

Marshal Guidelines

First day

After explaining fitness levels and expected group speeds to participants, ask them to indicate which group they expect to ride in. **For each leg, groups might be adjusted to keep sizes fairly even.**

Explain that this is **NOT** a race and that while you need to pay attention to what's happening in front of you, you must ride according to the people behind you. You are riding to the pace of the slowest member of the group. This means that if a gap develops between you and the riders behind, it is everyone's responsibility to slow down the riders ahead of you so that the riders behind can catch up. As soon as you notice a gap, call out to front riders to slow down. Support drivers should be an active part of group control.

In particular for brown and yellow group riders, stress that they must keep at least 6 m back from the lead support vehicle and ride according to the group pace, **not the vehicle speed.**

Please also remind riders that we have prizes for outstanding efforts of various kinds, e.g. kindness, stupidity, helpfulness...

Each day

Introduce yourself to your support drivers. They will be able to provide you with any relevant information. Introduce yourself and explain your role to your riders.

Make sure bikes are in good working order

Advise cyclists of any problems you've noticed about their bikes. If the bike is unroadworthy, the rider may be required to repair or retire.

Rider/group control

Each group has two marshals. For better group control, the marshals should ride within different parts of the group (i.e. one near the front and one near the back, except during rotations).

Safety and enjoyment are two key goals for the ride and should be at the forefront of our minds. There are several factors that can affect these. Some of the key issues are:

- You need to exercise your authority. You and the support drivers are primarily responsible for your ride group's safety and wellbeing, including how stretched-out the group is.
- Emphasise safe riding practices such as warning of hazards through hand signals and calling out.
- Riding as a coherent group – this includes ensuring that the group rides to the slowest member's speed and stronger riders support weaker riders. Issues from past years have included groups stringing out too far, lead riders sitting **too close to the front car** and riding at car pace instead of group pace. Repeat offenders will be advised with the second warning that the next infraction will result in them being **inCARcerated**.
- If weak riders cannot handle the pace of the group, they may need to move to a slower group.
- Make sure riders do not do things like riding into the gravel to do skids.
- Ensure the group communicates hazards.
- Urge riders to use smooth actions to avoid hazards – avoid sudden braking and swerving.
- Cross railway lines at right angles.

- If the group chooses, and the conditions permit, try rotations so that lead riders get some time away from the front of the pack. This also creates great opportunities for riders to chat to each other.
- Marshals changing groups should inform incoming marshals of the dynamics that are most affecting the group.
- Marshals changing groups are to advise their new support driver. Groups are designated by colour and the support vehicle will display their relevant colour.
- Marshals changing groups should introduce themselves to riders in their new group when practical. Riders need to know who you are.
- All incidents such as a fall, accident, etc are to be reported to your support driver immediately.
- In case of accidents, make sure you keep riders safe from further injury by removing them from hazards and/or diverting traffic. Ensure injured cyclists are attended to.
- If there are time deadlines to be met, riders who get punctures may need to ride in the car until the next stop.
- Enforce the rider guidelines.
- Emphasise that when coming out of corners and when going from single- to double-file, the acceleration of the lead riders must be **gentle** – do NOT sprint. Once the group has re-formed, the lead riders can **gradually** increase the speed.
- When going from double- to single-file, ensure riders move to the edge of the road (not to the middle) and ensure warnings are yelled as tail riders may need to almost stop.

Debrief Meetings

When your group arrives at the overnight site, marshals and support drivers meet to discuss any issues encountered during the day. If the issue relates to group dynamics rather than an isolated incident, ensure the marshals for the next day are told of the issues. If required, a debrief of all marshals (or the marshals for specific routes) can be held. Drivers can be included, if required.

Liaise with Drivers

Marshals should liaise with support drivers to ensure the route is known, all known hazards are discussed, and that there are adequate provisions for each leg. If possible, the stop points should be decided before heading off. Provisions to check include:

- Water (vehicles start the day with at least 40 L)
- Food, particularly for longer legs
- Sunscreen
- First-aid kit
- Bathers/towel for Waroona leg
- Pumps/spares

Vests

You'll be supplied with safety vests. Please return them in person to the head marshal/s at the conclusion of the ride in Busselton or after your marshalling duties are finished.