

GREEN MOUNTAIN



Technical Guide

Labor Day Weekend 2008

August 29 - September 1



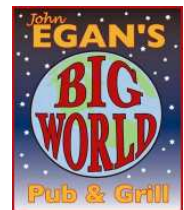
And



Present the

***2008 Mad River Valley
Chamber of Commerce
Green Mountain
Stage Race***

RACE SPONSORS



Sugarbush Village Condos



See Page 34 for Special Offers from our Sponsors

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Welcome from the Race Organizers

Welcome to the 2008 Green Mountain Stage Race!

The Mad River Valley Chamber of Commerce, App Gap Promotions, the Green Mountain Bicycle Club and Mad River Riders are happy to welcome racers and their families and friends to the 2008 Green Mountain Stage Race. Now in its 8th year, the GMSR has become one of the most popular stage races in North America and a mainstay on the cycling calendar, attracting riders from all over the US and Canada to take on some of Vermont's most challenging terrain.

We have made a number of changes for this year's event, some of our own choosing and some which were forced on us by this summer's very heavy rain storms. In early spring we were very excited to announce that for the first time in GMSR history the prologue would be contested in an individual time trial. We selected a course that is both challenging and scenic and takes racers to areas of the Mad River Valley they have not likely experienced in previous visits. Those who have tested on the new course have called it "breathtaking and brutal". We hope you will enjoy it! We also announced another first for this year and that is the scoring of the race on time rather than our often imitated point system. When we first started the GMSR we could not afford a timing company that could score the event on time and thus the point system was devised. One goal of the point system was to make each stage equal so that racers of different abilities had a chance to at a good GC result. While the point system did the job we had hoped it would, racers often asked that we score the race on time and this year they will finally get their wish.

While the two significant changes above were planned, the following two changes were most certainly not! In late May the iconic green iron bridge over the Winooski River on Rt. 2 was condemned and closed. As the old bridge was being removed for quick replacement, a heavy

rain storm moved through the area, sweeping half of the old bridge into the river! At that point, it became clear that we would need to find a new race course for Saturday. A number of possible courses were explored but in the end, we chose one which begins in Hinesburg. The goals for this new course were many: a race that would allow sprinters a chance at a stage win, good pavement, a high level of safety and a good area for spectators to watch the racing action. We believe that we accomplished our goals, on what is a truly beautiful course (which we hope you will notice if you get the opportunity to look up). As if that was not enough adversity for one year just three weeks before the GMSR was to begin another very heavy, slow-moving thunder storm struck over the town of Ripton on the Middlebury Gap. The result was massive flooding and destruction of the road in Ripton and Hancock with many hundreds of feet washing away. Our friends at VTrans quickly notified me about the destruction and advised me to seek an alternate route for what has become the Queen stage of the GMSR. The goal of the re-route was to still maintain the two big mountain climbs, with the finish on the top of the App Gap. By moving Sunday's start the new course will be only 10 miles longer and will offer many of the same challenges as the classic. One silver lining is the nearly new pavement on the Brandon Gap and Rt. 100 south of Hancock, which we are sure riders will appreciate.

The GMSR would not be possible without the generous help of our sponsors, who recognize the value of supporting this great event. We welcome back our title sponsor, The Mad River Valley Chamber of Commerce, which represents the lodging, restaurants and businesses in the Mad River Valley (the host community). When checking into your lodging for the weekend or dining out, please let the staff know that you are here for the GMSR and that you appreciate their support! Our many other sponsors include: Champion System (makers of our awesome leaders' jerseys and fine custom team cycling apparel); The Bridges Resort (race headquarters); Irasville Country Store (fuel sponsor); Harpoon Brewery (official post race beverage); Sugarbush Resort; Vermont Teddy Bear Company, Mad River Glen Ski Area, The Ski Rack, Onion River Sports, Earl's Cyclery, Green Mountain Coffee Rosters; Green Mountain Access; Vermont Pure Spring Water; Petra Cliffs; and Earthy Cars. We also appreciate the support of two new sponsors for this year. Beloco the "Makers of Inspired Burritos". Look for free tester burritos at the crit on Monday! Also joining our list of sponsors is CherryPharm makers of a scientifically tested and proven 100% natural and pure cherry powered recovery drink. Samples will be available during the CherryPharm Burlington crit so be sure to check both of them out! The GMSR Race Committee would like to take this opportunity to thank all of our sponsors for their tremendous support.

Once again, we welcome you to the 2008 GMSR. This year has certainly presented us with some unexpected challenges, but we believe that we have overcome them and that this year's event will provide the same high level of racing experience that you have come to expect at the GMSR. We wish you a very safe and fun weekend of competition.

For the GMSR Organizers,



Gary Kessler, Race Director

Race Staff

Gary Kessler Race Director, Organizer of Prologue, Stages 1 & 2
Peter Oliver.....Assistant Race Director, Caravan Coordinator
Tom MoodyCo-Race Director Stage 3
Sam HoarCo-Race Director Stage 3
Kevin BessettRegistrar Extraordinaire!
Sean McVeighCourse Czar-for Prologue, Stages 1 & 2
Charlie Bates.....Chief Deputy Course Czar
Patrick Kell & Dan Mason.....Deputy Course Czar
Danielle Hampton.....Assistant Caravan Coordinator
Beth Eliason.....EMS Coordinator
Jen HammondVolunteer Coordinator, for Prologue, Stages 1 & 2
Meg Laferriere Horrocks.....Volunteer Coordinator, for Prologue, Stages 1 & 2
Jill Gagne, Andrew ShamusCriterium Race Committee
Matt Mainer, Rose Long,
Sam Osborne, Bill Nash
Carole Hakstian, Larry ColettiCriterium Head Marshals
David White
Jason Baer & Charles McCarthy.....Advisors
Charles McCarthy.....Chief of pre-event signs & road marking
Mat Katz Personal Assistant to the Race Director

USAC Race Officials

Cindi Hines Chief Referee
Sandy Rovelli Chief Judge

Referees:

Bob Evans Chris Constantino Chris McBurnie David Rovelli Denise Haggins Gary Toth Jerry Chabot
Julianne Belcher Kinnin Payson Lee Evans Marka Wise Michelle Johnston Pamela Rehak Patty Passetto
Sandy Martin

Motor Referees:

Bill Elfring Bill Otfinoski Mike Flanagan Rob Belcher Steven Lehmann

General and Technical Information

START TIMES

The start times contained in this technical guide may change due to unexpected circumstances. Any changes in start times will be posted in the daily communiqué.

TECHNICAL SUPPORT

SRAM and volunteer neutral support will be provided. No team or individual support will be allowed.

Under no circumstances may team cars or individual support cars follow the race. GC time deductions, monetary fines or disqualification will be assessed at the discretion of the Chief Referee and the Organizer for non-compliance. Further, on Sunday the Bristol Police have said they will stop cars not following the race, but not a race vehicle.

ANNOUNCING

Alan Atwood and Alan Cote (Monday only)

RACE RESULTS and PHOTO FINISH

John Frey, Velocity Results

RACE HEADQUARTERS

Bridges Resort, Warren, VT (Please do not call for race results).

LOCAL HOSPITALS

Central Vermont Medical Center (Berlin) 802-371-4283

Fletcher Allen Health Care (Burlington) 802-847-0000

Porter Hospital (Middlebury) 802-388-4701

Gifford Medical Center (Randolph) 802-728-7000

Dartmouth-Hitchcock (Hanover, NH) 603 650-5000

Rutland Medical Center (Rutland) 802-775-7111

REGISTRATION PACKET PICKUP

Thursday, August 28th

7:00 to 9:00 PM The Bridges Resort, located off the Sugarbush Access Road, Warren

Friday, August 29th

7:00AM to 4:30PM Sugarbush Resort, Lincoln Peak Base Area

From 7:00AM – 8:30AM ONLY Jrs, M3 & W1/2/3 may pick-up their numbers

LICENSES

A valid USAC or UCI license ***MUST BE PRESENTED*** at registration to receive your race packet.

SUPPORT

SRAM will be in attendance to provide neutral support. See the Support Matrix below for all the details. **SRAM and neutral wheels will be supporting only the fields to which they are assigned and will not stop to support racers in other fields.** Where SRAM does not provide support, volunteer neutral support will be provided. For fields that will be serviced by volunteer support, 10 sets of wheels will be required for the service vehicle to maintain neutral support. If there are fewer than 10 sets of wheels, wheels-in, wheels-out rules will apply. Wheels will be left at the start of the Circuit Race (at CVU by the baseball field) and at the Sugarbush Lincoln Peak base Area in front of Super Feet store after the Road Race. **Please claim your wheels immediately after you finish.** Race organizers are **not**

responsible for unclaimed or stolen wheels. Please, if the loss of your wheel will be too much to bear do not put it in the wheel van as wheels have been reported missing in the past.

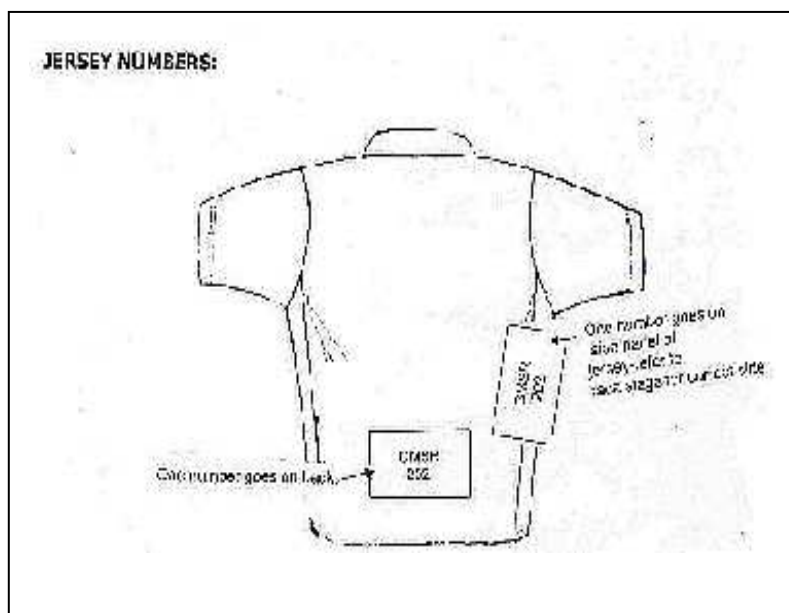
Under no circumstances may team cars or individual support cars follow the race. Non-compliance will result in a \$75.00 fine per USAC Road Rule 4H3.

NOTE: All service is to be done from the right hand side of the road. You must be stopped to receive service.

Wheel Support Matrix				
				Neutral (wheels must be provided)
Category	Friday	Saturday	Sunday	Monday
M -P/1/2	SRAM	SRAM	SRAM	SRAM
M - 3	SRAM	SRAM	SRAM	SRAM
M - 4A	SRAM	SRAM	Neutral	SRAM
M - 4B	SRAM	SRAM	Neutral	SRAM
M - 30+	SRAM	SRAM	Neutral	SRAM
M - 40+	SRAM	SRAM	Neutral	SRAM
M - 50+	SRAM	Neutral	Neutral	SRAM
Jrs	SRAM	Neutral	Neutral	SRAM
W-P/1/2/3	SRAM	SRAM	SRAM	SRAM
W-3/4	SRAM	Neutral	Neutral	SRAM

NUMBERS

A total of three (3) numbers will be issued to each rider: two (2) jersey numbers and one (1) frame number. All three numbers must be worn each day.



One jersey number is to be worn on the pocket area, which allows the number to be visible from behind. The other number is to be worn on the side of the jersey, so the number is visible to the officials on the judging stand at the finish of each event.

Position of jersey numbers:

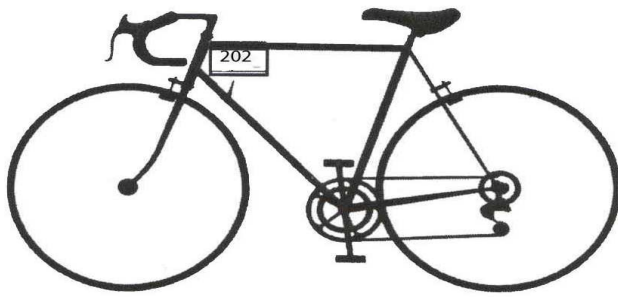
Prologue: Right side and back pocket

Stage 1: Left side and back pocket

Stage 2: Right side and back pocket

Stage 3: Left side and back pocket

Frame Number



The frame number is to be placed inside of the top tube and the down tube. The frame number may also be placed under the seat on small or compact frames.

NOTE: Improperly worn/placed numbers may result in the rider not being placed in an event. Penalties for misplacing, mutilating or reducing the size of frame or rider numbers: 1st offense=warning. 2nd offense=30 second penalty, subsequent offenses=1 minute penalty.

SPECIAL TIME TRIAL RULE

You may use only equipment which is permissible for use in a mass start road race under USA Cycling rules.

Allowed: any mass start legal road bike, any wheels (disk or deep carbon wheel **will** be allowed) and any helmet which is permissible for a mass start road race (see: <http://www.usacycling.org/news/user/story.php?id=2109>) . Bars which do not extend forward of the bend in a road bar and are mass start legal will also be allowed.

Banned: time trial bikes, bullhorn bars, aero bars or any forward pointing bar extension or any equipment that allows a rider to support or rest their forearms on the handlebars. Any equipment deemed unsafe by the officials.

The chief official shall be the final arbiter in any disputes regarding acceptable equipment.

GENERAL CLASSIFICATION (GC) SCALE OF PENALTIES

The USAC Chief Referee will have full discretion in levying penalties for violations of USAC racing rules and regulations posted in this technical guide.

Relegations affect stage placings but all other disciplinary measures and time penalties affect only the general classification (GC).

General classification time penalties are listed below. However, the Chief Referee reserves the right to assess monetary fines or additional GC time penalties based on the degree of the offense committed.

FINES

Monetary fines issued to riders or teams must be paid directly to USA Cycling per USAC rule 1C4 (2008), "Riders who fail to submit their fine within 15 days shall be suspended per USAC Bylaw 10.2. Fines are used to fund junior development programs".

RESTROOM FACILITIES

There will be restroom facilities provided at the start of each venue. On Sunday at Lincoln Peak there will be port-o-lets and the base lodge will be open to allow use of the bathrooms located within the ground floor which is an easy ride in/ride out. There is also a port-o-let near the finish of each day.

Public urination is subject to the following penalties:

First Offense – \$50 fine and/or disqualification

Second Offense – disqualification

HELMETS

Per USAC general racing rule 1K1, riders are required to wear a securely fastened helmet at all times while mounted on a bicycle (does not apply to riding rollers/trainers during warm-up). Failure to follow this rule will result in a \$20.00 fine/occurrence. Immediate disqualification and \$20.00 fine for removing helmet during race.

WARM-UP/COOL DOWN

Each stage has specific warm-up and cool down instructions. While warming-up and cooling down, or in transit to the designated area, riders are reminded that the roads are open to public traffic. Riders must obey all traffic laws of the State of Vermont, including riding single file, obeying all traffic lights, posted signs and yielding to police and rescue vehicles and school buses. Per USAC stage racing rule 4H3, a monetary fine of \$35 will be assessed for reported infractions. Disqualification from the stage race for any infractions reported to the Chief Referee or Organizer by police or rescue personnel.

Riders ***MUST YIELD*** to emergency vehicles. Failure to do so will result in immediate disqualification as well as a monetary penalty and possible arrest and prosecution under Vermont Law. Please do not risk this series of consequences and do not put the event in danger of being canceled by not yielding!

Refer to the individual stage sections of this guide for specific information concerning warm-up/cool down areas for a particular stage.

SIGN-IN

Riders must personally sign-in for each stage (except Prologue) at least 15 minutes before the announced time of their start. Sign-in closes 10 minutes before the announced starting time except the Prologue which closes at 4:30PM. Sign-in penalties (either forgetting to sign-in, or signing in for another rider): First offense: Warning. Second offense: 30 seconds penalty, Subsequent offenses: 1 minute penalty

STAGING

Riders must report to the staging area (all stages) no less than 10 minutes before the announced start time. Riders who are late to the staging area may be assessed a GC time penalty by the Chief Referee.

The GC top five as well as the Sprint and K/QOM leaders for each category will be called to the front row prior to the start of each stage.

Additionally at the Criterium stage (Monday), the top 10 riders on GC as well as the Sprint and K/QOM leaders will be called individually to the start line.

RACE CONDUCT

Races will be conducted under 2008 USAC guidelines.

The centerline rule 3B1 is in effect for all races (except Criterium) and will be STRICTLY ENFORCED. Deliberate riding on the left side of the center line in order to advance position or repeated drifting to the left of the center line without provocation will result in a GC time penalty.

First offense: 30 seconds; 2nd offense: 1 minute; 3rd offense: DQ from the Stage Race.

Additionally, riders may also be relegated or disqualified at the discretion of the Chief Referee.

The centerline rule is in effect for all Hot Sport sprints, K/QOM sprints, and the finishes on Friday and Sunday. In addition to the GC penalties listed above, riders will be relegated or disqualified for sprinting over the centerline.

NOTE: The Race Officials with each category, may, at their discretion, ask riders to immediately withdraw from the race for centerline violations. Once asked to leave, riders are to remove themselves

from the field and hand in their race numbers. Riders that have been asked to withdraw will be disqualified from the stage and are ineligible to compete in subsequent stages.

Per USAC rule 3B5, taking pace or assistance from any outside means is forbidden, including holding onto a motor vehicle or taking pace from riders in a different race occurring concurrently on the same course. Taking pace will result in a GC time penalty and either relegation or disqualification at the discretion of the Chief Referee.

Riders who are outside of the protected area (behind the follow vehicles) are required to obey all traffic laws of the State of Vermont, including riding no more than two abreast and obeying all traffic lights and posted signs.

Riders **MUST YIELD** to emergency vehicles. Failure to do so will result in immediate disqualification as well as a monetary penalty and possible arrest and prosecution under Vermont Law. Please do not risk the imposition of these consequences and do not put the event in danger of being canceled by not yielding!

OUTSIDE ASSISTANCE

Per USAC road rule 3B5, taking pace or assistance from any outside means is forbidden, including holding onto a motor vehicle or taking pace from riders in a different race occurring concurrently on the same course.

Taking pace from riders in a different race or from a motor vehicle over a distance of at most 100 meters, will result in a 20 second GC time penalty and either relegation or disqualification at the discretion of the Chief Referee.

Taking pace from a motor vehicle for more than 100 meters will result in relegation and a GC time penalty of 2 minutes. 2nd offense=disqualification.

RIDING OUTSIDE PROTECTED AREA

Riders who are outside of the protected area (behind the follow vehicles) are required to obey all traffic laws of the State of Vermont, including riding no more than two abreast and obeying all traffic lights and posted signs. Riders **MUST YIELD** to emergency vehicles. Failure to do so will result in immediate disqualification as well as a monetary penalty and possible arrest and prosecution under Vermont Law. Please do not risk this series of consequences and do not put the event in danger of being canceled by not yielding!

JUNIOR ROLLOUT

The gear limit for a rider is determined by the age of the rider; not the category the rider is competing in. Thus if a junior is competing even in a senior race they must still comply with all gearing restrictions.

Per USAC Rule 1J6, “the authorized maximum chain gear ratio allowed in any road event is 7.93 meters (rollout 26”)”. All juniors (**no matter what category they are competing in**) must report to rollout **IMMEDIATELY** after finishing each stage. Rollout will take place at the finish. Penalties for failing to report to rollout: 1st offense: relegation (stage), loss of any sprint or K/QOM placings and a GC time penalty of 1 minute . 2nd offense: disqualification from the stage race.

Penalties for a rider whose bike fails rollout: 1st offense: relegation (stage), loss of any sprint or K/QOM placings and a GC time penalty of 1minute. 2nd offense: disqualification from the stage race.

FEEDING

Feeding shall occur only from designated feed zones. Riders are expected to dispose of feeding materials in the feed zone areas only. Penalties for feeding outside designated feed zones: 1st offense=warning; 2nd offense=30 second time penalty; subsequent offenses=1 minute.

Rider support personnel in the feed zone are responsible for maintaining the cleanliness of the area. Riders who have support personnel that leave waste materials at feed zones will be subject to fines per USAC stage racing rule 4H14e. We ask that feeders please help us keep the feed zones clean.

Feeders should use care when crossing the road and moving within the feed zone area.

On Sunday August 31st (Mad River Road Race) feed zone vehicles must depart for the feed zone prior to the stage start. They may not follow or pass any race caravans on the way to the feed zone. Feed zone vehicles that do not get started prior to the start of the stage, must drive the course in reverse to get to the feed zone. Feed zone vehicles must follow the course in reverse to return to the Finish area. They may not follow or pass any race caravans. **On Sunday the police in Bristol have said they will stop and/or ticket those improperly following the race.** Feed zone vehicles passing race caravans will have their riders disqualified. There is no parking at the summit finish. Plan to park at the upper or lower Mad River Glen parking lots and ride the shuttle bus to the finish area.

NO LITTERING

Please respect our roads and our neighbors. Participants who discard bottles or wrappers in unapproved areas will be subject to a \$20.00-\$80.00 fine per the USAC Stage Race Scale of Penalties 4H14e or disqualification from the race at the discretion of the Chief Referee and Race Director.

FINISHING

All riders must complete a stage in order to be eligible to start the next stage. This means that riders must complete the Prologue (Individual Time Trial) in order to start on Saturday (Circuit Race). Riders must complete the Mad River Road race in order to start on Monday.

There is a 2-mile dirt road section on the Mad River Road course. This section can be rough. You should consider using **sturdy tires and wheels** and be sure your bottle cages hold your bottles securely. **Be prepared to fix a flat tire as the service vehicles will go with any break. SRAM will only be supporting the M-P/1/2, M-3 and W-P/1/2/3 fields, they will not stop to assist riders not in those fields.**

It is your responsibility to be able to repair your bicycle in the event the support vehicle is ahead of you or is unable to help you.

For all stages once you have crossed the finish line **DO NOT** turn around and ride back across the finish line. Every stage is designed for racers to continue riding in the direction of the race to return to the start. If a racer wishes to go to the finish they must walk their grass on the bike by the shoulder. Per USAC stage racing rule 4H3, a monetary fine of \$20 will be assessed for reported infractions.

Others are finishing behind you and the determination of results is greatly slowed. Proceed straight ahead through the finish area before making any changes in your line of travel.

MISHAPS

Any rider suffering a mishap within the last 3 kilometers in Stage 1 & Stage 3 (the rule is not in effect for the Prologue) (and is 500M in Stage 2) will be given the time they would have attained had the mishap not occurred, provided the rider, if able, reports the crash to finish line officials immediately following the

race. The rider will be placed at the end of the group he/she was riding with at the time of the mishap and allowed to start the next stage.

TIME CUT

Per USAC rule 4E3d, riders must finish each stage within a time limit equal to the winner in his/her field plus a percentage. There will be no time cut for the Prologue (Individual Time trial). For stages 1& 2 the time cut is 30%. Riders who do not finish within the time cut will be eliminated from the stage race and not be permitted to start the next stage.

RESULTS

Results, official race announcements and notices, once available, will be posted at Race Headquarters (The Bridges Resort) each evening (except Monday). They will also be available on <http://www.velocityresults.net/results> as well as the race website, <http://www.gmsr.info>, each evening as soon as they are completed. The Monday stage 4 results as well as overall GC results will be posted on the west wall of the City Hall building at City Hall Park as soon as they are completed.

GROUP FINISH RULE:

In mass-start events, all riders of a group reaching the finish together shall receive the same finishing time as the leader of that group. A rider must finish within two seconds of the rider immediately ahead in order to receive the "same time" as that group. If the time gap is greater than two seconds, a new group is established and will receive a new time.

Note: The Chief Referee and Chief Judge reserve the right to determine which riders comprise a finish group.

INDIVIDUAL GENERAL CLASSIFICATION (GC)

Per USAC stage race rule 4C3, each rider's GC shall be calculated by summing the rider's time in all individual stages, taking into any time bonuses and penalties. In case two or more riders are tied in their final GC, their order shall be determined by adding the fractions of a second from the prologue back into the total time. If this does not resolve the tie, the next method is adding their places obtained in each stage. If this does not break the tie, their places in the final stage shall decide the order.

PROTESTS

Per USAC rule 4F7, riders who have a protest regarding race conduct must present their protest in writing no later than 1 hour after their finish. Riders who have a protest about finish order have until 30 minutes before the start of the next day's stage. Protests regarding final general classification placement must be made no later than 15 minutes after the official posting on Monday September 1st. Protests made beyond the listed time periods will not be considered.

AWARD CEREMONIES

Prizes for individual stages will be available after the completion of each stage. Prizes for overall general classification will be available after the final results for each category become official on Monday.

The top three finishers each day as well as the Sprint/K/QOM leaders are **required to attend** a brief podium presentation where both the Leader's Jerseys and prizes will be awarded. Failure to attend the presentation may result in the forfeiture of that day's prize money in the discretion of the Race Director.

PLEASE ATTEND!

Prologue Awards will be presented at the Castlerock Pub in the Lincoln Peak Base area beginning at 6:15PM.

Stage 1 Awards will be presented at the finish area on Rt. 116. If you are in the top three on that stage please walk back to the finish area for the podium presentation. If the weather is very inclement the awards will take place at the Castlerock Pub in the Lincoln Peak Base area beginning at 6:15PM an announcement will be made at the finish if the awards are to be relocated.

Stage 2 Awards will be presented at the finish line which is at the summit of the Appalachian Gap. The top three finishers in each category should promptly report to the podium. If the weather is very inclement the awards will take place at the Castlerock Pub in the Lincoln Peak Base area beginning at 6:15PM an announcement will be made at the finish if the awards are to be relocated.

Stage 3 Awards will be presented at the conclusion of the crit once final results are determined and the protest period has expired. The top three riders in each field as well as the Sprint and K/QOM winners and top three riders on GC should report to the podium which is adjacent to City Hall Park in the center of the course. GC prizes will be presented to all designated finishers once results for a field become final. For those not in the top three on GC if you do not pick-up your prize it will be mailed to you within two weeks following the race. **Please do not harass the Awards Staff!**

All awards given prior to the determination of the official final results are subject to latter modification based on the determination of any protests and/or imposition of any penalties.

LEADERS' JERSEYS

A yellow GC Leader's Jersey, K/QOM Leader's Jersey (Saturday and Sunday) and a Sprint Leader's Jersey (Saturday, Sunday and Monday) will be awarded at the end of each day (or prior to the start of racing the following day) in each race category. The leader in each of these competitions is required to wear the Leader's Jersey each day he/she remains in the lead of that competition. If a rider is the leader in the GC competition as well as an additional competition that rider shall wear the GC Leader's Jersey. A new jersey will only be awarded when there is a lead change. If a rider regains the lead that rider will not be awarded a new Leader's Jersey, but shall use the previously awarded Leader's Jersey.

ROAD CONDITIONS

This year we have worked closely with the Vermont Agency of Transportation (VTrans). VTrans has filled in many cracks and potholes, as well as swept the race courses. Despite their very significant (and greatly appreciated) efforts the roads are not crack or pothole-free. As a racer you must pay attention to the road conditions and use caution to avoid damage to your equipment and yourself.

PRE- AND POST-EVENT SPORTS CHIROPRACTIC and MASSAGE (located at each day's start)

The Vermont Chiropractic Sports Council will be present both pre and post-race to provide complementary care to riders, coaches; parents and fans during each stage of the GMSR. The following services will be available: Injury evaluation and management, stretching (pre- and post-race) Taping or supportive taping, Chiropractic adjustment.

A Sport Massage team will be available to provide professional pre- and post-event sports massage therapy (for a fee) geared toward complementing your warm-up and cool-down routines.

Egan's Big World Individual Time Trial

Friday, August 29th 2008
Prologue

DISTANCE

5.7 miles

Finish Bonus

No finish bonus

COURSE DESCRIPTION

The race starts in Warren Village which is located just off Rt. 100 approximately 4.3 miles from race registration at Lincoln Peak. The course starts on Flat Iron Road and takes a gentle right merging onto Brook Rd. Brook Rd then climbs for 2.3 miles until the intersection with the Roxbury Gap Road where it continues straight on the East Warren Rd. At this point the course rolls along tending to be slightly downhill. At mile 5.2 you will enter the "dip", at the bottom you will immediately encounter a short sharp climb out. Once at the Rolston Rd the climb relents and as your legs and lungs burn you will drive the final 500M which is slightly uphill to the finish at the Waitsfield Common Rd intersection.

NOTE: A racer must finish this stage in order to compete on Saturday.

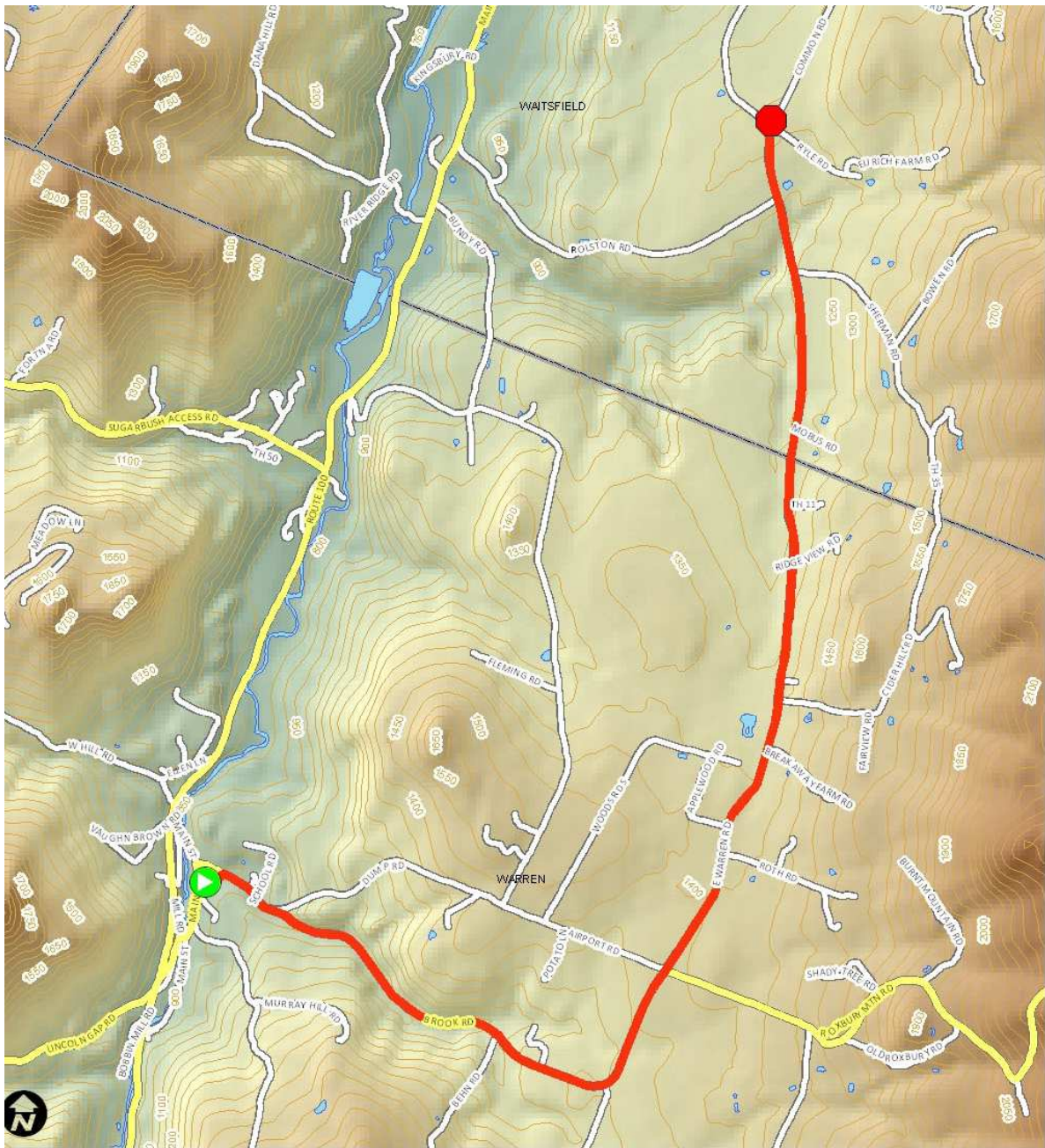
START TIMES

<u>Category</u>	<u>Start time</u>
Jr	8:30
W 1/2/3	9:15
M-3	9:55
P/1/2	11:00
Hand Cycles	12:10
M 4 A	12:50
M 4 B	1:50
W 3/4	3:30
M 50+	4:05
M 30+	4:50
M 40+	5:25

NOTES OF CAUTION

- 1. NO PARKING IN WARREN VILLAGE!** Doing so will result in a **\$20 Fine**. This will be monitored and numbers noted.
- 2. Once racing begins at 8:30AM racers may not pre-ride the course on their bikes or in their vehicles.** Please be considerate to your fellow racers!
- 3. Racers may not ride back on the race course!** Racers who ride back on the course will be subject to a **\$20 Fine**.
- Once finished continue straight ahead on the East Warren Rd into Waitsfield. Please use caution on the descent as it is fast with intersecting roads. At the end of this road is a stop sign and a single lane covered bridge – **OBEY THE STOP SIGN!** Proceed with caution on the bridge as the decking is wooden and has gaps! Also use caution at the end of Bridge Street when entering Rt. 100.
- When riding through Waitsfield do so **single file**.

6. Failure to follow the above notes: use caution on the descent, crossing the bridge, or to ride single file (both down from the finish and through town) will result in a **\$20 Fine**. Additional penalties including disqualification and further monetary penalties may be accessed at the discretion of the Chief Referee and Race Director.



Prologue Elevation Profile



RACE PARKING

Racers may park at Lincoln Peak Base area and ride to the start in Warren which is 2.4 miles away traveling on West Hill Rd (.2 mile dirt section and steep paved descent – use caution) and 4.3 miles traveling on the Sugarbush Access Rd.

There is also parking in the following areas (look for signs):

- Sugarbush Snowmaking Pond – located on Rt. 100 0.3 miles north of the Rt. 100 and Sugarbush Access Rd intersection. This area will hold approximately 50 vehicles. **Do not park on the grassy field.** It is muddy and you will get stuck!
- Yesterday – located on Rt. 100 0.9 miles north of the Rt. 100 and Sugarbush Access Rd intersection. This area will hold approximately 35 vehicles. Please only park in the tennis court area.
- Bobbin Mill - located on Rt. 100 2.3 miles south of the Rt. 100 and Sugarbush Access Rd intersection. This area will hold approximately 50 vehicles along both sides of the road and at the bobbin mill. **Do not park in the gravel pit area.**
- Warren Falls - located on Rt. 100 3.2 miles south of the Rt. 100 and Sugarbush Access Rd intersection. This area will hold approximately 25 vehicles.
- Various pull offs along Rt. 100 – there are river access pull offs along Rt. 100. These may be used to park, but vehicles must be completely off the roadway.

DIRECTIONS TO PACKET PICK-UP

- From Quebec: Autoroute 10 to PQ 133 south. 133 becomes I-89 south to exit 10 (VT Rt. 2 and 100). Take a right at the end of the off-ramp. At stop sign turn left (south on Rt.100 and east on Rt. 2). After you pass through Waterbury and cross a bridge take a right onto Rt. 100 south. At the stop sign turn right (Rt. 100 south – Waitsfield). Continue through Waitsfield on Rt. 100 south for 3.8 miles. Turn right on the Sugarbush Access Rd for 2.9 miles to the Lincoln Peak Base Area.
- From Boston: I-93 north to I-89. I-89 north into Vermont, to exit 9 (Rt. 2). At end of ramp take a left, pass under the interstate and take a left onto Rt. 2 east. Take second right onto Rt. 100B. Follow Rt. 100B through Moretown (it will turn into Rt. 100 South) and Waitsfield for 19.6 miles. Turn right on the Sugarbush Access Rd for 2.9 miles to the Lincoln Peak Base Area.
- From Albany: I-87 north to exit 28 (NY 74). East on Rt. 74 to Ticonderoga, and turn left on Rt. 9N/22. North on Rt. 9N/22 through Crown Point, and follow signs for “Bridge to Vermont”. Cross into Vermont, and head west on Rt. 17. Stay on Rt. 17 until it ends at Rt. 100. Take a right onto Rt. 100 south for 3.3 miles. Turn right on the Sugarbush Access Rd for 2.9 miles to the Lincoln Peak Base Area.
- From Springfield: I-91 north to I-89. North on 89 to exit 9 (Rt. 2). At end of ramp take a left, pass under the interstate and take a left onto Rt. 2 east. Take second right onto Rt. 100B. Follow Rt. 100B through Moretown (it will turn into Rt. 100 South) and Waitsfield for 19.6 miles. Turn right on the Sugarbush Access Rd for 2.9 miles to the Lincoln Peak Base Area.

FEEDING

None

SUPPORT

SRAM support will be at the start area and will have a wheel pit on the Roxbury Gap Rd.

WARM-UP AREA

- We will have 20 trainers set-up on Flat Iron Road. These are for the use of riders within the final 15 minutes prior to their start time.
- Lincoln Gap Rd which is located off Rt. 100 south of Warren Village has newer pavement and provides a climb similar to that of the race course. This is a quiet road and is the best warm-up location.
- Rt. 100 into Granville Gulf

RESTROOM FACILITIES

There are bathrooms at Lincoln Peak. There will also be portolets in the start area, near the north entrance to Warren Village and by the Town Offices. Look for signs.

AWARDS

These will be presented at the Castlerock Pub in the Lincoln Peak Base area beginning at 6:15PM. The top three riders in each category must be present for the podium presentations.

The Bridges Resort Circuit Race

Saturday, August 30th

Stage 1

DISTANCE

5 miles from start to circuit (2 neutral and 3 racing). 29.8 mile circuit

FINISH BONUS & COMPETITIONS

There is a finish bonus as well as a sprint and K/QOM competitions

INTERMEDIATE SPRINTS

Intermediate sprints will be at the *FINISH LINE*. The **centerline rule will be in effect for all intermediate sprints**. All fields except the Women 3/4 will have 1 sprint for 5 places:

Points = 6-4-3-2-1
GC Time Bonus = 8-6-4-2-1 seconds

K/QOM COMPETITION

Located on Rt. 17 0.7 miles from the turn off the Main Rd. Points will be scored each time up the climb for the top three.

Points = 6-4-2

Finish

There will both sprint points and a GC time bonus at the finish line 5 deep:

Points = 10 - 7-5-3-1
GC Time Bonus = 15-11-8-5-3 (seconds)

COURSE DESCRIPTION

Staging takes place in Hinesburg at Champlain Valley Union High School with a 2 mile neutral zone. Racing begins at Buck Hill Rd. There is a moderate climb up to the circuit start which begins after a left turn onto Hinesburg Hollow Rd which contains many false flats and short shallow climbs until a right turn onto the Main Rd in Huntington. Racers will pass through the Huntington upper village where the feed

zone is located. After the feed zone racers will encounter a number of short hills until the right turn onto Rt. 17. The climbing becomes more challenging here and the K/QOM is about 1.1K after this turn. A few more short hills and then a long descent to the base of the Baby Gap. Racers will take a right onto Rt. 116 which rolls along passing through the village of Starksboro to the finish which is slightly uphill and will take all the explosive power the sprinters can muster in the to drive to the line. There is great viewing for spectators as there are very long sight lines coming into the finish and a nice grassy area from which to watch.

START TIMES

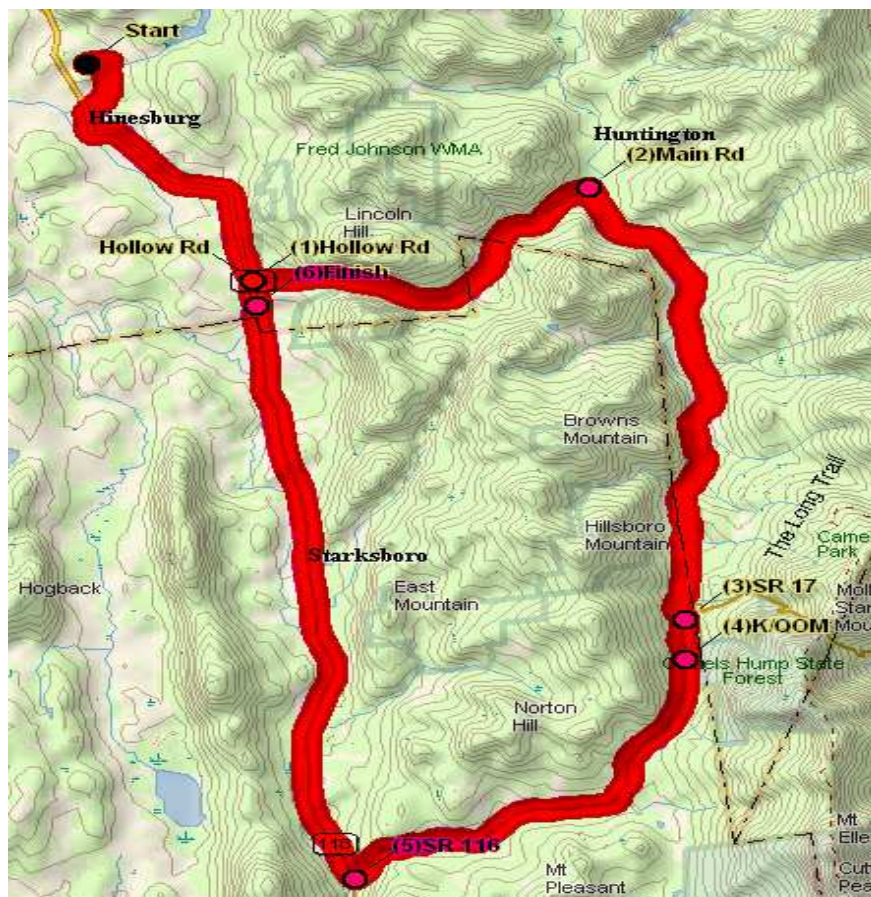
<u>Morning Wave</u>	<u>Category</u>	<u>Distance</u>
8:30am	Men Cat 3	2 laps = 64.2 miles
8:40am	Juniors	2 laps = 64.2 miles
8:50am	Men Cat 4A	2 laps = 64.2 miles
9:00 am	Men Cat 4B	2 laps = 64.2 miles
9:10am	Women Pro	2 laps = 64.2 miles

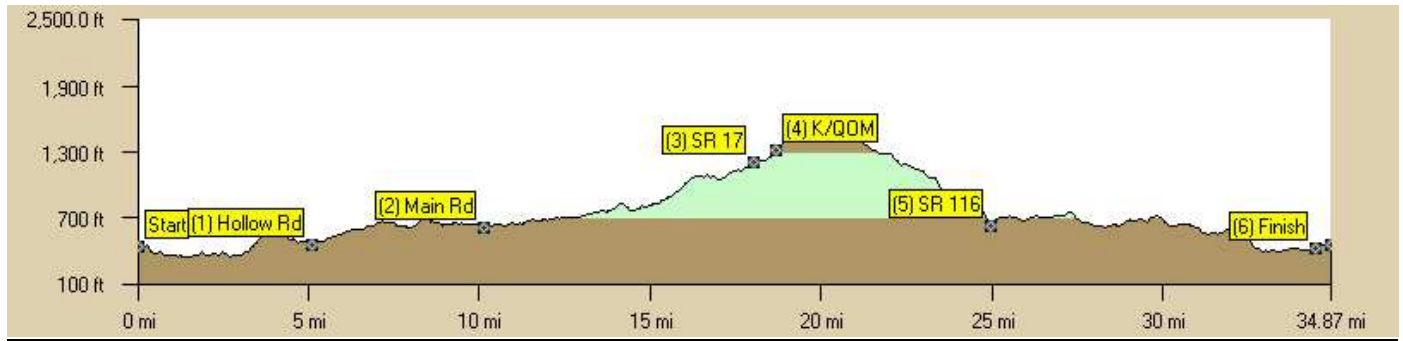
<u>Afternoon Wave</u>	<u>Category</u>	<u>Distance</u>
12:50pm	Men Pro 1/2	2 laps = 64.2 miles
1:00pm	Masters 30+	2 laps = 64.2 miles
1:10pm	Masters 40+	2 laps = 64.2 miles
1:20pm	Masters 50+	2 laps = 64.2 miles
1:30pm	Women 3/4	1 lap = 34.4miles

TURN BY TURN DIRECTIONS

<u>Milage</u>	<u>Description</u>
0	Start Champlain Valley Union High School, Hinesburg Left turn onto CVU Rd Neutral Start
0.2	Right turn onto Mechanicsville Rd
1.1	Left turn onto Rt. 116 - Use Caution
2	Racing begins at Buck Hill Rd
5	Left turn onto Hinesburg Hollow Rd.
0	Starting Circuit Caution rough pavement in turn
3	Notice Hinesburg Hollow Rd may have some construction Be alert for warning signs and start instructions
5.1	Right turn on Main/Gore Rd

- 6.9 Feed Zone start in Huntington @ town offices/fire department
Park in by town garage behind fire station
- 13 Notice there may be a gravel bridge detour. Look for warning signs
and listen to the start instructions
- 13 Right turn onto Rt. 17
- 13.7 K/QOM
- 15.2 **Caution Long Downhill**
- 19.8 Right turn onto Rt. 116
- 25 **Caution** entering Starksboro
- 29.4 Finish
- 29.8 Right turn onto Hinesburg Hollow Rd (lap)
Straight on Rt. 116 back to CVU





THE FINISH

The Circuit Race finishes at mile 29.4 on Rt. 116 (see map). Racers may use the entire roadway from 500M from the finish but use caution and be alert for any cars in the finishing zone. After you finish continue riding straight back on Rt. 116 to CVU. Do not ride back on the course. Doing so will result in a **\$20 Fine**. If you are in the top three please walk back to the podium for the awards presentation.

SPECTATOR PARKING

There is no parking at the finish area. Parking for spectators is 0.15 miles north of the finish in a large gravel pit. Please only park on the floor of the pit. Use great caution when walking along the side of the road. Be alert for approaching vehicles as well as racers. Stay off the road and on the grass!

PARKING AT THE START

Champlain Union High School - Hinesburg.

DIRECTIONS TO PARKING

- From the Mad River Valley: Take Rt. 17 west towards the summit of App Gap. Follow Rt. 17 until the stop sign and the intersection with Rt. 116. Take a right on Rt. 116 heading north. Follow Rt. 116 into Hinesburg 14.4 miles. Take a right on CVU Rd which is at the third traffic light. CVU is on the left.
- From the north: I-89 south to exit 12. Take a left off the ramp heading east on Rt. 2A to St. George. Take a right at the stop sign onto Rt. 116 for 2.1 miles. Take a left onto CVU Rd. High School is on the left.
- From Waterbury: I-89 North to exit 12. Take a right off the ramp heading east on Rt. 2A. Take a left at the stop sign onto Rt. 116 for 2.1 miles. Take a left onto CVU Rd. High School is on the left.

SIGN-IN AREA

At the front entrance to the school.

GEAR RECOMMENDATIONS

39x23

FEED ZONE

Located in Huntington in front of the Town offices and Fire Department. Parking is behind the Fire Department by the town garage and adjacent to fields. Do not park in front of the Fire Station or on the fields.

WHEEL SUPPORT

SRAM will support the following fields: M - P/1/2, 3, 4A, 4B, 30+, 40+, W – P/1/2/3.

Volunteer neutral support will be provided for M50+, Jrs. and W3/4. In these fields there must be 10 sets of wheels or the support will be wheels-in/out only!

WARM-UP AREA

Take a left out of CVU and you may warm-up on the Richmond Rd and North Rd. . **DO NOT WARM-UP ON RT. 116**; violators will be subject to fines and/or GC time penalties or disqualification at the discretion of the Chief Referee and Race Director. Because of the limited warm-up area, there will be a neutralized start for the first 2.0 miles of the Circuit.

CAUTIONS

1. There is rough pavement on the turn to Hinesburg Hollow Rd.
2. The descent on Rt. 17 to Rt. 116 is very fast.
3. The descent on Rt. 116 at mile 26.9.

EMERGENCY MEDICAL SERVICES

At the finish area.

Mad River Road Race

Sunday, August 31st

Stage 2

DISTANCE

75 miles

FINISH BONUS & COMPETITIONS

There is no finish bonus. There is both a sprint and K/QOM competitions

SPRINT COMPETITION

The single sprint in this race will be in the Granville Gulf on Route 100, north of the town of Granville. The centerline rule will be in effect for the Hot Sport Sprint.

Points = 6-4-3-

GC Time Bonus = 8-6-4 seconds

K/QOM COMPETITION

At the top of Brandon Gap. Points will be awarded 5 deep.

Points = 10-7-5-3-1.

COURSE DESCRIPTION

The course is a point-to-point race that starts at the Lincoln Peak Base Area of the Sugarbush Resort in Warren, passing through the scenic Vermont towns of Warren, Granville, Hancock and Rochester while traveling through the Mad River and White River valleys on Route 100. The course then turns right for the first of two crossings of the Green Mountains. The first crossing is via the Brandon Gap which is a very long but not steep climb the steepest grade is 11%. After pushing over the summit racers will descend on some of Vermont's finest pavement through Goshen and into Forest Dale a village of the town of Brandon. A right turn takes racers onto Rt. 53 also known as Lake Rd towards Lake Dunmore. Racers will then take a left onto Fern Lake Rd and ride that to Rt. 7. After 8 miles on Rt. 7 racers will enter E. Middlebury where the course rolls along Rt. 116 until a right turn onto the steep climb of Notch Road, which has 2.35 miles of descending gravel road. Racers next encounter a short sharp climb into downtown Bristol. The course then follows flat roads for 4 miles to the day's final obstacle - Appalachian Gap. Appalachian Gap is Vermont's highest 4-season maintained roadway. Racers will start the first of

two climbs known as the “Baby Gap”. Baby Gap will take racers through Jerusalem and a brief but fast descent as the course rolls onto the base of App. Gap proper. This final section is only 5K, but it twists and turns and climbs very steeply in sections. As racers approach the last pitch, the canopy of trees opens up and the top of the Gap comes into view less than 1K away. The final 500m will take racers up one of the steepest pitches of the day (20% in places). This final pitch will be lined with hundreds of cheering spectators to help racers push through the pain to the finish.

Mileage Description

- 0 Start at Lincoln Peak Base Area Sugarbush Resort
Ride down the Sugarbush Access Rd (Steep downhill)
Start is Neutral! Do NOT bunch up on this steep descent
Be prepared for a cool start.

- 2.9 Right turn onto Rt. 100

- 3.2 Racing begins just at the entrance to the Powder Hound

- 10 Caution moose crossing area next 3 miles

- 11.2 Top of Granville Gulf

- 12.6 Moss Glen Falls

- 14.5 Hot Spot Sprint Finish

- 19.5 Rt. 125 (Middlebury Gap) intersection

- 23.5 Entering Rochester

- 24.5 Right turn on Rt. 73 Brandon Gap

- 27.1 Start Feed Zone

- 27.4 End Feed Zone

- 31.7 K/QOM

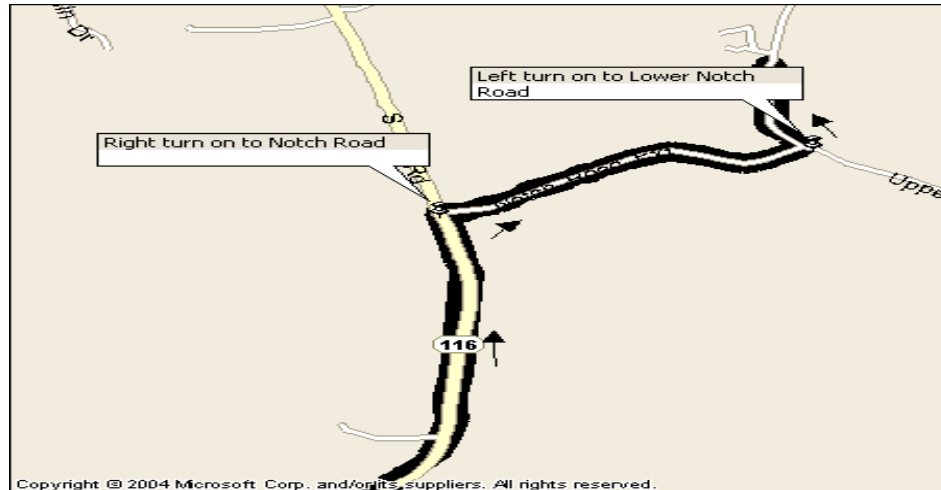
- 31.9 **CAUTION - STEEP FAST DOWNHILL next 4.4 miles**

- 36.3 Entering Forest Dale (Brandon)

- 36.8 Right turn onto North Street - Rt. 53
Caution tight turns .2 miles

- 39 Left turn at fork onto Fern Lake Rd
- 41.4 Right turn onto Rt. 7 North
- 48.8 Right turn onto Rt. 116 - Ossie Rd
- 49.3 Left turn onto Rt. 116 - Church St. -
- 49.4 Caution four-way Intersection with Rt. 125
Rt. 116 - Case St
- 57.1 Right turn onto Notch Rd
- 58.1 Left turn onto Lower Notch Rd
Road surface to gravel
- 58.3 Road surface back to pavement
- 58.8 Road surface back to gravel
- 60.9 Road surface back to pavement
- 62.1 Right turn onto Main St. (Rt. 17) in Bristol **USE CAUTION**
- 65.3 Right turn onto Rt. 17 - Baby Gap
- 66.9 Self-serve feed zone
- 68.9 Jerusalem Store on right use Caution
- 70 Top of Baby Gap
- 71.8 Start of App Gap Climb
- 74.6 **Caution - Moose Crossing Area**
- 75 Finish at summit of App. Gap

Inset Notch Rd Area:



PARKING AT START

Lincoln Peak Base Area – Warren.

DIRECTIONS TO PARKING – SEE: PROLOGUE RACE REGISTRATION DIRECTIONS

SIGN-IN AREA

Lincoln Peak base lodge - Warren

GEAR RECOMMENDATIONS

39x25 or 27 or easier!

START TIMES

Men P/1/2	8:30am
Men 3	8:40am
Master 30	8:50am
Master 40	9:00am
4 Men A	9:10am
4 Men B	9:20am
Jrs	9:30am
Master 50	9:40am
Pro/1/2/3 Women	9:50am
3/ 4 Women	9:55am
Citizens	10:15am

WHEEL SUPPORT

SRAM will support the following fields: MP/1/2, M3, and WP/1/2/3.

Neutral support will be provided for all other fields. In these fields there must be 10 sets of wheels or the support will be wheels-in/out only!

There is a 2-mile dirt road section in the course (this section maybe rough). You should consider using **sturdy tires and wheels** and be sure your bottle cages hold your bottles securely. **Be prepared to fix**

a flat tire as the service vehicles will go with any break. SRAM will only be supporting the MP/1/2 and M3 and WP/1/2/3. They will not stop to assist riders not in those fields.

It is your responsibility to be able to repair your bicycle in the event the support vehicle is unable to help you. You must complete the Mad River Road race in order to start on Monday.

EMERGENCY MEDICAL SERVICES

Hancock, Forest Dale, East Middlebury, Bristol and the finish area

FEED ZONE

The feed zone is located 2.6 miles after the turn on to the Brandon Gap. Do not park in the roadway. All fields are eligible for feeding. All feeding shall be done from the right side of the road.

All Feed zone vehicles should depart for the feed zone prior to the stage start. If you leave after the start of the stage expect to follow the race (without passing) until you reach the feed zone. Feed zone vehicles must follow the course in reverse back to the Mad River Glen parking lot on Rt. 17 where a shuttle bus can take you to the summit finish area.

Support personnel should park vehicles as far off of the road as possible and use caution when feeding. Feeders please clean up the area in which you were feeding. There is no feeding outside of the designated feed zone, and feeding outside of designated areas will be subject to a 10 second GC deduction.

There will also be an self-serve neutral feed zone at mile 66.96 that will have cola and water. There will be no bottle hand-ups. Racers who need this feed will have to stop. It will be located at the Bristol Memorial Park on the lower slopes of Appalachian (Baby) Gap. If you must, you may also discard any bottles at this feed zone.

WARM-UP AREA

Racers may warm-up on the roads of Sugarbush Village. If you are parked in the upper parking lot (paved) take a left into the village area. These roads are paved and climb. You may also park at the Mad River Glen Parking lot on Rt. 17 and ride to the start as your warm-up. This will make it easier to get to your car after the race, as it will be all downhill from the finish.

NOTES OF CAUTION

1. Several areas in Granville Gulf have washed out on the right side of the road on the climb. Move left here and be alert for cracks and holes.
2. The descent from Brandon Gap is fast. Please use caution.
3. The turn off Rt. 73 onto Lake Road is tight. Please slow down and use caution here.
4. Once in Forest Dale the road is twisty. We will have two police officers here to control traffic be sure to ride to the far right
5. If you are not in the field on Rt. 7 please be sure to ride to the right. The shoulder will expand into a wide breakdown lane please ride in that lane.
6. Please be **alert for moose** on and near the road on Rt. 100 at the top of Granville Gulf and on the climb up Appalachian Gap from 2k to approximately 400m to go. These animals frequent these areas and often cross the road and travel up it. Moose can weigh as much as a small car and are not particularly afraid of cyclists (or cars for that matter). If you see a moose please pass with caution as they often respond in apparently unpredictable ways when startled.

CONTROLLED START

The start of the race will be controlled for approximately 3.2 miles until you pass the Powder Hound on Rt. 100.

COOL-DOWN/FINISH AREA

Riders may remain at the finish area at the top of Appalachian Gap to watch the race. If a rider remains at the finish, he or she must move completely out of the travel portion of the roadway and stay behind the fencing and follow the directions of race personnel, police and officials. Riders who do not move out of the roadway will be assessed point penalties or be disqualified. There will be a limited supply of water at the summit. To return to the start you will have to climb back to the Lincoln Peak base area. You may wish to have a vehicle at the Mad River Glen Parking lot to avoid having to climb back to the start. Please use caution on the descent of Appalachian Gap. Don't forget that chiropractic care and massage are available at the Lincoln Peak base area.

SPECTATING AT THE FINISH

Spectators are welcome and encouraged to be at the finish. There is no parking above the Mad River Glen upper parking lot (please do not park on the roadway). You may park at the upper (above the main lot at the top of the practice slope) or lower lot. A shuttle bus will be running from the Mad River Glen Parking lots to near the finish on Rt. 17 starting at 10:30. Please flag the bus down for a ride. You may also walk to the finish but please use caution on Rt. 17.

THE HARPOON BREWERY ABOVE AND BEYOND SUPPORT STAFF AFTER-RACE RIDE! Sunday, August 31st

This is a GMSR tradition (now in its 6th year) whereby all support staff (team managers, mechanics, feeders, officials, and SRAM staff, spouses, race staff, etc.) get to ride their bikes too! The ride will depart from the Bridge Street Market Place parking lot which is located in the center of Waitsfield by the covered bridge. It will be led by your intrepid, but now completely exhausted, Race Director Gary Kessler (feel free to offer a push up any hill), who will no doubt need to ride after watching 800+ racers finish at the top of the App. Gap. The George W. Bush bike ride rules will not be in effect, and you may feel free to pass your ride leader at any time.

The ride will depart at 5:00 pm (after your racer(s) is/are cleaned, fed and tucked in for a nap). The ride will be about an hour and a half (give or take) through scenic Vermont (crossing 2 covered bridges) and will feature some climbing, a short dirt road section and finish with a fun downhill on new pavement. The pace will be moderate and anyone going off the front will be forced to do a penalty loop (explained on the ride) at the top of any climb. Heavy rain, sleet or snow cancels the ride (we're not the postal service). Expect lots of fun and some prizes from our generous sponsor for all who attend! A stop at our sponsor Egan's Big World for an adult beverage will take place immediately following the ride, with the first round on your thirsty race director.

Burlington Criterium

Monday, September 1st

Stage 3

DISTANCE

1 kilometer (.62 miles) per lap

COURSE DESCRIPTION

A 6-corner, very technical course in the heart of downtown Burlington, Vermont.

Note: Church Street has been renovated. Please be sure to review the course prior to your race.



START TIMES/DISTANCES

<u>Field</u>	<u>Start Time</u>	<u>Laps/Distance</u>
Jr	8:30	25 laps - 15.4 miles
M-4A	9:15	34 laps - 20 miles
M-4B	10:10	34 laps - 20 miles
M-50	11:05	25 laps - 15.4 miles
W-3/4	11:50	25 laps - 15.4 miles
M-40	12:45	25 laps - 15.4 miles
M-30	1:30	25 laps - 15.4 miles
W-P/1/2	2:15	34 laps - 20 miles
M-3	3:15	34 laps - 20 miles
M-P/1/2	4:10	50 laps - 31 miles

LAPPED RIDER RULE

For reasons of safety, at the discretion of the race officials, if you are in danger of being lapped, you may be pulled from the Criterium.

Per USAC rule 4E7 (b), riders that are asked to withdraw will be assigned an estimated finish time and placed in the final GC.

If lapped riders remain in the race, they will finish on the same lap as the leaders and will receive a time adjustment.

Any rider who pulls himself or stops racing at any time for any reason other than the directions of the officials will be eliminated from the stage race and will not be placed in the final GC results.

FREE LAP RULE IN EFFECT UNTIL LAP CARDS SHOW 8 TO GO

The Free Lap Rule will be in effect for any rider who punctures or suffers a legitimate mishap. No free laps will be granted once the lap cards show 8 to go. Riders must report to the pit area (located on Main Street at the corner of St. Paul Street) after a mishap. Riders may only ride in a forward direction on the course but may dismount and run backwards to the pit area when it is safe to do so. Riders may also cut the course to get to the pit but only while the free lap rule is in effect.

Due to the length of this course (1KM), up to two laps per mishap will be allowed.

Riders granted a free lap must return to the race in the position held at the time of the mishap. Riders returning to the race after a free lap are ineligible for sprint prizes for one lap thereafter.

PARKING

We recommend the TD BankNorth parking lot on Main Street. There will also be parking along St. Paul Street (between College Street and King Street and Main Street), and along Main Street (between Church Street and No. Winooski Street).

DIRECTIONS TO PARKING

- From the north: I-89 south to exit 14W (US 2). Head west on Rt. 2 (Main Street) towards Burlington.
- From the east: I-89 north to exit 14W (US 2). Head west on Rt. 2 (Main Street) towards Burlington.
- From the south: Rt. 7 (Shelburne Road) north to Burlington. At junction with Rt. 2 (Main Street), take a left and head into Burlington.

SIGN-IN AREA

Theatre (across from the start line), 153 Main Street, Burlington, Vermont

FEED ZONE

None

WARM-UP AREA

Use of stationary trainers is encouraged. The immediate area surrounding the course will be available to warm up. Obey traffic laws and be courteous to motorists.

CONTROLLED START

The start of each race will be controlled for ½ a lap. Riders may not pass the pace car.

NOTES OF CAUTION

1. The course has some irregular pavement, cobblestones, manhole covers and grates. ***Due to the technical nature of this course and irregular surface conditions, participants are encouraged to make a walking inspection of the course. USE EXTREME CAUTION.***

2. Marshals will be posted around the course to warn riders of downed riders, dogs and other obstacles. Please be aware that there may be unforeseen obstacles on the course.

RESTROOM FACILITIES

Restroom facilities are available in City Hall, located on the course. Port-o-lets will also be available adjacent to City Hall Park on St. Paul St. just north of the intersection of Main St. Riders should refrain from using restrooms in shops and restaurants along the course.

EMERGENCY MEDICAL SERVICES

Located just off Main Street at the corner of Church Street.

GC TIME BONUSES & SPRINT POINTS AVAILABLE

Sprint Lap (to go)			45	35	30	25	20	15	10	5	FINISH	TOTAL \$
<u>Field</u>	<u>Laps</u>											
Jr.	25	Points Sprints					GC	HSS	GC	HSS	HSS/GC	
		Primes						\$50		\$50		\$100
4 A and B	34	Points Sprints			HSS	GC		HSS	GC		HSS/GC	
		Primes			\$50			\$50				\$100
Master 50+	25	Points Sprints					GC	HSS	GC	HSS	HSS/GC	
		Primes						\$50		\$50		\$100
Women 4	25	Points Sprints					GC	HSS	GC	HSS	HSS/GC	
		Primes						\$50		\$50		\$100
Master 40+	25	Points Sprints					HSS	GC		HSS	HSS/GC	
		Primes					\$100			\$100		\$200
Master 30+	25	Points Sprints					GC	HSS	GC	HSS	HSS/GC	
		Primes					\$50	\$50	\$50	\$50		\$200
Women P/1/2/3	34	Points Sprints			HSS	GC		GC		HSS	HSS/GC	
		Primes			\$50	\$50		\$50		\$50		\$200
Men 3	34	Points Sprints			HSS	GC		HSS		GC	HSS/GC	
		Primes			\$100	\$50		\$100		\$50		\$300
Men P/1/2	50	Points Sprints	HSS	GC		HSS		GC		HSS	HSS/GC	
		Primes	\$100	\$100		\$100		\$100		\$100		\$500

All Primes are 3 deep:

\$50 primes = 1st=\$25, 2nd=\$15, 3rd=\$10

\$100 primes= 1st=\$50, 2nd=\$30, 3rd=\$20

Sprints for points are 4deep:

6-4-3-2

Intermediate Sprints for GC time bonuses are 4 deep:

8-6-4-3 (seconds)

Finishing Sprint is 5 deep for both points and GC time bonus:

Points= 10 - 7 -5-3-1

GC time bonus = 15-11-8-5-3 (seconds)

NOTES

Prize Value Breakdown

Place	M-Pro/1/2		M-3 W-P/1/2/3		Masters 30+ & 40+		W-3/4, Masters 50+		Jr. 15-18		M-4/5 A & B	
	Daily	G.C.	Daily	G.C.	Daily	G.C.	Daily	G.C.	Daily	G.C.	Daily	G.C.
1	\$175	\$400	\$100	\$270	\$50	\$250	\$50	\$130	\$50	\$130	\$50	\$215
2	\$125	\$320	\$60	\$225	\$30	\$200	\$30	\$90	\$30	\$90	\$30	\$170
3	\$75	\$270	\$40	\$185	\$20	\$180	\$20	\$80	\$20	\$80	\$20	\$150
4		\$230		\$160		\$140		\$60		\$60		\$130
5		\$200		\$135		\$110		\$40		\$40		\$110
6		\$170		\$120		\$100				\$30		\$95
7		\$150		\$110		\$90				\$20		\$85
8		\$140		\$100		\$80						\$75
9		\$130		\$90		\$60						\$65
10		\$120		\$75		\$55						\$55
11		\$110		\$65		\$45						
12		\$100		\$55		\$40						
13		\$90		\$50								
14		\$80		\$45								
15		\$60		\$40								
16		\$50		\$35								
17		\$45		\$30								
18		\$40		\$25								
19		\$25		\$20								
20		\$20		\$15								
Daily Totals	\$1,500		\$800		\$400		\$400		\$400		\$400	
Primes Totals	\$500		\$300		\$200		\$100		\$100		\$100	
Sprint	\$175		\$100		\$50		\$50		\$50		\$50	
K/QOM	\$175		\$100		\$50		\$50		\$50		\$50	
Totals	\$2,350	\$2,750	\$1,300	\$1,850	\$700	\$1,350	\$600	\$400	\$600	\$450	\$600	\$1,150
Grand Totals	\$5,100		\$3,150		\$2,050		\$1,000		\$1,050		\$1,750	

Racers must present photo identification and sign when collecting prize money.
 Sprint and K/QOM prize money is 1 deep (winner takes all).
 All uncollected prizes will be mailed to racers.

SPRINT & K/QOM COMPETITONS

Sprint Competition: All categories will have a Sprint Leader competition. There will be sprints during the Circuit Race, Road Race and Criterium (see the details of each stage for when points and/or GC time bonuses will be available) where the top riders will earn points at a Hot Sport Sprint. A Sprint Leader's Jersey will be awarded each day to the leader of the sprint competition (except Friday). A cash prize (1 deep - winner takes all) will be awarded to the rider with the most points after the Criterium. To be eligible to win the sprint competition a rider must complete all stages. Leaders of the Sprint competition will be required to wear the Sprint Leaders Jersey in any subsequent stage (unless also in the GC lead in which case the Leader's Jersey shall be worn).

If two or more riders have an equal number of Hot Sport Sprint points by the end of the last stage, the order will be determined by the number of sprints in which each rider finished first, second and so forth until the greater number of places awarded determines the final finish order.

K/QOM: All categories will have a K/QOM competition during the Circuit Race and Road Race (see the details of each stage for when points will be available) where riders can earn points by placing in the top 3 or 5 at the K/QOM Hot Spot. A K/QOM Jersey will be awarded after the Circuit Race and Road Race. A cash prize (1 deep - winner takes all) will be awarded to the rider with the most K/QOM points and who completes the stage race. Leaders of the competition will be required to wear the K/QOM Leaders Jersey in any subsequent stage (unless also in the GC lead in which case the Leader's Jersey shall be worn).

If two or more riders have an equal number of K/QOM points by the end of the last stage, the order will be determined by the number of K/QOM sprints in which each rider finished first, second and so forth until the greater number of places awarded determines the finish order.

Special Offers from Our Sponsors

Irasville Country Store - \$.05 off per gallon of gasoline

The Irasville Country Store is again sponsoring the GMSR by providing fuel to power the vehicles that make the GMSR happen. They are also offering a discount on gasoline to all race participants. Show your race number or race license (USAC or UCI) and get a \$.05 per gallon discount on your fuel purchase! If you pay at the pump you must go inside to get the discount. The Irasville Country Store is located in the Mad River Green (red barn like building), across from Shaw's Grocery store and will have a yellow GMSR Fuel Sponsor sign out front. They also offer a full deli and extensive selection of cold beverages. By purchasing your fuel here you are supporting this generous sponsor and encouraging them to continue their support in 2008.

BELOCO BURLINGTON – Makers of Inspired Burritos

bib us!

Show us your race bib and score a \$3 regular-sized burrito.

1 per person, per visit, thanks!

Stop in before Sept. 21st to avoid the embarrassment of being told the offer has ended.

Rider Questionnaire

The race organizers would appreciate some feedback from participants on their experience this year and how it can be improved for next year.

Please take a moment to fill out the following questionnaire or send us your comments on our website: WWW.GMSR.INFO (under questionnaire button).

Name: _____ Age: _____

Occupation: _____

Which race did you participate in?

- W- P/1/2 W- P/1/2/3 M- 3 M- 4/5 W- 4 Masters 30 Masters 40
 Masters 50 Juniors

How did you place overall?

- Top 5 Top 10 Top 25 I finished!!! Did Not Finish

Tell us about your overall racing experience at the 2008 GMSR:

What was the best part about the race?

What can we do to improve the race for next year?

Do you plan to return for next year's race? Yes No

How far did you travel to get to the GMSR? _____

How many others accompanied you for the weekend? _____

When did you arrive in Vermont? _____

What did you like about the Mad River Valley? _____

Would you consider returning to the Mad River Valley to vacation? Yes No

Did you visit the Mad River Valley prior to the event to ride the race courses? Yes No

If so did you stay overnight? Yes No How many nights? _____

Tell us what you think of the new ITT race & course: _____

Tell us what you think of the new circuit race course: _____

Tell us what you think of our new road race course: _____

Tell us what you think of the race being scored on time: _____

Do you know of any business that might be interested in supporting the GMSR? (please include contact info)

Thank you for taking the time to complete this survey. Your comments are all considered and help us to improve the race. In addition, they help us to obtain sponsorship, which allows the GMSR to continue into the future. Comments can be mailed to the following address:

Green Mountain Stage Race, P.O. Box 1172, Waitsfield, Vermont 05673

Gary Kessler
Race Director