



Technical Guide

August 30 - September 2, 2024

Draft V1.1



Present the

2024

Green Mountain Stage Race

RACE SPONSORS

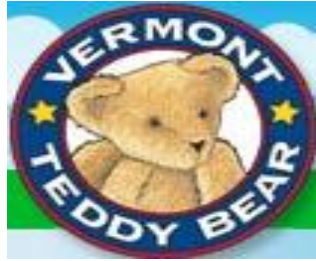


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Welcome from the Race Organizers

Welcome to the 2024 Green Mountain Stage Race!

We are excited to have you competing at this year’s GMSR. It has been 24 years since the first GMSR and the event has become one of the most popular stage races in North America. The race attracts riders from around the US and Canada, and even further afield, to take on some of Vermont’s most scenic and challenging terrain over four days of racing. Over the last 24 years we have seen road racing ebb and flow but were taken by surprise last year with the number of racers choosing to compete, making the GMSR the largest stage race in North America. We are excited to see another great turnout this year. We are thrilled to have a large women’s P/1/2/3 field, giving women racers a chance to compete in such a large field seems rare these days. Of course, we are also very happy to host one of the best junior fields in North America. It is gratifying to see these juniors giving it their all over the 4 days of racing and see some of the top riders get recognition for their abilities and fun to follow them as they make the leap to top pro teams.

The GMSR would not be possible without the generous help of our sponsors, who recognize the value of supporting this iconic event. Our sponsors include Verge Sport, makers of our awesome leaders’ jerseys and fine custom team cycling apparel; Vermont Teddy Bear Company; The Richard Tom Foundation, the sponsor of Stage 4 and Mehuron’s Supermarket, the place to grocery shop in Waitsfield. We thank all our sponsors for their support.

The GMSR organizational team wishes you a very safe and fun weekend of competition.



Gary Kessler, Director

Race Staff

Gary Kessler	Overall Race Director, Organizer of Stages 1, 2 & 3
Peter Oliver	Assistant Race Director, Caravan Coordinator
Tor Dworshak	Director Stage 4
Kevin Bessett	Registrar
Danielle Hampton	Assistant Caravan Coordinator
Melanie Simon	Volunteer Coordinator, for Stages 1, 2 & 3
John Williams, Sandy Dupuis & John Witmer	Shift Leaders Stage 4 Criterium
Sophia Shems	Prizes Stage 4 Criterium
Jon Bertelson	Head of Set-up Stage 4 Criterium
Bob Dillon	Chief of pre-event signs & road marking Stages 1, 2 & 3

USA Cycling Race Officials

Jeffrey Poulin	Chief Referee
Ixsa Gollihur	Chief Judge

Judges:

Alan Atwood, Dorothy Pumo

Referees:

Chris DeHahn, Paula Henry, Robert Long, Ken McGuinness, Dorothy Pumo, Gary Toth

Motor Referees:

Dan Celik, Bob Collins, Skip Holmes, Chris McBurnie, Dave Percey, Anthony Philpin, John Preiser, Dave Robertson, Tim Robinson, James Whitaker



General and Technical Information

LOCAL HOSPITALS

Central Vermont Medical Center (Berlin) 802-371-4283
Fletcher Allen Health Care (UVM)(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

Note: A valid USAC or UCI license must be brought to registration. This can include presenting it on your mobile device with the USA Cycling application. Women Novices competing in the Stage Race, who do not have a USAC annual license, must purchase either a USAC One-Day license for each day of competition for \$15 each day or an annual license.

Thursday, August 29, 2024

5:30PM to 7:00 PM Waitsfield Village Meeting House (First Floor) (4355 Main St, Waitsfield, VT 05673).

Friday, August 30, 2024

Waitsfield Village Meeting House (First Floor) (4355 Main St, Waitsfield, VT 05673).

7:00 AM to 8:30 AM: Only Juniors, Men 3 & Men 40+ and 50/60+ may pick-up their numbers

8:30 AM to 12:30 PM: Open for all categories

DIRECTIONS TO PACKET PICKUP

- *From the north:* I-89 south to exit 10 (VT 100). Head south on Rt. 100 through Waterbury to Waitsfield. The Village Meeting House is in the lower Waitsfield Village east of Bridge Street. Parking in the rear or Bridge Street lot.
- *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 to Waitsfield to Rt.17. The Village Meeting House is in the lower Waitsfield Village east of Bridge Street. Parking in the rear or Bridge Street lot.
- *From the west:* Rt. 17 head east over Appalachian Gap to Rt. 100. Head north on Rt. 100 the Village Meeting House in the lower Waitsfield Village east of Bridge Street. Parking in the rear or Bridge Street lot.
- *From the south:* Rt. 100 north to Waitsfield. The Village Meeting House in the lower Waitsfield Village east of Bridge Street. Parking in the rear or Bridge Street lot.

RIDER CONDUCT

Unless specific exceptions are noted in this Technical Guide, GMSR 2024 is governed by the rules found in the USA Cycling Rulebook. See <https://usacycling.org/resources/rulebook>

The Chief Referee may increase/extend such fines or time penalties according to the gravity of the offense. Relegations affect stage placing. General Classification (GC) time penalties affect only GC.

Monetary fines issued to riders or teams are to be paid directly to USA Cycling per USAC rule 1K2d. Non USA Cycling licensed riders must pay fines in cash prior to the next stage or will not be allowed to start.

ANNOUNCING

Ian Sullivan (Saturday, Sunday & Monday) joined by Alan Coté (Monday)

AWARD CEREMONIES

The top three finishers for each category and General Classification Leader, Sprint Leader and King/Queen of the Mountains Leader should please attend a brief podium presentation where both the leader's jerseys and daily prizes will be awarded.

All podium presentations prior to the determination of the official results are unofficial and subject to later modification based on the final determination of any protests and/or imposition of any penalties.

Prizes for individual stages will be available after the completion of each stage at the awards ceremony. Prizes for overall general classification will be available after the final results for each category become official on Monday. This is typically one race after your field has finished. Please listen for the announcers calling you to awards on Monday.

Stage 1 Awards will be at the Mad River Green in Waitsfield (100 Mad River Green, Waitsfield, 05673) on the grass by the gazebo. Prizes will be presented to the top three on the stage and the GC leaders jerseys. They will begin at 4:30 PM. If we have bad weather these will canceled, and the GC leader's jersey will be presented on Saturday morning. Please arrive at least 30 minutes before your start to get your jersey if you did not get it at the awards ceremony on Friday. Any cancelation will be posted on the GMSR Facebook and webpage.

Stage 2 Awards . Prizes will be presented to the top three on the stage, as well the GC leaders jerseys at the finish area at Ayers Brook Goat Dairy. These will be presented approximately 10 minutes after the finish of each field. Sprint and K/QoM jerseys will be given out on Sunday morning at the start at Mt. Ellen. These can be collected at the registration table in front of the ticket building which is to left of the base lodge.

Stage 3 Awards will be presented at the finish area, which is at the summit of the Appalachian Gap. Only the top three finishers on the stage in each category should report to the podium in the spectator area. If the weather is inclement the awards will take place on Monday at the criterium, 45 minutes prior to the start of your race. An announcement will be made at the finish if the awards are to be postponed. GC, K/QoM and Sprint jerseys will be presented on Monday at the crit, and those in these leader's jerseys will be called up to the front row for the start. Please be sure to arrive at least one hour prior to your race start to collect your jersey from the awards area if you do not yet have one.

Stage 4 Awards will be presented at the conclusion of each race once results are determined and the protest period has expired. This is typically 50 minutes after your race has ended. The top three riders in each field as well as the Sprint and K/QOM winners and the top three riders on GC, must report to the podium. The podium will be in City Hall Park which is on 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 and it is over \$20 it will be sent to you following the race. **On Monday prizes will only be available for the Sprint and K/QoM competitions, and for the top three on Stage 4 and on GC. You must have photo identification to collect your prize money. If you are unable to collect your award it will be sent to you the week following the race.**

CENTERLINE

USAC 3B1 "centerline rule" is in effect for Stages 1, 2, & 3 and will be **STRICTLY ENFORCED**. You must stay **to the right** of the centerline (if the centerline consists of a double line, you must stay to the right of both lines). Riding **on** the centerline, riding to the left side of the centerline to advance position or repeated drifting to the left of the centerline without provocation will result in a GC time penalty. First offense: 30 seconds; 2nd offense: 1 minute; 3rd offense: DQ from the Stage Race. Rumble strips have been installed in places so riding on the yellow line could be rough. If there is no center line, for example on a gravel road, riders shall respect a virtual center line down the center of the road and stay right to avoid oncoming traffic.

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

USAC rule 3B1 is in effect for all Hot Spot sprints, K/QOM sprints, and the finishes except as specified in the stage description.

NOTE: The 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 who have been asked to withdraw will be disqualified from the stage and are ineligible to compete in subsequent stages.

COMPETITIONS

All categories will have a sprint (points) and climbing (K/QoM) competition. Precedence of jerseys if winning multiple competitions is GC, Points, K/QoM.

Sprint (Points) Competition

Hot Spot Sprint (HSS) points will be awarded during Stages 2, 3 and 4 (refer to stage info for HSS specifics). A Sprint Leader's Jersey will be awarded each day (except Friday) to the leader of the Sprint competition. A cash prize (1 deep - winner takes all) will be awarded to the rider with the most Sprint points after Stage 4 in each field. **To be eligible to win the overall Sprint competition a rider must complete all 4 stages and receive a final GC time. If racers are pulled during the criterium, they will be given a calculated finish time and receive a final GC time.** Leaders of the Sprint competition must wear the Sprint Leader's Jersey in any subsequent stage (unless also in the GC lead in which case the GC Leader's Jersey shall be worn). In the event of a tie between two or more riders having an equal number of Sprint points by the end of Stage 4, the winner will be determined by which rider has the higher GC placing.

Climbing Competition (K/QOM)

Climbing points will be awarded during Stages 2 & 3 (refer to stage info for K/QOM point specifics for each stage and each climb). A Leader's Jersey will be awarded after Stage 2 and Stage 3. A cash prize (1 deep - winner takes all) will be awarded to the rider with the most K/QOM points in each field. **To be eligible to win the overall Climbing competition a rider must complete all stages and receive a final GC time. If racers are pulled during the criterium, they will be given a calculated finish time and receive a final GC time.**

Leaders of the Climbing competition must wear the Climbing Leader's Jersey in any subsequent stage (unless also in the GC lead in which case the GC 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 Stage 4, the winner will be determined by which rider has the higher GC placing.

EQUIPMENT RETURN

In the event of an accident, all equipment will be brought to the start of that stage where neutral wheels are staged. Race staff will hold equipment at the end of the day for safekeeping if it is not collected. ITT: Start on Flat Iron Road; Stage 2: Randolph Union High School; Stage 3: Mt. Ellen base; Stage 4: Crit pit Area.

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 littering rule on page 9. Feeders should use care when crossing the road and moving within the feed zone area. For feeding specifics see the specific stage info section.

MAXIMUM TEAM SIZE

In the Men's Pro/1/2 and Women's Pro/1/2/3 no team or club may have more than 9 racers pursuant to **rule 3H2**.

FINISHING

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

Once you have crossed the finish line **DO NOT** turn around and ride back across the finish line. Every stage except the time trial 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, he or she must walk their bike on the grass by the shoulder. Per USAC Discipline Table 8A5a, a monetary fine of \$20 will be assessed for reported infractions.

If you are unable to finish, please report your “DNF” to a race official.

TIME CUT

Per USAC rule 3H6(c)(iv), 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 will not be permitted to start the next stage. When finishing, do not stop and ask the officials at the finish line whether you have made the time cut. Time cut information will be posted with the results for each field and in the Stage Communique. The Chief Referee has the authority to extend the time cut for a particular field, stage, or for any extenuating circumstances.

GENERAL CLASSIFICATION (GC)

Each rider’s individual GC shall be calculated by adding the rider’s time in all individual stages with time bonuses and penalties added or subtracted. Final GC ties will be broken per USAC rule 3H4(c)(i). A GC Leader’s Jersey 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 GC 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 the Sprint or K/QoM 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.

GROUP FINISH

The Chief Judge will place riders in group finishes per USAC rule 3H6(c). The Chief Referee and Chief Judge reserve the right to determine which riders comprise a finish group.

HELMETS

Per USAC rule 1J1, 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 always in effect for all GMSR competitors from the opening of registration through the final awarding of prizes after Stage 4. Per USAC Discipline Table 8A1(a) 1st offense: warning. Subsequent offenses: \$20.

LITTERING

Please respect our roads and our neighbors. Participants who discard bottles or wrappers in unapproved areas will be subject to a **\$100 fine** for the first offense; **\$200 fine** and **1 minute penalty** for a second offense; **\$400 fine and disqualification** for a third offense. Per the USAC Discipline Table 8A4(a) at the discretion of the Chief Referee and Race Director.

Approved areas for discarding litter: **Feed zones**

Under Vermont law, littering is subject to prosecution including a penalty **24 V.S.A. § 2201**.

MISHAPS

Since GMSR is conducted under stage race rules, riders must complete each stage to be eligible to start the next stage and compete for the overall standings. During stages 2 and 3 riders should therefore carry spare tubes/tools so they can finish the stage in case they suffer a mishap and neutral support is not available.

If you are involved in a mishap involving an injury, please report it to an USAC official so that you can receive any required medical attention and so the proper paperwork 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.

See the details for each stage for mishap instructions specific to that stage

PROTESTS

All protests shall be made electronically. If you wish to file a protest you must send it to protest@GMSR.info USAC rules require your protest be made within one hour after the 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. 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 after the race.

Be sure to include the following information in your email:

- o Your Name / Team Name
- o What Race you were in
- o Your Bib Number
- o Your Jersey Color
- o What and why you are protesting
- o If applicable, who you finished in front of or behind
- o Anything else that may help

RADIOS

No two-way radios may be used, and no earpieces of any type may be worn. Audio playback devices are expressly forbidden. Penalties per USAC Discipline Table 8A1(l) & 8A1(m) are significant; \$20-\$500 and disqualification!

RESTROOM FACILITIES

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

First report of public urination at stage starts, finishes, populated areas, or in front of spectators is subject to a \$50 fine. Second offense: Disqualification.



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 on every stage (this does not apply to the citizen's event on Stage 3). Refer to diagram below for proper number placement in each stage.

Position of jersey numbers:

Stage 1 (ITT): Right side & Left Side

Stage 2 (Circuit): Right side & Left Side

Stage 3 (Road race): Right side & back pocket

Stage 4 (Criterion): Left side and back pocket if on the classic course and right side and back pocket if on the alternate course.

The frame number is to be placed inside of the top tube and the down tube, under the seat or rear stay/brake.

Do not trim/fold/reduce the size of jersey or frame numbers.

Reducing the number size makes it extremely hard to read with the result being that a rider may not be placed in a stage. Per USAC 1J7b, riders with folded, trimmed, or otherwise modified bib numbers will not be allowed to start. Any riders that manage to start with such bib numbers will be penalized as follows: First offense: 30 seconds; 2nd offense: 1 minute; 3rd offense: DQ from the Stage Race. There is a \$20 replacement fee for numbers that need to be reissued.



Penalties for failure to wear both numbers and the frame number:

- Bib # – 1st offense: 30 second GC penalty for failure to wear race numbers as prescribed
- Bib # – 2nd offense: 1 minute GC penalty for failure to wear race numbers as prescribed
- Bib # – 3rd offense: Disqualification from GMSR for failure to wear race numbers as prescribed

RESULTS

Race Results & Photo Finish: John Frey, Velocity Results

Results, official race announcements and notices, once available, will be posted online. They will be available on <https://velocityresults.com> as well as the race website, <http://www.gmsr.info>, each evening as soon as they are completed. Links will be posted on the GMSR Facebook Page and GMSR webpage. Stage 4 results, as well as overall GC results, will be posted in City Hall Park as soon as they are completed and online once the race is concluded.

RIDING OUTSIDE PROTECTED AREA

If you are dropped from the peloton and are passed by official & support cars, you are riding outside of the race caravan and its protection. When returning to the peloton, pass vehicles on the right to do so. You may be penalized for unsafe riding or impeding traffic when riding outside of the race caravan of the field you are racing in. While competing, riders who find themselves outside of the protected area (e.g., behind the follow vehicles) during their race are required to obey all traffic laws of the State of Vermont including not riding more than two abreast.

ROAD CONDITIONS

We have worked with the Vermont Agency of Transportation on the state roads we race on. Please be aware that the roads are not crack or pothole-free. This summer Vermont experienced significant flooding so there is more road damage and repair washouts to be aware of. As a racer you must pay attention to the road conditions and use caution to avoid damage to your equipment and yourself. Please be courteous and point out road issues to your fellow competitors when possible. See cautions for each stage for specific hazards.

SIGN-IN

There is no sign-in for Stage 1 (TT) and Stage 4 (crit). For Stages 2 and 3 riders must sign in at least 15 minutes before the announced time of their start. Refer to specific stage information for sign-in location and start time for each stage. The penalty for not signing in: First offense: Warning. Subsequent offenses: \$20 per USAC Discipline Table 8A5(I).

STAGING

Riders must report to the staging area (all stages) no less than 10 minutes before the announced start time. For the Stage 1 Time Trial, riders must enter the start queue 3 minutes before their start time, after which they will advance in the queue every 30 seconds as riders depart. Prior to the start of Stages 2 & 3, the top five on GC as well as the Sprint and K/QOM leaders for each category will be called to the starting line. Prior to the start of Stage 4 the top 10 riders on GC as well as the Sprint and K/QOM leaders will be called to the starting line.

START TIMES

The start times contained in this Technical Guide may be changed. Changes in start times will be posted in the daily communiqué on the GMSR website. Please be sure to check the communiqué every day for any changes.

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. This also applies to riding in a vehicle. Penalties (fines and GC time penalty or disqualification) will be assessed depending on the situation.

During the Time Trial (Stage 1), USAC rule 3E6 covering centerline and passing will be strictly enforced. Per USAC Discipline Table 8A5a & 8C1, a \$20 fine and a time penalty per Table 8I will be assessed for extended and/or repeated pacing. Competitors being overtaken must move to the right and allow the overtaking rider to pass.

TECHNICAL SUPPORT

Competitive Edge Racing Support 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 Discipline Table 8A5a and/or First offense: 1 min GC penalty for all team members; Second offense: DQ for all team members.

NOTE: During Stage 2 & Stage 3, it is your responsibility to be able to repair your own bicycle in the event the support vehicle is ahead of you or is unable to help you.

See the Support Matrix below for stage details. **Competitive Edge Racing Support and neutral wheels will be assisting only the fields to which they are assigned and will not stop to support racers in other fields.** All service is to be done from the right-hand side of the road. You must be stopped to receive service.

Where **Competitive Edge Racing Support** does not provide support, volunteer neutral wheel support will be provided. Please be sure to properly mark your wheels with index cards with your bib number, name, team & number of gears to avoid confusion for volunteers. Wheels-in-wheels-out will apply, meaning only riders who have given wheels to neutral support will be allowed to get wheels (the rule may be waived immediately prior to the start for smaller fields). **Note that neutral-support drivers are not mechanics. They can provide you with a fresh wheel after a mishap and provide as much help as possible, but it is your responsibility to replace your own wheel.** If you have thru axle wheels without levers, please carry the proper wheel removal tool to make a wheel change as neutral support drivers may not have the proper tools.

Wheels will be returned to the Randolph Union High School for Stage 2 and to the Sugarbush Mt. Ellen base area in front of the base lodge after Stage 3. **Please claim your wheels immediately after you finish.** Any unclaimed wheels will be removed from the wheel return area 1 hour after the last field has finished. Any wheels left after Stage 3 will be brought to the wheel pit area at Stage 4. Race organizers are **not responsible** for unclaimed or stolen wheels. Please, if the loss of your wheel(s) will be too much to bear do not put it in the wheel vehicle as wheels have occasionally been reported missing in the past.

Support Matrix		Neutral		
Category	Stage 1	Stage 2	Stage 3	Stage 4
	Friday	Saturday	Sunday	Monday
Men P/1/2	Competitive Edge Racing Support	Competitive Edge Racing Support	Competitive Edge Racing Support	Competitive Edge Racing Support
Women P/1/2/3	Competitive Edge Racing Support	Competitive Edge Racing Support	Competitive Edge Racing Support	Competitive Edge Racing Support
Men 3	Competitive Edge Racing Support	Competitive Edge Racing Support	Neutral	Competitive Edge Racing Support
Men 4	Competitive Edge Racing Support	Competitive Edge Racing Support	Neutral	Competitive Edge Racing Support
Men 40+	Competitive Edge Racing Support	Neutral	Neutral	Competitive Edge Racing Support
Men 50/60	Competitive Edge Racing Support	Neutral	Neutral	Competitive Edge Racing Support
Juniors	Competitive Edge Racing Support	Neutral	Competitive Edge Racing Support	Competitive Edge Racing Support
Women 3/4/5	Competitive Edge Racing Support	Neutral	Neutral	Competitive Edge Racing Support

ANTI-DOPING

All USA Cycling and US Anti-Doping regulations are applicable to the event.

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, rescue vehicles and school buses. Per USAC Discipline Table 8A5(a), 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.

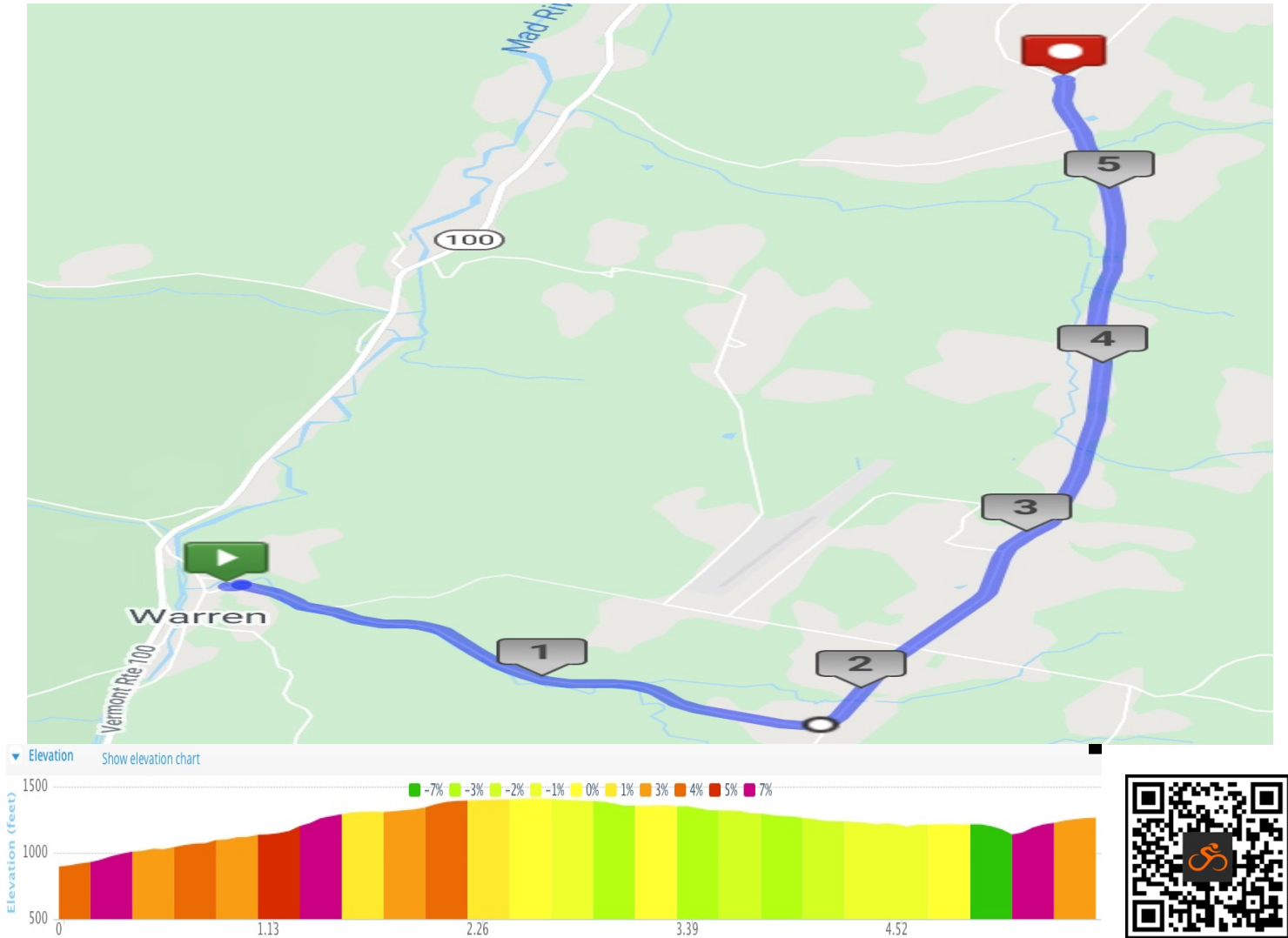
Riders ***MUST YIELD*** to all emergency vehicles. Failure to do so will result in immediate disqualification as well as a monetary penalty and possible arrest and prosecution under Vermont Law.

Warren Individual Time Trial

Friday, August 30

Stage 1

Primary Course



DISTANCE — 5.7 miles/9.2km

ELEVATION — 550ft/168m (but hurts like so much more!)

FINISH BONUS — None

SPRINT COMPETITION — None

K/QOM COMPETITION — None

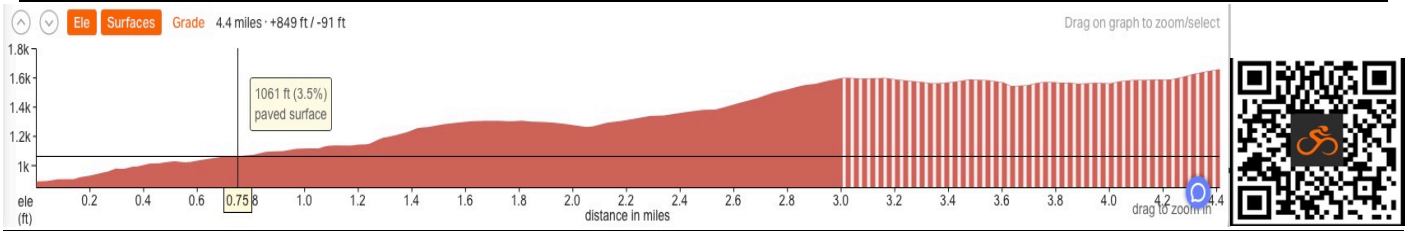
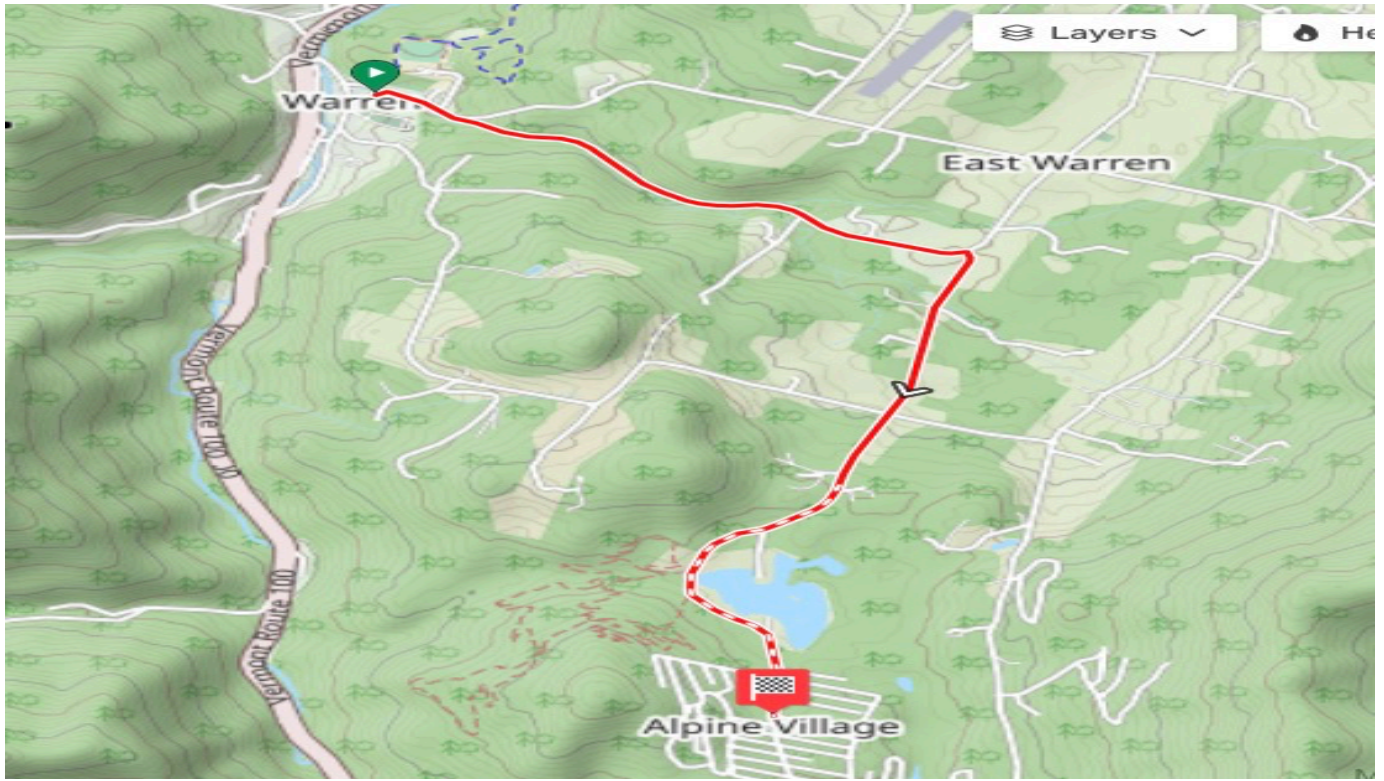
SIGN-IN — None

FEEDING — None

NUMBERS — Left and Right side, frame

START TIMES — Will be posted on the GMSR Website once assigned on Wednesday following the close of registration.

ALTERNATIVE COURSE



DISTANCE — 4.4 miles/7.2km - .4 miles/.8K hard packed gravel

ELEVATION — 849ft/258m

FINISH BONUS — None

SPRINT COMPETITION — None

K/QOM COMPETITION — None

SIGN-IN — None

FEEDING — None

NUMBERS — Left and Right side, frame

START TIMES – Will be posted on the GMSR Website once assigned on Wednesday following the close of registration.

Racers missing their start time should report to the start area as soon as possible to start. Finish time is elapsed time based on the posted start time. Racers who 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.

COURSE DESCRIPTION

The race starts in Warren Village, which is located just off Rt. 100 approximately 6.2 miles from packet pickup at the Village Meeting House. The course starts on Flat Iron Road and takes a gentle right merging onto Brook Road.

Standard Course: After this first right there are no other turns on the course. Brook Road climbs for 2.3 miles until the intersection with the Roxbury Gap Road where it continues straight on the East Warren Road. At this point the course rolls along, trending slightly downhill. At mile 5.2 you will enter the "dip." Once at the bottom you will immediately encounter a short sharp climb. At the Rolston Road intersection, the climb relents, and your legs and lungs burn as you ride the final 500 meters, which is slightly uphill to the finish at the Waitsfield Common Road intersection.

Due to an ongoing paving project on the primary course, we may instead use an alternate course. A course decision will be posted on the website by Thursday as well as at registration Thursday evening and Friday morning.

Alternate Course: After the first right racers will climb Brook Road for 1.5 miles and turn right onto Plunkton Road. There are no other turns on the course. The route rolls and then climbs to Lois Lane where it levels off and passes Blueberry Lake. Once past the lake the pavement ends and there is .4 miles of hard packed gravel road to the finish at Maple Street.

CAUTIONS

- Standard Course - The final 3K has numerous small cracks and holes and filled areas. This is the case for the descent into the dip so please use caution and be alert.

TIME TRIAL SPECIFIC RULES

Only equipment that is permissible for use in a mass start road race under USAC 1I1(g) may be used for the time trial (Stage 1). Disk wheels and TT helmets are permitted. Only current team clothing per USAC 3H5(a) is permitted. Non-team skinsuits are acceptable for the TT. The Chief Referee shall be the final arbiter in any disputes regarding acceptable equipment and clothing.

Neutral Support

Competitive Edge Racing Support will be at the start area and on the TT course at the Roxbury Gap Road Intersection at 2.3m/3.9k or at the Plunkton Road intersection to assist you.

TIME TRIAL SPECIFIC PENALTIES

1. **There is NO PARKING in Warren Village.** Doing so may result in a **\$100 Fine and a 1-minute GC time penalty** at the discretion of the Chief Referee. This will be monitored, and numbers noted. Police will be present, and 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. There is a 1-minute GC time penalty for doing so.**
3. During the time trial, the road is still open to traffic. **ALL** racers must stay to the right (not blocking traffic) at all times except when passing another racer. Riders who have started but have not crossed the finish line will receive a **30-second GC time penalty** for failing to stay on the right.
4. Riders who have finished their race and are returning to the start and who fail to stay right, ride double and/or impede traffic will receive a **1-minute GC penalty and up to a \$100 fine** at the discretion of the Chief Referee. Additional penalties, including monetary fines & disqualification, may be assessed at the discretion of the Chief Referee and Race Director.

Mishaps

Riders suffering a mishap during the Time Trial will receive the time of the slowest rider in their category plus 1 second 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.

Warm up Area

Lincoln Gap Road, which is located off Rt. 100 across from the south entrance to Warren Village provides a climb like that of the racecourse. This is a quiet road and is the best warm-up location. Rt. 100 south into Granville Gulf also has good pavement and provides a series of short climbs.

Restroom Facilities

There will be portolets in the start area, near the north entrance to Warren Village at the Park & Ride and at the finish. Do not urinate in public.

Directions to Race / Parking

Racers may park at the Lincoln Peak Base area and ride to the start in Warren which is 2.4 miles away traveling on West Hill Rd (steep paved descent – use caution) and 4.3 miles traveling on the Sugarbush Access Road. Keep in mind that parking at Sugarbush will result in a good climb back to your vehicle. **DO NOT PARK in Warren Village or at Vermont North Ski Shop at the bottom of the Sugarbush Access Road or on West Hill Road!** **Obey the NO**

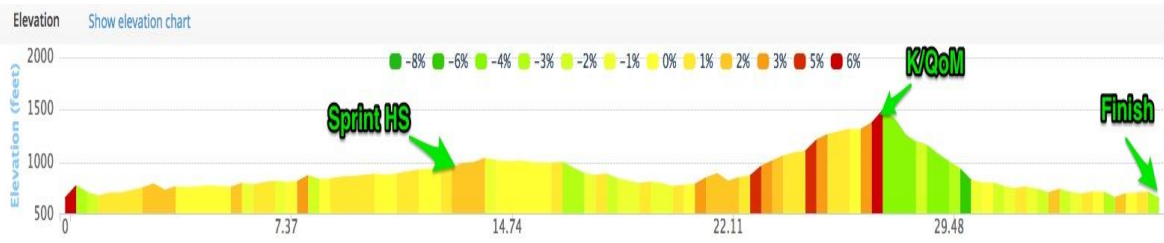
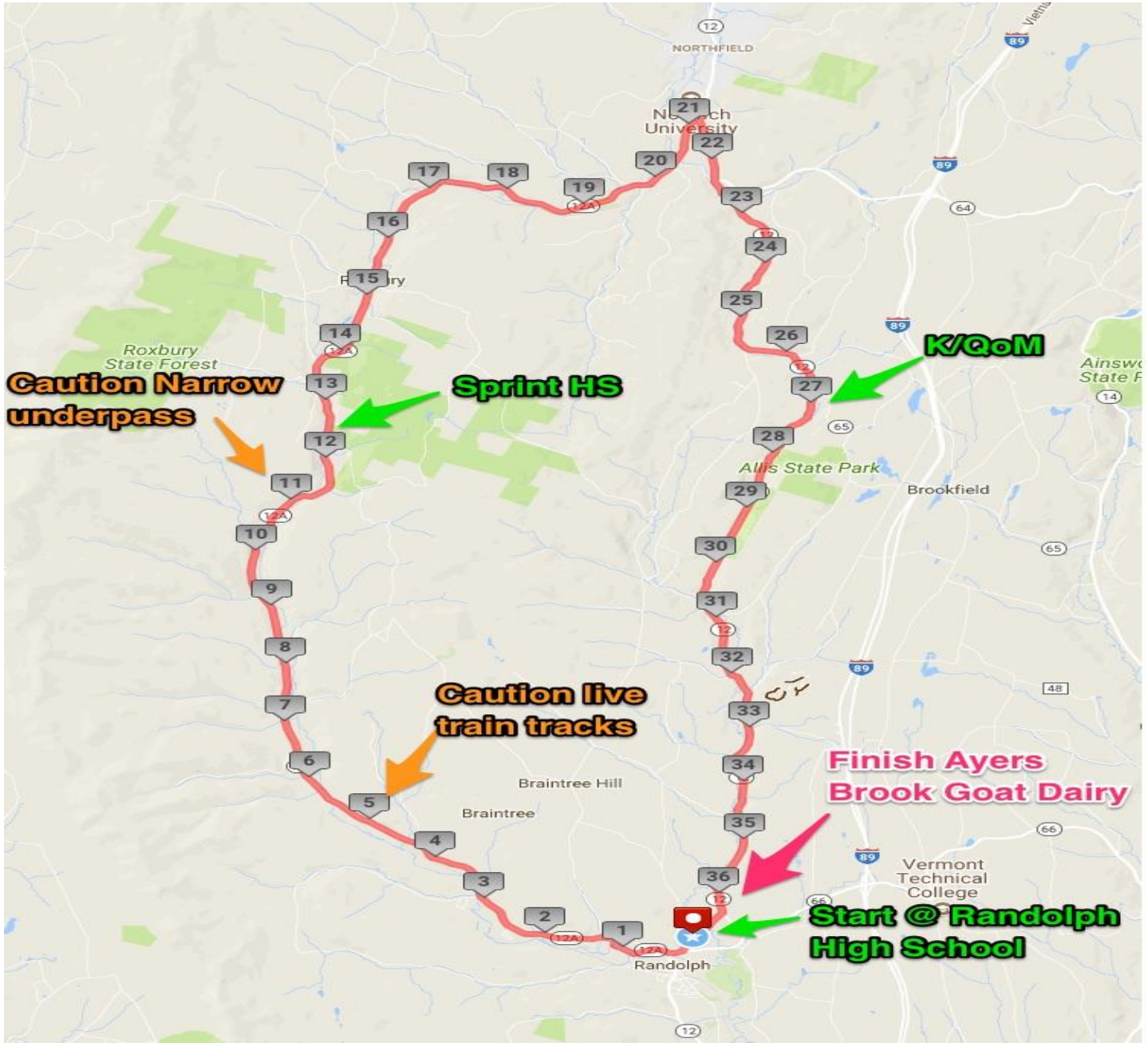
Parking Signs.

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 40+ vehicles.
- Numerous pull offs along Rt. 100 – there are river access pull offs and parking areas all along Rt. 100 heading both north and south of the Village. These may be used to park, but vehicles must be completely out of the roadway.
- Note: When you have finished your race, please return to your vehicle promptly, if possible, and open up your parking spot for later racers. Parking relatively near the TT start is limited.

Randolph Circuit Race

Saturday, August 31
Stage 2



DISTANCE — Women 3/4/Novice, Men 4 - 37 miles/60K (2004 f/611m elev); Women P/1/2/3, Men Cat 3, Men 50/60+, 40+ & Juniors 74 miles/120K (4008 f/1222m elev); Men P/1/2 111 miles/179K (6016 f/1833m elev)

Category	Start Time	Distance	Support
First Wave			
Pro/1/2 Men	8:30	111 miles/179K	Competitive Edge Support
Cat 3 Men	8:40	74 miles/120K	Competitive Edge Support
Master 40+ Men	8:50	74 miles/120K	Neutral
Master 50/60+ Men	9:00	74 miles/120K	Neutral
Second Wave			
Junior	12:35	74 miles/120K	Neutral
P/1/2/3 Women	12:40	74 miles/120K	Competitive Edge Support
3/4/Novice Women	12:50	37 miles/60K	Neutral
Cat 4 Men	1:20	37 miles/60K	Competitive Edge Support

FINISH LINE — The race finishes on a straight section of Rt. 12 at the Ayers Brook Goat Dairy which is .5 miles from the start. Racers may use the entire roadway starting at **500M for all finishing sprints**. Use caution and be alert for any cars in the finishing zone.

There is no parking for spectators at the finish area. There will be a shuttle bus leaving from in front of the high school approximately every 15 minutes that will take you to the finish area as well as back to the high school. Please do not drive to the finish! You can also walk to the finish which is .5 miles/.8K away. If walking, please use caution and be alert to racers and vehicles.

FINISH BONUS — 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)

SPRINT COMPETITION — Two sprints per lap with an intermediate sprint on Rt. 12a at mile 12.5 and a second sprint at the finish line. Points will be awarded 5 deep for the intermediate sprint: 6-4-3-2-1.

- Women 3/4/Novice, Men 4 – 2 sprints
- Men 3, Junior, Masters 40+, Masters 50/60+, Women Pro 1/2/3 – 4 sprints
- Men Pro 1/2 – 6 sprints

K/QOM COMPETITION — One K/QoM location per lap at mile 27.5 (44K) at the top of the Brookfield Gulf climb. Points will be awarded 5 deep: 6-4-3-2-1

- Women 3/4/Novice, Men 4 – 1 sprint
- Men 3, Junior, Masters 40+, Masters 50/60+, Women Pro 1/2/3 – 2 sprints
- Men Pro 1/2 – 3 sprints

SIGN-IN — In front of the main entrance to the high school.

FEED ZONE — On the rise across the street from the start at the high school.

NUMBERS — left side and right side, frame.

GEAR RECOMMENDATIONS — 34x25 – 39x27

EMERGENCY MEDICAL SERVICES - At the finish area and in the race caravan.

Distance		Description
Miles	KM	
0	0	Start at Randolph Union High School
0	0	Left onto Rt. 12
0.3	0.5	At stop right onto Rt. 66/Rt 12
0.5	0.9	Right onto Rt. 12a
0.7	1.1	Racing Starts at Randolph Rec Fields
5	8	Caution Live Railroad Tracks
11	18	Caution Narrow Underpass STAY RIGHT!
12	20	Sprint Hot Spot
15	24	Entering Roxbury Village
21.2	34	Right onto Rt. 12
27.5	44	K/QoM Hot Spot - Top of Brookfield Gulf
27.6	44.2	Caution winding descent with poor pavement
37	60	Finish Ayers Brook Goat Dairy

COURSE DESCRIPTION

The course starts at the Randolph High School on Forest Street/Rt. 12 in Randolph. There will be a neutral rolling start of .7 miles (1.1K) until at the Randolph Recreation fields on Rt. 12a. At mile 5 (8K) racers will cross a live and active railroad track. Please use caution here as the crossing is not perpendicular to the road. Also be alert for approaching trains and stop as required. At mile 11 (18K) the road narrows as you pass under a narrow railroad bridge – please be sure to be on your side of the yellow line. The first sprint hot spot is at mile 12 (20K) near Cram Hill Road. Racers will ride through Roxbury and into Northfield where the course turns right onto Rt. 12 south. The single K/QoM will come at mile 27.5 (44K) is at the summit of the Brookfield Gulf. From the K/QoM there is a fast twisty downhill for 5 Miles (8K) with some poor pavement. The finish and second sprint hot spot is at Ayers Brook Goat Dairy at 37 miles from the start. It is a .5m/.8K from the finish to return to the high school.

CAUTIONS

1. The intersection of Rt. 12 where it enters Rt. 66 just after the start is unusual. The first lap will be neutral and there will be police, please use caution and follow the directions of the police/marshals.
2. There is a railroad crossing at mile 5. It is a newly rebuilt crossing but at a slight angle to the road. Use caution. This is a live crossing! Be alert to approaching trains. You must stop for trains. Failure to do so, or trying to race across the tracks in front of an approaching train will result in immediate disqualification from the stage race (as well as a worse fate if you do not make it).
3. At mile 11 (18K) the road narrows as you pass under a railroad bridge – please be sure to stay on your side of the yellow line.
4. Some of the newly paved sections of Route 12A have a rumble strip on the yellow line.
5. The descent from the K/QoM in the Brookfield Gulf has some cracked and broken pavement.

MISHAPS

Any rider suffering a mishap within the last 3 kilometers 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 Race Jury shall determine how to place any rider that is unable to finish or is outside the time cut due to a mishap. Generally, the rider will be given his/her actual place and time across the finish line (or last place in the stage if unable to cross the finish line) and the rider will be allowed to start the next stage.

WHEEL SUPPORT

Competitive Edge Race Support will support the listed fields in the matrix above. Neutral support will be provided for other fields. 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 vehicles, which will be in the staging area near the start.

Be prepared to fix a flat tire as the service vehicles usually go with any break and support for other fields will not provide service for racers not in the field they are supporting. Competitive Edge Race Support and neutral support vehicles will not stop to assist riders in any field other than the one they have been assigned to.

It is your responsibility to be able to repair your bicycle in the event the support vehicle is unable to help you. Volunteer neutral support vehicle drivers will do their best to help you get back on the road as quickly as possible, but they are not bicycle mechanics. If you have thru axle wheels without levers, please carry the proper wheel removal tool.

Note: All neutral wheels will be returned to the start at the high school once your field has finished.

WARM UP AREA

Racers may warm-up by riding north on Rt. 12 prior to the last start of the first wave. For the second wave warm-up on Rt. 66 heading east. You can access Rt. 66 from the high school parking lot. This is a busy road so please be courteous and use caution.

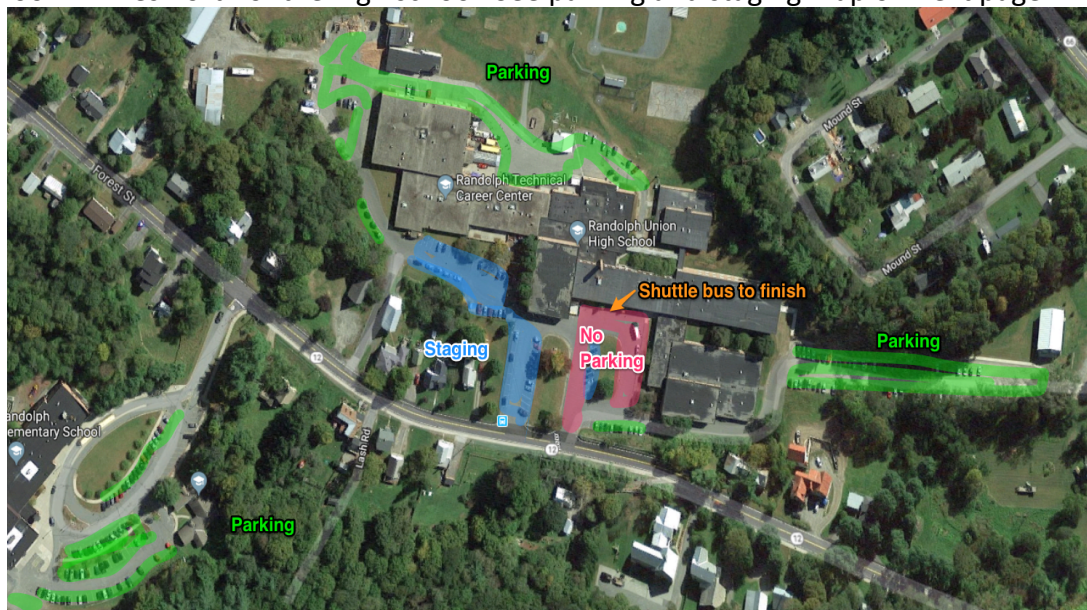
RESTROOM FACILITIES

Portolets are located at the start area and the finish.

Directions to Race – Address 15 Forest Street (Rt. 12), Randolph, VT 05060

- *From the the Mad River Valley:* Brook Road (TT course) to the Roxbury Gap Road. Take a right onto Rt. 12a to Randolph. Take Rt. 66 east and at the 4 way stop sign take a left onto Forest Street/Rt 12. The high school is on your right. Plan for a 50-minute drive.
- *From the north:* I-89 south to exit 4 (Randolph Exit). Take a right at the end of the exit ramp onto Rt. 66 west to the 4 way stop and take a right onto Forest Street/Rt 12. The high school is on the right.
- *From the south:* I-89 north to exit 4 (Randolph Exit). Take a left at the end of the exit ramp onto Rt. 66 west to the 4 way stop and take a right onto Forest Street/Rt 12. The high school is on the right.

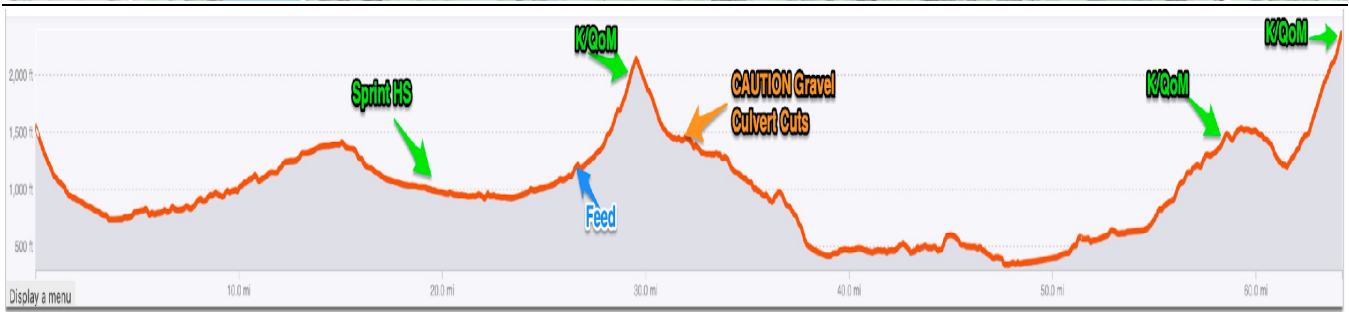
Parking is at the high school. There is parking behind the school (turn right after entering) and a large parking lot on the left when you enter. There is no parking in the staging area in front of the school. You may also park at the elementary school .1 miles north of the high school. See parking and staging map on next page.



Verge Sport Mad River Road Race

Sunday, September 1

Stage 3



DISTANCE

All fields **except** Men Pro/1/2 – 64.7 miles /104 K (6031ft/1838m elev). Men Pro/1/2 – 76.1 miles/124.5K (7051 ft/2149m elev)

SIGN-IN

Mt. Ellen Base Lodge - 626 Mt Ellen Rd, Waitsfield, VT 05673. Sign-in for Stage Racers starts at 7:30 am. Registration & number pick-up for the open road race starts at 7:00am.

GEAR RECOMMENDATIONS — 34x28 or 39x30 or easier. Steepest pitch is over 20%.

NUMBERS — Right side and back pocket, frame

Start Times

Category	Time	Distance	Support
Open Road Race	8:10 am	64.5 miles /104 K	None
Cat 3 Men	8:30 am	64.5 miles /104 K	Neutral
Men 40+ Men	8:40 am	64.5 miles /104 K	Neutral
Men 50/60+ Men	8:50 am	64.5 miles /104 K	Neutral
4 Men	9:00 am	64.5 miles /104 K	Neutral
P/1/2/3 Women	9:10 am	64.5 miles /104 K	Comp Edge Support
3/4/Novice Women	9:15 am	64.5 miles /104 K	Neutral
P/1/2 Men	9:50 am	75.1 miles /122 K	Comp Edge Support
Junior Men	10:00 am	64.5 miles /104 K	Comp Edge Support

FINISH BONUS

No finish bonus

SPRINT COMPETITION

There is one sprint during this stage: on Route 100 in Granville, approx. 18.3 miles into the race. Points will be awarded 5 deep: 6-4-3-2-1.

CLIMBING COMPETITION

There are 3 K/QOM sprints during this stage (4 for the P/1/2 Men). Look for signs and finish banners.

1. Summit of Middlebury Gap at mile 29.8 (48k). Points will be awarded 5 deep: 10-8-6-4-2
2. Near summit of Baby Gap climb in Jerusalem at mile 58 (94.8). Points will be awarded 5 deep: 8-6-4-2-1
3. Summit of Appalachian Gap (Finish Line) Mile 64.5 (104k) and 75.1 (122k). Points will be awarded 5 deep: 10-8-6-4-2
4. Sugarbush Access Road (P/1/2 only) at mile 8.6 Mile (14k) Points will be awarded 5 deep: 5-4-3-2-1

CONTROLLED START

The start of each race will be controlled for approximately 4.5 miles until the entire caravan has turned onto Route 100 at the Eagles Resort driveway.

Mad River	Road	Race Main Loop
Miles	KM	Description
0	0	Start at Mt. Ellen Base Area
0.67	1	Left turn onto German Flats
1.75	2.8	Right turn onto Rt. 17 East
3.5	5.6	Right turn onto Rt. 100 South - Racing begins at the Eagles Resort driveway on right
3.6	5.8	CAUTION short gravel section where pavement washed out
14.5	23.3	Caution Moose Area next 2 miles
18.2	29.6	Hot Spot Sprint Finish
23.6	38	Right turn Rt. 125 Middlebury Gap

27.3	44.7	Feed Zone
29.5	47.8	K/QOM
29.9	48.1	CAUTION the top 3 turns are decreasing radius and very challenging. Do not go out over the fog line!
		CAUTION Middlebury Breadloaf Campus
35	57	CAUTION Possible rough road or pavement change below Ripton
38	61	CAUTION-SLOW VERY SHARP RIGHT ONTO BRIDGE IN EAST MIDDLEBURY
39	63	Right turn onto Rt. 116
50	82	Right turn onto Hewitt Road
50.7	83.1	Left Turn onto South Street
51.3	83	Right turn onto Main Street (Rt. 17) in Bristol USE CAUTION!
51.3	83	Caution Downtown Bristol - cars backing out & pedestrians crossing
52.9	86.7	Caution - Lincoln Gap Road Intersection
55.6	89	Right turn onto Rt. 17 (start of Baby Gap)
		Neutral Feed Zone – Bristol Memorial Park
58.6	94.3	Jerusalem Store on right Caution
58.9	94.8	K/QOM
59.7	96.1	Top of the Baby Gap
61.5	99	Caution Gore Road Intersection stay right of any vehicles in roadway
61.5	99	Start of App. Gap Climb
64.3	103.5	Caution - Moose Area
64.5	104.5	Finish at the summit of the App. Gap

COURSE DESCRIPTION

A point-to-point race that starts at the Sugarbush Ski Resort Mt. Ellen Base area in Fayston, passing through the scenic Vermont towns of Warren, Granville, and Hancock while traveling through the Mad River and White River valleys on Route 100. The course then turns right for the first of two ascents of the Green Mountains. The first ascent is up the Middlebury Gap where the steepest grade is 18%. After pushing over the summit racers will descend the twisty west side of the gap passing Middlebury College’s historic “Bread Loaf Campus” and through Ripton, former home to Poet Robert Frost. Once through East Middlebury the course rolls along Rt. 116 until a right turn onto Hewitt Road. Racers next encounter a short sharp climb into downtown Bristol on South Street. The course then follows flat roads for 4 miles to the day’s final challenge - 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 4K, but it twists and turns and climbs very steeply in sections. As racers approach the last pitch, the canopy of trees opens, 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 and a chalked road to help racers push to the finish.

Notes of Caution

1. The Mt. Ellen Access Road has several large potholes and cracks. Please be alert and leave plenty of space between riders so that you can see them as the racing has not started.
2. Be alert to washed out shoulders and sections of paved road on German Flats, Rt. 17 and Rt. 100.
3. Please be **alert for moose** in Granville Gulf and on the climb up Appalachian Gap from 2k to approximately 300m to go. These animals frequent these areas and often cross the road and walk on 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 unpredictable ways when startled.

4. **The first three turns off the summit of the Middlebury Gap** have been a challenge for racers. While the road has been rebuilt and improved, please use **EXTREME CAUTION** after you crest the summit until you have passed the Middlebury Snow Bowl entrance. Please slow down for these turns. You will have plenty of downhill left to catch racers ahead of you. You will never catch up if you crash here. **PLEASE BE SMART mind the flagger and use CAUTION. Do not ride over the fog line in the third turn as this is a decreasing radius turn and you will end up in the trees!**
5. The bridge in Ripton village can be a challenge. Please slow down and stay in your lane.
6. **Extreme Caution:** west of Ripton Village there has been bank stabilization work. The road could be rough or there could be new pavement with a slight lip.
7. The **East Middlebury Bridge** near the bottom of the descent is a **VERY** hard right. The road in this area steepens sharply. Please mind the flagger and **slow down** to make the turn here in your lane.
8. In Bristol the right turn off South Street (short steep climb) has changed. Please stay as far right as possible once you have reached the top and the Rt. 116/17 intersection.
9. In Bristol be alert for pedestrians crossing the road and **yield the right of way to any pedestrians crossing.**
10. As you approach the final 4K of the course, vehicles will be turning left off the course. We will have police, flaggers and marshals to move the vehicles but please be alert for possible stopped vehicles and pass on the right.
11. The final 4K climb to the summit of App Gap is closed to traffic, but there will still be local traffic so please be alert.
12. The descent down App Gap after the race is technical and requires your full attention. Remember the racing is over please use caution as we had had serious crashes here. Once off the descent there are significant gravel sections where the pavement was washed out in the July flooding. Please use caution.

EMERGENCY MEDICAL SERVICES

In Ripton on Rt 125 Middlebury Gap, Summit of App Gap (finish) as well as in race caravans.

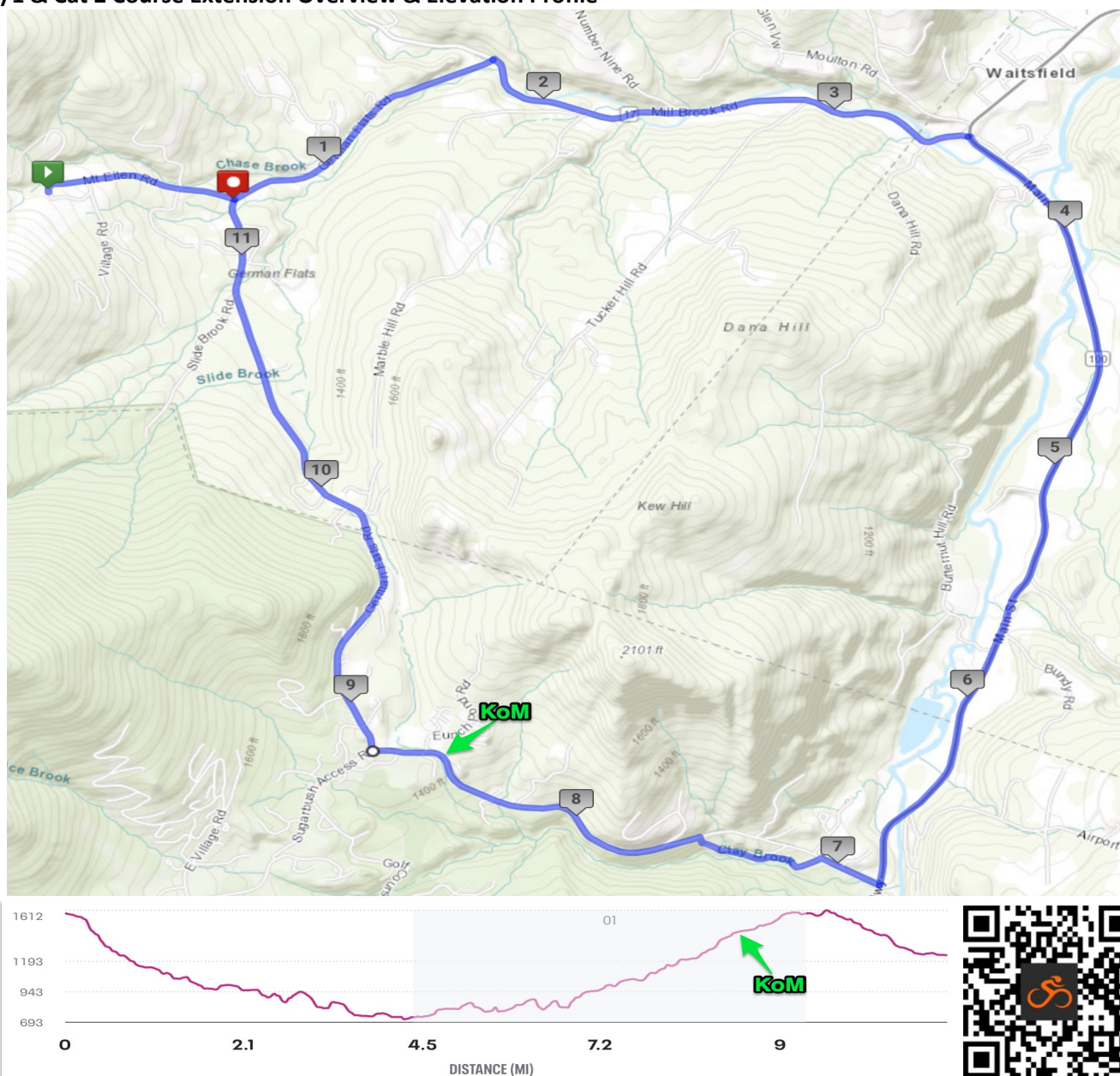
For the Men Pro/1/2 only we have an extra 11-mile/18k loop and 1021 feet of climbing for your racing pleasure. This extension starts at Mile 6.8/KM 23.3 once completed you will be on the main 64.5-mile loop, above.

Mad River	Road	Race P/1/2 Only Loop
<u>Miles</u>	<u>KM</u>	<u>Description</u>
0	0	Start at Mt. Ellen Base Area
0.67	1	Left turn onto German Flats
1.75	2.8	Right turn onto Rt. 17 East
3.5	5.6	Right turn onto Rt. 100 South - Racing begins at the Eagles Resort on right
6.8	23.3	Right turn onto the Sugarbush Access Road
8.6	14	KoM HS
8.8	14.4	Right turn onto German Flats Road
11	18	Rejoin the Mad River Road Race Loop at Mt. Ellen Access Road

COURSE DESCRIPTION

This extra loop follows the Mad River Road Race route, but racers will take a right onto the newly paved Sugarbush Access Road, where they will face a ramped climb of just over 1000 feet. The ramps vary in grade and length, culminating with a KoM by Alpine Options at mile 8.5/14K. The climb continues gradually after the KoM for .5 miles/.9K. Racers will turn right onto German Flats Road where they will rejoin the Mad River Road Race route at the bottom of the Mt. Ellen Access Road.

Men P/1 & Cat 2 Course Extension Overview & Elevation Profile



Notes of Caution

1. There is one sharp turn on a fast downhill on German Flats Road, below Sugar Run Condos (mile 9.7/16K). Use Caution as there is a large pothole in the center of the lane.
2. Use Caution near the shoulder of German Flats Road as there are pavement washouts.
3. Use Caution as you turn off German Flats Road onto Rt. 17.

PARKING AT START

Mt. Ellen Base Area – Fayston.

DIRECTIONS TO START

- **From the north:** Take 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. Head 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:** Take I-89 north to exit 9 (VT 100B). Head east on Rt. 2 to get to Rt. 100B. Head south on Rt. 100B to Rt. 100. Continue south Rt. 100 through Waterbury and Waitsfield to Rt. 17.

Head 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:** Take Rt. 17 east over the Appalachian Gap turn right onto German Flats Road and look for Mt. Ellen base area turn on the right (approx. 1.3 miles).
- **From the south:** Take Rt. 100 north to Rt. 17. Turn west on Rt. 17 approx. 2 miles and turn left onto German Flats Road and look for Mt. Ellen base area on the right (approx. 1.3 miles).

NEUTRAL SUPPORT

During this stage Competitive Edge Support will only support the following categories: Men Pro/1/2 and Women P/1/2/3, and Junior fields. They will not stop to assist riders in other categories.

Wheel cars will be provided for all other categories except the open race. Please be sure to put wheels in the vehicle if you would like service if you flat.

All riders should be prepared to fix a flat tire, as the service vehicles will go with any significant break.

MISHAPS

During Stage 3, the 3-kilometer rule does not apply (USAC 3H6cii). You must report the mishap to the officials as soon as possible. The Race Jury shall determine how to place any rider that is unable to finish or outside the time cut due to a mishap. Generally, the rider will be given his/her actual place and time across the finish line (or last place in the stage if unable to cross the finish line) and the rider will be allowed to start the next stage.

FEED ZONES

Parking is in a small pull-off on the right side of the road at mile 27.3. Look for signs for “start feed” by the road. Do not park on the roadway. Please pick-up all trash. Because of the small size of the parking area please depart promptly once you have fed your racer(s).

All feed zone vehicles should depart for the feed zone prior to the stage start. They may not pass any race caravans. Per USAC rule 4H3, there is a \$150 fine for reported infractions. After leaving the feed zone, vehicles must follow the course in reverse. Because riders still have roughly two hours to go to the finish after the feed zone, you should have plenty of time to return to the Mad River Glen parking area and get the shuttle bus to the finish area to greet your rider(s). Feed zone vehicles passing race caravans will be fined and have their riders disqualified.

WARM-UP AREA

Racers may warm-up on the roads of the Mt. Ellen base area. 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 downhill from the finish.

COOL-DOWN/FINISH AREA

Racers must stop at the finish area for a minimum of 5 minutes to let the blood return to their brains and hands before descending the east side of the gap. This requirement has greatly reduced the number of injuries suffered after the race on the descent allowing EMS to stay in place at the finish. Violation of this rule will result in a 1-minute GC penalty and a \$50 monetary penalty. There is new pavement from just east of the finish to the Mad River Barn. Remember the race is over so no need to try to achieve top speed on this descent with one more stage to race.

Racers are welcome to remain at the finish area at the top of Appalachian Gap to watch the race and cheer on teammates. 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 climb back to the start.

SPECTATING AT THE FINISH

Spectators are encouraged to be at the finish. Please practice social distancing and use a mask when you cannot do so. There is plenty of space to spread out on the final climb. 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. Shuttle buses will be running from the Mad River Glen Parking lots to near the finish on Rt. 17 starting at 10:00. Please flag the bus down for a ride. You may also walk to the finish but please use caution on Rt. 17. It is .8 miles/1.3K from the upper Mad River Glen parking lot to the finish area (all steeply uphill). Arrive early to chalk the roadway! Sidewalk chalk will be provided by the race organizers to spectators for writing messages and drawings of welcome and encouragement on the pavement to their favorite riders. Rt. 17 east-bound will be closed at the Gore/Main Road intersection. If you plan to approach from that direction, be past this intersection prior to 11:15AM when the road closes!

THE ABOVE AND BEYOND SUPPORT STAFF AFTER-RACE GRAVEL BIKE RIDE!

Sunday, September 1st @ 4:00 pm

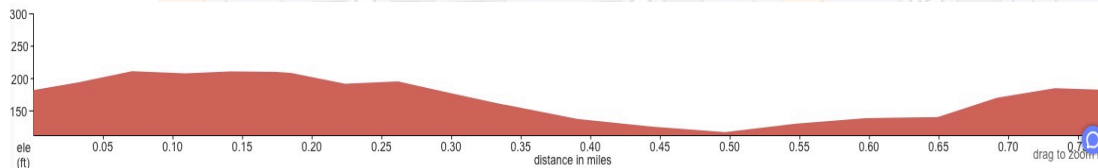
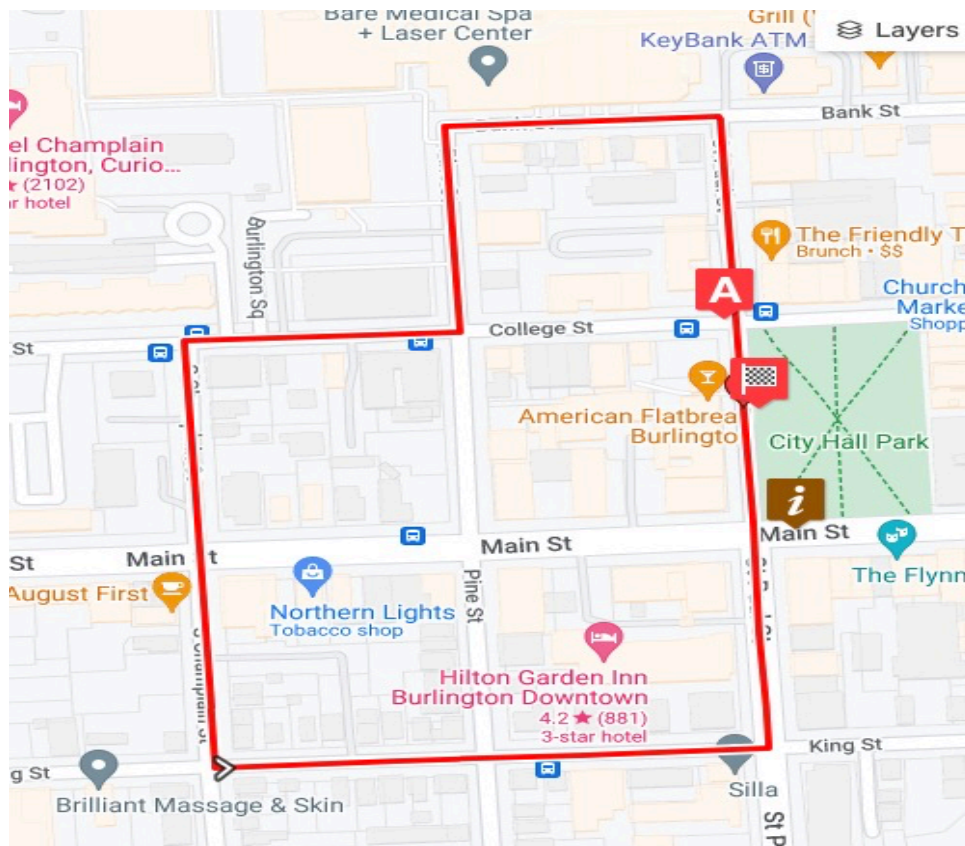
This is a GMSR tradition (now in its 21st year) encouraging all support staff (team managers, coaches, mechanics, feeders, officials, spouses, significant others, parents, race staff, etc.) to come out for a fun bike ride. The ride will depart from the parking lot at Bridge Street by the covered bridge in Waitsfield. It will be led by your intrepid, but now exhausted (as well as very undertrained), Race Director Gary Kessler (feel free to offer a push up any hill), who will no doubt need to ride after watching all the racers finish at the top of the App Gap.

The ride will depart at 4:00 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 through the scenic Mad River Valley. **Note** there is no course map to keep you from getting too far ahead. The pace will be moderate and anyone going off the front will be forced to do a penalty lap (explained on the ride) at the top of any climb. Steady rain, lightning, hail, sleet, or snow cancels the ride (check the GMSR Facebook page for a cancellation notice). Expect lots of fun and at the conclusion of the ride as we will visit a local tap room for some beverages and finger food, with the tab picked up by your now thirsty race director.

Richard Tom Foundation Burlington Criterium

Monday, September 2

Stage 4



DISTANCE

One kilometer (.8 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.

CONTROLLED START

The start of each race will be controlled for +/- ½ a lap. This means the pace will be slow so riders can get clipped in and settled. Riders may not ride the bumper or pass the pace car.

CAUTIONS

1. **Do not leave your bike unattended at any time.** Bike theft has become a significant issue in Burlington. Please always keep your bike in your sight to prevent theft. This includes bike racks on your vehicle.
2. Please **do not ride the course at race speeds until the course is fully secured** on race day.
3. The course has some irregular pavement, manhole covers and grates. ***Due to the technical nature of this course and irregular surface conditions, participants are strongly encouraged to make a walking***

inspection of the course to become familiar with the location of manholes and catch basin covers. USE EXTREME CAUTION.

- 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.

EMERGENCY MEDICAL SERVICES

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

ESTI START TIMES/DISTANCES

Except for the first race of the day (which begins at 8:15AM), 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>Staging Time</u>	<u>Start Time</u>	<u>Laps/Distance</u>
Masters 40+ Men	8:05	8:15	20 Laps - 16m/25.7K
Masters 50/60+ Men	8:45	8:55	20 Laps - 16m/25.7K
Cat 4 Men	9:25	9:35	20 Laps - 16m/25.7K
Cat 3/4/Novice Women	10:05	10:15	20 Laps - 16m/25.7K
Cat 3 Men	10:50	11:00	25 Laps - 20m/32K
Junior	11:40	11:50	25 Laps - 20m/32K
Pro/1/2/3 Women	12:25	12:35	25 Laps - 20m/32K
Pro/1/2 Men	1:15	1:25	35 Laps - 28m/45K

SIGN-IN AREA

No Sign-in for Stage 4

FEED ZONE

None

MISHAPS

For Stage 4, THE FREE LAP RULE IS IN EFFECT UNTIL LAP CARDS SHOW 6 TO GO. The Free Lap Rule (3D5) is in effect for any rider who punctures or suffers a legitimate mishap. No free laps will be granted once the lap cards show 6 to go. After 6 laps to go, riders will be given a calculated time as if they were pulled from the race at the finish line unless the mishap happened after 3 laps to go, in which case the rider will be given the same finish time as the group they were with at the time of the mishap.

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.

Due to the length of this course (.8 miles), up to two laps per mishap may be allowed. Riders granted a free lap will be returned 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 1M2, 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 rung in 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.

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 USAC Official. All pulled racers will 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 be placed in the final GC results.

Any rider who drops out at any time for any reason other than at the direction of a USAC official 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.

PARKING

There is parking along St. Paul Street and along Main Street (between Church Street and No. Winooski Street) and in various other places outside the course perimeter.

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.

WARM-UP AREA

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

CRITERIUM SPRINTS & PRIME SCHEDULE

Sprint Lap (to go)			40	35	30	25	20	15	10	5	FINISH	TOTAL \$
Field	Laps											
Men 4 Men 40+ Men 50/60+ Women 3/4/Novice	20	Points Sprints						HSS	GC	HSS	FSP/GC	
		Primes						\$50		\$50		\$100
Juniors	25	Points Sprints					GC	HSS	GC	HSS	FSP/GC	
		Primes					\$50	\$50	\$50	\$50		\$200
Men Cat 3	25	Points Sprints					GC	HSS	GC	HSS	FSP/GC	
		Primes					\$75	\$75	\$75	\$75		\$300
Women P/1/2/3	25	Points Sprints					GC	HSS	GC	HSS	FSP/GC	
							\$100	\$100	\$100	\$100		\$400
Men P/1/2	35	Points Sprints			GC	HSS	GC	HSS	GC	HSS	FSP/GC	
		Primes			\$50	\$100	\$50	\$100	\$50	\$100		\$400

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

GC = General Classification time bonus sprints are 4 deep: 8-6-4-3 (seconds)

FSP = Finish Sprint Points are 5 deep: 10-7-5-3-1 (points)

FGC = Finish GC time bonuses are 5 deep: 15-11-8-5-3 (seconds)

All Primes are 3 deep

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

\$75 primes: 1st=\$35, 2nd=\$25, 3rd=\$15

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

Prize Value Breakdown

Place	W P/1/2/3 Men P/1/2		Men 3		Men 4, 40+, 50/60+, W 3/4/Novice		Junior	
	Daily	G.C.	Daily	G.C.	Daily	G.C.	Daily	G.C.
1	\$225	\$600	\$160	\$420	\$60	\$200	\$160	\$400
2	\$160	\$450	\$110	\$320	\$40	\$150	\$110	\$300
3	\$100	\$300	\$80	\$260	\$20	\$100	\$80	\$250
4		\$250		\$180		\$70		\$180
5		\$200		\$120		\$50		\$120
6		\$150		\$100				\$80
7		\$100		\$80				\$60
8		\$60						
Daily Totals	\$1,940		\$1,400		\$480		\$1,400	
Primes Totals	\$400		\$300		\$100		\$200	
Sprint		\$225		\$160		\$50		\$130
K/QOM		\$225		\$160		\$50		\$130
Totals	\$2,340	\$2,560	\$1,700	\$1,800	\$580	\$670	\$1,600	\$1,650
Grand Totals		\$4,900		\$3,500		\$1,250		\$3,250

1. Prize money for Stages 1, 2, 3 & 4 will be paid at the awards ceremony for that stage.
2. Prize money for GC will be paid following Stage 4 **ONLY to the top 3 GC places**. Prize money for all places below the top 3 will be paid electronically the week following the race.
3. Prize money for K/QoM and Sprint competition winners will be paid following Stage 4.
4. All primes from the Criterium will be paid the week following the race.
5. In the event of a GC tie, USAC Rule 3H4(c)(i) covers how the tie will be resolved.
6. Racers must present photo identification and sign when collecting prize money on Monday.
7. Sprint and K/QOM prize money is 1 deep for the entire stage race (winner takes all).