



**CYCLING
IRELAND**

Cycling Ireland Organisers Guide

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Cycling Ireland National Time Trial Series Organisers Guide



Version 2

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Document History

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1. Introduction

The Cycling Ireland National Time Trial Series organisation guide stipulates the obligations of the Organising Committee and is an integral part of the organisation agreement between Cycling Ireland and the Organising Committee for each National Time Trial Series Event.

It is the Organising Committee's (OC) responsibility to adapt the measures in the organisation guide to its own environment.

The Organising Committee must also comply with Cycling Ireland rules, and any other applicable laws and rules.

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2. RACE PROGRAMME

Cycling Ireland National Time Trial Series

The Road Series can take place on a Saturday or a Sunday and should consist of the following events to be started in this order

Women Masters Time Trial
Men M60 Time Trial
Men M50 Time Trial
Men M40 Time Trial
Junior Women Time Trial
Junior Men Time Trial
Senior Women Time Trial
Senior Men Time Trial

All events are pre-entry only and must be through the Cycling Ireland online entry system.

Cycling Ireland will complete the start list for each event based on the riders entered at closing of on-line entries – Riders will be banded together in categories and seeded with a gap of between 3 -5 minutes between categories starting.

Riders should compete with either single shoulder number or single back number provided by the race organiser.

Entry numbers will be reviewed over the 2022 season to ensure there is adequate interest from each category to ensure continuation of the Categories for the future.

3. CIRCUITS

1 – Distances

In accordance with Cycling Ireland regulations the maximum distance shall be as follows: Max 40 km for all categories on an out and back course. Should a circuit be used distance should also be a maximum of 40km.

Junior riders in road races shall be restricted to a maximum gear roll out of 7.93 meters.

2 – Choice of circuits

When designing circuits, several factors will be taken into consideration for the choice of venues:

- Sporting interest
- Impact on traffic
- Impact on residents
- Good access to venues
- Public car parks

The circuit must be or have:

1. of a sporting nature
2. distances to be as per General Administrative and Technical Regulations
3. 5, 3, 2 and 1-kilometer countdown boards
4. The last kilometres of the race should not include major obstacles (dangerous bends, narrowing of the road, roundabouts.).

3 – Barriers on the circuit

The installation of barriers on the circuit may be necessary:

- for safety reasons
- or as a support for sponsors' advertising banners at the event.

Barriers that encroach on the road are a danger for riders and must be avoided.

4 – Signage

Signposting

The circuit must be fully signposted. The signposting must be directionally clear. The signposting for each course should be done several days before the start of competitions. It must be checked by the Organising Committee each morning before competitions.

Kilometre signposting

It can be done using panels or banners.

Signposting of dangerous points

The installation of specific warning panels at each dangerous point is obligatory (level crossing, island, narrowing, tight bend,). These panels must be installed 100m before the danger and at the dangerous point.

Sponsors signage on the circuit

Banners which may be blown over by the wind must be anchored down on the entire circuit and must be installed more than 50 cm from the edge of the road. All barriers with advertising banners or those that may be blown down by the wind must be anchored down or be wind-resistant barriers.

4. START/FINISH AREA

1 – General points

The choice of venue will be based on the following criteria:

- Sporting interest
- Access
- Area available to install infrastructure: Time Keeper stands, Photo finish, Announcer, Podium, Car Parking etc

2 – Access to the start/finish area

Access and evacuation of the start/finish area must be possible for accredited vehicles, even during competitions.

The visibility and coherence of access signposting to the venue is vital. This signposting must be clearly visible and displayed at least from the entrance into the town. It is important all vehicles know exactly where they must be located prior to the start of the event. Differentiate between forward vehicles area and rear vehicles area.

3 – Finish area

The finish area must not have any obstacles before or after the line (dangerous bend, narrowing, roundabout, speed bump, etc.).

The road surface must be in an excellent state.

There should be a finish arch or finish banner across the road at a height suitable to allow vehicles to safely pass under even with spare bikes mounted on the roof, the finish line should be a black stripe with a thickness of 4cm, in the middle of a white stripe with an overall width of 72 cm, i.e. 34 cm each side of the black line.

A Chequered flag must be available.

An Elevated sheltered area for Time Keepers to operate and Timing equipment with floor height of at least 1.5 metres and 15 sq. metres in area with shelter from the elements.

4 – Timing

The timing service provider used by the Organising Committee must install and operate the entire timing system the transponders, display, rankings. The service must be compliant with the UCI rules and be of the highest possible standard.

5 – Barriers

From a minimum 10m before and until 10m after the finish line, barriers must be fitted.

All barriers with advertising banners and which may get blown over in the wind must be anchored down or be wind-resistant.

5. RACE HEADQUARTERS

Check in

A meeting rooms must be provided at the race headquarters:

- 1 room for the license check in with a minimum of 3 tables and 6 chairs

Toilets, Changing and Shower facilities

- Separate toilets, changing rooms and showers for men and women
- Adequate number of toilets, changing rooms and showers

6. TRANSPORT & OFFICIAL VEHICLES

Official vehicles

Official vehicles must be provided by the Organising Committee.

The vehicles to be provided for each race by the Organising Committee are as follows:

- 1 Lead vehicle with appropriate signage and lights
- 2 saloon cars with drivers – Commissaires
- 1 motorbike commissaire – confirm motorbike commissaire may bring their own motorcycle

Note – these vehicle numbers are a minimum.

7. MEDICAL SERVICES

The Organising Committee must provide a high-quality medical service, providing optimal treatment for any riders, officials, team members, organisation staff or other accredited persons who are victims of an accident or illness. The medical service should be in operation at least one hour before the start of the event and until one hour after the finish. It is impossible to define rules to apply in all cases.

High-quality medical assistance includes professional medical assistance, the support of voluntary paramedics is possible.

First-aid personnel on duty and with an ambulance/Medical Estate, a minimum of 2 ambulances/Medical Estates should be in attendance, these can be on standby on the circuit. Nearest hospital and quickest routes should be identified.

Doctor/Paramedic should be in attendance

Medical assistance during races

Medical assistance to competitors during the race

- On the ground
- If needed transport to hospital

The Organising Committee must provide teams, commissaires and the race headquarters with addresses, access plans, office opening hours (medical surgeries, hospitals, etc.) and useful telephone numbers.

8. CYCLING IRELAND SUPPORT

Cycling Ireland will provide PR/Marketing to the event, as outlined below:

- Written race preview and report for each race day.
- Live Facebook and Twitter updates throughout each race day from venue – including video and photos.
- Video reactions before and after each race, published on social media.
- Audio sent to local radio stations.
- Support for club PROs to ensure coordination.
- All club promotion of races should reference/use the hashtag #NRS2022, as well as a race specific hashtag of their choosing.
For example, #TheDes2022 or #DonalCrowley or #thebeggs.

Cycling Ireland will also send a branding team on the day to Brand Event in line with Cycling Ireland Branding Guidelines

As a requirement it is essential, Cycling Ireland Event Officer receives the top 20 result for all races as soon as they finish.

9. COVID-19

Cycling Ireland will advise on any COVID-19 restrictions in place at the time of any event and all events will fall into line with the relevant government health guidelines.

10. 2022 Series

Date	Event	Promoting Club
10/04/2022	2022 National Time Trial Series Rd 1	Island Wheelers
04/06/2022	2022 National Time Trial Series Rd 2	North Tipperary Wheelers
11/06/2022	2022 National Time Trial Series Rd 3 - Noel and Kieran Hammond Time Trial Events	Orwell Wheelers Cycling Club
09/07/2022	2022 National Time Trial Series Rd 4 - Seven Springs 40Km TT	Seven Springs Cycling Club

Points will be allocated for the category as follows: SM, SW, JM, JW, Men M40, Men M50, Men M60 & Women Masters

Per Event			
Place	Points	Place	Points
1 st	40	11 th	13
2 nd	35	12 th	11
3 rd	30	13 th	10
4 th	25	14 th	9
5 th	20	15 th	8
6 th	19	16 th	7
7 th	18	17 th	6
8 th	17	18 th	5
9 th	16	19 th	4
10 th	15	20 th	3

Overall Prize Fund SM, SW, JM, JW, Men M40, Men M50, Men M60 & Women Masters – per Category – no prizes for each individual round.

Position	Amount
1st	€ 150
2nd	€ 125
3rd	€ 100

