



Green Mountain Stage Race

August 30 September 2, 2019

4 days of exciting & challenging racing in the Green Mountains of Vermont

Green Mountain Stage Race- Communiqué #2

After Stage 1

Friday, 30 August 2019

Announcements

- Riders are reminded that all three numbers (2 body, 1 frame) must be worn during all four stages and attached as per Tech Guide pg 11. For the Circuit Race the body numbers are pinned on the right side & left side (sprint camera is on the right and finish line cameras are on the left)
- All riders must sign in for Stage 2, 3, and 4 at the start

Reminders for Stage 2: Circuit Race

- Travel time to the Stage 2 start from Stage 1 is approximately 1 hour so plan accordingly
- There is a level RR crossing at mile 5/km8. The crossing is at a diagonal to the road so spread out and cross carefully. Please review the protocol for “level crossings,” below. The race jury will consider any unusually extended delay caused by a train after the race.
- Exercise caution on the tight right turn under the RR tracks at mile 11/km 18. Keep well right of the centerline!
- The yellow center line rule is in effect for the entire course, including the finish.

Level Crossing Protocol

Although common in Europe, railroad tracks (a.k.a., “level crossings”) are not often encountered in North America. Since we have a level crossing at Mile 5.0 in the Stage 2 circuit, we have included the full rule below for your review. Trust the officials to fairly apply the rule!

DO NOT CROSS RR TRACKS ONCE THE GATE STARTS TO MOVE! YOU ARE RISKING YOUR LIFE AND YOU WILL BE IMMEDIATELY DISQUALIFIED!

3B3. Road Closure. It is forbidden to cross a closed railroad crossing or any other road closure. The following rules apply to railroad crossings and other closures:

(a) If one or more riders who have broken away from the field are held up at a railroad crossing and the gates open before the field catches up, then no action shall be taken and the closed crossing shall be considered a mere race incident.

(b) If one or more riders with more than 30 seconds lead on the field are held up at a railroad crossing and the rest of the field catches up while the gates are still closed, then in this case the

race shall be neutralized and restarted with the same gaps, once the official vehicles preceding the race have passed. If the lead is less than 30 seconds, the closed crossing shall be considered a mere race incident.

(c) If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed crossing shall be considered a race incident.

(d) If a group of riders is split into two groups by the closure of a railroad crossing, the first group will be neutralized or stopped in order to allow the delayed riders to return to the first group

(e) Any other situation (e.g., prolonged closure, etc.) shall be resolved by the officials

Penalties

Men Pro/1

- Nothing to report

Men 2

- Bib #148 – 1st offense: Warning for failure to wear two body numbers as required (Tech Guide pg 11)

Men 3

- Nothing to report

Men 4/5 Master

- Bib #416 – 1st offense: Warning for failure to wear bike frame number as required (Tech Guide pg 11)

Men 4/5 Open

- Nothing to report

Men Junior

- Bib #330 - 1st offense: 1 minute GC penalty and relegation (stage), loss of sprint & K/QOM placings for failure to report to rollout (Tech Guide pg 9)

Men 50+

- Nothing to report

Women 1/2/3

- Nothing to report

Women 3/4/5

- Nothing to report

Per USAC rule 1K2(d): “Fines issued to riders or teams must be paid to USA Cycling directly. Riders who fail to submit their fine within 15 days shall be suspended per USA Cycling Policy III.”