

	Masters and Ladies Cycling Club Sweep Car	Document Date: August 2007
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The sweep car is one of the most important functions involving the overall control of the race. The purpose of the sweep car is NOT just to follow the last rider on the road, but to control the tail end of the race and the marshals.

Equipment to be used from the trailer

- Orange safety bib & spare
- Red flag & spare
- First Aid Kit
- Revolving light

Remember to return these items to the trailer before you go home

General Responsibilities:

- Make sure you have more than **enough petrol** to cover the race and your **cellphone** is charged and on.
- Keep a spare flag and vest as sometimes marshals leave the start without equipment.
- The sweeper must always be prepared to assist the marshal/s at a specific marshalling point for a few minutes if traffic is heavy.
- Vehicle must have its **emergency flashing lights on when appropriate**, such as when travelling slowly behind a cyclist or a bunch when going up a hill etc, to create safety and awareness in motorists coming from behind. The bunches are much smaller at the back of the race.

Which group of riders does the sweep car travel behind?

- The sweep car will commence duty a half-hour or so after the last riders have left the start, (unless called out earlier to collect someone) by which time the groups will have started to break up enabling the sweeper to see how the riders are spreading out at the back of the race. These slower competitors will need monitoring throughout the course of the race.
- In a lap race you **MUST** keep close track of who is last on the road, or you will get into a muddle about where the end of the race is.
- From time, to time, to enable the sweeper to get a clearer picture, it will be necessary to drive forward from the end of the riders past H to possibly the F group. The driver will then wait and observe and drive back to the tail of the race, making mental notes of the pattern of riders and who is last on the road.
- See that marshals are in place, stop and greet them and encourage them.
- You may come across punctured riders from early on in the race, who will need transport back to the start. Marshals or the organiser may also phone to request collection of DNFs.

What do I do if there is a crash in the bunch I am following?

- Immediately stop. Your duty is to alert the traffic and prevent the oncoming vehicles from crashing into the accident scene.
- Depending on the situation you will need to notify the race organiser who will have the medic with him and in the meantime assist wherever possible, using the first aid kit provided.

What are my responsibilities?

- You need to be very familiar with the race route and with the positions of the marshals.
- You need to keep in mind a mental picture of the back of the race as it develops, to control the marshals.
- Marshals will have been instructed not to leave their posts until YOU say so. It is therefore vital that you familiarise yourself with the last few riders, their gender, clothing and numbers.
- Continue driving forward and back along the G and H Groups, to keep an eye on the slower riders. Make them aware that you are keeping an eye on them, it makes them feel much more secure.
- When there is about 20km to go, drive forward from the end of the race to the last marshal and tell him/her how many riders are still to come, and give descriptions including numbers of the last two or three, to make sure that the marshal is aware of the stragglers. Arrange with the marshal that he will follow and monitor the last rider on the road until he/she reaches the next marshal.
- Go ahead to the second-last marshal and arrange for him/her to take over from the last one, and so on to the next marshal and on to the end of the race, thus ensuring that there is someone at all times keeping an eye on the slowest rider, especially where there are ladies riding on their own.
- It is not necessary for either yourself or the marshals to follow slowly behind the tailender, in 2nd gear - it is better to save petrol by driving a while and stopping, especially if the nature of the terrain is such that one can keep an eye on the rider even from afar, such as the Seaview Road.
- Once the race has progressed to the point that there are only one two marshals out and the safety of the few remaining riders is taken care of, inform the timekeeper of how many are still out and the details of the last on the road.
- At this point it is a good idea to make a final sweep, especially if it is a circuit/lap course, to make sure there is no-one stuck out on the road.
- Finally, if you can get back in time, stand at the finish line and cheer on those who have struggled so courageously to finish!
- Report any incidents or events to the race organiser

EMERGENCY CELL PHONE WITH RACE ORGANISER

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