

ST. TIERNANS, STAGG LUCAN, USHER IRC, UCD, SOUTH DUBLIN CC CLUB LEAGUE 2014

MARSHAL MATRIX

- All riders that have applied to be part of the league (the list provided by each club rep) have been entered onto the marshal list.
- Riders were selected by random and assigned a race to marshal.
- Please consult the list for your assigned date.
- If you are unable to make your assigned date please organise a replacement.
- **If you do not marshal or get a replacement there will be a penalty to be advised by committee. At the very minimum you will not be allowed ride the league until you do marshal. If you marshalling date is towards the end of the year you will not be able to race the league in 2015.**
- We will have at least 2 marshals on each corner.
- Any riders that are added to the list late will be added to the matrix when and where a marshal is required by the discretion of the committee.

It is important that you do contribute to the marshalling of at least one race. When you are racing I am sure you ride better knowing that there are marshals on corners and in lead cars when possible. This is the same for other riders when you stand on a corner. This is a voluntary run league so it is important that all riders play their part.

If you already are a seasoned rider/marshal all of the information below will come second nature to you, however, there are a large amount of new riders and old riders that have never experienced marshalling so hopefully this will be off assistance to all.

Please note that due to the numbers in our league some riders will have to marshal twice. All names were selected randomly. If you wish to marshal more than once it will be greatly appreciated by the organising club.

All marshals must sign on before the race. Your signature is proof that you completed your marshalling duties.

Where possible please attend the race by car, you may be needed to be a lead car. Please present yourself to the organising committee as early as possible. It will not be acceptable if riders turn up for marshalling duties and then try and race ahead of the groups to get to their designated corner. This is not safe for you or the following bunches.

What to do when marshalling

- The main priority of a marshal during a race is to provide safety to the riders and other road users when the riders are in the area. All of our races are held on open roads and if we are unable to cover all the corners we are unable to hold a race. A marshal should be easily visible by road users (yellow jacket, red flag, etc) and must be a member of Cycling Ireland for insurance reasons.

- There are times when other road users become irate when they are asked to slow down and wait till riders' pass by a specific point. The best way to handle any verbal abuse is to always be polite, smile and remind the road user that the period of time they are asked to stop is a very short period.
- Do not get involved in any confrontation with the road user. If the authorities (Garda Siochana, Local Council) believe that the riders are being a nuisance on the roads they can and will prevent us from holding these races.

Riders turning left in a race where there is no traffic coming from the right -

- The marshal will stand on the road directing the riders down the turn. They will also be indicating to traffic coming towards the riders to slow down. If there is any bad surface/gravel/potholes on the corner or cars stopped too close to the corner do not hesitate to shout out to the riders to ensure they know of any issues
- The second marshal should move ahead on the road that the riders will be joining to signal to any oncoming traffic of the riders approaching. All cars should be brought to a stop until the riders have passed.
- If there is only one marshal on the corner the lead car will assume the roll of the second marshal.

Riders turning right in a race where there is no traffic coming from the left –

- The marshal will stand on the road to stop oncoming traffic; they will also directing the riders to take the turn. If there is any bad surface/gravel/potholes on the corner or cars stopped too close to the corner do not hesitate to shout out to the riders to ensure they know of any issues.
- When the road is a very busy main road it maybe a requirement to have 3 marshals on the corner
- The second marshal should move ahead on the road that the riders will be joining to signal to any oncoming traffic of the riders approaching. All cars should be brought to a stop until the riders have passed.
- If there is only one marshal on the corner the lead car will assume the roll of the second marshal.

Riders approaching a cross roads and turning left, right or going straight –

- The marshals will need to stop the traffic coming in all directions (from the left, right and oncoming) at this junction.
- When this occurs it is normally on a very busy junction so it is important that the marshal is clearly visible and gives oncoming traffic sufficient notice. An example of this is the left turn onto the main Trim road back to the finish on the “Green Sheds” circuit.

Marshals on the finish line –

- When marshals are on the finish line there will be a requirement to stand 80m – 100m further beyond the finish line to stop oncoming traffic
- Marshals will be required to take numbers/names of finishing riders at the end of the race. The top 7 places are all that is needed.

What to do in a lead car

- The lead car should keep approximately 100 yards ahead of the group.
- Hazard lights, beacon light (when available) should be on during the race
- The lead car should drive far enough ahead of the group to ensure that if traffic overtakes the group during the race they will have a place to pull in.
- The “private” car can then overtake the lead car when it is safe to do so. This helps keep the traffic flowing and prevents long tailbacks.
- When the lead car approaches a corner that is on the race circuit they must drive ahead of the group to warn oncoming traffic. If there is no 2nd marshal on the corner the lead car must stop the oncoming traffic safely. Please make sure it does not happen on a corner and that it is possible to pull away when the bunch comes into view.
- When the lead car approaches the bunch ahead (this will occur in the handicap races) they will pull over and let the riders behind join the bunch ahead.
- If the lead car needs to overtake a group of riders it is customary that you repeatedly sound your horn. Please do this quickly and in short bursts so the riders know there is not an irate driver behind them. Only overtake when it is safe to do so ensuring there is enough space to pass the riders and there is a clear road ahead.

These points are not written in stone and are only a guide to ensure that races are run safely. Changes can occur on the night so please be alert at all times.

Thank you in advance for contributing to the safety of the races, also if you have made it this far I really appreciate it.

Finally please do not turn up on your selected night to marshal stating “I do not know what to do as a marshal” it is up to you to learn these new skills/tools so please ask those that are more experienced than you.

On behalf of the Thursday League Committee
Brian Hayden
St Tiernans C.C.