

## TIME TRIAL RULES AND REGULATIONS

### Date & Time:

Time trials are held most Thursday evenings, beginning at 6:30 p.m. from April 15<sup>th</sup> through September 16<sup>th</sup>, unless the weather isn't suitable.  
On days of questionable weather, phone the hotline for more info.

### Sign Up:

Sign-up for the TT's must be before 6:25pm for the shorter events (5, 10, 15, 20km) and before 6:15pm for the 40km events. Road marshals should also be there by 6:15pm. This will ensure that the events start on time.  
All riders must attend one of the brief "Safety Talks" given at 6:10 and 6:25 before every race. Each rider will confirm that they understand the "Safety Talk" prior to starting.

### Categories:

Male and Female  
Pre-Junior (under 16)  
Junior (16 - 18)  
Senior (19 - 34)  
Veteran (35 - 49)  
Master (50 - 59)  
Super Master (60 and over)

### To Qualify:

To qualify for TT awards, you must complete at least one of every distance (10, 15, 20 & 40km) throughout the summer, excluding any 5km one-way event. Awards will be based on the lowest cumulative times for the four distances for male and female in each category.

The 40 over 40 is a time handicapped event for riders over 40 years of age, however riders of all ages may participate. Riders over the age of 40 receive time bonuses of 2 seconds per month and prizes will be awarded based on those adjusted times. Unadjusted times from this event may be used as a 40 km TT.

To qualify for the Hilly TT's awards, you must complete both Moose Hill events. Awards will be based on the lowest cumulative times per event per category.

### OCA Time Trial Rules:

The OCA bases their rules on those of the Canadian Cycling Association (CCA) who can be found at: [www.canadiancycling.ca](http://www.canadiancycling.ca). Ultimately, the CCA conforms to the rules as set out by the Union Cycliste International (UCI), the world's regulatory body for cycling. Their website is:

[www.uci.ch/english/index.htm](http://www.uci.ch/english/index.htm)

### TIME TRIAL RULES

- All equipment must be in proper working order: good brake pads, properly inflated tires, secure head set and handle bars, secure seat post and saddle, tight wheel skewers. Approved helmets must be worn at all events.

- Obey the instructions of the starter, marshals and timekeepers.
- Attend the MANDATORY pre-race "Safety Talk". Riders MUST follow all instructions.
- Line up at starting line on the shoulder in departure number order. While you are waiting to start, please keep over to the side, well off the travel lane of the road.
- Have respect for nearby residents. If nature calls, find a discrete location, not the neighbours' bushes.
- Whenever possible we will hold riders at the start, otherwise, you must start with one foot on the ground, the front tire not beyond the start line. The starter will count down the last few seconds. You may start after the starter says, "Go".
- If you miss your start time, or have a mechanical after you have started, you will not have a restart. If a rider has a mechanical prior to their start we will consider moving them to the end of the list. Riders allowed to restart will only have 1 minute after the last rider on the list has gone.
- TT's are individual. This means no drafting is allowed except in team time trials. If you do, you will be disqualified. Drafting means not following in anyone's slipstream and leaving a minimum lateral distance of 1 metre when you are passing someone. If you are passed you must maintain a distance of 5 metres between you and the rider who has just passed you.
- When overtaking another TT participant, abide by traffic laws pertaining to passing another road user. Do not pass to the right. Prior to passing call out, "On your left", to warn the other participant that you are passing.
- With the exception of rounding the corner at the turn-around, do not cross the yellow line into the on-coming lane.
- Be aware of the dangers of intersections along the course, even if you do have 'Right of Way', act accordingly. Remember, you are ultimately responsible for your own safety.
- Ride with your head up and your hands on the handlebars. Do not ride with your head down.
- Many of our courses have a turn-around point at the halfway point. A Safety Zone is marked an appropriate distance each way from the turnaround point. A point 50m from the turnaround point is the beginning of the Neutral Zone. At this point, the rider must have their hands on the top of the handle bar, not on the drops or the aero bars, have their head up and check for vehicles in both directions. You must check in both directions well in advance of the turnaround to determine whether it is safe to turn. If in doubt, err on the side of waiting. The marshal will hold an orange flag above their head if there is a vehicle inside the Safety Zone and the rider must stop and wait for traffic to clear. If the marshal's flag is not raised the rider can, after checking for traffic complete the turn. Remember, the turn marshal is there for guidance only, but you must stop if the marshal gives that instruction. The turn is around the outside of the cone, or if there is no cone around the outside of a mark, or within 10 feet in front of the marshal. Remember that the decision whether it is safe to turn is the responsibility of the **RIDER**.
- As you pass the timekeeper at the finish, you must call out your start number. Failure to do so may mean that you will not get a result. If there is a rider in front of you at the line, let them call their number out first.
- DO NOT DISTURB the timekeeper while he or she is trying to get results. Riders shall not approach the timekeepers for any reason prior to the announcement of official results in the parking area, unless there is an emergency or there has been an accident. Doing so could result in you being disqualified.

### **Accidents**

In case of an accident a standard [OCA incident report](#) must be completed by the organizer and forwarded to the [OCA office](#).