



**2008**  
**Joe Martin Stage Race**  
**Volunteer Bible**

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# Thank You



May 7, 2008

Dear Volunteer:

Ourselves, Bruce Dunn (the promoter), the race committee and the 600+ riders from more than 40 states and 17 foreign countries racing this year, want to thank you for taking the time and effort to help make this year's Joe Martin Stage Race a world-class event. Without your help, this race would fall apart and your efforts are truly appreciated.

As a way to show our appreciation, we will be hosting a volunteer appreciation party at the Dickson Street Ballroom on May 21st at 6:00pm with all you can eat food provided by Jose's and all you can drink beverages from McBride Distributing. In addition, there discounts at area merchants and restaurants all weekend long. Check out the next page for the list of discounts.

Also, we are curious how we can make this race a world-class event for the volunteers as well as the racers. If you know of ways I can improve the volunteering experience, we would love to hear them. Feel free to e-mail us at either [Dlagrone@cox.net](mailto:Dlagrone@cox.net) or [Blagrone@cox.net](mailto:Blagrone@cox.net) with any ideas.

Look forward to seeing you next year!

Sincerely,

Dean and Bonnie LaGrone  
Joe Martin Stage Race  
Volunteer coordinators

# Maps & Course Directions

# Friday Pro Race Course Map

# Friday Pro Race Course Directions

# Friday Pro Race Detailed Finish Map

# Saturday Morning Road Race Course Map

# Saturday Morning Road Race Course Directions

## Thursday & Saturday Time Trial Map

## Sunday Criterium Detailed Map

# Position Descriptions

## Registration

Registration volunteers are responsible for accurately getting everyone in the race signed up. If you are registering riders there are several important things you must verify for each rider every time. They are:

1. Make sure they have a current USCF or UCI (for the pro's) license. The USCF license should have a red band across the card below the words "USA Cycling Domestic Member License". If it does not, and they are not purchasing a new license, have them visit George Heagerty.
2. If they do not have a license, they must either purchase (2) one-day licenses, purchase an annual License, or visit George Heagerty at the USA Cycling table.
3. Each Rider **must** sign a Standard Athletes release form. If they have not signed a form they can not register. **NOTE:** Juniors, under the age of 18, must have a parent or legal guardian sign the Standard Athlete's Release Form.
4. Each rider must pay, unless they race for Tyson racing. Do not issue their race number until they have paid.
5. When riders ask you what side to wear their numbers, tell them to refer to the race bible.

## Official Driver

Official drivers probably get the best seat in the house for watching the race. You are responsible for carrying the official so he can watch the race. There are several important things to remember when driving an official:

1. Pay Attention to the race in front of you. We do not want you hitting a rider.
2. You may be asked to drive illegally. If you are, only do so to the limits that you are comfortable. If you are not comfortable driving in a manner asked by the official, or feel it compromises the safety of the racers, tell him/her. They will understand.
3. Set the tripometer in the car to zero before starting. The official should ask you to do that, but occasionally they forget.

## Wheel Vehicle Driver

You are the support truck for the racers. When you see a rider pull off to the side of the road, you are responsible for helping him/her get back into the race as fast as humanly possible.

The wheel vehicle usually stays with the main pack. If it looks like the main pack is leaving someone behind (he'll usually be several hundred yards back), do not wait with the lagging rider. Go around him and rejoin the main pack

There are several things to watch for that can help get the racer back in the action:

1. Watch for hand signals. Experienced racers will tell you which tire is flat by raising a hand. A right hand means rear tire (both rear and right start with "r") and a left hand means front tire. Most racers will tell you what kind of wheel they need.
2. After you have gotten them a wheel, hold either the handlebars (if it's a front wheel) or seat post (if it's a rear wheel) up so that the racer has clearance to get the old wheel off and the new wheel in.
3. Once the wheel is on and the racer is back on the bike, push the racer from the small of the back as they get going. Run alongside the racer while pushing for 10 meters.
4. Get back in the truck and rejoin the main pack.

It is a good idea to take refreshments and snacks with you; a small note pad and something to write with will be useful. If you have a cell phone, you might make sure that you have a number for someone at the staging/start area who might have access to the Chief Referee.

The wheel policy at the Joe Martin is "wheels in/wheels out". This means that racers who have a spare wheel/s can get a spare wheel if needed should their "start" wheel flat or break for any reason.

**NOTE:** There are so many racers at this race, not all of their wheels will fit in you truck. DON'T try to put all the wheels in there. Assure the racers that if they brought a set to exchange, and it does not wind up in the truck, they may still receive wheels

It is a good idea to sort or arrange the wheels to have ready access to them, racers SHOULD have their wheels tagged; the size and type of your vehicle will dictate the scheme, I usually try to separate rear from front wheels when possible. It is often difficult to avoid the inevitable mess/jungle of wheels.

When the race starts, put your vehicle's flashers on and position your vehicle on the road behind the pack of the race you are supporting. There is no set rule for this but obviously you can be too close. Try and stay close enough so that passing civilian traffic CANNOT get between you and the pack.

Be aware of what is happening behind you, make sure that you show the following civilian traffic that you are aware of their presence, stick your hand, palm open and back, no "fingers", out the window!

If you can see far enough ahead of the pack that the following traffic can make a safe and prudent pass of the pack, PULL OVER and wave the traffic by you AND the peloton. This is a judgement call but the more traffic that builds up behind you, the more antsy everyone gets, and is a sure recipe for something bad to happen.

#### **IF THERE IS A ACCIDENT, INCIDENT OR STOPPED RIDER,**

1. Bring your vehicle to a stop.
2. Off the road,
3. & BEHIND the rider.

THIS WILL PROTECT THE RIDER/S FROM FOLLOWING TRAFFIC

If there are two people in the support vehicle, let the passenger get out and deliver the assistance; if the driver gets out, LOOK FIRST, turn off the ignition and put in park, and set the parking brake.

A wheel change can be facilitated by the rider having his/her chain on the small cog and small chain ring. If you are not actively assisting in the wheel change, you can tell the rider this, or that his chain has dropped off the front chain ring before he tries to ride off.

The assisted rider can receive a "push off" for 10 meters, Rule 3B6.

Keep an eye out for safe/unsafe riding and write numbers down for assistance to the Chief Referee in sorting out any protests that may develop.

Do what you can under the circumstances as you perceive them:

- Get on the phone/stop traffic
- Have one person stay with injured and you go get help
- Stay with the injured while another goes for help
- Attempt to stop bleeding
- All of the above?

## Police Lead Vehicle

You are responsible for making sure the police do not get lost. Believe it or not, it does happen. You'll need to stay a comfortable distance in front of the lead police vehicle. You'll also need to make sure you have studied the maps.

## criterium Lead Motorcycle

You will stay in front of the racers as they go through the Sunday course. You'll honk the motorcycle's horn as you approach each corner to warn oncoming pedestrians and corner marshalls.

**Careful!!!!: On the criterium some of these guys hit 50+mph on the downhill on Dickson. Make sure you are far enough in front of them that they do not pass you or hit you.**

## Split Times Motorcycle

You guys get a fun job. You'll travel back and forth in the pack giving split times to the leaders and chase groups. **Helmets are required for both the driver and passenger on the bike. You also need a watch that shows seconds**

To get split times:

1. Get in front of the lead group.
2. Pick a landmark.
3. Pull off the road.
4. Start counting (or use a stop watch) after the leaders pass that landmark.
5. When the chasing pack passes that landmark, stop counting.
6. Write the difference down on the white board.
7. Show the pack what the difference is.
8. Pass the pack and go show the leaders what the difference is.
9. Repeat the process.

## Corner Marshall

Corner Marshalls are responsible for keeping traffic from interfering with the race, and making sure the racers follow the correct route. You will be supplied with an orange vest, and stop/yield signs.

### **Keep traffic from interfering:**

Remember to be polite, no matter how impolite some of the drivers may be.

Explain that there is a bike race going on.

If you must let them onto the course, make sure they take the most direct route to where they are going, and that racers are not coming.

### **Make sure the racers take the correct route.**

Point to the direction they turn using your whole arm and index finger. Do so when you see the racers several hundred yards out. Also yell encouragement to the group, particularly stragglers. They really remember that, and it makes an agonizing race a little more bearable.

## Course Sweep

You are responsible for making sure that no rider is left out on the course.

As you are checking to make sure no rider is left out on the course, also do the following:

1. Stop at each corner marshall and let them know they can go.
2. Pick up any race related materials (radios, stop signs, orange vests, etc) from the corner marshalls.
3. Pick up the course signage such as the bright orange corner marshall signs, and 1k and 200m signs.
4. Pick up feedzone materials if there are any.
5. Drop riders and items off at the finish line.

# Feed Zone Volunteer

You are responsible for getting food and water to the racer. They rely on you to keep them fueled.

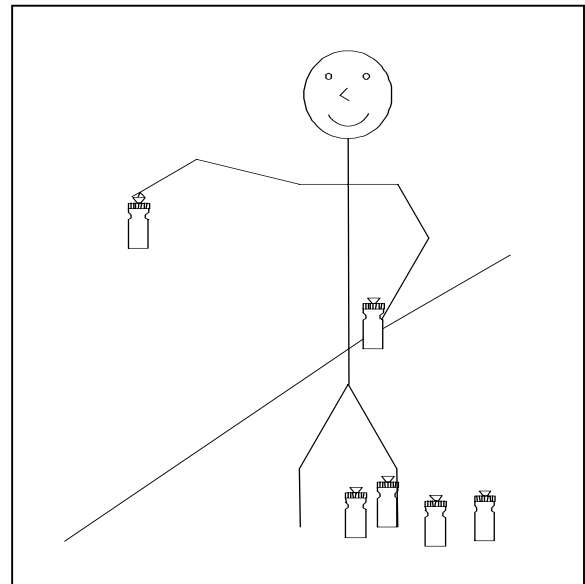
Here are some important things to remember:

1. Always hold water bottles by the top (nipple) and with approximately three fingers. (See diagram below.) This gives the rider plenty of surface area to grab as they race by. Also hold the bottle lightly. If you hold on to it tightly you can knock both yourself and the rider down.
2. Hold the water bottle out to the side of your body, as far out as you can. Do NOT hold the water bottle directly in front of you, or the rider will crash into you.
3. Keep plenty of water bottles nearby. if you have a riding jersey, you can wear that backwards and place 6 water bottles in the pockets.
4. If you are handing out bananas, the same protocol for handing out the water bottles applies, except hold the banana by the stem.
5. If you are handing out PowerGel, the same protocol for handing out the water bottles applies, except hold the Gel by the top of the pouch.
6. Yell out which product you are handing out. If you have gatorade, yell gatorade, etc.

Note the water bottle being held out to the side of the body by the top of the bottle.

Both feet are behind the white line of the road.

Water bottles are nearby to be handed out.



# Special Instructions for Key Friday Volunteers

## Feed Zone 1 Volunteers

1. When the sag wagon comes by to tell you it's safe to go, help them tear down the feedzone and load the materials into the van.
2. Go to the finish line on West street and help out setting up. If you re working registration that evening, help at the finish line as long as you comfortably can before going to the Town Center.

## Hwy 59 & Hwy 348 Corner Marshall

1. Just make sure stragglers know to follow 348 east toward Rudy. If necessary, point in the direction they need to go and holler at them.
2. Wait for the sag wagon to come by and tell you it's safe to go home.
3. Go east on 348/282 to 540. Go north to Fayetteville and you'll be back in time to watch the finish.

## Hwy 348 & Hwy 282 Corner Marshall

1. Just make sure stragglers know to follow 282 east toward Rudy. If necessary, point in the direction they need to go and holler at them.
2. Wait for the sag wagon to come by and tell you it's safe to go home.
3. Go east on 282 to 540. Go north to Fayetteville and you'll be back in time to watch the finish.

## Hwy 71 & Hwy 282 Corner Marshalls

1. Make sure stragglers know to follow 71 north. If necessary, point in the direction they need to go and holler at them.
2. Direct the riders around the speed bumps. This will require stopping traffic in the oncoming lane.
3. Wait for the sag wagon to come by and tell you it's safe to go home.
4. Go south to Alma. Hop on 540. Go north to Fayetteville and you'll be back in time to watch the finish.

# Special Instructions for Key Saturday Volunteers

## 540 / 265 South Corner Marshall

1. Make sure traffic turning south onto 540 does not turn into oncoming racers. If necessary, step toward the vehicle and be very vocal.
2. Wait for the sag wagon to come by and tell you it's safe to go home.

## 540 / 265 North Corner Marshall

1. Make sure traffic turning north onto 540 does not turn into oncoming racers. If necessary, step toward the vehicle and be very vocal.
2. Wait for the sag wagon to come by and tell you it's safe to go home.

## 265 / 156 Corner Marshalls

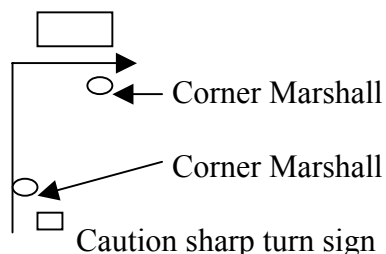
1. There are five volunteers in this area, because both vehicular and bicycle traffic is coming both ways.
2. One person should go up the road a few hundred meters on 265 and notify the others when south bound traffic is approaching.
3. Other Marshalls should direct the flow of traffic the intersection.
4. Wait for the sag wagon to come by and say it's safe to go.

## 170 / 265 Corner Marshall

1. Absolutely make sure riders know to turn to their right and follow 265 toward Strickler. Point in the direction they need to go and holler at them. In the past, we had corner marshalls get lax and let riders go off course and ride into Devil's Den.
2. Wait for the sag wagon to come by and tell you it's safe to go home.

## SEFOR Downhill Corner Marshalls

Sefor Nuclear Reactor



1. Position one corner marshall by the Caution sharp turn sign, with a radio, looking up the hill. He radios the other corner marshall when riders crest the hill.
2. The other corner marshall must stop oncoming traffic. The riders will be taking that corner at almost 40mph and frequently cross into the other lane toward oncoming traffic. They need about 600 feet past the apex of the curve clear in the other lane.
3. Wait for the sag wagon to come by and tell you it's safe to go home.