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## **Open 15 mile Time Trial**

**Qualifying round of the SCCA Friction & Hydraulics series**

**Sunday 3rd April 2022**

**Start time: 9:01AM**

All profits from this event will go to North West Air Ambulance in memory of our good friend and team-mate Darren Maironis, who sadly passed away last year. There will be no prize money as a result.

**Event Headquarters:** Wollerton Bowls and Social Club, Mill Road, Wollerton, Hodnet TF9 3NE

**Course details:** D315/1

**Start** on A53, Hodnet bypass, approx 0.4m south of Ternhill Island, at southern end of splay to access road to Stoke Grange, opposite junction with u/c road (former A53) from Hodnet village. GR OS127 631317.

**Proceed south** along A53 to Espley Island. (2.83m)

**Continue straight on** along A53 to junction with u/c road to Ellerdine, shortly after the Heal Egg Farm on right, (6.39m), where

**Turn left** along u/c road, passing the Tiddly Inn, through Ellerdine Heath to junction with A442.(9.64m)

*Note to riders: On all left turns, please do not swing out into the carriageway before turning left or cross the central white line on exit from the corners. Crossing the central white line will result in instant disqualification.*

**Turn Left** along A442 to Espley Island (13.54m)

**Giving way to traffic from the right, Turn Right** along A53 to junction with u/c road on left to Wollerton (14.65m), where

**Turn left** along u/c road to **Finish** in 620 yds, at fields entrance on left, directly opposite field entrance on right, 240 yds before Wollerton village sign.(15.00m) GR OS127 625294

### **Competitors' Notes:**

- Car parking is available at HQ. Please park tidily, it is not a large car park, and please do not park at the start or finish.
- Times will be available at the HQ and after the event online
- Please sign on and collect your number from HQ. Do not forget to sign off after the event. Tea and coffee will be available after the event.
- Please do not make u-turns anywhere near the start or finish.
- IN THE INTERESTS OF SAFETY, Cycling Time Trials and the Event Promoters advise that a HARD SHELL HELMET which meets an internationally accepted safety standard is compulsory. Don't forget your FRONT and REAR LIGHTS.
- To get to the start, turn right out of HQ to junction with former A53, where turn right to junction with Hodnet bypass. Start is across the road. Allow 10 minutes.
- After finishing, continue along lane to Wollerton village. HQ is on the right just after the old railway bridge.

### **CTT COVID-19 INSTRUCTIONS**

- 1) Do not attend if you/your family members feel ill

- 2) Bring your own pen to sign on and, if you need them, your own safety pins.
- 3) No push-off

**Please note the following CTT regulations and recommendations:**

CTT Regulation 14 now requires that “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 front and rear red light, either flashing or constant, that is illuminated and in a position that is clearly visible to other road users. In the interests of rider safety and in addition to the compulsory rear light required under regulation

14 (i), the use of suitable hardshell helmets in competition for all competitors that meets internationally accepted safety standards

Audio Equipment: Competitors must not use ANY audio equipment except prescribed hearing aids. N.B. A competitor in breach of this regulation shall be disqualified. N.B. Competitors must not use a mobile phone while mounted on their machine.

Safety Instructions: Details of any additional hazards not listed on the start sheet will be displayed at the signing on point

Warming Up: Competitors are requested not to warm up on the course after the event has started.

Observers: Official observers will be stationed around the course to ensure correct procedure (e.g. drafting and safety at roundabouts).

Race Numbers: The race number is made of fluorescent material which is an important safety feature. It is essential that it is correctly placed for maximum visibility to other road users and of course the timekeepers. Body numbers should be fitted in accordance with Regulation 16s).

Be aware that “No time may be recorded if the number is incorrectly positioned”

