



# Technical Guide

Labor Day Weekend 2010  
September 3 - 6



and



*Present the*

***2010 Mad River Valley  
Chamber of Commerce  
Green Mountain  
Stage Race***

# RACE SPONSORS

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Sugarbush Village Condos



See Page ?? for Special Offers  
from our Sponsors

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## **Welcome from the Race Organizers**

Welcome to the 2010 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 2010 Green Mountain Stage Race. Celebrating 10 years, the GMSR has become one of the most popular stage races in North America and was again selected by VeloNews as one of the top ten stage races. The race attracts riders from all over the US and Canada to take on some of Vermont's most scenic and challenging terrain.

For 2010 we will be returning to the Middlebury Gap climb in the Stage 3 Mad River Road Race. The race has avoided the Middlebury Gap the last two years because flooding damaged the road in 2008. We were fortunate to be able to alter the race at the last minute but it is great to be back to our roots on the traditional route of this epic course for the 10<sup>th</sup> anniversary.

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); Dealer.Com, Vermont Teddy Bear Company, The Ski Rack, Onion River Sports, Green Mountain Coffee Rosters; Vermont Pure Spring Water; and Earthy Cars. If you like racing at the GMSR and have thought about how great it would be to live in Vermont Dealer.Com is expanding and looking for employees. They have great benefits. Check them out at [www.dealer.com](http://www.dealer.com). 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 2010 GMSR and we wish you a very safe and fun weekend of competition.

For the GMSR Organizers,



Gary Kessler, Race Director

## Race Staff

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Gary Kessler	Race Director, Organizer of Stages 1, 2 & 3
Peter Oliver	Assistant Race Director, Caravan Coordinator 1, 2 & 3
Tom Moody	Co-Director Stage 4
Sam Hoar	Co-Director Stage 4
Kevin Bessett	Registrar Extraordinaire!
Erika Lindberg	Assistant Registrar
Sean McVeigh	Course Czar-for Stages 1,2&3
Charlie Bates	Chief Deputy Course Czar
Patrick Kell & Dan Mason	Deputy Course Czar
Danielle Hampton	Assistant Caravan Coordinator
Jen Hammond	Volunteer Coordinator, for Stages 1,2&3
Melanie Simon	Assistant Volunteer Coordinator for Stage 1,2&3
Larry Coletti, Sandy Dupuis & David White	Head Marshals Criterium
Bill Nash,	Volunteer Coordinator Criterium
Jill Gagne	Prizes
Andrew Shamis & Jon Bertelson	Set-up Criterium
Jeff Gauthier,	Takedown Criterium
Matt Mainer, Rose Long	Gophers Criterium
Bob Dillon	Chief of pre-event signs & road marking 1,2&3
Meg Horrocks & Mat Katz	Personal Assistants to the Race Director 1,2&3

## USA Cycling Race Officials

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Cindi Hines ..... Chief Referee

Sandy Rovelli ..... Chief Judge

### Referees:

Denise Haggins, Christian Constantino, Maurice Charles, Lodrina Cherne, Chris Ford, Paula Henry, Stephen Kocik, Thomas LaRose, Susan Luhrs, Chris McBurnie, Gil Newbury, Patty Passeto, Kinnin Payson, David Rovelli, James Smith, Gary Toth, Nancy Brennan (Race Secretariat)

### Motor Referees:

John Balaban, Tom Balaban, Rob Belcher, Liz Campbell, Mike Cryan, Bill Elfring

# General and Technical Information

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## 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

## RACE CONDUCT

Unless specific exceptions are noted in this Technical Guide, GMSR 2010 is governed by the rules found in the 2010 USA Cycling Rule Book. Infringements of these rules by any competitor, team manager, or team representative may result in General Classification (GC) time penalties, monetary fines, or disqualification.

The Chief Referee may increase and extend such fines or time penalties according to the gravity of the offenses committed. Fines and penalties may be progressively applied to riders committing more than one offense, even in a single stage. Relegations affect stage placings but all other disciplinary measures and time penalties affect only the GC.

## FINES

Monetary fines issued to riders or teams are to be paid directly to USA Cycling per USAC rule 1B5d.

## LICENSES

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

## REGISTRATION PACKET PICKUP

**Thursday, September 2<sup>nd</sup>**

6:30 to 8:30 PM The Bridges Resort, located off the Sugarbush Access Road, Warren

**Friday, September 3<sup>rd</sup>**

Bridges Resort, Lincoln Peak Base Area

**7:00 AM to 8:30 AM: Only Jrs, Men 3 & Women Pro/1/2/3 may pick-up their numbers**

8:30 AM to 4:30 PM: All categories.

## 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 a race. Non-compliance will result in a monetary fine of \$150 per USAC rule 4H3.

See the Support Matrix below for stage 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 Harwood Union on grass in front of the school) and at the Sugarbush Mt. Ellen base Area in front of base lodge 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.

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

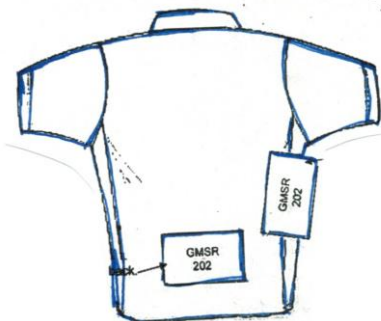
<b>Wheel Support Matrix</b>				
				Neutral (wheels must be provided)
<b>Category</b>	Stage 1	Stage 2	Stage 3	Stage 4
	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>	<b>Monday</b>
Men Pro/1	SRAM	SRAM	SRAM	SRAM
Men 2	SRAM	SRAM	SRAM	SRAM
Men 3	SRAM	SRAM	Neutral	SRAM
Men 4	SRAM	SRAM	Neutral	SRAM
Men 4/5	SRAM	SRAM	Neutral	SRAM
Men 40+	SRAM	SRAM	Neutral	SRAM
Men 50+	SRAM	Neutral	Neutral	SRAM
Jrs	SRAM	Neutral	Neutral	SRAM
Wm Pro/1/2/3	SRAM	SRAM	SRAM	SRAM
Wm 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. Only 1 jersey number is required for Stage 1 (TT). For Stages 2, 3 & 4, all three numbers must be worn. Refer to diagram below for proper number placement in each stage.

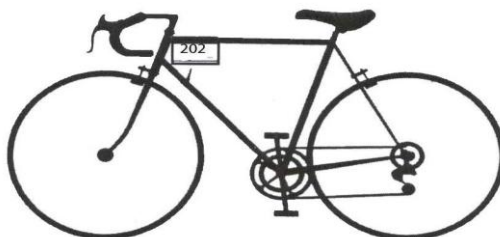
Per USAC 4H7, misplacing, mutilating, or reducing the size of frame or rider numbers will result in a fine. There will be a \$20 replacement fee for numbers that need to be reissued. Improperly worn/placed numbers may result in the rider not being placed in an event.

Position of jersey numbers:



- Stage 1 (ITT):** Right side
- Stage 2 (Circuit):** Right side and back pocket
- Stage 3 (Road race):** Right side and back pocket
- Stage 4 (Criterium):** 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 compact frames.

### **HELMETS**

Per USAC rule 1N1, 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). This rule is in effect at all times for all GMSR competitors from the opening of registration through the final awarding of prizes after Stage 4.

### **RADIOS**

Per USAC rule 1N6, "riders may not use radios, telephones, or other such communication devices. No earpieces may be worn. Audio playback devices are expressly forbidden."

### **SPECIAL TIME TRIAL RULE**

Only equipment which is permissible for use in a mass start road race under USAC rule 1M1g may be used for the time trial (Stage 1). The Chief Referee shall be the final arbiter in any disputes regarding acceptable equipment.

### **MISSED TIME TRIAL START RULE**

Competitors missing their start time should report to the start area as soon as possible to be started. Finish time is based on posted start time. Competitors that miss their start, and do not report to the start line to ride the time trial course will not be given a time for the stage and will be disqualified from the stage race. Access to the TT course closes with the last posted start time.

### **RESTROOM FACILITIES**

There will be restroom facilities available at the start and finish of each stage

### **Public urination is subject to the following penalties:**

First Offense: \$25-\$50 fine and/or disqualification

Second Offense: disqualification

### **WARM-UP/COOL DOWN**

Refer to the individual stage sections of this guide for specific information concerning warm-up/cool down areas for a particular stage. 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, obeying all traffic lights, posted signs and yielding to police and rescue vehicles and school buses. Per USAC 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.

#### **RIDING OUTSIDE PROTECTED AREA**

While competing, riders who find themselves outside of the protected area (behind the follow vehicles) during their race are required to obey all traffic laws of the State of Vermont.

#### **SIGN-IN**

There is no sign-in for Stage 1 (TT). For Stages 2, 3, & 4, riders must sign-in at least 15 minutes before the announced time of their start. Sign-in closes 10 minutes before the announced starting time. Per USAC 4H4, the penalty for not signing in: First offense: Warning. Subsequent offenses: \$20.

#### **STAGING**

Riders must report to the staging area (all stages) no less than 10 minutes before the announced start time. Prior to the start of Stage 3, 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 Stage 4, the top 10 riders on GC as well as the Sprint and K/QOM leaders and GMSR 10 year racers will be called to the start line.

#### **CENTERLINE**

USAC 3B1 “centerline rule” is in effect for Stages 1, 2, & 3 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; 2<sup>nd</sup> offense: 1 minute; 3<sup>rd</sup> offense: DQ from the Stage Race.

3B1 is in effect for all Hot Spot sprints, K/QOM sprints, and the finishes for Stage 1 (time trial) and Stage 3 (road race). Riders will be relegated or disqualified for sprinting over the centerline. For the circuit race (Stage 2), racers may use the entire roadway **only** for the final kilometer of the race (finish lap only). Refer to Stage 2 section for further details. Racers may cross the center line if necessary in stage 3 while negotiating the dip, but only if it is safe to do so and not to advance position.

**NOTE:** USAC officials have the authority to 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.

#### **TAKING PACE/OUTSIDE ASSISTANCE**

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.

During the Time Trial (Stage 1), USAC rule 3E6 will be strictly enforced. Time penalties or disqualification will be assessed for extended and/or repeated pacing. Competitors being overtaken must move to the right and allow the overtaking rider to pass.

#### **JUNIOR ROLLOUT**

Per USAC rule 1M6, 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. Look for signs each day.

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 1 minute. 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. 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. Feeders should use care when crossing the road and moving within the feed zone 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 rule 4H14e or disqualification from the race at the discretion of the Chief Referee and Race Director.

Additionally, under Vermont law, littering is subject to prosecution including a penalty

**24 V.S.A. § 2201. Throwing, depositing, burning, and dumping refuse; penalty; summons and complaint**

Approved areas for discarding litter: Feedzone.

#### **MISHAPS**

Riders suffering a mishap during the Time Trial (Stage 1) will receive the time of the slowest rider in their category and permitted to start the next stage provided they report to officials immediately following their participation in the time trial. The slowest time will not include those who miss their designated start.

Per USAC rule 4E3b, any rider suffering a mishap within the last 3 kilometers of Stage 2 (Circuit Race) 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 given his/her actual place across the finish line (or last place in the stage if unable to cross the finish line). The rider will be allowed to start the next stage.

The race commission shall determine the applicability of stage race rule 4E3b for any rider suffering a mishap in the last 3 kilometers of Stage 3 (road race).

Riders suffering a mishap in the criterium (Stage 4) after the free laps have ended will be given the same finish time as the riders he/she was with at the time of the mishap. The rider will be given his/her actual place across the finish line (or last place in the stage if unable to cross the finish line).

**NOTE:** If you are involved in a mishap please report it to an official so that the proper paper work can be completed. This is for your protection and will allow you to file a claim if needed under the USAC insurance in place for the event.

#### **FINISHING**

Riders must complete each individual stage in order to be eligible to start the next stage.

During Stage 2 (Circuit Race) & Stage 3 (Mad River Road Race), 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 bike on the grass by the shoulder. Per USAC rule 4H3, a monetary fine of \$20 will be assessed for reported infractions.

**GROUP FINISH** The Chief Judge will place riders in group finishes per USAC 4E3. The Chief Referee and Chief Judge reserve the right to determine which riders comprise a finish group.

#### **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 Time Trial (Stage 1). For Stages 2 & 3, the time cut is 20%. 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. When finishing, do not stop and ask the officials on the line whether or not you have made the time cut. Time cut information will be posted with the results for each field. The Chief Referee has the authority to extend the time cut for a particular field or stage should conditions warrant it.

#### **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. 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 (See Protests below).

#### **INDIVIDUAL GENERAL CLASSIFICATION (GC)**

Each rider's individual GC will be calculated per USAC rule 4C3.

#### **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 6<sup>th</sup>. Protests made beyond the listed time periods will not be considered. If the results are wrong after Stage 4 you **MUST** make your protest that day. Results cannot be altered once they become final.

#### **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 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.

**Stage 1 Awards** Podiums will be at the Bridges Resort (race headquarters) on the Sugarbush Access Road. They will begin at 5:30 PM in the following order: Jrs, Wm Pro/1/2/3, Men 3, Men Pro/1, Men 2, Men 4, Men 4/5, Wm 3/4, Men 50+ & Men 40+

**Stage 2 Awards** will be presented at the finish area at the Ward Access. 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 prior to the start on Sunday. An announcement will be made at the finish if the awards are to be relocated.

**Stage 3 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 criterium on Monday prior to the start of your field. An announcement will be made at the finish if the awards are to be relocated.

**Stage 4 Awards** will be presented at the conclusion of the criterium 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 sent to you following the race. **Please do not harass the Awards Staff! Only Criterium and GC awards will be given out on Monday. If you failed to get an award from a previous day it will be sent to you following the race.**

All podium presentations prior to the determination of the official final results are unofficial and 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. This is especially true on Sunday from the exit of Warren village onto Rt. 100 to Granville on Rt. 100.

## *Warren Store Individual Time Trial*

Friday, September 3<sup>rd</sup> 2010

Stage 1

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#### DISTANCE

5.7 miles

#### Finish Bonus

No finish bonus

#### K/QOM & Hot Spot Sprint Competitions

None

#### 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.

### START TIMES:

Jr	8:30 am	Men 2	12:50 pm
Wm Pro/1/2/3	9:15 am	Men 4	1:50 pm
Men 3	9:45 am	Men 4/5	3:25 pm
Men Pro/1	10:50 am	Men 50+	4:10 pm
Wm 3/4	11:55 am	Men 40+	4:50 pm

### STAGE SPECIFIC PENALTIES

1. **NO PARKING IN WARREN VILLAGE!** Doing so will result in a **\$50 Fine as well as a 1 minute GC time penalty.** This will be monitored and numbers noted. Cars may be towed.
2. **Once racing begins at 8:30 AM racers may not pre-ride the course on their bikes or in their vehicles. \$20 fine and a 30 second GC time penalty.**
3. **Racers may not ride back on the race course!** Racers who ride back on the course will be subject to a **\$20 Fine and a 30 second GC time penalty.**

### NOTES OF CAUTION:

1. A .8M/1.1K section of the East Warren Road was recently “chip sealed”. It is shortly after the 4 way intersection with the Roxbury Gap Road and ends by Cider Hill Road. The road is slightly downhill here and is firm except on the extreme shoulder area. Do not ride in that area and be alert to the change in road condition.
2. 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. Also use caution at the end of Bridge Street when entering Rt. 100.
3. Ride **single file** going through Waitsfield. Rt. 100 south of Waitsfield is in terrible condition. Please use extreme caution if you ride this section of road. There is an iron truss bridge just past Mac’s convenience store. It is very narrow and rough, use caution.
4. Failure to follow the above notes will result in a **\$20 Fine and a 30 second GC time penalty.** Additional penalties including disqualification and further monetary penalties may be accessed at the discretion of the Chief Referee and Race Director.

### FEEDING

None

### SUPPORT

SRAM support will be at the start area and will have a wheel pit at the end of the chip sealed area.

### 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 across from the south entrance to Warren Village and 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 the Bridges. 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

Bridges Resort (Race Headquarters) Sugarbush Access Road will host the awards. Awards will begin at 5:30 PM in the following order: Jrs, Wm Pro/1/2/3, Men 3, Men Pro/1, Men 2, Men 4, Men 4/5, Wm 3/4, Men 50+ & Men 40+

## 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 which is in the process of having culverts replaced and is rough and may be closed. **DO NOT PARK** in Warren Village or at Vermont North Ski Shop at the bottom of the Sugarbush Access Road! **Obey the NO Parking Signs.**

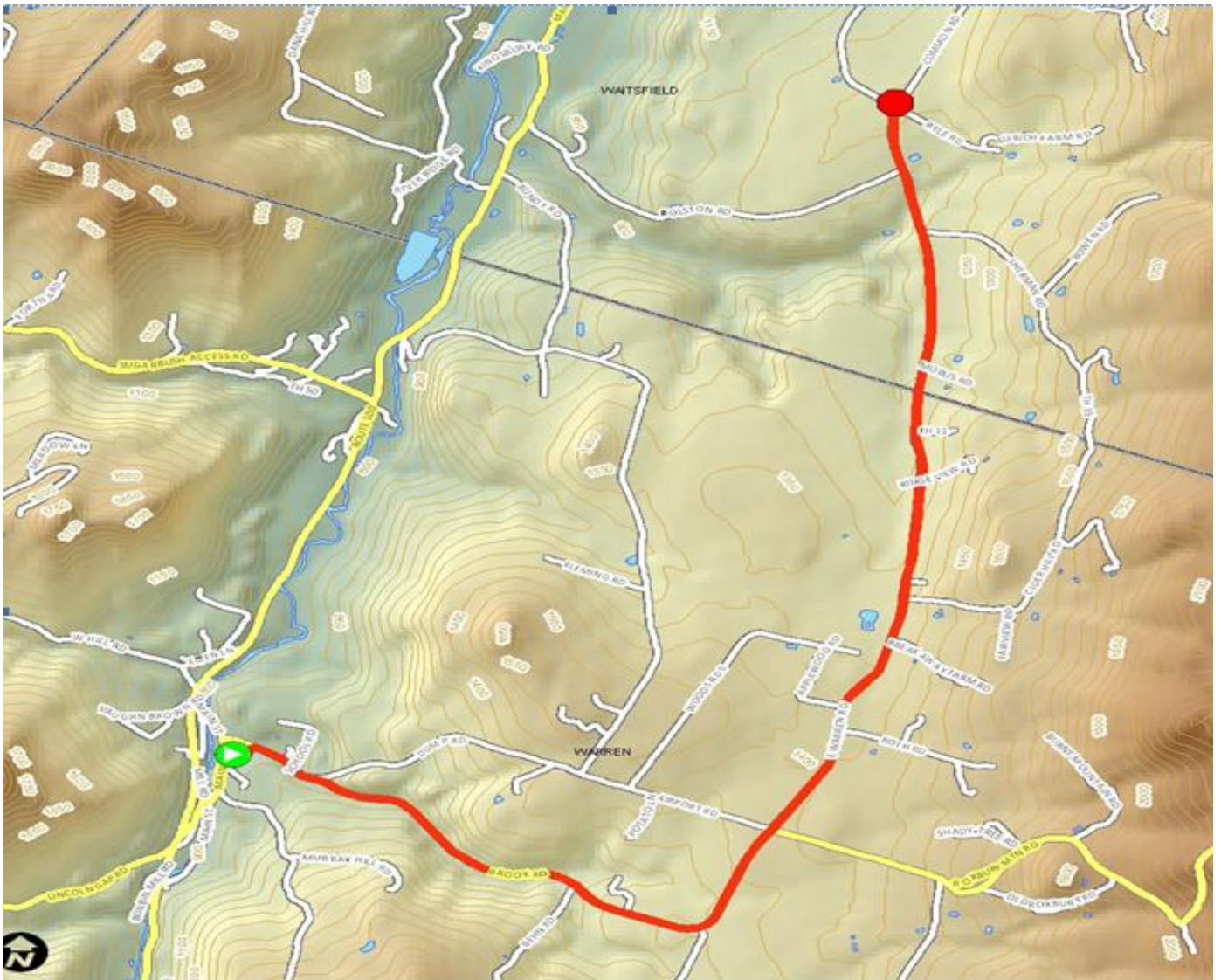
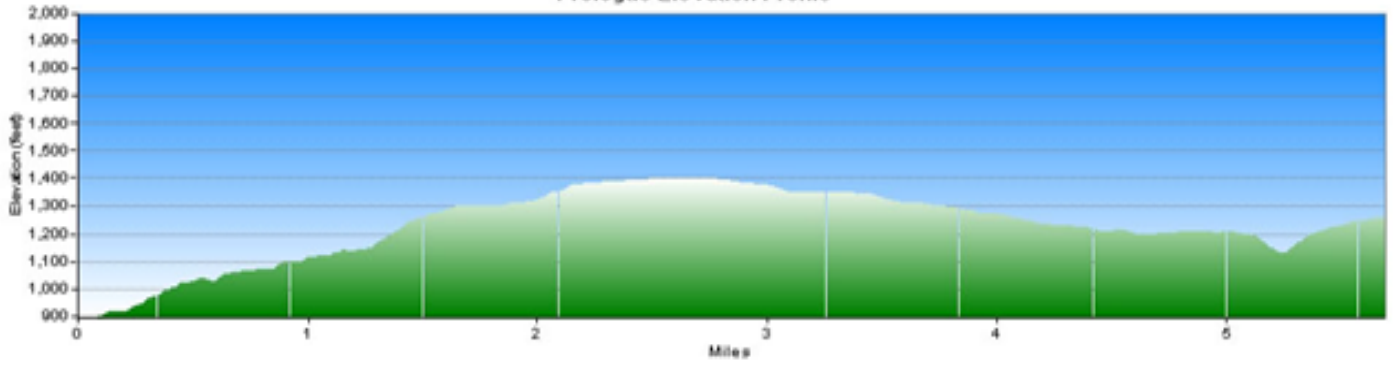
There is also parking in the following areas (look for signs):

- Sugarbush Snow Making 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!
- Yestermorrow – 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 .8 miles south of the North entrance to Warren on Rt. 100 and across from the south entrance. This area will hold approximately 50 vehicles along one side of the paved road and at the bobbin mill. **Do not park in the gravel pit area.** This is a great spot and underutilized last year.
- Warren Falls - located on Rt. 100 1.4 miles south of the North entrance to Warren on Rt. 100. This area will hold approximately 25 vehicles. Great swimming after the race as well.
- 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 AT LINCOLN PEAK BASE AREA

- 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 8.8 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.

Prologue Elevation Profile



# The Bridges Resort Circuit Race

Saturday, September 4<sup>th</sup> 2010

## Stage 2

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### DISTANCE

19.9 mile circuit, 13.9 mile finish section

### COURSE DESCRIPTION

A rolling circuit with a gradual 2-mile climb and net elevation gain of 700 feet of per lap. Riders start at base of the climb and then descend towards Waterbury. Riders then roll along the flats of the Winooski River Valley toward Middlesex. The course travels over a newly built bridge and up a short hill into Middlesex and then turns right onto Rt. 100B. The course follows the Mad River heading east where you will pass the Ward Access, which is the finish line. The course then passes through Moretown Village and then turns right onto Rt. 100 up the climb and past the start where the feed zone is located.

### GEAR RECOMMENDATIONS

39x23

### SIGN-IN

Harwood Union School under the roof at the entrance of the school.

<u>Morning Wave</u>	<u>Category</u>	<u>Distance</u>
8:30am	Men 3	3¾ laps/72 miles
8:35am	Men 4	2¾ laps/53 miles
8:45am	Men 4/5	2¾ laps/53 miles
8:50am	Wm Pro 1/2/3	2 ¾ laps/53 miles
8:55 am	Wm 3/4	1¾ laps/34 miles
<u>Afternoon Wave</u>	<u>Category</u>	<u>Distance</u>
1:00 pm	Men Pro/1	3¾ laps/72 miles
1:05 pm	Men 2	3¾ laps/72 miles
1:10 pm	Men 40+	2¾ laps/53 miles
1:15 pm	Men 50+	2¾ laps/53 miles
1:25 pm	Jrs	1¾ laps/34 miles

### HOT SPOT SPRINT COMPETITION

All Hot Spot sprints will be at the **FINISH LINE**, not at the start line. Points will be awarded 4 deep: 6-4-3-2

- Men Pro/1, Men 2, Men 3 – 3 sprints
- Wm 3/4 and Jrs – 1 sprint
- All other fields – 2 sprints

### K/QOM COMPETITION

Located at the summit of Duxbury Hill on Rt. 100 1.5 miles north of the start. Points will be scored each time up the climb except the first lap warm-up. Points will be awarded 3 deep: 5-3-1

- Men Pro/1, Men 2, Men 3 – 3
- Wm 3/4 and Jrs – 1
- All other fields – 2 sprints



### THE FINISH

The Circuit Race finishes approximately two-thirds of the way around the circuit on Rt. 100B (see map) at the Ward Access. Racers may use the entire roadway from one kilometer from the finish lap only but use caution and be alert for any cars in the finishing zone.

### FINISH BONUSES

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

Hot Spot Sprint Points= 10-7-5-3-1

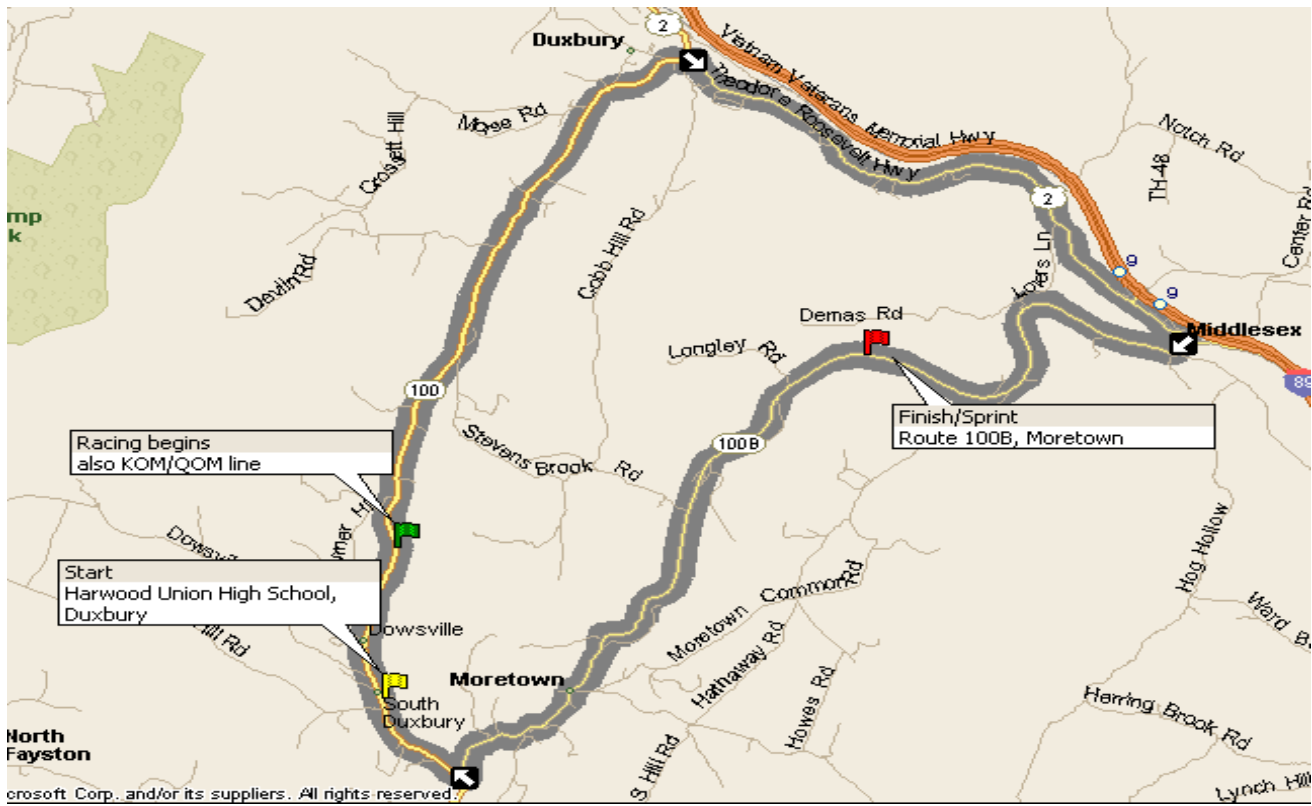
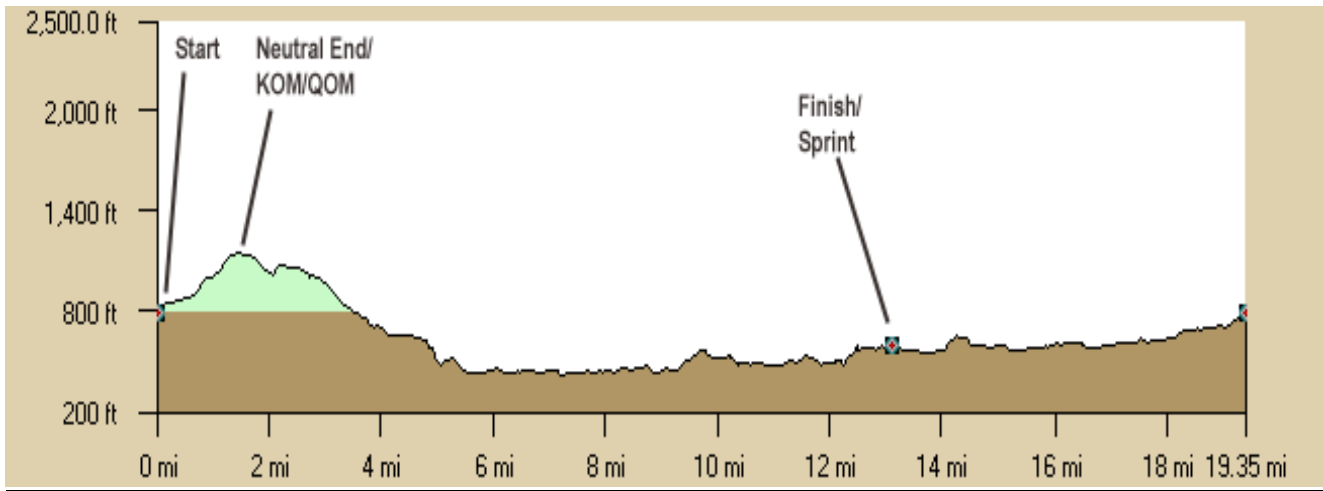
GC time bonus = 15-11-8-5-3 (seconds)

### LAPPED RIDERS

If time/conditions permit, lapped riders or riders in danger of being lapped will be expected to complete their race. However, race officials at the finish line, reserve the right to ask lapped riders or riders in danger of being lapped to withdraw from the race. A finish time will be calculated for these riders by the Chief Judge. If this calculated time exceeds the 20% time cut, these riders will not be permitted to start Stage 3 (road race). Any rider who pulls himself or stops racing at any time for any reason other than at the direction of race officials will be eliminated from the stage race.

### Bridges Harwood Circuit Race

<u>Distance</u>		<u>Description</u>
<u>Miles</u>	<u>KM</u>	
0	0	Start at Harwood Union High School
1.5	2.4	K/QOM
2	3.2	Caution Mobil Convenience store on right
5.9	9.4	Right turn onto Rt. 2
6.4	10	Caution-cracked pavement on right
7.2	11.5	Caution-cracked pavement
8.1	13	Landfill entrance
9.6	15.4	Road widens
10.3	16.5	Road narrows
10.6	17	Right turn onto Rt. 100B - Road widens
13.9	22.3	Finish - Ward Access (Hot Spot Sprint) Yellow-line rule in effect
15.8	25.4	Road narrows
17.5	28	Caution - Moretown Village
18.1	29	<b>Caution - Narrow Bridge!</b>
18.5	29.7	<b>Caution - Narrow Bridge!</b>
18.7	30	Right turn onto Rt. 100
19.9	32	Feed zone/Start (Harwood Union High School)



**FEED ZONE**

Located on the hill in the grass area in front of Harwood Union School (start area). Support personnel should park in the school parking lot and bring their supplies with them to the roadway. When facing school, feed zone extends from hedges on right (near right side driveway) across the lawn to the start of the driveway on the left. Signs will be posted.

**WHEEL SUPPORT**

SRAM will support the following fields: Men Pro/1, Men 2, Men 3, Men 4/5, Men 40+, & Wm Pro/1/2/3. Neutral support will be provided for Men 50+, Jrs & Wm 3/4. In these fields there must be 10 sets of wheels or the support will be wheels-in/out only! Racers must provide these wheels to the service vehicle. Jr wheels must meet have appropriate gearing.

### WARM-UP AREA

The dirt road across Rt. 100, as well as a designated portion of the parking lot, can be used for warming up. ***There is to be no warm-up on route 100.*** Because of the limited warm-up area, there will be a neutralized start for the first 1.5 miles (on the first climb) of the Circuit Race

### CAUTIONS

1. Route 2 has a series of cracks that run in the direction of travel. These cracks are on the right-hand side of the road (near the fog line). Please be vigilant and move to the left. The worst sections are at miles 6.4, 7.2 and 8.1.
2. On Rt. 2 at mile 9.1 there is a very narrow iron bridge please use ***extreme caution.***
3. Just outside Moretown there is a narrow bridge at mile 18.1 Please use ***extreme caution*** and stay on the correct side of the centerline.

### EMERGENCY MEDICAL SERVICES

At the finish area.

### DIRECTIONS TO START

Harwood Union School – South Duxbury.

- ***From the north:*** I-89 south to exit 10 (VT 100). Take a left at the stop sign (Rt. 100 and 2) through Waterbury. Rt. 100 makes a right turn after you leave the town of Waterbury. Harwood School will be on the left after cresting the top of Duxbury Hill (look for signs for school).
- ***From the east:*** I-89 north to exit 10 (VT100). Take a left at the stop sign (Rt. 100 and 2) through Waterbury. Rt. 100 makes a right turn after you leave the town of Waterbury. Harwood School will be on the left after cresting the top of Duxbury Hill (look for signs for school).
- ***From the west:*** Rt. 17 (over App Gap) west to Rt. 100. Left onto Rt. 100 in Waitsfield. Take Rt. 100 to the intersection of Rt. 100 and Rt. 100B. Take a left at that intersection to continue on Rt. 100. Harwood School will be on the right (look for signs).
- ***From the south:*** Rt. 100 north through Waitsfield to the intersection of Rt. 100 and Rt. 100B. Take a left at that intersection to continue on Rt. 100. Harwood School will be on the right (look for signs).

## ***Champion System Mad River Road Race***

Sunday, September 5<sup>th</sup> 2010

Stage 3

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### DISTANCE

70 miles

### COURSE DESCRIPTION

The course is a point-to-point race that starts at the Mt. Ellen Base Area of the Sugarbush Resort in Fayston (off German Flats Road), passing through the scenic Vermont towns of Waitsfield (covered bridge this year), Warren, Granville, Hancock 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 Middlebury Gap (Rt. 125) which is a long and often steep climb. After pushing over the summit racers will descend on some of Vermont's finest pavement (just paved about 2 days prior to the start of the race!). This new pavement is very smooth and very fast. The descent has some difficult corners so please use caution. No one will win the race on this descent but crashing will most certainly mean you will lose. 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. New this year racers will take a left onto Lover's Lane and then a right onto Rt. 116/17 where there is a short sharp climb into 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 to the finish.

**FINISH**

There is no finish bonus.

**HOT SPOT SPRINT COMPETITION -1 SPRINT**

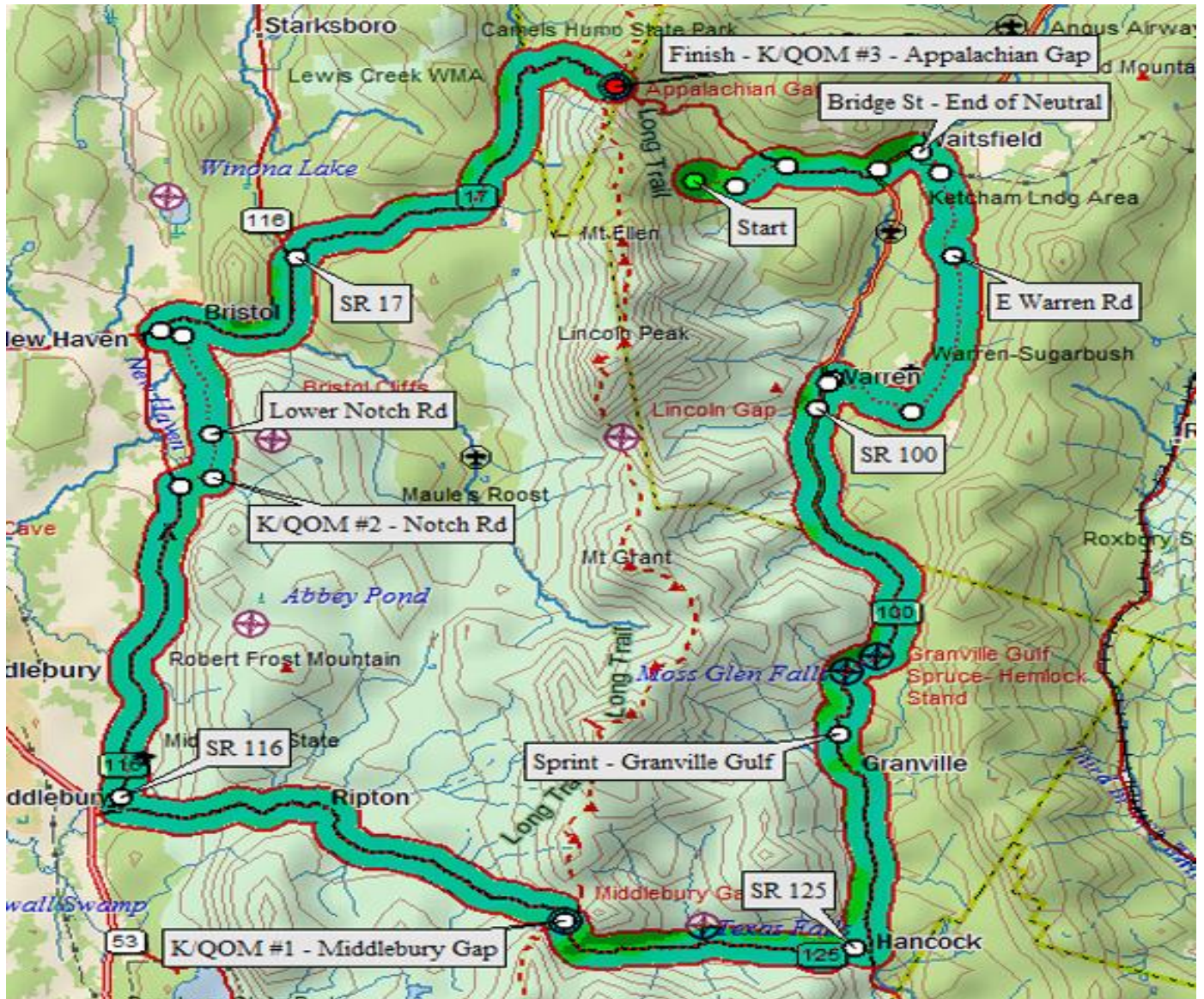
Granville Gulf on Route 100, north of the town of Granville. Points will be awarded 3 deep: 6-4-3

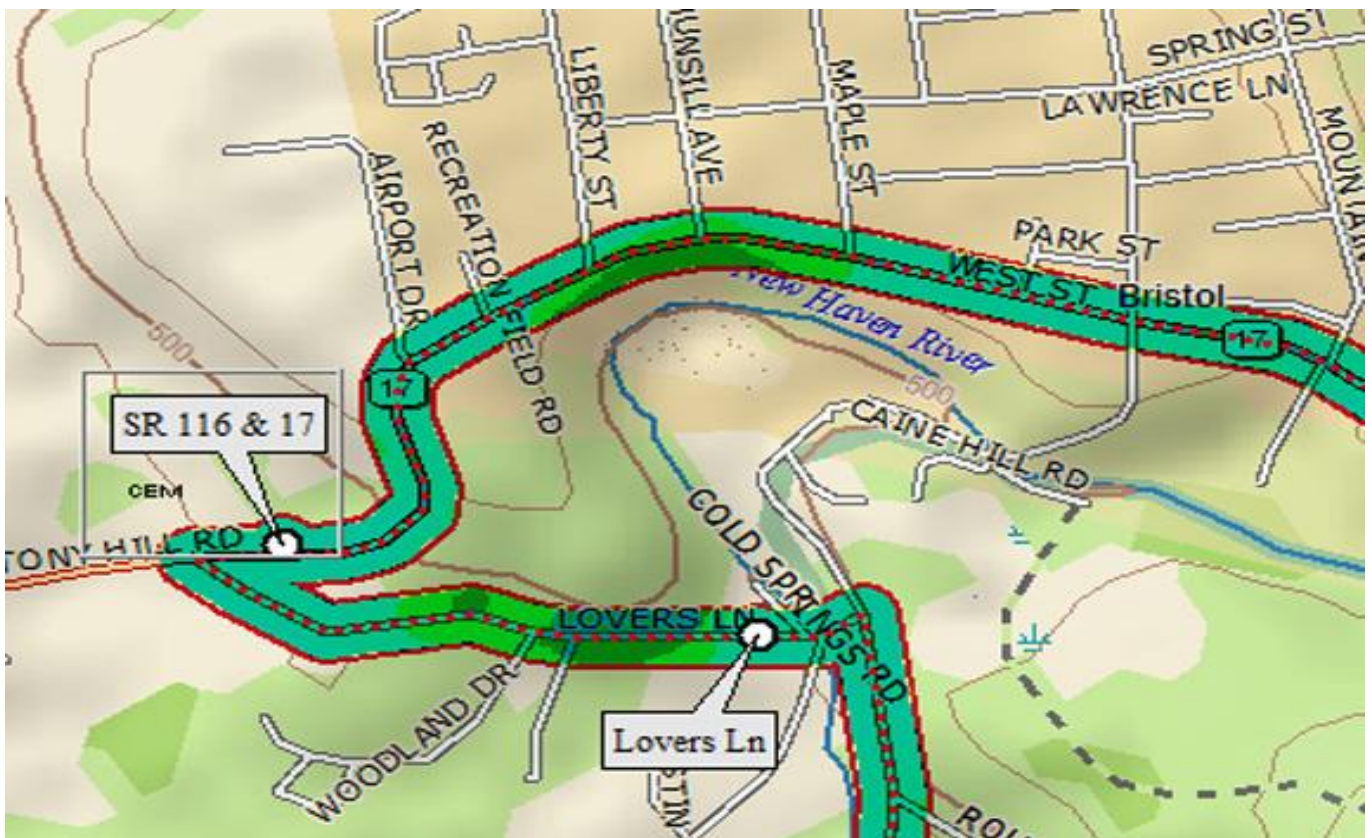
**K/QOM COMPETITION- 3 SPRINTS**

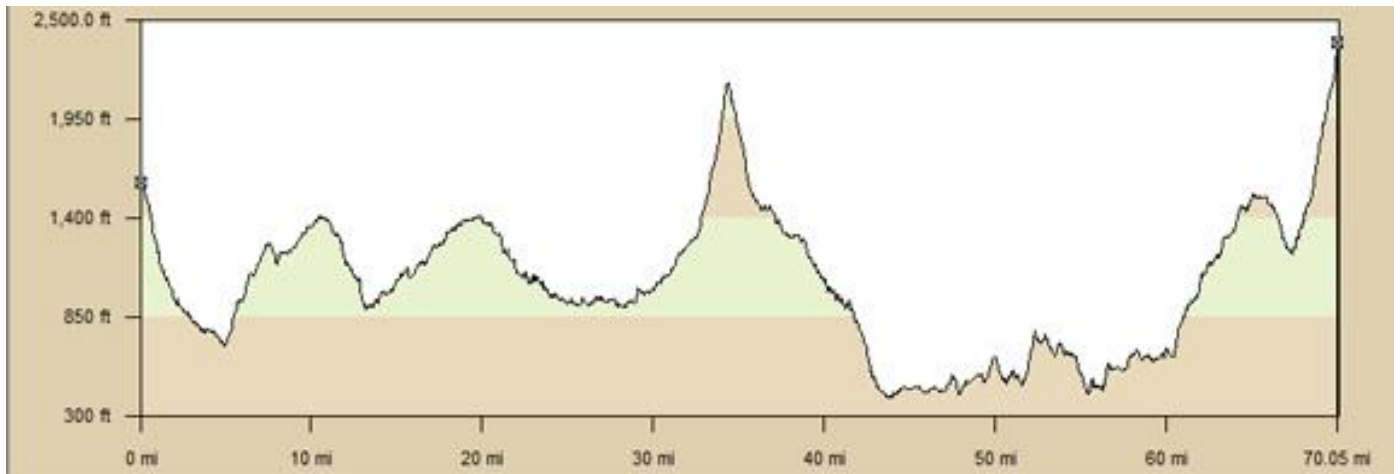
- 1) At the summit of Middlebury Gap points will be awarded 5 deep: 10-7-5-3-1
- 2) At the summit of Bristol Notch Road points will be awarded 3 deep: 5-3-1
- 3) At the summit of Appalachian Gap (race finish) points will be awarded 5 deep: 10-7-5-3-1

<b><u>Distance</u></b>		<b><u>Description</u></b>
Miles	KM	
0	0	Start at Mt. Ellen Base Area Sugarbush Resort (off German Flats Rd)
0.6	1	Left onto German Flats Rd
1.7	2.75	Right onto Rt. 17 South
3.5	5.6	Left onto Rt. 100 North (Main Street Waitsfield)
4.5	7.25	Right onto Bridge Street (Caution over Covered Bridge)
4.6	7.4	Racing begins shortly after crossing Covered Bridge
7.5	12	Entering the Dip watch use caution
9.5	6	Beginning chip sealed area - avoid extreme shoulder
12.8	8	Left onto Flat Iron Road
12.9	20.8	Left on Main Street
13.6	22	Left onto Rt. 100 South (caution poor pavement in the Gulf)
22.8	36.7	Sprint HS
27.9	45	Right onto Rt. 125 (Middlebury Gap)
31.5	51	Start Feed Zone
32.1	52	End Feed Zone
34	55	K/QoM
34.1	55.2	Steep Downhill first three turns are old pavement & <b>Bumpy use Caution</b>
36.6	59	Entering Bread loaf Campus
39.4	63.5	Entering Ripton
42	67.8	Steep Downhill SLOW HERE
42.3	68.1	<b>SHARP RIGHT onto BRIDGE CAUTION!!!</b>
42.6	68.7	Entering East Middlebury Caution Settlement Area
43.3	69.8	Right onto Rt. 116

- 51.1 82.4 Right onto Notch Road
- 51.8 83.5 K/QoM
- 51.9 83.7 Left on Lower Notch Road - Gravel
- 52.3 84.5 Road back to pavement
- 52.8 84.4 Road turns to Gravel
- 55.2 89 left onto Hewitt Lane
- 55.3 89.2 Stay Straight onto Lover's Lane
- 55.8 90 Right onto Rt. 116/17 (Stony Hill Road)
- 56.3 91 Entering Bristol
- 60 96.8 Right onto Rt. 17 Baby Gap
- 61.6 99.4 Neutral Feed Zone
- 63.6 102.5 Jerusalem Store
- 67.2 103.5 Welcome to App Gap!
- 69 111 Watch for Moose
- 70 113 Finish @ Summit of App Gap (K/QoM)







**PARKING AT START**

Mt. Ellen Area – Fayston.

**DIRECTIONS TO START**

- From the north: I-89 south to exit 10 (VT 100). Head south on Rt. 100 through Waterbury to Waitsfield and make a right on Rt. 17 after Waitsfield Village. West on Rt. 17 approx. 2 miles then turn left onto German Flats Road and look for Mt. Ellen base area on the right (approx. 1.3 miles).
- From the east: I-89 north to exit 9 (VT 100B). Head east on Rt. 2 to get to Rt. 100B. South on Rt. 100B to Rt. 100. Continue south Rt. 100 through Waterbury and Waitsfield to Rt.17. West on Rt. 17 approx. 2 miles turn left onto German Flats Road and look for Mt. Ellen base area on the right (approx. 1.3 miles).
- From the west: Rt. 17 west over Appalachian Gap to right turn onto German Flats Road and look for Mt. Ellen base area on the right (approx. 1.3 miles) ski area parking lot on left.
- From the south: Rt. 100 north to Rt. 17. West on Rt. 17 approx. 2 miles turn left onto German Flats Road and look for Mt. Ellen base area on the right (approx. 1.3 miles).

**SIGN-IN AREA**

At the Mt. Ellen Base Lodge - Fayston

**GEAR RECOMMENDATIONS**

34x25 or 39x 25/27 or easier!

**START TIMES**

Men Pro/1	8:30 am	Men 4/5	9:30 am
Men 2	8:40 am	Men 50+	9:40 am
Men 3	8:50 am	Wm Pro/1/2/3	9:50 am
Men 40+	9:00 am	Wm 3/4	10:00 am
Men 4	9:10 am	Citizens	10:20 am
Jrs	9:20 am		

**NOTES OF CAUTION**

1. Use caution crossing the covered bridge in Waitsfield.
2. On the East Warren Road a short section has recently been “chip sealed”. The shoulder is not as firm as rest of the road. Be alert for loose gravel on the shoulder.

3. 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.
4. The descent from Middlebury Gap is fast and technical. The very top section until the entrance to the Middlebury Snow Bowl entrance is extremely frost heaved (bumpy). Hitting these frost heaves at high speed could result in a crash. Please **USE EXTREME CAUTION.**
5. There is a **VERY TREACHEROUS** curve near the bottom of Middlebury Gap. At the bottom of a steep section, the road makes a **very sharp right, goes over a narrow bridge, and makes a sharp left.** Be careful of oncoming traffic on and after the bridge. Oncoming traffic on that turn may be turning left across the course. Stay to the right. Control your speed. **USE EXTREME CAUTION. LOOK FOR CAUTION SIGNS AND SLOW DOWN.** Many who have not heeded this advice have crashed ending their race. Do not follow in their skid marks!
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 4.6 miles until you pass over the Waitsfield covered bridge.

#### WHEEL SUPPORT

SRAM will support the following fields: Men Pro/1, Men 2, and Wm Pro/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 Men Pro/1, Men 2, and Wm Pro/1/2/3. They will not stop to assist riders not in those fields.**

#### EMERGENCY MEDICAL SERVICES

Granville at Hot Spot Sprint, East Middlebury, Bristol and the finish area

#### FEED ZONE

The feed zone is located on the climb of the Middlebury Gap 2 miles below the summit. The feed zone has been expanded to cover about a .6 miles of Rt. 125 and includes 2 large pull-offs on Rt. 125. The first is approximately 4 miles from the Rt. 100/Rt. 125 intersection (see road signs). All fields are eligible for feeding.

All Feed zone vehicles should depart for the feed zone prior to the stage start. They may not follow or pass any race caravans. Per USAC rule 4H3, \$150 fine for reported infractions. Feed zone vehicles that do not get started prior to the start of the stage, should take a right on German Flats Road at the bottom of the Mt. Ellen Access Road and then a left down the Sugarbush Access Road and then head south on Rt. 100. After leaving the Feed zone, vehicles must follow the course in reverse. Feed zone vehicles passing race caravans will be fined and have their riders disqualified.

There will also be a self-serve neutral feed zone that will have cola, gel 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 Mt. Ellen Access Road prior to the 8:30 am start of the first. After that time racers may use the parking lot and side roads. 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.

### 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 may be assessed a fine or a GC time penalty. There will be water at the summit. To return to the start you will have to climb back to the Mt. Ellen base area. You may wish to have a vehicle at the Mad River Glen Parking lot to avoid the short climb back to the start. Please use caution on the descent of Appalachian Gap there are cracks in the road in the directions of travel. Don't forget massage is available at the Mt. Ellen base area.

### SPECTATING AT THE FINISH

Spectators are encouraged to be at the finish. There is no parking above the Mad River Glen upper parking lot (**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 10:15. Please flag the bus down for a ride. You may also walk to the finish but please use caution on Rt. 17.

## THE BARN DOOR ABOVE AND BEYOND SUPPORT STAFF AFTER-RACE RIDE!

Sunday, September 5<sup>th</sup> @ 5:00pm

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This is a GMSR tradition (now in its 8th year) whereby all support staff (team managers, mechanics, feeders, officials, 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 exhausted (as well as under trained), 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 (remember him?) 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 newish 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. Expect lots of fun and some prizes from our generous sponsors for all who attend! A stop at our sponsor the Barn Door for an adult beverage will take place immediately following the ride, with the first round on your thirsty race director.

# Burlington Criterium

Monday, September 6th

Stage 4

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## DISTANCE

1 kilometer (.62 miles) per lap

## COURSE DESCRIPTION

A 6-corner, very technical course in the heart of downtown Burlington, Vermont. Please be sure to review the course prior to your race.

## 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.
3. There is new pavement on Pine Street and Main Street. This is a fast part of the course so please preview this turn prior to your race.

## CONTROLLED START

The start of each race will be controlled for ½ a lap. This means the pace will be slow and riders may not pass the pace car.

## ESTIMATED START TIMES/DISTANCES

\*Except for the first race of the day (which begins at 8:30 am), the actual start times for this stage may differ from the estimated start times posted below. Listen for the announcer's call to staging.

<u>Category</u>	<u>Start Time*</u>	<u>Laps/Distance</u>	<u>Midway</u>
Men 4/5	8:30 am	25 laps -15.5 miles	13 laps to go
Men 4	9:15 am	25 laps - 15.5 miles	13 laps to go
Wm 3/4	10:15 am	25 laps - 15.5 miles	13 laps to go
Men 50+	11:00 am	25 laps -15.5 miles	13 laps to go
Jr.	11:45 am	25 laps - 15.5 miles	13 laps to go
Men 40+	12:30 pm	25 laps - 15.5 miles	13 laps to go
Men 3	1:10 pm	34 laps - 21.1 miles	17 laps to go
Wm Pro/1/2/3	2:10 pm	25 laps -15.5 miles	13 laps to go
Men 2	2: 55 pm	40laps - 25 miles	20 laps to go
Men Pro/1	3:50 pm	50 laps - 31 miles	25 laps to go



### LAPPED RIDERS

Riders in danger of being lapped may be pulled from the criterium. Riders will be pulled at the Start/Finish line by a race official. Racers **must** reach the midway point of the criterium to order to receive an estimated finish time and placed in the final GC results. If lapped riders remain in the race, they will finish on the same lap as the leaders, receive an estimated finish time and placed in the final GC results.

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

If the leaders lap the field, the field is only eligible for cash primes. The field is not eligible for points or time bonuses.

### 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 with their bike 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.

#### **FINISH OF RACE**

Per USAC rule 1P3, the beginning of the last lap will be announced by ringing the bell and displaying the number 1 on the lap card. Should the bell be run by error at the wrong lap, the judges shall record the order of the finish at the end of that lap. The Chief Referee shall decide whether to declare these results final or rerun some or all of the race.

#### **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**

Flynn 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.

#### **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.

**CRITERIUM SPRINTS & PRIME SCHEDULE**

Sprint Lap (to go)			45	35	30	25	20	15	10	5	FINISH	TOTAL \$
Field	Laps											
<b>Jrs, Men 4, Men 4/5, Wm 3/4</b>	25	Points Sprints					GC	HSS	GC	HSS	HSS/GC	
		Primes						\$50		\$50		\$100
<b>Men 50+</b>	25	Points Sprints					GC	HSS	GC	HSS	HSS/GC	
		Primes						\$50		\$50		\$100
<b>Men 40+</b>	25	Points Sprints					GC	HSS	GC	HSS	HSS/GC	
		Primes						\$100		\$100		\$200
<b>Men 3</b>	34	Points Sprints			HSS	GC		GC		HSS	HSS/GC	
		Primes			\$50	\$50		\$50		\$50		\$200
<b>Wm Pro/1/2/3</b>	25	Points Sprints					GC	HSS	GC	HSS	HSS/GC	
		Primes					\$50	\$50	\$50	\$50		\$200
<b>Men 2</b>	40	Points Sprints		GC	HSS	GC		GC		HSS	HSS/GC	
		Primes			\$100	\$50		\$100		\$50		\$300
<b>Men Pro/1</b>	50	Points Sprints	HSS	GC		HSS		GC		HSS	HSS/GC	
		Primes	\$100	\$100		\$100		\$100		\$100		\$500

**All Primes are 3 deep:**

\$50 primes = 1<sup>st</sup>=\$25, 2<sup>nd</sup>=\$15, 3<sup>rd</sup>=\$10

\$100 primes= 1<sup>st</sup>=\$50, 2<sup>nd</sup>=\$30, 3<sup>rd</sup>=\$20

Hot Spot Sprints (HSS) for points are 4 deep: 6-4-3-2

Intermediate Sprints for GC time bonuses (GC) are 4 deep: 8-6-4-3 (seconds)

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

Hot Spot Sprint (HSS) = 10-7-5-3-1

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

# Prize Value Breakdown

Place	Men Pro/1		Men 2, Men 3, Wm Pro/1/2/3*		Men 40+		Wm 3/4, Jr. Men 4/5		Men 4 Men 50+	
	Daily	G.C.	Daily	G.C.	Daily	G.C.	Daily	G.C.	Daily	G.C.
1	\$175	\$600	\$100	\$330	\$50	\$325	\$50	\$120	\$50	\$250
2	\$125	\$385	\$60	\$235	\$30	\$215	\$30	\$90	\$30	\$190
3	\$75	\$255	\$40	\$160	\$20	\$145	\$20	\$80	\$20	\$150
4		\$190		\$125		\$110		\$60		\$120
5		\$160		\$100		\$100		\$50		\$100
6		\$140		\$95		\$90				\$90
7		\$110		\$90		\$80				\$70
8		\$100		\$85		\$60				\$60
9		\$95		\$80		\$55				\$45
10		\$90		\$75		\$50				\$40
11		\$85		\$70		\$45				\$35
12		\$80		\$65		\$40				
13		\$75		\$60		\$35				
14		\$70		\$55						
15		\$65		\$50						
16		\$60		\$45						
17		\$55		\$40						
18		\$50		\$35						
19		\$45		\$30						
20		\$40		\$25						
<b>Daily Totals</b>	\$1,500		\$800		\$400		\$400		\$400	
<b>Primes Totals</b>	\$500		\$300		\$200		\$100		\$100	
<b>Sprint</b>		\$175		\$100		\$50		\$50		\$50
<b>K/QOM</b>		\$175		\$100		\$50		\$50		\$50
<b>Totals</b>	\$2,350	\$2,750	\$1,300	\$1,850	\$700	\$1,350	\$600	\$400	\$600	\$1,150
<b>Grand Totals</b>	\$5,100		\$3,150		\$2,050		\$1,000		\$1750	

\*Wm P/1/2/3 For Sunday's Stage the Prize money is the same as for the MP/1 field thanks to a generous sponsor

All uncollected prizes will be sent to racers.

In the event of a tie on GC, tie will be resolved per USAC rule 4C3(a)

Racers must present photo identification and sign when collecting prize money.

Sprint and K/QOM prize money is 1 deep for the entire stage race (winner takes all).

## HOT SPOT SPRINT & K/QOM COMPETITIONS:

**Hot Spot Sprint Competition:** All categories will have a Hot Spot Sprint competition. Hot Spot sprint points will be awarded during the Circuit Race, Road Race and Criterium (refer to stage info for specifics). A Sprint Leader's Jersey will be awarded each day (except Friday) to the leader of the Hot Spot sprint competition. A cash prize (1 deep - winner takes all) will be awarded to the rider with the most Hot Spot sprint points after the Criterium. **To be eligible to win the Hot Spot sprint competition a rider must complete all stages (including reaching the midway point of the criterium) and receive a final GC time.** Leaders of the Hot Spot Sprint competition must wear the Sprint Leader's Jersey in any subsequent stage (unless also in the GC lead in which case the Leader's Jersey shall be worn). In the event of a tie between two or more riders having an equal number of Hot Spot Sprint points by the end of Stage 4, USAC Rule 4C4c will be used to break the tie.

**K/QOM Competition:** All categories will have a K/QOM competition. K/QOM points will be awarded during the Circuit Race and Road Race (refer to stage info for specifics). A K/QOM Jersey will be awarded after the Circuit Race and the Road Race. A cash prize (1 deep - winner takes all) will be awarded to the rider with the most K/QOM points. **To be eligible to win the K/QOM competition a rider must complete all stages (including reaching the midway point of the criterium) and receive a final GC time.** Leaders of the K/QOM competition must wear the K/QOM Leader's Jersey in any subsequent stage (unless also in the GC lead in which case the Leader's Jersey shall be worn). In the event of a tie between two or more riders having an equal number of K/QOM points by the end of the Mad River Road race, USAC rule 4C5c will be used to break the tie.

## Special Offers from Our Sponsors

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### 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 2010.

## Local Area Guide

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**Come for the Mountains.  
Stay for the Valley.**

Welcome to the Mad River Valley. Whether this is your first time, or you visit us often, we welcome you and appreciate your decision to join our community for this fantastic event. You will find [www.MadRiverValley.com](http://www.MadRiverValley.com) a valuable resource for current events and activities in the Mad River Valley.

Here are but a few:

**Where to Eat (B=breakfast; L=lunch; D=Dinner; Pub=evening pub fare):**

***Barn Door*** (Fresh-made local foods)\$\$-\$\$\$; (D; Thu-Mon) (Reservations Welcomed!) **SPONSOR!**

***Hyde Away*** (American) \$-\$\$; (D, Pub; 7 days) **SPONSOR!**

***Hostel Tevere***: (creative breakfast)\$; (B, Pub; Wed-Sun) **SPONSOR!**

***Irasville Country Store*** (Pizza, Lunch, Fuel, Snacks & Beverages) in Waitsfield (**Fuel SPONSOR Sign**)

American Flatbread (Wood-Fired Organic Pizza)\$\$; (D; Weds-Sun)

Big Picture (Creative Ingredients/Food): \$-\$\$\$; (B,L,D; 7 days)

Common Man, The (Eclectic New England Cuisine) \$\$-\$\$\$ (D; Tues-Sat)

Easy Street (Hearty cuisine) \$-\$\$; (B,L,D; 7 days, except dinner Tues-Sun only)

Millbrook Inn (Vt Specialties, Indian Flair) \$\$ (D; Thurs-Sun)

Mint (Vegan/Vegetarian) \$-\$\$ (L, D; Wed-Sun)

Paradise Deli (Deli) \$: (B,L,D; 7 Days, take out)

Purple Moon Pub (Casual Pub Fare) \$-\$\$; (D, Pub; 7 days)

Slide Brook Lodge: \$-\$\$; (D, Pub; 7 days)

Terra Ross Ristorante: (Tuscan Italian) \$-\$\$; (D; Thur-Sat)

Timbers at Sugarbush (Sustainable Steak/Seafood) \$\$-\$\$\$; (B,D; 7 days)

Tracks Lounge at Pitcher Inn: (Upscale Pub Fare) \$-\$\$ (Wed-Mon)

275 Main at Pitcher Inn (fresh, local seasonal fare) \$\$-\$\$\$; (D; Wed-Mon)

**What to Do:**

**Saturday Farmers' Market:** 9am-1pm in Waitsfield

**Clearwater Sports:** Rental of inner tubes, kayaks, bikes for guided or self-guided fun. Rides provided to river put-in. Open daily.

**Sugarbush Adventure Center:** zip line for all ages, disc golf, lift-served hiking and mountain biking, tennis, golf, rock climbing wall, pools, sports center. Open daily.

**Take a Swim:** In the Mad River- Lareau Swim Hole on Rt 100, south of Waitsfield Village.

**Take a Walk:** Mad River Greenway. Park at Meadow Rd, off Rt 100 north of Waitsfield 2.4 miles north of Waitsfield Village.

**Watch a sunset from the Long Trail:** Lincoln Gap Rd. to the Long Trail parking. Head south on the trail one mile, watch sunset and walk back out. Bring a flashlight.

**Watch Artisans at work:** Visit the Craft Fair at Kenyon's Field 9/4-5. Stop in at the many artist shops in Historic Waitsfield Village and watch artists at work.

**Greater Area:**

**Waterbury Foods Tour-** Green Mtn Coffee Roasters Visitor Center; Ben & Jerry's Factory; Cabot Annex; Cold Hollow Cider Mill.

**Montpelier, The Nation's Smallest Capitol City:** Visit the State House, a public building; VT Historical Museum; Morse Farm Maple Sugarworks; Rock of Ages granite quarries in nearby Barre VT.