

Getting On Race 2015 - Notes for Competitors

Marshalling Plan

Crews Marshalling at Baitsbite

Crews 1 - 10 should pull in above Little Bridge, facing downstream, in reverse order i.e. Crew 1 furthest upstream. There will be numbered posts and marshals to assist. Once all crews are pulled in, you will be pushed off, and asked to proceed towards the lock. Crews should then spin "bumps style" under marshals' instructions, and sit ready to proceed to the start when asked to do so.

Crews 11+ should pull in below Little bridge, facing upstream, in race order i.e. Crew 11 furthest upstream. There will be numbered posts and marshals to assist. A marshal will instruct you to push off and row to the start.

Crews Marshalling at Chesterton

Crews 1-10 should pull in at Stourbridge Common facing downstream in reverse order i.e. crew 1 furthest upstream. There will be numbered posts and marshals to assist.

Crews 11+ should pull in between Peter's Posts and the Railway Bridge facing downstream in reverse order i.e. crew 11 furthest upstream. There will be numbered stations and marshals to assist.

Crews should push off when instructed to do so by marshals, and proceed downstream remaining in reverse order. No stationary practice starts will be permitted on the row up to the start.

Crews 11+ should spin "bumps style" and pull in, facing upstream. There will be numbered posts and marshals to assist. Crews 1-10 will be held upstream of Little bridge until this has been completed. Crews 1 - 10 will then proceed towards the lock, spin "bumps style", and sit ready to proceed towards the start under marshals' instructions. Once crew 10 is clear, marshals will instruct parked crews to push off and proceed towards the start.

Any crew that is late to marshalling will not be permitted to race.

The Start

The start is a rolling start from the Little Bridge. Times will be taken bows on. The start will be under the control of a Senior Umpire, approximately 100m below the "start line" at Little Bridge. They will start you with a "Go!". We recognise that crews may wish to do a standing start at this point. This will be allowed provided conditions are not such as to make holding position difficult (most likely a strong cross wind). In this case the Senior Umpire will hold crews in/slightly around the corner to make holding position easier, and standing starts will not be permitted.

The Finish

The finish is the post 78 yards downstream of the Railway Bridge. Times will be taken bows on. Upon crossing the finish line, wind it down but continue to row until at the P&E to keep the finish line clear. Crews stopping should pull into the bay at the P&E to allow those crews wishing to proceed straight home to do so unimpeded.

Overtaking

Crews being overtaken must concede the racing line. Overtaking crews must make their intentions known in good time for the other crew to respond. Once an overtaking manoeuvre has commenced, crews should keep to their respective water.

Crew Scratches

Crews scratching before 5PM on Wednesday 18th February will receive a full refund.

Crews scratching before 5PM on Thursday 19th February will receive a half refund.

Crews which scratch after this time, or do not show up to race, will receive no refund.

Crews which race but fail to get on will receive a half refund.

Division Changes

If you require a change of division, you must find another crew to swap with, and email [**michael@cucbc.org**](mailto:michael@cucbc.org) with the details. Both crews must confirm agreement to a swap, in email to me, before 5PM on Thursday 19th February.

Crew Substitutions

All crew substitutions should be declared via email to [**michael@cucbc.org**](mailto:michael@cucbc.org). Please remember that anyone who races in a successful GoR crew may not go on to compete for a higher crew in The Lent Bumps. Requests to race for time only must reach me at [**michael@cucbc.org**](mailto:michael@cucbc.org) before 12PM on Friday 20th February.

Qualifying Crews

Of the crews that qualify, those which raced bumps last year will be put back on in such a way as to preserve the ordering of last year's finish order. The remaining qualifying crews will be put on at the bottom in a random order.