



Agenda for a Meeting of the National Council

To be held at:

Hellidon Lakes,
Hellidon, Daventry,
Northamptonshire,
NN11 6GG

Sunday 26 January 2025:

9.30 am

Registration:

9.00 am

Chair:

Andrea Parish

National Legal Adviser:

David Guy

Special Note:

Copies of this agenda are being sent to each affiliated club. If the recipient is no longer the Hon. Secretary of the club, it is requested that these are forwarded promptly to the new Secretary who should notify the Support Team at support@cyclingt看metrials.org.uk of the change of Secretary so as to keep the Company's records up to date

Delegates are entitled to vote by proxy in accordance with Articles of Association 21 and 22. Article 21.1 (d) requires proxy notices to be delivered 48 hours before the time for holding the meeting. That is 9.30 am on Friday 24 January 2025. Such notices may be sent by email to the National Legal Adviser at david.guy@cyclingt看metrials.org.uk.

AGENDA

Item
Number

Votes

For

Against

- 1 To confirm the minutes of the National council meeting held effectively on 03 December 2023
- 2 To adopt the report of the Board of Directors
- 3 To receive, and if thought fit, adopt any further report of the Board of Directors that it may not be possible to circulate within the time laid down in Standing Orders
- 4 To adopt the Balance Sheet and Statement of Accounts for the period 1 April 2023 to 31 March 2024
- 5 Election of Officers:

- a) To elect directors (including any retiring by rotation) under Article 12.1(c). The director due to retire by rotation are:

Sue Bowler	Central DC
Keith Dorling	London East DC
Robin Field	South Wales DC
Martyn Heritage-Owen	South Wales DC

There are no persons who have been nominated for appointment as a director in accordance with Article 12.1(e)

As there will be 4 vacancies all retiring directors will be re-elected.

- b) To elect an Appeals Panel of six members, and to fill any other vacancy on the panel that might have arisen during the year, under Article 12.1(f). The six retiring members are:

John Golder	London East DC
Richard Hope	South West DC
Mark Jones	London South DC
Ray Lockett	North East DC
Gerry McGarr	West DC
Paul Wheeler	London West DC
*Vacancy	

*Colin Wakeman Retiring | Central DC

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By the Board of Directors	
Regulation	N/A
Source of current regulation	N/A
Date of change proposal	December 2024
To be in effect from	Feb 2025
RAG sub-group	Governance & Oversight
Approval sought from	The Board
Board comment	National Council
Explanation	

Background:

The Rules Council was set up in 2024 in response the passing of the resolution at the 2023 National Council and Districts were invited to nominate members. The Council then agreed how to organise itself and created various working groups and decided the membership of the groups. 4 districts did not participate although they can join at any time.

However, what has not been agreed is how the groups work and what the powers are for Group Leaders so can they coopt experts onto the group and what level of transparency about their work with the community is allowed.

The process is also unclear and need codifying. Can the Subgroups or the just the whole RAG as a whole were permitted to submit items direct to National Council?

For example: Some groups felt they should be reactive and some took a proactive approach.

It was decided that Subgroups could not submit Regulation changes directly to National Council and that the Group as a whole would have to agree to a proposals so that there was some prospect of new Regulation passing.

The role of the Board is also undefined as it has the overall responsibility for IT and budget.

The motion seeks to direct the RAG to formally decide the overall approach whilst not binding the hands of individual district to propose regulation changes direct in the time-honoured fashion.

Proposal	Current Regulation
<p>This meeting tasks:</p> <p>1 The Regulations Advisory Group (aka Rules Council) with defining the roles and responsibilities of the group and its subgroups.</p> <p>2 The RAG will define the processes and governance of the group and its interaction with the Board.</p> <p>That any output documentation and/or new Regulation necessary to codify the group should be presented no later than the next National Council.</p>	

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By the Rules Advisory Group supported by the Board of Directors

RAG-2 RAG TT bikes and general specifications regulations 14 and 15

Regulation	14. Competitors Machine 15. Protective Helmets
Source of current regulation	https://www.cyclingtimetrials.org.uk/articles/view/11
Date of change proposal	December 2024
To be in effect from	Feb 2025
RAG sub-group	Equipment and Clothing
Source of change proposal	RAG
Approval sought from	National Council
Explanation	
<p>Based upon the new proposed road bike class regulations, the board then requested to have the time trial/hill climb machine class regulations have their format and ethos changed to then match. A proposed reformatting is therefore presented in this proposal.</p> <p>To aid this, a new sub-section of the regulations is also now proposed that includes all equipment regulations that apply to all the different machine classes and this will both include and replace the existing 'protective helmets' regulations.</p> <p>Finally, whilst none of the former rules have been deleted or substantially changed as a result of this reformatting, some minor edits are proposed. These main changes include:</p> <ul style="list-style-type: none"> • Changing the title of the sub-section in the regulations from 'Competitors Machine' to 'Timetrial/Hill Climb Racing Class'. • Rephrasing changes (e.g. adding the word 'fairings') • Rules edited for redundant terminology or reduced in length for succinctness. • The majority of slang terms have mostly been removed and updated. • Measurement units have been changed from cm to mm to match the road bike class. • N.B's have now been incorporated into the text to now act as regulations. • The rule regarding tubulars has been removed as this is out of date by not also considering clincher or tubeless tyre constructions. • A contact points rule (to mirror the road bike class) has now been added. • A specific mention to state clearly that no head down riding is allowed has also now been included. • The previous rule regarding front wheel surface area (14. g) has been replaced with a rim depth limit instead. There are 3 reasons for this: (i) A percentage value was too challenging for people to calculate both easily and quickly, (ii) To replicate the language used for the proposed road bike regulation updates and (iii) Due to the advent of hydraulic disc brake systems, a brake rotor (of typically 140-180mm in diameter) essentially provides extra surface area to a wheel that would complicate the intention of the old regulation. <p>As shown below, these proposed changes actually reduce the length and volume of the existing equipment regulations whilst still maintaining their current strength.</p>	
Proposal	Current Regulation
<p>14 Competitors General Equipment Requirements</p> <p>a) The use of any fairings or windbreaks is prohibited.</p> <p>(b) The use of machines containing additional power sources for propulsion is prohibited.</p> <p>(c) The use of recumbent machines is prohibited.</p>	<p>14. Competitor's Machine</p> <p>Every competitor must ensure that their machine is so constructed, equipped and maintained as to be capable of being ridden on the road safely at all times and in all conditions. The riding competitive position shall be set so that the vision is not compromised such that the rider cannot react safely to events that can reasonably be expected to occur during the event in question. In particular but without prejudice to the general principles of this regulation:</p> <p>(a) Brake levers must be secured to the handlebars</p>

<p>(d) Para-cyclists who are unable to ride a machine that complies with any of the machine regulations can apply to the Board for dispensation.</p> <p>(e) The braking systems must operate independently on both front and rear wheels. On tricycles and tandem tricycles, two brakes may operate on the front wheel.</p> <p>(f) Bicycles with any fixed wheel drivetrain must have a locking device securing the fixed sprocket. Machines with fixed wheel drivetrains require only a brake operating on the front wheel(s).</p> <p>(g) No competitor shall be permitted to start either a Type A or Type B event unless such competitor has affixed to the rear of their machine a working rear red light, either flashing or constant, that is illuminated and in a position that is clearly visible to other road users.</p> <p>(h) No competitor shall be permitted to start either a Type A or Type B event unless such competitor has affixed to the front of their machine a working front white light, either flashing or constant, that is illuminated and in a position that is clearly visible to other road users.</p> <p>(i) All competitors must wear a properly affixed helmet which must be of hard/soft shell construction. Helmets should conform to a recognised Standard such as SNELL B95, ANSI Z90.4, AUS/NZS 2063:96, DIN 33-954, CPSC or EN 1078.</p> <p>(j) It is the responsibility of the competitor to select a helmet that offers protection against head injury and does not restrict the competitor's vision or hearing.</p> <p>(k) It is the responsibility of the competitor to ensure that the helmet is properly fitted, is undamaged and in good condition.</p> <p>(l) Cycling Time Trials makes no warranties or representations regarding the adequacy of any standard or the fitness for the purpose of any brand of helmet and will not accept any claims arising from the use of any particular helmet.</p> <p>15 (A) Time Trial Racing Class</p>	<p>in such a position as to enable the competitor to readily apply both brakes whilst holding the handlebars at their widest point. The width of handlebars shall be no less than 35 cms.</p> <p>(b) On tricycles and tandem tricycles, two brakes may operate on the front wheel but otherwise the braking systems must operate independently on both front and rear wheels.</p> <p>(c) Bicycles with a fixed wheel shall have a left hand threaded locking device securing the fixed sprocket or other suitable locking device. Similarly, tricycles with a fixed wheel shall have a suitable locking device or alternatively shall include an integral system as part of the design. Machines with fixed wheel require only a brake operating on the front wheel(s).</p> <p>(d) Machines fitted with triathlon handlebars and derivations thereof which have forearm supports, or Spinacci type handlebars without forearm supports, may be used provided that when the rider adopts a competitive position on these bars:</p> <p>(i) The wrists are no lower than the elbows.</p> <p>(ii) The height from the ground to the forearm resting position is no less than 80% of the height of the saddle from the ground.</p> <p>(e) Tyres shall be in good condition and tubular tyres shall be securely attached to the rims.</p> <p>(f) Disc wheels or spoked wheels fitted with covers may be used only on the rear of a machine.</p> <p>(g) Deep section rims, tri-spoke and wheels of a similar design may be used. The front wheel must have at least 45% of the surface area open.</p> <p>(h) The use of recumbent machines, protective shields or windbreaks is prohibited.</p> <p>(i) The use of machines containing additional power sources for propulsion (electric, electronic, mechanical or otherwise) is prohibited.</p> <p>(j) No competitor shall be permitted to start either a Type A or Type B event unless such competitor has affixed to the rear of their machine a working rear red light, either flashing or constant, that is illuminated and in a position that is clearly visible to other road users.</p> <p>(k) No competitor shall be permitted to start either a Type A or Type B event unless such competitor has affixed to the front of their machine a working front white light, either flashing or constant, that is illuminated and in a position that is clearly visible to other road users.</p> <p><i>N.B. The Board considers that use of the so called "tuck" and "superman" positions would be a breach of the opening paragraph of this Regulation and that such use is not in the best interests of the safety of riders or the</i></p>
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<p>a) The competitor must normally assume a sitting position on the bicycle. This position requires that the <u>only</u> points of support are the following: the feet on the pedals, the seat on the saddle, the elbows/forearms and the hands holding the handlebar or aerobar. The use of the so-called ‘tuck’ and ‘superman’ positions are not allowed.</p> <p>(b) The riding position must be set so that vision is not compromised such that the competitor cannot react safely to events that can reasonably be expected to occur during the event in question.</p> <p>(c) Machines may be fitted with aerobars/tri bars.</p> <p>(d) Brake levers must be secured to the handlebars in such a position as to enable the competitor to readily apply both brakes whilst holding the handlebars at their widest point. The width of handlebars must be no less than 350mm.</p> <p>(e) Deep section rims, tri-spoke and wheels of a similar design may be used. The front wheel must have a depth of no more than 101mm.</p> <p>(f) Disc wheels or spoked wheels fitted with covers may only be used on the rear of a machine.</p>	<p>welfare of the sport. <i>N.B. Para-cyclists who are unable to ride a machine that complies with this regulation shall apply to Board for dispensation.</i></p> <p>15. Protective Helmets</p> <p>All competitors must wear a properly affixed helmet which must be of hard/soft shell construction. Helmets should conform to a recognised Standard such as SNELL B95, ANSI Z90.4, AUS/NZS 2063:96, DIN 33-954, CPSC or EN 1078. It is the responsibility of the rider to:</p> <p>(a) Select a helmet that offers protection against head injury and does not restrict the rider's vision or hearing.</p> <p>(b) Ensure that the helmet is properly fitted, is undamaged and in good condition.</p> <p>Footnotes: <i>(i) Any helmet which suffers damage (e.g. in the case of an accident or through mishandling) may no longer afford the same level of protection. (ii) Cycling Time Trials makes no warranties or representations regarding the adequacy of any standard or the fitness for the purpose of any brand of helmet and will not accept any claims arising from the use of any particular helmet. (iii) The current British Standard BS 6863 is primarily intended for use by young riders and is not intended to provide a complete specification for helmets for high speed or long distance riding.</i></p>
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By the Rules Advisory Group supported by the Board of Directors	
RAG-1 Road bike new definition moved from Regulation 29 to 15(B). Regulation 29 to be unused	
Regulation	29. Road Bike Criteria (to be renamed: ‘15(B). Road Bike Racing Class’).
Source of current regulation	https://www.cyclingtimetrials.org.uk/articles/view/11
Date of change proposal	14/10/2024
To be in effect from	Feb 2025
RAG sub-group	Equipment and Clothing
Source of change proposal	Rules Advisory Group (RAG)
Approval sought from	National Council (NC)
Comments from the Board of Directors	No financial implication. No IT implications
Explanation	
<i>Based upon concerns stemming from the results of the 2024 National Road Bike TT Championships, the NC tasked RAG to review the existing road bike TT ruleset. Based upon this, RAG felt that some level of revision was required but that a balance needed to be struck between the grassroots participant</i>	

and of those competing at national level as well as not destabilising the current growth of the road bike class. Any new rules also had to be realistically applicable utilising the typical resources of a CTT event and its organisers. Some further rationale for the proposed changes is as follows:

- The rules are intended to create (and maintain) the optics of what a contemporary road bike looks like. These rules are not intended to be applied to hill climb events.
- It is not intended to be technologically restrictive class per se' but moreso to only utilise a level of equipment that is the same as would be expected within contemporary mass-start racing/events.
- The new contact points rule (a) is based upon UCI rule 1.3.008 and combined with the previous CTT N.B. hand grip explanation.
- Slang terms ('Puppy paws') and out of date product names (Spinaci) are removed and replaced with standard terminology.
- Some parts of previous helmet regs (e) removed due to duplication or for reasons of succinctness.
- Hydration restrictions (f) are to stop saddle mounted bottles or handlebar-mounted hydration systems to act as fairings.

The number of rules is being kept intentionally low for ease of understanding and implementation.

Proposal	Current Regulation
<p>Regulation 15(B)</p> <p>(a) The rider shall normally assume a sitting position on the bicycle. This position requires that the <u>only</u> points of support are the following: the feet on the pedals, the seat on the saddle and the hands holding the handlebar, tops, drops or brake hoods.</p> <p>(b) The road bike must possess drop or flat handlebars. No tri-bars or clip-on bars are allowed. The minimum width of handlebars must be 350mm outside-to-outside at their widest point and 250mm inside-to-inside minimum between the brake levers hoods. Handlebars must not be modified or cut down in any way.</p> <p>(c) Both front & rear wheels must have at least 12 spokes each with a maximum rim depth of 90mm.</p> <p>(d) Helmets used in Road Bike category events must not cover any part of the ears, have a tear drop/long "tail" or be marketed as a time-trial specific helmet. The helmet should not be modified in any way but any features of the helmet (such as sliding vents or covers), can be used.</p> <p>(e) Hydration storage is limited to the use of water bottles and cages mounted within the main triangle of the frame for events up to 30 miles.</p> <p>(f) Road bikes, hybrid bikes, and mountain bikes may be used in the road bike class, provided they comply with the above criteria. Frames/bikes designated or marketed as time trial or triathlon-specific are prohibited.</p>	<p>Regulation 29</p> <p>(a) The road bike can possess drop or straight handlebars; no tri-bars, clip-on bars or Spinaci bars are allowed; no disc wheels; both front & rear wheels must have at least 12 spokes each; the maximum rim depth allowed is 90mm.</p> <p>(b) Helmets used in Road Bike category events must not cover the ears or have a tear drop/pointy style "tail", any helmet vents must not be covered or blocked. The helmet must not have been altered or had any element added or removed in terms of design or form but may be used as the manufacturer intended (e.g., sliding vents). It is prohibited to add a detachable cover to a helmet. The composition of the helmet material and its surface condition are not subject to any regulations. However, additions to the helmet are not allowed (cover, tape etc.).</p> <p><i>N.B. For competitors riding Road Bikes, competitors must predominantly ride holding the drops or brake hoods. Riders may not ride in the "Puppy Paws" Position or simulate a Tri-Bar position by resting the forearms on the handlebars</i></p>
15(C) Hill Climb Bike (to be notified)	

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9 G-1 London South DC | Brakes 25 cm, reach 20 cm Regulation 14(a)

To add to Regulation 14 (a) the wording:

"The minimum distance between the brake lever hoods to be 25 cm and the maximum distance between the rearmost edge of the handlebar top and the foremost part of the brake lever hoods to be 20 cm".

Rationale – To prevent the combination of ultra-narrow flared handlebars and excessively turned in levers, leading to an unsafe position. In addition, the prevention of the use of excessively long reach handlebars encouraging forearm support which effectively provides an aero arm rest position.

10 G-2 London South DC | Aerodynamic wake fillers Regulation 14(h)

To add to regulation 14 (h) the wording:

"or aerodynamic wake fillers behind the rider or machine (such as empty and inaccessible water bottles)"

Rationale - Many riders are now adopting the practice of two aero water bottles behind the saddle that are in many circumstances empty, and frequently inaccessible/unusable (e.g. taped to the machine) such that it's clear they are only there for aerodynamic purposes as a 'wake filler'. If they were in front of the rider they'd be classed as 'wind breaks' and not permitted. By adding the concept of a wake filler the rear of the rider/machine will get the same treatment as the front of the rider/machine. If riders can demonstrate that they are working water bottles behind the saddle then that should continue to be allowed.

11 SEM-1 South East Midlands DC | Padding inside clothes Regulation 16(c)

This is a change to the wording to regulation 16(c):

(c) A competitor may not compete with items such as padding or fairings inside their clothing (skinsuit, socks, overshoes etc.) in order to significantly change the shape of their body. This includes hydration bladders/rigid bottles in events under 30miles. (N.B. The use of base/under layers is authorised)

12 G-3 London South DC | Hydration bladders for over 50 miles and tandem Regulation 29(a)

to amend the wording of Regulation 16(c) to:

"(N.B. The use of base/under layers and hydration bladders such as Camelbak are authorised (providing the hydration bladder is used for the purpose of hydration) only for solo riders in events 50 miles or longer, and for tandem riders at any event distance)"

Rationale - They continue to be used by solo riders in short events (a number of riders did this in the National 10) where it's clear that the riders don't need hydration and also that they have bladders that are either just filled with air or not accessible to drink from (e.g. no hoses sticking out) - so they are being used purely as body fairings for aerodynamic gains and not for hydration. In addition, in races up to 50 Miles, solo riders are able to use frame mounted bottle(s) for adequate hydration for the duration of the event.

13 G-4 London South DC | Saddle no further forward than BB Regulation 29(a)

To add to Regulation 29 (a) the wording:

”The front of the saddle to be no further forward than a vertical line from the centre of the bottom bracket”.

Rationale – A standard road bike would have a seat tube angle of approximately 73 to 74 degrees. If a steeper seat tube angle is such, similar to that of a time trial or Triathlon frame it gives an unfair aero advantage by effectively rotating the riders body around the bottom bracket resulting in a lower frontal body position.

14 Y-I Board of Directors | Number of entrants Regulation 26

Regulation 26 (Board proposed amendment) approved by Board on 8 December 2024

(a) Events are limited to 120 riders or such greater number as the District Committee may permit for the day and time of the proposed event, subject to the following:

(i) ~~With the prior approval of the District Committee may limit any event to less than 120 riders and, 150 riders may be permitted a different number of riders for in both Type A and for Type B Events on the same course whether held on the same date or not.~~

(ii) Promoters may nominate reserve riders under the conditions of the Reserve Rider Scheme as laid down by the Board.

~~(iii) All qualifiers shall be accepted in the Youth Championship Final.~~

(ii) Up to 40 teams may be accepted in four-up Team Time Trials

15 Q-4 South DC | 10% reservation for road bikes in BBAR events

Regulation	
Source of current regulation	
Date of change proposal	
RAG sub-group	
Source of change proposal	
Approval required	
Comment from the Board of Directors	
Explanation	
With the majority of standard distance being part of the BBAR Competition there are riders who wish to compete on a road bike. Where events are oversubscribed, road bike riders may not get a place on the start sheet denying them the opportunity to compete on the same courses as riders using a TT Bike. If an organiser “adds in” 10% reserved for road bikes (or another preference) the event no longer qualifies as a BBAR event. The Rationale is we should be broadening the competition rather than narrowing it.	
Proposal	Current Regulation
To add into Regulation 26 (b) In events counting towards the RTTC Best All Rounder Competition 10% of the places should be reserved for riders selecting “Road Bikes” as their machine.	26. Limitation of Entries Advisory note: During 2023 a Guaranteed Entry scheme will become available: 'Except for RTTC Championships where selection is solely based on fastest performance at this distance during the current and past three seasons, selection by Guaranteed Entry (GE) is permissible providing that:

	<p>(i) The entry fee is non-refundable except in the case of an event not taking place</p> <p>(ii) The number of entries thus accepted does not exceed 30</p> <p>(iii) Guaranteed Entries will be on a first-come-first-served basis. Entries not meeting the above criteria will join all other entries and be selected by fastest performance at the relevant distance during the current and past three seasons at the Closing Date for entries. If the event is oversubscribed at the Closing Date (after all Guaranteed Entries have been included) selection will be by fastest performance at the relevant distance during the current and past three seasons: other excess entries shall be made at the Organiser's absolute discretion once all entries with a qualifying performance are included.</p> <p>Organisers promoting events accepting Guaranteed Entry will be shown GE in the CTT handbook and on the CTT Website.</p> <p>Unless otherwise declared in writing to the District Council, when applying for the event*, selection of riders shall be on the fastest performance recorded during the current and past three years at the relevant distance. Selection by "first entries received" is not permissible. If there is no performance at the relevant distance and the event is oversubscribed, selection shall be at the organiser's absolute discretion after accepting all riders with a qualifying performance first.</p> <p>In cases of excess entries, a rider must be informed as soon as it is apparent their entry is not to be accepted.</p> <p>(a) Events are limited to 120 riders, subject to the following:</p> <p>(i) With the prior approval of the District Committee, 150 riders may be permitted in both Type A and Type B Events.</p> <p>(ii) Promoters may nominate reserve riders under the conditions of the Reserve Rider Scheme as laid down by the Board.</p> <p>(iii) All qualifiers shall be accepted in the Youth Championship Final.</p> <p>(iv) Up to 40 teams may be accepted in four-up Team Time Trials.</p> <p>(b) In events counting towards the RTTC Women's Best All Rounder Competition, 25% of the places and 25% of the reserve places must be reserved for women. Where there are more women entrants than allotted spaces, selection shall be on fastest performance as above.</p>	
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16 **SC-I Scotland DC | Late entry and late fee to be charged regulation 26(f)**

26 (f) The organiser may allow “late” entries after the closing date.

- if an organiser allows entries after the publication of the start sheet, then the start sheet should contain starting slots reserved for late entrants
- organisers can decide on the number of late entries
- the eligibility of late entrants for prizes is at the discretion of the organiser
- the organiser can accept or reject late entries
- entrance fees for late entrants may differ from those paid by entrants before the closing date
- entrance fees for late entrants will be released to the organiser after the event

Justification:

- maximise revenue and rider participation
- Scottish Cycling does allow entry on the line and this difference is the major advantage for organisers wishing to run a TT under SC regulations

17 **NE-I North East DC | PROPOSAL FOR AMENDMENT TO REGULATION 26 by adding a new sub-paragraph 26(f)**

Motion Proposal:-

Limitation of Entries Regulation 26

(f) In all events (with the exception of RTTC National Championships and CTT Classic Series), riders will be permitted at the discretion of the organiser to enter an event after the closing date, with the following conditions:-

- Rider numbers 1-10 are allocated spaces on the start sheet but not filled by riders who have pre-closing date entered
- Rider numbers would start from 11 onwards for all pre-closing date rider entries riders and would follow the existing process
- Entries after the closing date would have to be made online and paid for via the CTT website i.e. no paper entry forms or entry fees to be accepted by the organiser
- Entry requests for spaces 1-10 would be on a first come, first served basis
- If the number of allocated spaces were filled, no further “after closing date” entries could be accepted
- Event Organisers have the discretion to reduce the number of allocated spaces as per their preference – this could be 0 after closing date entries or it could be up to the full allocation of 10 but it could not exceed 10
- Event Organisers have the discretion to exclude any rider who is accepted as an “after closing date” entry from qualifying for any prize awards (monetary or otherwise) associated with the event
- The inclusion of after closing date entries is at the Event Organisers discretion and is not mandatory.

Note – riders are reminded of Regulation 11(e) with regard to Event Entry.

Explanation:

To facilitate a limited and ring-fenced number of “after closing date” entries in Type A Events to give riders additional flexibility for late-entry (including “on the day”) into Type A events which otherwise would not be permissible under the current Regulation.

The purpose is to provide an improved level of flexibility for Event Organisers to have discretion to accept a limited and ring-fenced number of “after closing date” entries in Type A Events which doesn’t currently exist. It is suggested that there is a maximum of 10 rider numbers, ring-fenced within the start sheet which could be used by the Event Organiser for the provision of accepting late entries to an Open Event, post production of the start sheet.

The suggested process and criteria are as follows:-

- Rider numbers 1-10 are allocated spaces on the start sheet but not filled by riders who have pre-entered
- Rider numbers would start from 11 onwards for all pre-entered riders and would follow the existing process
- Entries after the closing date would have to be made online and paid for via the CTT website i.e. no paper entry forms or entry fees to be accepted by the organiser
- Entry requests for spaces 1-10 would be on a first come, first served basis
- If the number of allocated spaces were filled, no further “after closing date” entries could be accepted
- Event Organisers have the discretion to reduce the number of allocated spaces as per their preference – this could be 0 after closing date entries or it could be up to the full allocation of 10 but it could not exceed 10
- Event Organisers have the discretion to exclude any rider who is accepted as an “after closing date” entry from qualifying for any prize awards (monetary or otherwise) associated with the event
- The inclusion of after closing date entries is at the Event Organisers discretion and is not mandatory.
- ALL National Championship Events and CTT Classic Series Events are EXCLUDED from this process – NO “after closing date” entries would be accepted for ALL National Championships and Classic Series Events.

Benefits:

This proposal gives a degree of flexibility to event organisers, if they wished to take advantage of it, but it is not mandatory. Riders who have changing circumstances – either financial, family or work related (eg shift workers) – would have an element of flexibility, dependent upon the discretion of the event organiser, should they need it as often family circumstances or work circumstances (particularly for shift workers) can change. It would also be advantageous for riders where an event they were due to ride in was cancelled at short notice and they were too late to be accepted for entry under the current process to an alternative event.

18 **SC-2 Scotland DC | Target times replaced with VTTA AAT Regulations 13, 27(d), 27(e), 27(f)**

Proposal

Replace CTT Targets with VTTA Standards to ensure fair age adjusted competition

Regulation changes

Change 1

From

13. New or Improved Performances

- (a) For handicap and time category events, any improvement or new performance occurring more than three days before the event must be notified in writing, by telephone, by fax, or by e-mail to the promoting secretary. This must be done within three days of the new or improved performance. Any improvement made within three clear days of the event shall be ignored, except for second or lower class events where entry is restricted by performance.
- (b) Riders entered in Semi-Open events where entry is restricted to riders slower than a specified standard and who beat the standard prior to the event may ride in the event but shall not be eligible for any award except in the handicap section, if any.

To (new text underlined, deleted text struck out)

13. New or Improved Performances

(a) Definition of handicap types

Two types of handicapping are referred to in these regulations:

1. Performance based handicapping, which is based on past performance
2. Age and classification based handicapping, which is based on characteristics of a rider outside their control

- (b) For performance handicap ~~and time category~~ events, any improvement or new performance occurring more than three days before the event must be notified in writing, by

telephone, by fax, or by e-mail to the promoting secretary. This must be done within three days of the new or improved performance. Any improvement made within three clear days of the event shall be ignored, except for second or lower class events where entry is restricted by performance.

(c) Riders entered in Semi-Open events where entry is restricted to riders slower than a specified standard and who beat the standard prior to the event may ride in the event but shall not be eligible for any award except in the performance handicap section, if any.

Note (not for inclusion in the final text): "time category event" is not defined in the regulations; and is assumed to be any kind of time trial; we have therefore deleted it. We would be happy to restore it if its meaning does not conflict with the spirit of the change proposed

Change 2

From

27 (d) Performance Update

Where a rider gives such information, arrangements shall be made to amend handicaps or categories if necessary. Any changes made must be notified to the rider prior to starting. No alteration shall be made after the rider has started. Riders who fail to give the required notice (Regulation 13) shall not be eligible to compete for handicap or time category awards.

To (new text underlined, deleted text struck out)

27 (d) Performance_Update

Where a rider gives such information, arrangements shall be made to amend performance handicaps ~~or categories~~ if necessary. Any changes made must be notified to the rider prior to starting. No alteration shall be made after the rider has started. Riders who fail to give the required notice (Regulation 13) shall not be eligible to compete for handicap ~~or time category~~ awards.

Change 3

Insert

27 (e) Start Sheets

(xiv) Where veteran selection for the event will be based upon best age adjusted results, and/or where veteran results will be adjusted according to age, machine or classification, a statement is included that "Veterans Time Trials Association adjustments will be used".

Change 4

Insert

27 (j) Result Sheets

(x) Where veteran results are adjusted according to age, machine or classification, the current Veterans Time Trials Association adjustments should be used.

Actions to implement the regulation

The CTT retires the CTT Target Time system

- Target time documents are removed from website
- A statement is made that they have been withdrawn and that they should not be used for age adjusted racing

The CTT adopts VTTA Age Adjustments

- A statement is made that they have been adopted and that they should be used for age adjusted racing (referencing the regulation)
- The CTT puts summary information and links to the VTTA website to provide information for them

References

For a detailed justification consult these references:

1. VTTA Standards and CTT Target Times on the VTTA website documents section at [VTTA - Veterans Time Trials Association - Information](#)
2. VTTA Age Adjustments on the VTTA website at [VTTA - Veterans Time Trials Association - Standards](#)

19 SEM-2 South East Midlands DC | Representation of rider at disciplinary hearings Rules 4(a) and 8(h)

This is a change to the wording to Rules 4(a) and 8(h)

4 Procedures at Disciplinary Hearings

(a) An accused individual, or individuals, may authorise another person (~~not being a Barrister, Solicitor or Legal Executive~~) to represent them and an accused club may authorise not more than two persons to represent it in proceedings taken under this Rule. ~~A Barrister, Solicitor or Legal Executive may only represent an accused club if they are the regularly appointed or elected Chair or Secretary thereof.~~ Any such authority must be in writing and must be delivered to the District Secretary not later than the start of the meeting at which the proceedings are to be held.

8 National Appeals

(h) An accused individual, or individuals, may authorise another person (~~not being a Barrister, Solicitor or Legal Executive~~) to represent them and an accused club may authorise not more than two persons to represent it in proceedings taken under this Rule. ~~A Barrister, Solicitor or Legal Executive may only represent an accused club if they are the regularly appointed or elected Chair or Secretary thereof.~~ Any such authority must be in writing and must be delivered to the Appeal Chair not later than the start of the meeting at which the proceedings are to be held.

20 T-1 Teesside DC | Third party Review of Governance

Proposal: It is proposed that an independent third party be appointed to undertake a review of Cycling Time Trials Governance, similar to those undertaken by other sports bodies.

21 T-2 Teesside DC | Handbook to be produced

PROPOSAL.: It is proposed that a CTT Handbook shall be produced in coming years, with a minimum content of the rules and regulations. These to be sent to all clubs, organizers, chairs and district Secretaries, with evidence of their receipt being captured.

EXPLANATION: With the impending court case (due June 2026), following an accident in 2019, it is important that all individuals in the process of delivering events, from clubs, organizers, district officials and committees are in possession of the current rules and regulations. Evidence of this issue and receipt must be in place.

22 T-3 Teesside DC | Communication of amendments

PROPOSAL: It is proposed CTT establish a communication process that informs districts/organizers of any amendments to CTT documentation.

EXPLANATION: In the previous mentioned court case, great attention by expert witnesses, has focused on the available, completed CTT event documentation, and their relevance at the time of the event. Many organizers hold event folders on their computers, which contain all their previous event documentation. They use this information each year, by changing dates and any other relevant information. The status of the form's currency is often not checked. An example in 2024, the "on the day risk assessment" form changed in February; however, a number of events have been viewed as using older version of the form. If an accident had occurred in the events concerned, this would have been identified by the legal bods involved in reviewing the case.

23 T-3 Teesside DC | TT bikes to be permitted in Classic Series

PROPOSAL: It is proposed CTT reverse their decision to exclude time trial machines from the RTTC Classic Competition.

EXPLANATION: This action is classed as discrimination against time trialist using specific machines, whilst not offering a compatible Classic Series competition for time trial machines. In a time when participation has to be actively gained, it is illogical to exclude time trial cycles from any event.