hitting another bike in formation because they were not paying attention. Riders should follow the Ride Leader/Road Captain, even if the leader makes a wrong turn. It's easier to get back on track as a group, rather than try and patch a separated group.
9. 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.
10. REMEMBER! Too much following distance can be just as bad as, and frequently is WORSE than too little following distance. If the formation lacks uniformity in what we appear to be doing, then we don't "look" like we are "together" as group. And we become regarded as random individual vehicles in the traffic pattern, and not like a group or unit trying to function as one vehicle. Too much following distance INVITES cars into the formation, splitting it up in traffic. And if we don't control our lane space the cars WILL take it away from us. Be prepared! Non-motorcycling car drivers really do NOT understand what we do when we ride as a group or why. So, if a car starts to blindly move into or through the group - LET THEM IN. We can always re-form the group a little later down the road.