



START LINE * SAFETY * MECHANICS * REST STOPS *

SAG DRIVER GUIDE

OVERVIEW

The Foster 100 is different from many cycling events. Our riders travel in platoons organized by pace. Their size may vary from 15-25 riders in size. Each platoon will have a designated platoon leader and assistant leader. The ride is 100+ miles to Cape May, NJ with four rest stops along the way. Drivers should expect that they may be on the road for 7-8 hours from start to finish.

Make sure of the following prior to departure on ride day:

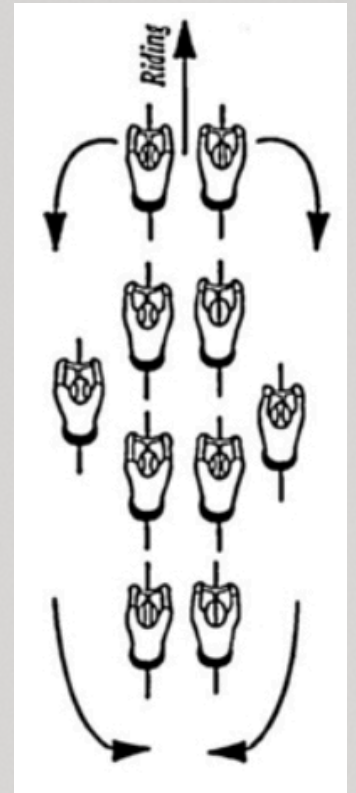
- Cell phone number of platoon leader
- Cell phone number of assistant platoon leader
- Primary Foster 100 ride and support phone numbers
- List of platoon member cell phones in case needed
- Have a mount for hands free phone use that makes it easy to monitor your map on your phone as you drive.
- Phone apps: to monitor the route the [Ride w/GPS] app is recommended.
- Know the target pace range for your group to help gauge speed.
- Fuel up your vehicle in advance
- Pack snacks, water, etc. Review the route in advance to familiarize yourself with the roads. In particular, know where key turns, roundabouts, etc. are on the route. Review the route with your ride leader prior to the start.

AT THE START

Arrive early to the start 45 minutes to an hour ahead of groups roll-out departure time. Your car needs to be equipped with lights and other material. You will be provided with a first aid kit. Riders will need to put their bags in your car. When you arrive, check-in, connect with your platoon leaders, and wait for staging instructions.

PLATOON AND CAR TRAVEL

Platoons will stay toward the right of the road and on the shoulder where adequate shoulder exists. Platoons will spend a good amount of time riding 2 by 2. Riding 2 by 2 helps make the ride a more social and team oriented experience. When riding 2 by 2 you will see riders rotating periodically from front to back as illustrated here.



Drivers should be aware or watch for:

- Speed: BE AWARE that the group may slow down periodically to address issues with the road, deal with wind, and can even stop suddenly if something is in their path.
- Speed: riders will slow going uphill and accelerate going downhill.
- DRIVERS MUST KEEP EYES ON RIDERS AT ALL TIMES to avoid the risk of collisions with the group.
- DRIVERS SHOULD ALWAYS MAINTAIN A CONTROLLABLE DISTANCE FROM THE RIDERS. This will vary with speed but should leave some space to the platoon. Not too much space however; or cars may try to get between you and the riders which is a dangerous situation.
- SAG or trailing cars should stay behind the group unless directed to do otherwise by the platoon leaders.
- Drivers should try not to become separated from riders at lights or intersections. If separated, the group will continue and you can gradually catch the group as soon as possible.
- Drive with your 4-way flashers activated at all times

WHAT TO WATCH FOR WHILE DRIVING

When following a platoon the driver is both the support and safety mechanism.

Drivers should be aware or watch for the following:

- Where to Drive: if you follow the group so your position in the car sits just outside the left hand riders, that will place your car roughly even or slightly left of the platoon. This helps cars passing to pass further left as they will need to avoid your car. Try not to impede cars and if too much traffic backs up behind you, consider pulling off and then catching up with the group.
- Safety: KEEP YOUR EYES UP THE ROAD and ahead of the riders as much as possible. Seeing what is happening in front of the platoon will help you know how to react. If you see intersections coming or traffic situations you can anticipate how the platoon will need to react and react accordingly.
- Moving left: If situations lie ahead - a left turn, construction, parked car, potholes on the shoulder, debris, etc. - the platoon will need to move left into the lane. Move into the lane in advance or with the platoon to protect the riders. If the platoon moves left. You move left. You are protection from traffic when needed.
- Monitor your mirrors - if you see fast moving vehicles or trouble behind you alert the platoon or move into the lane to protect the group as appropriate. If the platoon starts moving left and you see a situation (truck coming from behind with head on traffic for example), warn the riders. Mostly likely this means use of your horn but this should be discussed with the leaders in advance - and used sparingly. Those riding have experience riding on the roads. You offer an added layer of safety however; platoon leaders will coach riders that they must still look before they move into a lane.
- LEFT TURNS: there are several left turns on the route. When you see a left turn coming on your map, plan to move into the lane as you approach the intersection once traffic allows and in advance of the turn. This enables the riders to see you move over as they move the platoon over in front of you.
- Wrong Turns: if the group makes a wrong turn, stay with the platoon until they can make a correction.
- Police: towns have been advised we are coming through and will have been provided with our route and approximate timeframes.

IN CASE OF EMERGENCY

Platoon Leader is in charge of emergency situation until Ride Director is on scene
Procedures:

- Call Ride Director immediately.
- Coordinate with Platoon Leader to control situation
- Position vehicle between injured cyclists and traffic if necessary
- If cyclists clear the road, position SAG vehicle safely off the road, between cyclists and traffic
- Give riders access to stowed bags, first aid equipment, etc.
- Remain with vehicle and communicate with Ride Director about progress

PASSING ANOTHER PLATOON

When one platoon passes another on the road.

Drivers should be aware or watch for the following:

- If you can see your platoon approaching another on the road, the leader will look for a good spot to pass. Prepare when you see this taking shape.
- If clear behind (no traffic) move into the lane to let the riders know it is clear.
- After they pass - wait for a safe time for you to pass. You will likely need to move further over into the other lane to give the platoon being passed plenty of room - please don't crowd them when passing. Wait for a gap in oncoming traffic if needed. Make sure there is no oncoming traffic and when safe, pass slowly and then re-catch up with your group.

MECHANICAL AND RIDER SITUATIONS

When mechanical issues occur with a bike in the group, you should stop behind the group to the right side of the road to allow traffic to pass.

Driver points: Drivers should be aware or watch for the following:

- Riders may need access to supplies you are carrying to address mechanical situations.
- If you are a mechanic, have at it...if not, drivers who are not bike mechanics will be placed with more experienced platoons. Just provide access and support as needed.
- It is possible that you may need to pickup a rider. Have available seats in your car and plan in advance for how you can load bikes and riders when needed.

REST STOPS

Drivers should be aware or watch for the following:

- You are asked to check-in at rest stops so platoon progress can be monitored. Your point of contact will be Rick Stevenson (484) 888-9900 to call or text for check-ins and other needs.
- When at a rest stop, first, provide access for riders to stored supplies in the car.
- If you are a mechanic, please facilitate any issues at rest stops if possible to avoid issues being addressed on the road when possible.
- Then, take care of yourself: you need food, water, bathroom. Make sure you attend to your needs at the rest stop. If you need more time, advise the ride leader. You are a member of the platoon also.
- Expect to spend 10 minutes +/- at rest stops.

FLAG EXCHANGE AND END POINTS

Drivers should be aware or watch for the following:

- Flag Exchange: you will be carrying the flag and the platoon leaders will need access to it. You will need to park at the flag exchange so you don't interfere with riders entering and exiting.
- End Point: While the riders will continue into the naval base airfield to travel around the hanger, you will need to detour at the end and travel to the un-loading area. Rider packs will be off-loaded from your car and into the hanger.