



# **2009 Volunteer Handbook**

**A complete guide to a safe and enjoyable cycling experience!**

## WELCOME AND INTRODUCTION

Thank you for your participation in the 3<sup>rd</sup> annual Tour of Missouri. Without the help of our Marshals/Volunteers, it would be impossible to run a successful event of this magnitude. Your hard work and enthusiasm during this event will have a tremendous impact on the success of the overall Tour.

This Volunteer/Marshal Handbook contains guidelines to help you to not only understand your role during the event, but also to enable you to enjoy your experience at this year's Tour of Missouri. Please take the time to familiarize yourself with its contents. Your knowledge of this information will help you be an effective member of the Tour of Missouri staff and ensure that your experience will be an exciting and memorable one.

Please remember that while you are working, you represent the Tour of Missouri. It is therefore important that you conduct yourself in a professional manner and be pleasant and courteous at all times. It is critical that all of our Course Marshals work together as a team to ensure the smooth operation of the Tour of Missouri. Again thank you for your participation in this exciting event!

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### 2009 Tour of Missouri Volunteer Positions

**Start Cities:** St. Louis, Ste. Genevieve, Farmington, St. James, Sedalia (Time Trial), Chillicothe, Kansas City

**Finish Cities:** St. Louis, Cape Girardeau, Rolla, Jefferson City, Sedalia (Time Trial), St. Joseph, Kansas City

**Single Day Course Marshals** – Assigned a designated area along the race course to assist with the coordination and safety of the field of play for all race venues; keep the course clear of pedestrians, spectators, cars, etc; PR Ambassador: keep spectators informed and positive about the event

**Seven-day Traveling Course Marshals** - These individuals will travel and leap-frog along each stage with the foot marshal crew over the seven days of the Tour, assisting local police and our Marshal Captains with securing intersections, managing access points, keeping the route clear of pedestrians and small debris. They are officially part of the tour staff and will need to be available every day of the Tour. If you sign up for the 7-day position, please DO NOT sign up for the "Individual Stage Course Marshal" role in each city (you can't do both . . . ).

**Economic Impact Survey Volunteers** - Responsible for collecting economic impact survey data. Volunteers will be provided with a clipboard and surveys. Volunteers will walk in and around the finish area and the health and wellness expo asking spectators to take a short one page survey. This is the perfect volunteer position for individuals that enjoy mingling and chatting with the spectators.

**Media** - Start Cities: Assist with distribution of media credentials at Media Check-in. Finish Cities: Assist Tour Media Operations staff in the Media Office: Assist with Credential distribution, serve as "runners", assist with general Q&A and office set-up

**Medical Control** - Athlete escorts to and from Medical Tent for post-race testing. **Finish cities only.**

**Security** – Assist Tour Security Staff with access-control, including on-course, hospitality, awards, green room and press conference. Similar duties to Course Marshal but in the immediate area of the start/finish line where crowds are much larger. Will be provided special Security T-shirt.

**Site Decoration/Restoration** – Assist Logistics Crew with hanging and tear-down of banners: on-course, hospitality, etc.

**Health and Wellness EXPO** – Assist expo staff with Expo coordination, guide vendors and exhibitors to their tents for set-up, assist with Festival logistics as needed; assist with Marketing activities in EXPO.

**Volunteer Check-in** – Assist LOC Volunteer Coordinator with set-up, check-in/registration and deployment

# TOUR OF MISSOURI<sup>®</sup>



## Course Marshal Rules and Regulations

**Marshal** is a title that describes a very important group of people. In a challenging cycling event like the Tour of Missouri, this position requires individuals with a wide assortment of talents and skills. A good Race Marshal must be enthusiastic, informative, communicate and work well with others and react quickly and CALMLY to any problem. Marshals are required to work long hours with one major goal: to provide a safe and flawless bicycle race for the participants and spectators. These goals can be reached by following the various guidelines in this manual, being prepared for anything that may happen and, most of all, using GOOD COMMON SENSE.

### BE PREPARED

Don't be fooled, a Marshal's job is a challenging one. Leave the partying for the final banquet at the end of the event. Get a good night's rest, and be prepared for a long day ahead. Other than clean clothes, here are a few more things that marshals should have with them at all times. In the words of Karl Malden, "Don't leave home without them!"

1. Sunscreen and lip guard
2. Sunglasses
3. Rain gear
4. Water bottle full of water
5. Healthy snacks
6. Cool weather clothing
7. Course maps and schedule; team listings and rider numbers from web site ("Start List")
8. Comfortable footwear (no sandals)
9. Pen and paper
10. Pen knife
11. Current race information
12. Fanny pack
13. Watch - make sure you're on time!
14. If available, Tour information booklets/maps—both for yourself and to distribute to nearby spectators
15. (For Traveling Course Marshals) Whistle, garbage bags, and other race-supplied equipment.

### POLICE AUTHORITY

The racers in the Tour of Missouri will depend on marshals at almost every turn in the road. The racers will look to you for direction if a situation or caution scenario arises and you must be prepared to provide it. That's one of the main reasons you are there. Standing next to you at that turn may be a local, county, or state police officer. You become the "Race interpreter" for the police representative.

The Tour of Missouri is working with many police jurisdictions during the course of this race. For those marshals who will have contact with the various police authorities, please give them the respect and the response that they deserve. Explain your role as a marshal to them and introduce yourself to the officer you are posted next to. This will help you develop a good working relationship with them throughout the Tour, for they may be unsure of the dynamics of the event and your explanations will allow them to do their jobs better and enjoy the event more.

The police are there to help and they know what to do in a crisis. **DO EXACTLY WHAT THE POLICE SAY TO THE BEST OF YOUR ABILITY IF A CRISIS OCCURS.** Remember, you are not a police officer. Only duly authorized officers can and should enforce the law. Never compromise the event or yourself by exceeding your authority.

If a problem of jurisdiction or a misunderstanding about responsibility arises, notify the Race Director or Marshal Coordinator. What you do and say reflects on the Tour of Missouri and the proper respect combined with helpful information and a "thank you" in the end goes a long way in building a good relationship with the authorities and reflects well on the overall event which will ensure its return.

### MARSHAL DUTIES

Course marshals will have slightly different duties depending on where they are placed on the road and whether or not they are single day volunteers or full time "Traveling Course Marshals". For both groups of volunteers, specific duties will include:

- Directing the riders in the correct direction
- Assisting a police officer with a road closure
- Keeping vehicles from entering the course when the race is passing
- Keeping spectators, children, pets, or any other number of hazards off of the course

Securing the race course is only a small part of your overall responsibilities. From pre-race to post-race, each marshal will be involved in a wide a range of tasks that lead to building the best event possible. See below for an outline of what is expected and the actions you should take at different times before, during, and after the race.

### ***BEFORE THE RACE***

Marshals may be asked to assist other crews in setting up race equipment in preparation for each day's events. You may have barricades or traffic cones to put in place to close roads or driveways. Use this time effectively to train your eye to look for safety hazards and for the upcoming needs of racers or spectators. Eliminate potentially dangerous situations by pointing out hidden hazards such as potholes, gravel, sand, branches or sticks, and loose equipment to the stage crew beforehand, or take initiative to clean any such hazards yourself if crews have already passed by. Note any potential hazards in the area, such as loose animals or driveways/side streets where cars may enter the course. If you run into any problems you may be able to solve them yourself or by working with police stationed nearby, or call your Volunteer Coordinator for help/advice.

Talk with neighbors, nearby businesses, or anyone in your area, to remind them about the event and the details, such as when and how long the road will be closed.

Tour organizers will plan for crosswalks and defining spectator areas in some areas. These can provide racing fans with great places to view the race and safe, easy ways to get to them. You may be asked to help staff these areas. You should consider the amount of foot traffic and the visibility of the race when securing these areas.

When you arrive at your post:

- Assess the location; note traffic patterns, the direction the race will travel, and any hazards
- Remove any debris or other obstacles that are in the way (branches, gravel, etc.)
- Introduce yourself to any police officers or volunteers you are stationed with. Make sure you all know your specific roles

### ***DURING THE RACE***

A marshal's duties during the race vary according to what part of the course he or she is responsible for. One hour before the race start or arrival at your assigned post you should have completed your course set-up. If you can assist the police, Tour of Missouri construction crew or volunteer marshals then by all means do so. Always remember that teamwork and helping each other is what makes the whole event work and more pleasant and easier for everyone.

If you have done your homework you should know the following things:

1. The day's course route, distance, and ETA
2. Current race and team leaders
3. Location of team, staff, and spectator parking
4. Rerouting of traffic patterns

Having correct and up-to-date information will be very important to you in establishing a good rapport with spectators and the Tour de Missouri entourage.

Note that, depending on your location on the course, the peloton may pass your location more than once.

### ***Tour of Missouri Stages***

#### **Time Trial Stages**

What happens in the Time Trial?

- For the time trial the road is closed to all traffic.
- Riders will pass one at a time.
- Police will be positioned at all intersections to control traffic.
- Do not leave your post until relieved. Remember that in many locations the last rider will come back by in the other direction.

#### **Road Race Stages**

What happens when the Road Race comes by?

- In many cases the police will get a radio call and begin closing the road just before the race arrives. Assist them when they begin this action.
- If you are stationed without a police officer chances are it will be on a smaller less traveled road. Once you see the lead vehicles for the race, no vehicular traffic should be allowed onto the race course.
- At certain intersections there will be traffic cones or lightweight barricades. These are to be used to assist you in closing the road when the race is passing.

- Note that there may be several groups of racers with gaps in between. Gaps may be several minutes or in extreme cases even 15-20 minutes. The end of the closure will be indicated by a police car with an “End of Convoy” sign.
- Remember that at some circuit finishes there are multiple laps. Please don’t leave your position until relieved!
- In St. Louis and Kansas City the race will make multiple laps of the course. Police will be stationed at intersections and will control traffic crossing the course when the race passes each lap. Course Marshals should not allow traffic through but should direct traffic to the nearest police-controlled intersection where police will allow traffic when there is a gap in the race.
- When you are relieved, please be sure to leave your post cleaner than you found it and thank everyone.

### **Responsibilities of Single Day Course Marshals, Traveling Course Marshals, and Police**

- Police: Single day and full time volunteers will not close roads along the course, instead, police will close down large intersections and announce that the road is closed to both vehicle and pedestrian traffic. Volunteers should follow the lead of police in closing down the route.
- Traveling: You may have seen course marshals flagging corners or obstacles in other bicycle races. In the Tour of Missouri, all of the flagging is done by Traveling Course Marshals so if you are a single day Course Marshal you don’t need to worry about this. The Traveling Course Marshals will do flagging on most corners and street turns throughout the course.
- Traveling: In addition to corners, full time Traveling Course Marshals will also be deployed in areas where there might be a routing or safety concern (entrances to divided sections of road, steep downhills, rough roads etc.)
- Traveling: Traveling Course Marshals have equipment (cones, safety vests, brooms, shovels, patch material, etc.) and assignments to inspect the course and ensure the course is clear from various road hazards, including trash and debris. However, single day Course Marshals should scout their area upon arrival and deal with any hazards that may be observed.
- Traveling: Full time Traveling Course Marshals will be focused on occupying cross streets and intersections as well as cleaning and clearing the route all while prepping the course for the peloton’s arrival.
- Single Day: When stopping traffic from entering the course, the single day volunteers will primarily be concerned with private driveways, commercial exits, business driveways, overcrowded sidewalks, etc. Many positions do not require equipment and thus can be performed by using simple motion commands.
- All: Once the road has been announced “closed” no volunteer should allow vehicle or pedestrian traffic to traverse the course from driveways, cross roads, alleys, parking lots and intersections. This is paramount for the safety of the riders and pedestrians.

### ***AFTER THE RACE***

Once the race is completed or has passed your post your next task is to clean up the area and leave the site the way we found it. This job can range from the pick up and disposal of trash to assisting the construction crew with striking the start/finish area. You may need to stack barricades or cones for pickup crews.

The most important consideration is to remember that the race is a guest to the state and if we don't clean up after ourselves we may not be invited back. The only memories we want to leave are those of fun and exciting racing - not garbage!

## **START/FINISH AREA**

### **1. SPECTATORS**

Spectators will lean over the fence, stick their heads through the fence, and jam up your crossing gates, anything for a good view. When you see a safety problem with a spectator, tell them right away! But always do so with a "please"; and always if it is a safety problem, not an attempt to spoil their fun. Many spectators at the Tour of Missouri will have never seen a bike race before and aren't aware of the real dangers that exist. Most people, after they realize you're telling them something for their own good, will respond positively. But for the small percent that won't cooperate, be polite but firm and if problems persist get a police officer.

You will have the highest concentration of spectators at the Start/Finish line. Be alert, keep the flow going through the crossing gates as smooth as possible, and help channel people to where they want to be. If anyone asks, make the suggestion they walk the course against the race traffic—on a circuit course or time trial this allows the fan to see different parts of the race from different vantage points. Again, with many people watching that are new to the sport, they may not know that some great action is happening on a deserted back stretch while they can't see over the heads of the people in front of them.

Turns in the course are always gathering places for fans. They are also potential accident sites and the spectators at these points should be warned about the possibility of a hazard to them. This should be done numerous times during the pre-race and race times.

Crossing gates serve the public as well as race fans. It is critical that these gates be placed so that you can see the racers approaching and so that people can cross at convenient places. When the race is approaching it is imperative that you stop the

flow of pedestrian traffic. Most people will not be able to gauge how fast the racers are approaching. You make the decision and make it stand up.

## **2. MEDIA & VIP's**

Media and VIP's will be the nicest and most difficult people you will have to deal with. Always remember your job is their safety and the safety of the racers. Make sure at all times that only people with the correct credentials are on the course. Help the photographer get that once-in-a-lifetime shot, making sure that it won't cause an accident. Most photographers will welcome your help in finding a place on the course. But if a photographer is endangering himself or the racers, get him off the course, regardless of what his credential says. As the end of the race approaches, remind all photographers (and anyone else in the finish area) to get their shot set up and "hold it" for the finish of the race. The wrong move by someone and a photographer has the back of a head for a finish picture.

## **BACK COURSE AND ROAD RACES**

While working the back course or a remote section of a road race remembers this - even though there aren't as many, the people there are probably twice as dangerous. It's easy to contain a crowd at a start finish area with fence. It's much harder to contain a curious child in a remote area of a road race. With no fencing to help you, marshals working in these areas must be constantly alert for hazards. Talk with the people you see, inform them of what's about to happen. Ask the adults about children playing and loose animals that might be in the area. The dog that is snoozing on the porch 5 minutes before the pack arrives will be screaming past you when it sees all the activity.

Your interaction with spectators will be more one-on-one away from the Start/Finish line. Again, a smile will go a long way ... it will be tough to pacify an angry motorist. You've been delayed before—it can be really aggravating, no matter what the reason. Be sympathetic, polite, but firm, and encourage them to enjoy the race. If motorists try to insist on driving on the course when it is closed, remind them that the police are enforcing the road closure and will not hesitate to give an expensive ticket. Invite them to discuss the situation with a nearby police officer if they keep insisting. In no event allow anyone to drive onto the course when it is closed.

Help the spectators have a great experience at the race. Answer their questions to the best of your ability with a smile, no matter how silly they may seem.

## **VOLUNTEERS ARE PUBLIC RELATIONS AMBASSADORS**

A Volunteer's job is more than just safety. You will have more involvement with the local people, the spectators, and the people caught unaware than any other race employee. You are, in effect, a goodwill ambassador. It is very important to the long-term goals of the Tour of Missouri that a positive impression is made on everyone involved. The manner in which you conduct yourself, deal with other people, and carry out your responsibilities will go a long way toward assuring that the Tour of Missouri is established as a world-class event.

99% of all situations can be handled with a smile and a firm but polite tone of voice. Being friendly, cordial and perhaps getting an autograph for a young race fan will certainly be appreciated and help us win friends for our event. If you are experiencing difficulty with someone, don't get angry or demanding. Be calm, polite but firm and let them know you mean business.

We want everyone to go away with a positive reaction from his or her experience at our race. They are here to have fun - let's enhance their experience, making it an enjoyable and SAFE for all. The following tips should serve you well in bringing the race to the people:

1. Use tact when dealing with the public.
2. Be firm but helpful. You are in charge but you can still be cordial.
3. Assist spectators, pedestrians and photographers whenever possible.
4. Respect the towns, hotels and restaurants in which you are a guest.
5. Say THANK YOU to other volunteers, the local neighborhood police, and spectators at the event - they'll love it.
6. Ask for help from the police, Marshal Coordinators, Stage Crew, or the Race Director if you need it.
7. Have fun - this always rubs off on others around you.
8. Ask questions if you are unsure of anything.

**REMEMBER: THERE ARE NO DUMB QUESTIONS!**



# **2009 Tour of Missouri Teams**

The following 15 teams will be participating in the 2009 Tour of Missouri:

## **Team Astana**

SPONSOR: Kazakhstan

TEAM HEADQUARTERS: Luxemburg/ Spain

Astana dominated this year's Tour de France, so this super team will contest any major Tour. This year's Tour of Missouri is expected to be Levi Leipheimer's first race back from his fractured hand at the Tour de France. Lance Armstrong's team is expected to include the likes of 2007 Tour of Georgia champ Janez Brokovic, Leipheimer, American veteran Chris Horner, and perhaps Andreas Kloden or Yaroslav Popovych.

## **Team Columbia-HTC**

SPONSOR: Sportswear and Telecommunications Company

TEAM HEADQUARTERS: San Luis Obispo, Calif.

Team Columbia-HTC is lead by 24-year-old Mark Cavendish of Britain, winner of three stages of last year's Tour of Missouri. Cavendish spent the first half of last years Tour de France showing the world that he owns the fastest kick in cycling. Leading Team Columbia-HTC will be 2007 Tour of Missouri Champion George Hincapie and three-time world champion in the time trial Michael Rogers of Australia. This team won four of seven stages last year.

## **Team Garmin-Slipstream**

SPONSOR: Navigational

TEAM HEADQUARTERS: Boulder, Colo.

Last year American Christian Vande Velde surprised everyone, including himself, with a top-four overall finish in the Tour de France. Garmin-Slipstream have many talented TT specialists such as Dave Zabriskie, Bradley Wiggins, David Millar and Svein Tuft and should they race in Missouri one is bound to podium. Also look for top American sprinter Tyler Ferrar to shine in the sprints. Jonathan Vaughters said he's at Tour of Missouri to "win it all."

## **Team Quickstep**

SPONSOR: Flooring

TEAM HEADQUARTERS: Belgium

Team Quickstep is a Belgian based cycling team who has had much success. In 2009 and '09 Team Quickstep has had wins in Tour of Flanders, Paris-Roubaix, and stages in the Tour de France and Vuelta. The team is lead by Tom Boonen and Stjin Dvolder. Also Sylvain Chavanel is a key rider to watch as he won several races in 2009. Assie Allan Davis may be the guy to watch at Tour of Missouri, however.

### **Team Liquigas**

SPONSOR: Natural gas

TEAM HEADQUARTERS: Italy

Italian Ivan Basso, the tour runner-up to Lance Armstrong in 2005, is the team's biggest name, however, look to Czech rider Roman Kreuziger, last year's runner-up in the Tour's best young rider competition and Best Young Rider in the 2009 Tour of Missouri. Italian Vincenzo Nibali is a rising star and top 15 finisher at this year's Tour de France. Other riders include sprinters Daniele Bennati or Francesco Chicchi, winner of the Tour of Missouri's last stage in 2009.

### **Team Saxo Bank**

SPONSOR: Bank

TEAM HEADQUARTERS: Denmark

Bjarne Riis' army may have lost reigning Tour de France champion Carlos Sastre, but the team formerly known as CSC still packs a deep roster. The team could include race favorites Fabian Cancellara and Jens Voigt and Luxembourg brothers Frank and Andy Schleck,. The Saxo Team has hosted some of the best riders in the last decade and has won stages at all three grand tours. Saxo has been one of the most consistent teams having won the UCI Protour team ranking from 2005 to 2007.

### **BMC Racing**

SPONSOR: Swiss Bicycle Manufacturer

TEAM HEADQUARTERS: Santa Rosa, Calif.

An unusual blend of American and Swiss personalities and technologies, BMC is one of the great up-and-coming programs in the U.S. American stars include perennial threat Jeff Louder, winner of the 2007 Tour of Missouri's King of the Mountains competition, and Scott Nydam, who trains with Levi Leipheimer in their hometown of Santa Rosa, California. On the Swiss side, young sprinter Danilo Wyss will likely figure in the field sprints, while veteran Alex Moos is a consistent contender for the general classification.

### **Colavita/ Sutter Homes**

SPONSOR: Olive oil importing company

TEAM HEADQUARTERS: Linden, New Jersey

One of the strongest teams in North America, Colavita carries a strong contingent of South American fast men, including Sebastian Haedo, brother of CSC sprint star J.J. Haedo, as well Argentinean compatriots Alejandro and Anibal Borrajo and Cuban Luis Amaran. North American stars include Kyle Wamsley, overall winner of the Fitchburg Longsjo Classic stage race, and climbing specialist Anthony Colby. While an overall podium spot is unlikely, Colavita could surprise in the breakaways and sprint finishes.

### **Kelly Benefit Strategies-Medifast**

SPONSOR: Business-to-business benefit plans

TEAM HEADQUARTERS: Minneapolis, Minnesota

An underdog team, KBS will hunt for stage wins and look to animate the race in breakaways. Sprinters such as Alex Candelario and Martin Gilbert might not be fast enough to win field sprints in Missouri, but could emerge as winners from a small bunch kick if a breakaway makes it to the line. Climber Andy Bajadali is a proven race winner, but may be out his element in the rolling hills of Missouri.

### **Jelly Belly:**

SPONSOR: Candy Company

TEAM HEADQUARTERS: San Marcos, California

While Jelly Belly didn't win a stage last year, Springfield native Brad Huff left an impact and became a YouTube star with a spectacular crash in the final 100 meters of the field sprint in St. Louis. Riding last year for Slipstream, Huff clipped a barrier and catapulted over his bike. Miraculously no other riders went down, and Huff was not seriously injured. He'll be looking for redemption in 2009, and will be part of Jelly Belly's two-pronged sprint strategy alongside Australian Nic Sanderson, who finished second to Ivan Dominguez at the first stage of last years Tour de Georgia.

### **Bissel Pro Cycling**

SPONSOR: Floor care products

TEAM HEADQUARTERS: Grand Rapids, Michigan

An American program rising in prominence, the Michigan-based Bissell team has ridden the wave of victory on the backs of strong riders such as Ben Jacques-Maynes, runner-up in USA Cycling NRC series last year, and Tom Zirbel, a blonde, 6-foot-4 time trialist who goes by the nickname "Thor." Floor-care products company Bissell also sponsors the last car in the race caravan, the Bissell Clean Sweep wagon, which picks up dropped riders along the race route.

### **Team Cervelo**

SPONSOR: Bicycle manufacturer

TEAM HEADQUARTERS: Switzerland

Team Cervelo is a new team founded this year. They were founded after Team CSC switched bicycle frames. Cervelo Test Team has already seen stage victories in the 2009 Tour of Qatar, the 2009 Amgen Tour of California, the 2009 Volta a Catalunya, the 2009 Giro d'Italia and Tour de France. The team has talented riders such as Dominique Rollin, Heinrich Haussler, Roger Hammond, Thor Hushovd and 2009 Tour de France winner Carlos Sastre.

### **Team Type 1**

SPONSOR: Pharmaceutical companies

TEAM HEADQUARTERS: Wauwatosa, Wisc.

Team Type 1 was founded in 2004 by two cyclist who had type 1 diabetes, Phil Southerland and Joe Eldridge. The team won the Race Across America in both 2006 and 2007 in the 8-rider corporate team division. The team then grew to a 15 man roster in which four of the riders have type 1 diabetes. Strong riders for Team Type 1 are Fabio Calabria, Tyler Farrar, John Anderson, and Mark Thul.

### **OUCH presented by Maxxis**

SPONSOR: Medical Center

TEAM HEADQUARTERS: Oakland, Calif.

Team OUCH presented by Maxxis, formally known as Health Net presented by Maxxis, won five consecutive NRC Overall Team Championships. They also had other 2009 victories such as the 2009 Nature Valley Grand Prix, the 2009 Mt. Hood Cycling Classic, and 2009 Joe Martin Stage Race. Team OUCH presented by Maxxis is lead by Rory Sutherland and 2006 Tour of California and Tour de Georgia. Other riders include Cameron Evans, Timothy Johnson, Roman Kilun, and Bradley White.

### **Team Planet Energy**

SPONSOR: Electricity/Natural Gas

TEAM HEADQUARTERS: St. Catherines, ON- Canada

Managed by Canada's most prolific cyclist, **Steve Bauer**, Planet Energy is the former R.A.C.E. continental team and features former national champion **Keven Lacombe** and 2007 8th place overall finisher **Andrew Randell**. The team is comprised of several former Symmetrics and Kelly Benefits riders also. Symmetrics raced in the past two Tours of Missouri. Planet Energy is a first time entrant to the event.

# Cycling 101

## Cycling as a Team Sport

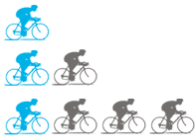
It may come as a surprise to some to learn that cycling is a team sport. In fact, it is one of the most strategic team sports of all. In a typical pro race, teams have 8-12 riders on the start line. Each team has its own game plan for winning, and each rider plays a different role in that game plan. Most teams have one leader. His teammates play the role of **domestiques**, who sacrifice their own chances of winning in support of their team leader.

A domestique is the “worker ant” of the team, protecting the leader from the wind, chasing down breakaway riders, fetching food or clothing for the leader, and even sacrificing their bikes’ parts for the leader’s.

Few riders can go it alone and be successful in a race. Even Levi Leipheimer depends heavily on the strength of his team. Understanding this truth in cycling will make watching the Tour of Missouri even more exciting.

### Strategy

One of the most crucial concepts in team racing is **drafting**. Riders can conserve energy by riding in the **slipstream** of another cyclist. As a result, teams try to surround their leader with teammates, keeping him out of the wind and fresh to attack at the right moment.



Different formations can increase the energy-saving benefits of drafting, and wind can necessitate a variety of drafting formations.

Teams also develop complex strategies to win specific stages and the races within races, such as points for **King of the Mountain** or **Sprint** competitions. Not only do teams designate a leader for the overall race, but many also select riders to try and win the best sprinter and best climber competitions.

### Jerseys

In the Tour of Missouri, standout performances are signified by special jerseys. The jerseys are prestigious, and there is also prize money to be won. The competition for these jerseys is fierce.

#### Race Leader Jersey

The Tour of Missouri Race Leader’s jersey is awarded to the stage winner: the rider with the least amount of elapsed time over the entire race. Depending on standings, there may be a different person wearing the Leader Jersey on each stage.

#### Sprint Jersey

The sprinter’s jersey is awarded to the rider that accumulates the most bonus points during the week at Sprint Lines, or by finishing in the top 15 places at the finish line of each stage. Cyclists who specialize in bursts of speed, or consistently finish near the top of each stage, will have a good chance of winning this orange jersey.

#### King of the Mountain (KOM) Jersey

This jersey goes to the strongest climber of the peloton. A cyclist earns this jersey by collecting points at designated KOM locations, located at the top of mountains and hills. Only the top three cyclists who cross the line receive points.

#### Best Young Rider Jersey

Each day the riders who are under 23 years of age compete for this special recognition. The winner is determined by his overall placement at the finish line after each stage.

# Cycling Glossary

**Break/Breakaway** - A rider or group of riders that has left the main group behind.

**Caravan/Race Caravan** - The official and support vehicles in a race.

**Circuit Race** - A one-day race that laps around a circuitous route.

**Classic Race** - A one-day race in which the route travels between two separate points, instead of a circuitous route.

**Criterium** - A multi-lap, one-day race on a closed, short course, typically one mile or less.

**DNF** - Short for Did Not Finish.

**Domestique** - A team rider who will sacrifice his individual performance to help a designated teammate. Duties can include giving up one's bike for another rider, supplying refreshments to teammates, and catching breakaway riders. French for "servant."

**Draft** - To ride closely behind another racer, saving energy by using that racer as a wind break. Riding in front is very strenuous but affords a great energy-saving advantage to the rider behind.

**Drop/Dropped** - When a rider has been passed by another, or left behind.

**Echelon** - A staggered, long line of riders, each downwind of the rider ahead, allowing them to move considerably faster than a solo rider or small group of riders. In windy sections where there are crosswinds, a large peloton will form into echelons.

**Feed Zone** - A designated area along the route where riders can grab "musette bags" filled with food and drinks as they ride by. There is an unwritten rule in the peloton that riders should not attack the field while the riders are going through the feed zone.

**Field Sprint** - A mass sprint at the finish among the main group of riders in a road race.

**Gap** - The amount of time or distance between a rider or group of riders and another rider or group of riders.

**General Classification (G.C.)** - The overall leader board in the race representing each rider's total cumulative time in the race. The rider with the lowest time is number one on the G.C.

**Grand Tour** - Refers to three-week major cycling stage races: Tour de France, Giro d'Italia (Tour of Italy), and Vuelta a Espana (Tour of Spain).

**Gruppetto** - A group of riders that form at the back of the field on mountain stages, who ride at a pace that allows them to finish just inside the time limit (see Time Cut). Usually the gruppetto is comprised of sprinters and other riders that are not climbing specialists or race leaders. Gruppetto is Italian for "a small group."

**Hammer** - To ride hard. Also, to "put the hammer down."

**Jump** - A quick acceleration, which usually develops into a sprint.

**KOM** - King of the Mountain. Award for the Best Climber.

**Lead Out** - To intentionally sacrifice one's chances in order to create a windbreak and creating an opening for a rider behind. A racing tactic whereby one rider races at high speed to give a head start to the rider on his/her wheel.

**Mechanical** - Slang for a mechanical problem with the bicycle. "He had a mechanical."

**Mountain Climb Classifications** - Large mountain climbs are normally classified according to their difficulty. Category 4 is the easiest, followed by Categories 3, 2, 1, and the Hors-Categorie (which is the hardest). Mountain climbs are classified according to their length and the average gradient of the road's incline.

**Off the Back** - When a rider or riders cannot keep pace with the main group and lag behind.

**Off the Front** - When a rider takes part in a breakaway.

**Paceline** - A string of riders that moves at high speed with each individual taking turns setting the pace and riding in the draft of the others. See also Train.

**Peloton** - The main field, or pack, of riders in the race. Peloton is French for a group moving forward.

**Prologue** - One type of beginning for a stage race, which is a relatively short time trial.

**Popped** - Blown. Had it. Knackered. Stuffed. Lots of words to describe the legs just going all weak. Loss of power.

**Puncture** - Flat tire.

**Road Rash** - Skin abrasions resulting from a fall or crash onto the road.

**Saddle** - The bike seat.

**Sitting up** - When the rider is no longer tucked, or riding in the most aerodynamic fashion.

**Slipstream** - The area of least wind resistance behind a rider.

**Stage Race** - A bike race held over successive days, with a different course each day. Stage races can last anywhere from three to 25 days. The rider with the lowest total time (or accumulated points) after completion of all the stages wins the overall race.

**Team Leader** - The rider for whom the team rides in order for the leader to win a stage or race.

**Time Cut** - Mostly applicable to the Grand Tours. On each stage all riders must finish within a certain percentage of the winner's time to remain in the race. Those who are unable to make the cut are disqualified from the race.

**Time Trial** - A race in which riders start individually and race against the clock. The fastest over a set distance is the winner. Riders can pass each other on the course but they are not allowed to draft off of each other. Also known as the "race of truth."

**Train** - A fast moving paceline of riders.

**UCI** - Union Cycliste Internationale, the international governing body of cycling.

**Wheel Sucker/Wheelsucking** - Someone who sticks to a rear wheel ahead of him or her and refuses to go to the front.

**USA Cycling** - America's governing body of cycling. USA Cycling supervises the activities of all cycling disciplines (road, mountain, track, cyclo-cross), and establishes criteria for the US Olympic Cycling Team.

**Velo** - Bike. French.