



2023 Agenda for a Meeting of the National Council

To be held at:

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

Sunday 3 December 2023:

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 not now the Hon. Secretary of the club, it is requested that these are forwarded promptly to the new Secretary who should notify the National Secretary (Competitions & Development) 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 01 December 2023. Such notices may be sent by email to the National Legal Advisor at david.guy@cyclingt看timetrials.org.uk.

AGENDA

Item Number		Votes																							
		For	Against																						
1	To confirm the minutes of the National Council meeting effectively held on 04 December 2022																								
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 2022 to 31 March 2023																								
5	<p>Election of Officers:</p> <p>a) To elect directors (including any retiring by rotation) under Article 12.1(c) The directors due to retire by rotation are:</p> <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;">Rob Bailey</td> <td>Manchester DC</td> </tr> <tr> <td>Peter Rogers</td> <td>West DC</td> </tr> <tr> <td>Dawn Sherrin</td> <td>North East DC</td> </tr> </table> <p style="margin-left: 40px;">There are two persons who have been nominated for appointment as a director in accordance with Article 32.4(b):</p> <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;">Martin Balk</td> <td>South DC</td> </tr> <tr> <td>Tim Smith</td> <td>Manchester DC</td> </tr> </table> <p style="margin-left: 40px;">There will be four vacant positions to be filled (to include those vacancies that arise due to directors retiring by rotation). One of these vacancies will be for two years only and will be allocated to person with the fourth highest number of votes.</p> <p style="margin-left: 40px;"><i>A resume prepared by each of the above named will accompany this agenda.</i></p> <p>b) To appoint auditors under Article 12.1(e)</p> <p>c) To elect an Appeals Panel of six members, and to fill any other vacancies on the panel that may have arisen during the year, under Article 12.1(f). The six retiring members are:</p> <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;">Martin Balk**</td> <td>South DC</td> </tr> <tr> <td>Chris Barreto</td> <td>South West DC</td> </tr> <tr> <td>Ryan Morley</td> <td>Liverpool DC</td> </tr> <tr> <td>Tim Smith**</td> <td>Manchester DC</td> </tr> <tr> <td>Vacant</td> <td>xx DC</td> </tr> <tr> <td>Vacant</td> <td>xx DC</td> </tr> </table> <p style="margin-left: 40px;">** Indicates those standing for election to the Board. If elected, in</p>	Rob Bailey	Manchester DC	Peter Rogers	West DC	Dawn Sherrin	North East DC	Martin Balk	South DC	Tim Smith	Manchester DC	Martin Balk**	South DC	Chris Barreto	South West DC	Ryan Morley	Liverpool DC	Tim Smith**	Manchester DC	Vacant	xx DC	Vacant	xx DC		
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Vacant	xx DC																								
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accordance with Article 12, 12.1(f) these positions will be vacant.

Vacant positions to be filled from the floor if necessary.

Note: CTT 2023 Handbook was correct at the time of going to press. Please cross-reference, as needed, Articles and Regulations as published on the CTT Website: www.cyclingtimetrials.org.uk

Important: Please see separate Note (Procedure to be adopted with Resolutions) setting out of how the Chair and the Board propose the resolutions in items 6 to 23 will be dealt with.

6 By the Board of Directors

Y-1 **Special resolution therefore requiring 21 days notice and 75% in favour and agenda to state it is a special resolution**

Article 33

To amend Article 33 “The Board’s Authority” by adding a new sub-paragraph at 33.3 (q):

To decide by a simple majority vote any resolutions and submitted amendments thereto included on the agenda of the National Council AGM in accordance with the provisions of Article 11 and which have not been resolved for lack of time at that meeting, provided that:-

- This power will not apply to proposed changes to the Articles,
- Any exercise of that power may be reversed by a resolution at the next following National Council meeting by a simple majority notwithstanding that under 18.1 it would have required a greater majority to pass at the National Council meeting at which it was first tabled.

Explanation

The number of resolutions submitted may exceed the time available for discussion. By permitting the Board to decide on any which are not reached in the time available the Board can implement those it considers to be beneficial even if such a decision would normally be taken by the full National Council and require a vote of more than a simple majority. The next National Council could revoke any such decisions by a simple majority if necessary.

7 By the Board of Directors

Y-2 **Regulation 29**

Use Regulation 29 (Not in Use) – rename it “Road bike criteria”
Move the first part of Reg 14(l) to Reg 29(a) and spell Criteria correctly (bars)
Move the second part of Reg 14(l) to Reg 29(b) (wheels)
Move what is currently the third footnote in Reg 14 to Reg 29(c)
Add anything extra from 2023 National Council AGM

8 By the Board of Directors

Y-3 **Regulation 14**

Add new paragraph (i) “Dispensation will be considered by the Board on application for exemption from the previous paragraphs using the appropriate form for modifications, and the use of handcycles and recumbents (where the use of the latter is necessary). Such dispensation will be for a specific event only. Final approval

is at the discretion of the local District Committee subject to dispensation having been granted by the Board.

Re-number subsequent paragraphs appropriately.

9 By the Board of Directors

Y-4 **Regulation 27**

Delete Reg 27 c (iv) (Appointment of Handicappers)

Explanatory Note

This is a simplification and puts handicapping in the hands of the organiser to be done in a manner and method that the organiser or any volunteer they want to use sees fit.

10 By **North East DC**

M-1 **Motion Proposal**

To divorce the AGM Governance from the Articles, Rules and Regulations discussions and management. To facilitate this, create a Rules Council/Committee with delegate(s) from Districts to sit on the council and consider and manage proposed Article, Rules and Regulation changes on behalf of CTT. These would be motion proposals put forward from the Districts and from the Board. This would free up the AGM to manage the core AGM business as per usual AGM due process but facilitate time for working discussions about the future governance and development of the sport, bringing CTT in line with the practice of the majority of other sports.

Background

CTT Articles, Rules and Regulations changes/improvements are proposed prior to and submitted for the AGM. They are then reviewed by delegates from clubs in each District prior to the AGM in order to get the views of the Districts prior to the AGM. They are then debated at length within the AGM and voted on by the delegates from the Districts. This means the AGM takes a full day (9am to 4pm) and the rules of the sport are determined by opinion rather than what is safe, fair or inclusive. This also means that any CTT Articles, Rules and Regulations changes/improvements can only be implemented on an annual basis and only then if approved at the AGM by the relevant majority, therefore there is no dynamic ability for the CTT organisation to react and respond to real time and/or emerging challenges to rules/regs.

By having a “rules council”, the delegates could work on what is best for the good of the sport without worrying about whether it will “get through” an AGM vote. The rules could still be changed once a year but proposed rule changes submitted at any time for consideration and where it is urgent and beneficial for reasons of safety, fairness or inclusivity for rule changes to be applied, this could be expedited without the need to wait for an annual process that is subjective and opinion-based.

The Chair of the council would be accountable to the CTT National Board.

Benefits

- Divorcing the rule changes from the AGM would mean the AGM core business could be reduced to a timescale of c.60-90 min duration
- The AGM could be conducted virtually and remotely, thus saving CTT significant amounts of money
- Alternatively, the AGM could still be held face to face (albeit with a reduced cohort of attendees) and the time saved re-invested for value-adding discussions around governance, strategy and development of time trialling.
- The rules council could determine the need to meet virtually or in person, dependent upon the volume and content of the rules and regulations changed put forward
- If the AGM core business was held virtually only, the cost saving could be reinvested into District Forums held face to face at different points in the year, again for broader discussions amongst the Districts re key issues or challenges faced in the sport and/or sharing best practices from across the Districts to the positive benefit of the Districts
- As well as the cost saving to CTT, there is a positive environmental impact to not having c.80 delegates travelling to a pre-determined location when alternative options exist (ie virtual meeting)

Proposed Structure/Process of the Rules Council:-

Initially the rules council could be comprised of representation from all of the Districts, until the Rules Council gets into a good working rhythm, at which point representation could be reduced and/or rotated amongst the Districts, if this was appropriate to do so

An independent lead of the Rules Council should be agreed who would be accountable for reporting progress of the Rules Council into the CTT National Board

Administrative support should be agreed to facilitate the co-ordination of the motion proposals being put forward by the Districts

Districts will have an opportunity on an ongoing basis throughout the year to put forward articles/rules/regulation changes – it would be preferable if this could be facilitated through a centrally controlled process to collate all of the proposals which could come from the Districts as well as the Board. This will be accessible by all Districts (agreement needed re who would have access) to ensure transparency of process.

The Rules Council would meet on a regular basis – the frequency of which would be determined by the members of the Rules Council.

Minutes from each Rules Council meeting would be recorded and circulated to all of the Districts to ensure there is transparency of process.

Proposed changes put forward would be considered by the Rules Council – discussed and debated to consider the relative merits of the proposal, the potential impact of the changes to other rules/regulations, the competency of the proposal and following the discussion an agreed outcome on the suitability of the proposal. NB – this may take more than one meeting to discuss and agree the outcome, to ensure that all relevant views and considerations have been discussed and considered.

All motion proposals passed by the Rules Council would be summarised and added as a single item to the business of the National AGM for formal ratification.

Once changes have been formally agreed, changes to the CTT Website can be completed.

Administration support should be agreed to support the onward communications of rules changes across the CTT community to ensure that anyone impacted is fully aware of the changes.

11 **By London East DC**

E-1 Regulation change for National Council meeting

Regulation proposal change – Phil Hodey, Shaftesbury CC

The Spindata system is revolutionary and a way to make handicapping for events much more representative of rider performance. The system places much more emphasis on current form and takes the course difficulty into consideration. This makes it much more effective as a way of handicapping when comparing a rider who has ridden a 10 on the a fast DC course vs a rider who has only ridden a 10 on a sporting SC course for example.

I want to use Spindata as the source of handicaps for our open events in 2024. However,

Current regulation 27.c (iv)...

(iv) ensure that, where handicap awards are offered, the handicapping is carried out by either:

- a handicapper currently approved by a District Committee; or
- the Event Secretary using the Council's Standard Handicap Tables

I am not an approved handicapper, and as such I am limited to using the standard handicap tables.

To fix this, I would like to propose a change to Rule 27.c (iv) to include another clause to allow for other recognised methodologies as approved by the CTT.

Proposed regulation 27.c (iv)...

(iv) ensure that, where handicap awards are offered, the handicapping is carried out by either:

- a handicapper currently approved by a District Committee; or
- the Event Secretary using the Council's Standard Handicap Tables or
- the Event Secretary using Spindata Predicted Times

12 **By Liverpool DC**

D-1 **Regulation 14 - Competitor's Machine**

(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:

(i) The wrists are no lower than the elbows.

(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.

Proposed change to

Regulation 14

(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:

- The wrists are no lower than the elbows.
- The competitor's helmet/head must not make contact with the forearms or hands. (Figure 1. depicts such a position)
- The height from the ground to the forearm resting position is no less than 80% of the height of the saddle from the ground.



Explanatory Note

With the trend of riders adapting more and more aggressive/aerodynamic positions, we have seen a rise in head down riding. For a rider's helmet/head to make contact with their hands/forearm, they must be riding in a dangerous head down position, restricting visibility and increasing danger to themselves and other road users.

Liverpool DC propose the ban on helmet-arm contact as a way of reducing the number of riders adopting a head down riding position. This would be a rule that is possible to enforce from photographic evidence as the contact must not happen at any time.

13 By **Liverpool DC**

D-2 **Regulation 15** - Competitor's Clothing

Competitors must be clothed from the neck to at least mid-thigh. Sleeves shall be at least mid upper arm length. Notwithstanding the above, when competing in Type B Events, triathlon style sleeveless tops are permitted. Swimming type suits and running vests are not allowed.

To be allowed to start all clothing shall be clean and tidy.

No competitor may carry advertising or the name of a commercial business on their race clothing except:

- (a) where a competitor is a member of a club or team that has paid the advertising fee, they may carry advertising, but must not compete in clothing of a trade team that is/has been registered with the UCI unless they are a member of that team; or
- (b) when competing in club events

N.B. The inclusion of a manufacturer's logo shall be *permitted*.

Competitors on solo machines must prominently display a number on a fluorescent or reflective background of not less than 20x20cm. The number shall be centrally positioned below the waist so as to be clearly visible from the rear when in their normal riding position. Position number as shown below:

N.B. If the rider's top covers their shorts, the number should be placed in a position equivalent to that described.

In tandem events each tandem shall be allocated one number which shall be worn by the rear rider as described above. The use of additional numbers shall be at the discretion of the promoter. Competitors must give their number verbally when called upon to do so by an official of the promoting organisation.

Proposed addition of the following paragraph:

A competitor may not place items, padding or fairings inside their clothing (Skinsuit, socks, overshoes, etc) in order to significantly change the shape of their body. (see Figure 2 and 3 Below)

N.B. The use of base/under layers and Hydration Bladders such as a Camelback are authorised. (provided the hydration bladder is used for the purpose of hydration.)



Figure 2: Sock Padding

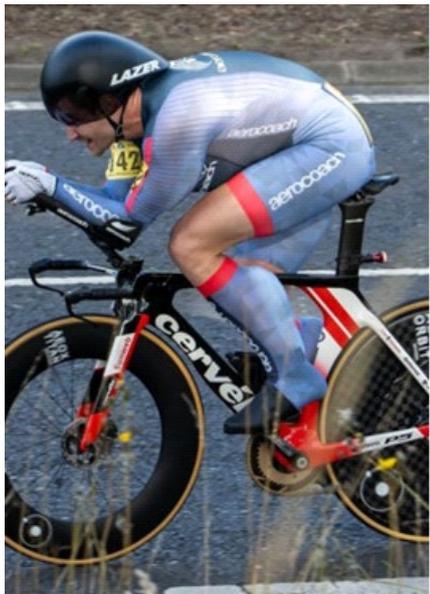


Figure 3: Sock, Chest, and Triceps Padding

14

By **Liverpool DC**

D-3

Change of current BBAR conditions

“Events that are restricted as to gear or category, events that exclude a class of person, or specialised events (e.g. rough riders events etc.) shall not be eligible.”

Explanation Notes

Liverpool DC propose the wording of this regulation should be amended. Currently associations or clubs who a part of associations cannot give priority to their members in an event and still qualify for the BBAR.

With the introduction of the short distance BBAR for men, we should be encouraging more riders to participate but riders maybe forced to travel which has both cost and environmental consequences to qualify.

Associations work hard to put on events and provide a wide range of events and reliant on members to marshal and organise so it is fair that these riders get priority in these events.

A suggested re-wording is:

Specialised events (e.g. rough riders events etc.) shall not be eligible.” Associations may give priority to riders belonging to member clubs but events should be open to all riders.

15 By **East DC**

B-1 **Regulation 14** Competitor's Machine

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 position shall be set so that the competitor has good forward vision when in a competitive position. In particular but without prejudice to the general principles of this regulation:

(a) 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 shall be no less than 35 cms.

(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.

(c) Bicycles with a fixed wheel shall have a left hand threaded locking device securing the fixed sprocket. 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).

(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:

(i) The wrists are no lower than the elbows.

(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

(iii) When riding in a tri bar type extension, a rider's hands must not be so highly raised that they impede a riders forward vision.

Reason: To bring Cycling Time Trials more in-line with current UCI rules on Tribar extension, and to enhance forward vision when competing in time trials on Public Roads.

16 By **East DC**

B-2 **Regulation 15.** Protective Helmets

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:

- (a) Select a helmet that offers protection against head injury and does not restrict the rider's vision or hearing.
- (b) Ensure that the helmet is properly fitted, is undamaged and in good condition.

Footnotes:

- (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.

In the first line of regulation 15 Protective Helmets. Change 'Helmets SHOULD conform to recognised Standard..... Helmets MUST Conform to a recognised standard.....

Reason:

The current use of 'should' leaves the rule open to the use of non-compliant helmets. Onus would be on the rider to comply. (would also decrease any insurance claim being dismissed should the use of a non-compliant helmet be used – i.e.: a head fairing.

17 **By West DC**

U-1 All clubs affiliated with the CTT should consider having a Women's lead /point of contact to promote women's participation in time trialling.

Justification.

This regulation/policy proposal is intended to promote inclusivity in the sport of time trialling. Women riders numbers fluctuate and although no clubs actively discourage women from racing very few have measures in place to support it. Whilst clubs have their own governance it is thought that the CTT should take this small step to highlight the importance of being open and inclusive.

18 **By West DC**

U-2 **Regulation 15**

Amendment Regulation 15. Add a sub-paragraph (c)

(c) Helmets used in Road Bike category events must not have a visor fitted, 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.).

Justification:

Intention is to ban time trial helmets from the road bike category. Roadbike events should allow aero road bike helmets which are in general use and widely sold. However, time trial specific aero helmets are not used by road bike users (except by a few when racing time trials) and are not in the spirit of the road bike category. Although the regulation cannot list helmet by types there are helmets with visor removed which could be used and other where even with visor removed the shape would preclude them being worn.

19 By **South DC**

P-1 **Regulation 9. Proposals to revise Age Categories.**

Proposal: Replace word the "Juvenile" & replace with "Youth"

To read, Youth: until their 16th birthday. (N.B. a Youth may compete as a Junior)

Rationale:

The GHS Championship has been renamed these last few years as "The Youth Championship" & from 2024 will only be open to riders under 16 years of age. Dropping "Juvenile" (which can be used as a derogatory term) and replaced as "Youth" and the category is then shared with the new Championship.

20 By /South DC

P-2 **Regulation 9**

Regulation 9. Proposals to revise Age Categories.

Proposal: Replace the term "Veteran" & have all riders aged from 40 years of age put into "age groups" which has been "common" in CTT Championships. Therefore, displayed as A, B, C, D etc.

To read. Age Groups: Riders from the age of 40 years of age will be categorised by their five-year age groups from 40yrs to 44yrs as A & so on in five-year bands. The age bands are ·A= 40-44 B = 45-49 C = 50-54 D = 55-59 E = 60-64 F = 65-69 G =70-74 H =75-79, I = 80-84' J =85-89' K = 90-94' J = 95-99

Rationale:

The category "Veteran" is difficult to define - does it mean that it suggests the riders have been competing over a great number of years or merely their age? This term is confusing - particularly if you were an older rider joining the sport later in life. The use of "Age Groups" (or age groupers) is already common in other cycling governing bodies (such as the UCI) and very popular in other sports such as triathlon, swimming or running. This initiative will remove another perceived potential barrier. Where we have used it, riders do look at their age group to see how they compare to their peers, and it is so easy to understand. It could be another simple way to reach out to riders to encourage them into Time Trialling. after all we already have "age groups" in our own championships, so really nothing new, we just need to show it and use it in domestic events as well as National events.

21 By **South DC**

P-3 **Regulation 15**

Addition to Regulation 15: Protective Helmets

Proposal:

"Riders in the road bike category are not allowed to wear any time trial specific 'aero helmets' or specifically any helmet design that covers or obscures the riders' ears."

Rationale:

Whilst the use of aerodynamic 'aero' safety helmets is commonplace in the sport, their use is an additional purchase that a competitor in the road bike category may feel obliged or coerced to use to 'keep up' with their competitors. Furthermore, the optics of aero helmet use projects an appearance that an arms race has been maintained in the newer road bike category that offers no advantages in terms of participation or perceptions. A restriction to helmet design was first proposed at the 2022-23 AGM but was deemed to be outside of the scope to be included with the road bike category proposal of regulation 14. As a result, an additional rule is now proposed for regulation 15 instead.

22 By **South DC**

P-4 **Regulation 16**

Add to **Regulation 16** Competitors Clothing

Clothing (excluding the helmet) shall conform to the shape of the body without fairings, devices or padding which alter the aerodynamic profile of the rider. The use of hydration or storage systems mounted on the front of the rider's torso is prohibited in events of 30 miles or less.

Rationale:

Whilst the current regulations prevent the use of fairings or windbreaks on bicycles, there is no such accommodation for their application to the cyclists body itself. However, there have been well publicised cases in 2023 of riders placing items such as bottles inside the front of their skinsuits to intentionally obtain a measurably large aerodynamic advantage [1]. The 2023 CTTmen's national 100m TT saw some riders adding fairings to their chest and even legs [2].

Other organisations such as the UCI and several Triathlon governing bodies have already moved to ban this practise for this reason. However, it is acknowledged that riders undertaking longer time trials may still wish to carry large amounts of hydration so a caveat is included in the proposed rule to allow such athletes to still do so (particularly when considering that such hydration sources will be depleting in size and volume over the course of their event).

23 By **London West DC**

H-1 **Regulation 14**

Regulation 14 (c) at present reads:

c) Bicycles with a fixed wheel shall have a left hand threaded locking device securing the fixed sprocket. 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).

This should be deleted and replaced with:

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).

Explanation

Delegates will be aware that there are newer methods of attaching fixed sprockets to hubs in addition to a threaded sprocket and lock ring. This is, already, tacitly acknowledged in the existing 14 (c) in the regulations for tricycles. This proposal is to bring the regulations in line with modern practice

24 By **London West DC**

H-2 Possible LWDC Proposal for the National Council AGM :

Jim Parker put forward the following for discussion, which would involve an amendment to Regulation 5 regarding the cancellation of 'Open' events (the wording of the present Regulation would have to be amended to delete the present paragraphs 3 and 4 : the wording of this proposal would replace the current paragraphs 3 and 4 : the current paragraph 5 on emergency cancellations would remain : the current paragraph 6 would be redundant and should be removed : the current paragraph 7 should remain . Renumbering of the paragraphs after the present number 2 would be necessary) :-

If, AFTER the closing date and time for an 'Open' event (AND AT NO TIME BEFORE THAT), it is clear to the Event Secretary that the event would run at a financial loss to the promoting club, then the Event Secretary may notify CTT, the District Council concerned and all entrants that the event has been cancelled. Refunds to entrants would then be made as appropriate.

In this way, Event Secretaries in different geographical areas and CTT Districts will be able to consider the situation regarding the financial viability of their events and possibly avoid running at a loss (unless they choose to do so). The main fixed cost is usually the HQ, but that can vary enormously, even within any one District. There would still be the risk that the club involved would be obliged to pay out some, or all, of the HQ hire cost. Only the Event Secretary is really likely to have all the cost information for any event, so there cannot be a fixed definition of when any given event becomes financially viable and we would have to rely on the Event Secretaries to make their own judgement.

25 By **North Midlands DC**

O-I Rationalising the Regulations and practical implementations of Start and Result Sheets

Suggested changes to encourage more correct adherence to the needs and regulations surrounding event promotion, from promoters, helpers and Cycling Time Trials infrastructure itself.

This is largely due to the fact that not all Start/Result Sheets are valid under current Regulations:

The provision of a separate Cover Sheet bearing the non-listing details is not currently permitted as an alternative to a fully qualified documents as per the requirements of Regulation 27 subsections (e) and (j), although this has become a

common solution in recent years, especially with automated compilation of results (in whatever form that is accomplished).

One simple solution is to 'merge' the respective List-document and Cover-document into the single recording 'Sheet' document for the Start/Finish details, though this will still always need slightly more effort (and checking) to ensure the output is usable and actually valid.

Rationalising the Regulations and practical implementations of Start and Result Sheets

Regulation 27: Duties of Event Secretaries, subsection (e) "Start Sheets (Type A Events)"

Append immediately after the list (i)-(xiii) the following statement (or one acceptably equivalent):

As an alternative to the document described above, there may instead be a Start List, fulfilling items (i)-(iii), (ix) and (x) at a minimum.

In addition to such a Start List, however, there must be a Cover Sheet or other document that may contain all items except (ix) and (x), must contain all those not provided in the Start List and always contain (i)-(iii) regardless. In the case of co-promoted events, a single Cover Sheet document may be written to be valid for multiple Start Lists.

Together, the Cover Sheet and Start List may be used for the purpose of a Start Sheet as might be required by the Rules, Regulations and procedures.

Regulation 27: Duties of Event Secretaries, subsection (j) "Result Sheets (Type A Events)"

Append immediately after the list (i)-(xi) the following statement (or one acceptably equivalent):

As an alternative the document described above, there may instead be a Result List, fulfilling items (i)-(iii) and (vii)-(x) at a minimum.

In addition to such a Result List, however, there must be a Cover Sheet or other document that may contain all items except (vii)-(x), must contain all those not provided in the Result List and always contain (i)-(iii) regardless. In the case of co-promoted events, a single Cover Sheet document may be written to be valid for multiple Result Lists.

. Together, the Cover Sheet and Start List may be used for the purpose of a Start Sheet as might be required by the Rules, Regulations and procedures.

For Regulation 27, both subsections (e) and (j), consider rewording the respective items (x) to something like:

(x) women riders, who must be indicated as "Woman"/"Female" by word, key initial or other classification.

END

ADDITIONAL NOTE:

Procedure to be adopted for dealing with Resolutions.

In view of the number of resolutions and the need to conduct business expeditiously the Board has decided as follows:

1. The proposers of motions concerning the same regulations (14, 15 and 16) , namely, Liverpool, East, West and South, are asked to send a representative to an informal meeting on Saturday 2 December from 4.30 pm to 6.30 pm to discuss their respective motions to try to reach agreement on the version to be proposed. A room will be made available - please let Sue Bowler know who will be attending.
2. The formal Council meeting will end by 3pm so as to allow time for a discussion on 20 mph limits and the Transgender regulation.
3. Resolutions may be taken in any order to expedite business but it is intended that Board Resolution Y-1 will be taken first in any event. This means that motions which appear to be short may be taken before those that appear to be longer.
4. Resolutions (save for those proposing an amendment of Articles) shall be time limited to a time announced by the Chair which may vary from proposal to proposal and depending on the remaining time available: no speaker to speak more than once on a motion save for the proposer who may reply.
5. Motions concerning the same regulations (14, 15 and 16) will be grouped together if not agreed in advance and additional time may be allowed if that is possible. Delegates are asked to check the current definition for road bikes is not shown in the Handbook but is copied with the Agenda for convenience.
6. Districts who have not moved a submitted motion will have preference over those that have already done so.
7. It is therefore likely that applying these proposals will mean proposals are taken in the following order:-

- Y-1
- M- 1
- Y-2 with D-1 to D-3, B-1 to B-3, U-2, P-3 and P-4.

Other remaining proposals:

- Y-3,
 - Y-4,
 - Y-4 (to be taken with E-1),
 - UI, P-1, P-2, H-1, H-2 and O-1 to be taken at most expeditious time.
8. Note if Y-1 passed any following proposal which is not reached or deferred will be referred to the Board to consider.