

2015 LE TOUR de MONT PLEASANT MOTORCADE VOLUNTEER RESPONSIBILITIES

The following is a brief description of the responsibilities of the volunteers participating in the motorcade during the various categories of the road race during Le Tour de Mont Pleasant. It is the responsibility of the motorcade assigned to each race to provide a “protective bubble” around the peloton (the main body of racers), enabling them to concentrate on the business of racing instead of issues of vehicular traffic, animals or spectators on the course, or where to turn in order to stay on course. In 2015, law enforcement will have less of a presence overall and much less of a presence during the shorter races, so it is that much more important for the motorcade volunteers to know their roles and what is expected of them. Once again, the racers will be subjected to the “centerline rule,” which means they will have the right half of the road available to them during the race. For safety reasons, any rider crossing the centerline to advance their position (and potentially into on-coming traffic) could face relegation or disqualification by race officials accompanying the race.

The motorcade will form a protective “rolling enclosure,” providing security in advance of and to the rear of the peloton. A race official(s) will be assigned to the majority of the races to ensure the rules governing the race are adhered to and to note any infractions for possible action later. Their job is to ensure a safe and competitive race takes place. The longer, 109 mile Men’s Pro 1-2 race will be accompanied by a law enforcement escort proceeding the race caravan. In all races, critical corners and/or highway crossings will be controlled by local law enforcement and public safety personnel, augmented by volunteer Road Marshalls organized by one of the other Race Team Leaders. For 2015, law enforcement **will not** accompany the shorter races for the duration of their event, but will be present at critical junctures as noted above. All races will start and finish at the Mid-Michigan Community College (MMCC) campus on the corner of Broadway and Summerton Roads. Once the race commences, the control of the race and any related decisions are transferred to the Chief Referee, whose decisions will be final and binding upon the racers.

Below is a brief description of the various volunteer positions within the race motorcade and their respective responsibilities. This is not an exhaustive description, but is meant to convey a sense of the overall responsibilities and expectations for motorcade volunteers. Final training and instructions will be given by the Chief Referee prior to the commencement of the road races. Since it is not feasible to cover all possible scenarios that might occur on the road during the race, motorcade volunteers will need to be able to “think on their feet” while maintaining the attitude that the racers’ safety is paramount at all times. In some circumstances, it might be possible to confer with other members of the race caravan, or with the Chief Referee via cell phone or radio. **All motorcade drivers should carry a map of the county, a map of the race course, the matrix of caravan volunteers (which lists cell phone numbers), any emergency numbers provided by the race organizer, and be familiar with the course itself so as not to cause any confusion for the racers. Drivers will also be responsible for making sure their vehicles begin the race with a full tank of gas. Other useful items include paper and pencil to record notes of the race or identify any riders exhibiting unsafe or illegal behavior, binoculars, and a stop watch. At the beginning of the race, drivers should remember to**

zero out the vehicle's trip odometer and turn on lights and four way flashers. If you have been provided with an amber oscillating overhead light, activate this as well.

Passing Procedure

In instances where more than one race category is racing on the same course (such as circuit races or the shorter races in Le Tour de Mont Pleasant), it is not uncommon for one category of racers to overtake a group that started earlier. There are a number of reasons this might occur such as insufficient time gaps between races at the start; a significant breakaway that forms, resulting in the main field attempting to block or slow progress of the larger group to give their team mates ahead an advantage; a small breakaway group overtaking an earlier race, etc. Should this occur, there is a procedure that should be followed in order to allow the overtaking group to safely pass those being overtaken and will be described below. At no time, however, is it permissible for a group of riders from one category to mix in and take advantage of this situation with another group. In other words, the entire overtaking group must “pull through” until clear of the group being overtaken. Riders from the overtaken group must not take advantage from this situation and grab the wheel of the faster, overtaking group in order to unfairly outpace other riders from their category. It will be up to the race officials to monitor this situation, issue warnings, or in some cases relegate or disqualify riders that ignore these rules.

The procedure for addressing the situation where one race category is about to overtake and pass a slower category of riders is fairly straight forward. When it appears as though a faster group is catching and will pass a slower group ahead, the follow vehicle containing a race official will pull alongside their field of riders (when safe to do so) and instruct them to slow their pace en mass, while also instructing the group to move to the extreme right hand side of the road. In effect, the group being overtaken is being instructed to neutralize their race and prepare to be passed. They are not to resume actual racing (assume their previous pace) until instructed to do so by the official in a similar manner. The follow vehicle then resumes their position in the rear of the peloton and allows the overtaking group to pass.

The overtaking group has a responsibility to maintain their speed and pass to the left of the group being overtaken, completing the passing maneuver as quickly as they are able. Once the faster, overtaking group is safely past the group that was overtaken, the race official may elect to delay permission to resume racing by the slower group until such time as they feel there is sufficient distance between the two groups that mixing of the two fields again is not likely. At that time, the official will pull alongside again and notify the field to “Race On,” which will be the signal that the neutralization period is over and the group is free to resume racing.

While this might seem complicated at first, once practiced several times it becomes relatively straight forward to accomplish. To be clear, neither group is asked to stop to allow another to pass; instead the overtaken group is instructed to slow down for a period to allow for the safe passing by the faster, overtaking group, then allowed to resume racing at the command of the race official. Once again, the fields are not allowed to mix or to draft off of one another; failure to observe this basic rule can result in disciplinary action by the race official.

Law Enforcement

The purpose of the law enforcement escort (where available) is to precede the race and make sure oncoming traffic is adequately warned of the oncoming race in progress. Law enforcement provides a visible indication of the race in progress and clears the race course ahead for the racers. The law enforcement presence may include patrol cars and motorcycle units, with the moto units typically travelling ahead to secure major turns or intersections ahead of the riders (Men's Pro 1-2 race). Law enforcement assistance will be augmented on the course by the presence of volunteer Road Marshalls and local public safety and fire department personnel as available. In 2015, law enforcement will most likely be present in the Men's Pro 1-2 race only.

Lead Vehicle

The lead vehicle is responsible for driving the race course ahead of the peloton (main body of riders), making sure they stay on course and acting as the "tip of the spear" behind the law enforcement escort (if present). In essence, the lead vehicle points the way and protects the riders from on-coming traffic so the riders can focus on the business of racing. The lead vehicle can either be an automobile or a moto.

Lead vehicle drivers (in the event of an automobile) are encouraged to arrange for a passenger to accompany them to help keep track of what the riders are doing and to watch for any potential dangers to the racers. The lead vehicle should position themselves several hundred yards behind any law enforcement escort that might be present, and a like distance ahead of the riders. The lead vehicle should be far enough ahead so that the riders cannot draft off the rear of the vehicle and therefore enjoy an unfair advantage. Likewise, the distance between the lead vehicle and the front of the race should not be so great as to encourage unauthorized traffic from passing the racers and inserting themselves into the race caravan. Lead vehicle drivers should be aware of areas where the course heads downhill and adjust their speed accordingly in order to keep proper distance. Drivers should also increase their distance and speed ahead of any turns since the racers can easily overtake the lead vehicle if they go into a turn too close together. In the event a breakaway develops (a small group of riders who separate themselves ahead of the peloton), the lead vehicle should stay ahead of the breakaway. If the motorcade has extra moto drivers, one of those should assume the role of lead vehicle ahead of the peloton while the lead vehicle continues up the road ahead of the breakaway.

Follow Vehicle

The follow vehicle is positioned behind the last rider in the peloton and contains a race official. The follow vehicle is responsible for preventing enough of a gap between the racers and themselves to allow traffic seeking to pass the race to insert themselves into the race caravan. In some instances, riders may tire and drop off the pace, resulting in the creation of a gap at the back of the peloton. In this instance, the follow vehicle should stay behind the trailing rider(s) until such time as their gap to the peloton allows the follow vehicle to pass the straggling riders. Typically the race official will make the call to pass the rider(s) in order to catch up to the peloton. At this point, the riders who have drifted back are most likely out of contention and can

either continue on the course to the finish line to receive a finishing time, or signal to be picked up by the broom wagon.

The follow vehicle is required to be an automobile (not a moto). Unless there is a severe accident, the follow vehicle should continue with the peloton in the event riders drop back. If there is a crash, the follow vehicle should check on the rider's condition and if determined to be severe, report the incident to the medical support for action, including the location of the incident, by the communications protocol provided. In instances where a debilitating injury is suspected, the follow vehicle should stay with the downed rider(s) until medical help arrives, then reacquire their race if possible. In this instance where the follow vehicle is occupied attending to injured riders, the wheels vehicle assumes the role of the follow vehicle until such time as the follow vehicle can regain the race. In the event a racer suffers a mechanical, they are required to pull off the road to the far right and wait for either the wheels vehicle, a team car, neutral support, or the broom wagon, depending upon the nature of the mechanical, its severity, and the particular race category the rider is participating in.

Wheels Vehicle

The purpose of the wheels vehicle is to support the riders who experience a flat during the race. The general rule is "wheels in, wheels out." This means that riders who put spare wheels in the vehicle are entitled to access their wheels in the event of a flat. Those who do not supply a spare wheel cannot take one out should they flat. The volunteers in the wheels vehicle are responsible only for paying attention and pulling to the side of the road when signaled by a rider in need of a new wheel. It is not the job of the volunteers in the wheels vehicle to assist with the wheel change. Once changed, the flat wheel is put in the vehicle and the wheels vehicle should rejoin their race. Unless otherwise instructed by the Chief Referee, riders are NOT ALLOWED to draft the wheels vehicle in an effort to try to regain the back of their race. Wheels vehicles shall be initially staged in the area where they will park at the end of the race so that racers will know to drop off and retrieve their wheels before and after the race in the same area.

In some instances (the Men's Pro 1-2 race), the wheels vehicle can provide some additional neutral support, such as minor mechanical repairs if needed. The volunteers in the vehicles for this race are trained mechanics and are qualified to render this assistance. The wheels vehicle should stay a comfortable distance behind the follow vehicle in order to allow for sufficient reaction time in the event a rider needs assistance and to allow distance for the rider to move forward once they rejoin the race. Riders needing a wheel change will raise their arm in the air and pull off to the right side of the course. Typically, an open bed pickup truck is used as the wheels vehicle in order to gain easy access to the wheels. Time is of the essence and volunteers should stay out of the rider's way once they have stopped to help in order for the rider to perform the wheel change unimpeded. Wheels vehicle volunteers should record the race number of riders putting wheels in prior to the race and those taking wheels out while on the race course, as well as the time and mileage of where the wheel change or (if applicable) mechanical assistance occurred. Wheels vehicles typically will "follow the money" so to speak, meaning in the event of a breakaway that gains a significant advantage over the peloton, the wheels vehicle should move forward to accompany the riders in the breakaway, assuming the majority of those riders

have been recorded as putting wheels in the truck prior to the start of the race and would therefore be entitled to take a wheel in the event of a flat tire.

Other Caravan Vehicles

Only officially authorized vehicles may follow a race on the road. The type and number of these additional vehicles shall be determined ahead of the race by the Chief Referee. Examples of the types of additional vehicles include: **Team Cars**, which are vehicles provided by the various teams participating in the race. If permitted the team cars are there to support the riders on their particular team with wheels, mechanical assistance, food, clothing, hydration, and other needs the riders might have.

Medical Support consists of a rolling ambulance (MMR) that will follow the Men's Pro 1-2 race. The purpose is to attend to racers who crash or suffer some other serious medical mishap and require emergency medical assistance. Many times, riders that fall can recover and rejoin the race if their bike is operational, suffering only the effects of "road rash." More serious injuries (broken bones, cuts requiring stitches, dehydration and heat stroke, etc.) will require the assistance of the medical support crew. Medical support for the shorter Juniors 29 mile, 53 mile, and 85 mile Women's Pro 1-2 road races will be based near the start/finish line and can be summoned if needed. Medical support may also be provided by the various volunteer fire departments and First Responders stationed around the course tasked with controlling critical intersections. **IN THE EVENT OF A SERIOUS ACCIDENT OR OTHER EMERGENCY, MEDICAL SUPPORT WILL BE DISPATCHED TO THE SCENE BY CALLING EITHER 911 (THE GENERAL EMERGENCY NUMBER) OR CENTRAL DISPATCH AT [PROMOTER PHONE].**

The **Broom Wagon** is the final vehicle in the race caravan and consists of an enclosed multi-passenger van. The purpose of the broom wagon is to pick up any racers who are dropped from competition and require a ride back to the start/finish area. This includes riders who experience mechanical issues, fatigue and are dropped off the back, or who crash and don't wish to continue but don't require immediate medical attention. Riders picked up by the broom wagon must ride until the race is over. The broom wagon should follow some distance behind the race in order to be available for the most distant straggler. The broom wagon is the last chance for a racer to obtain assistance during the race. In the Men's Pro 1-2 race, the broom wagon will accompany the race caravan for the entire distance during the duration of the race. For the other, shorter races, the broom wagon will be the last vehicle in the last race (Women's Category 4) and will be responsible for picking up riders in need of assistance from all the races except for the Men's Pro 1-2 race. The broom wagon should be the last vehicle to cross the finish line in the race and will be the signal to the timers and race officials that all riders have finished their race.

Race officials will be present during the course of each race to make sure the riders are adhering to the rules as established by the Chief Referee and USA Cycling. If needed, warnings will be given and violations noted and reported to the Chief Referee at the conclusion of the race. If

warranted by their actions, riders will be disqualified by the race officials on the course and reported to the Chief Judge and Chief Referee upon its completion.

Other motos may be present in the race caravan if available. Their job is to assume the role of the lead vehicle in the event a breakaway forms and the lead vehicle must leave the race caravan in order to accompany the breakaway riders. Additional motos can also lend assistance where needed, relay information to other race caravan members, or help with securing intersections and other crossings if needed.

At the conclusion of the race, a protocol will be established for the actions of the race caravan vehicles. Within sight of the finish line, the lead vehicle will speed up and proceed well ahead of the racers to a designated area out of the way of the finishing riders. This is important since race speeds at the finish can reach 35-40 miles per hours as racers sprint for the win or for a payout position. Likewise, the other vehicles in the race caravan will have a designated area to proceed to once their race is done. This is especially important in the shorter races where the time differences between some of the race categories might be rather small at the finish, so it is important for vehicles to clear the course as quickly as possible.

The wheels vehicles will have a specially designated area to park, and racers will be notified in advance of where that will be in order for them to claim their wheels. The vehicles will remain in that location for a specified period of time, after which the volunteers driving the wheels vehicles will be responsible for delivering all unclaimed wheels to a designated secured area.

Personal Maintenance Considerations

Volunteers participating in the race motorcade cannot leave their position in formation for the duration of the race, since each vehicle has a critical role to play for the safety of the riders and to assure the race occurs in the most competitive manner possible. Races can vary in times from over three hours for the shorter 29, 53 and 85 mile races, to over five hours for the 109 mile route. Because of this, all volunteers should make sure they have completed any bathroom and personal hygiene needs prior to the start of the race, as stopping during the race to attend to these needs is not an option. Volunteers should also plan on carrying some water and a light snack if necessary. Finally, as stated above, all drivers should assure that their vehicles have a full gas tank prior to the beginning of the race. The basic rule of thumb for all motorcade volunteers is, **“Fill your tank, empty your bladder!”**