



Jem'Hadar offer the 'Ice Breaker' 10 Mile Open Steel Framed Bikes TT

On Saturday 4th March 2023

Registration opens: 12:30pm **Race Time:** 14:06 **Course:** V212

Race Director: My Jymmy TREVOR (07970 966458)

Assistant Race Director : Mr Blair Buss (07 936 146 533)

Time Keepers: Mr Phil Hurt (Yorkshire Road Club) & Mr Mike Penrice (VTTA)

Timekeepers clerks : Nigel & Karen Bennett

Other Race Officials: Various members and friends of VTTA & Jem Hadar

First Aiders: Jymmy Trevor, Blair Buss

Head Quarters: Arkendale Community Hall : Moor Ln, Arkendale, Knaresborough **HG5 0RF**

IMPORTANT INFORMATION REGARDING PARKING

Please do not park in the car park of the Blue Bell Pub unless you intend to use the pub for drinks or meals, then it's fine. I have hired the field across the road for us to park in if you want to park at the HQ. You can also find some great places to park on the A168 just to the North of the course in laybys and off roads. They are safe and good if you wish to use a turbo trainer to warm up. If you park in a layby on the course please respect anyone already racing and try not to affect their race. Please park considerately and respect the residents in the village. As always the future of the course is dependent on our respect to the local residents.

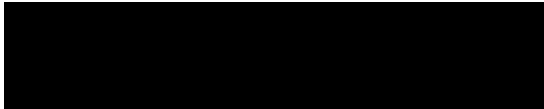
Distance from HQ to start location: 1.6 miles. Turn left out of the HQ (or right out of the parking field) and follow Marton Lane to the A168. At this junction turn right and head towards Rabbit Hill Business Park located on the left where the start is located.

Please DO NOT warm up on the course past the start area once the event has started, (anyone seen doing this will be DQ'd from the event). Plenty of good roadway North of the course to warm up, please use these roads.

Promoted for, and on behalf of, Cycling Time Trials, under its Rules & Regulations

This event is run under CTT regulations which can be found in the link below.

<https://www.cyclingtimetrials.org.uk/>



1. Steel Frame Bike Rules

Bike must be road legal and meet CTT regulations.

Bike must have a [Steel](#) frames and can built using various types of steel alloys including [chromoly](#).

Absolutely no carbon frames. No Aluminium frames allowed either. If you turn up on one of these you can ride but will be transferred to the main TT race with the carbon / aluminium bikes.

2. Awards

Please come to the HQ at the end of the event to be awarded prize money.

1st Actual - £15, 2nd Actual - Non cash physical prize on the day.

3. Sign-On

Sign on inside the village hall, but please, No cleats inside please. Let's respect the hall so we are welcomed back. Come and see our lovely sign on team and get your number and sign the attendance sheet. Please remember that you must sign in so we know you are safe after the event.

2. Course Details

V212 : Start approx 3.5 miles south of Boroughbridge in entrance to A168 from old A1 (now a long lay-by) at a point approx 1 yard before "Clearway" sign. Turn left on to A168 and proceed to Walshford roundabout (4.72 miles). Encircle roundabout and retrace along A168 to Arkendale Road, to finish adjacent to central bollard at a red paint mark.

<https://www.strava.com/segments/1162710>

3. Race Results.

There will be on display of results back at HQ. They will also be posted 'on line' in a cloud as they come in and you can access them using a QR code that will be posted in the HQ. We will collate the results and post them online. We will also post them online to the Jem'Hadar website in social media channels. We will then email the participants using the address supplied at preregistration. Riders having pre-registered that do not race will be given a DNS on the results sheet.



4. Start List

Appendix A is the rider list with the number assigned to you. This is the number that must be collected from the HQ upon arrival. Please do not swap numbers: your emergency contact details are assigned to this number, we really don't want to be phoning the wrong person in case of an emergency. If you are unable to attend, DO NOT swap your name with someone else. Riders found doing this will not be permitted to race, will be reported to the CTT and will not be accepted in future events.

5. Vehicles on course :

Time trialling under CTT regulations is unsupported. Riders must not be followed, for any reason whilst on course. Any rider suspected of this will be disqualified and reported to the CTT. This practice and so called layby hopping is dangerous for other participants and a nuisance to traffic and will not be permitted under any circumstances.

6. Race Protocol

You will need to sign on to the attendance sheet to collect your number.

Riders are not permitted to warm up on course whilst the race is on. We recommend that you ride up and down the A168 between the finish and the roads north of the course.

The Time Keeper / pusher off person will be checking that riders a) have their number attached and, b) have a working front and rear light. Either of these are missing and you will not be permitted to race.

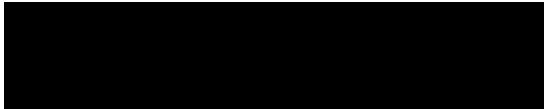
Make it easy for the finish time keeper, when you cross the line, shout your number as loud as you can. Do not approach the finish time keeper at any point for any reason.

Once you have finished please return your number to HQ and sign out on the official form. It's a CTT regulation and not signing back in will result in disqualification as per the regs.

7. Refreshments

We will provide tea, coffee, hot chocolate and soft drinks as well as some light snacks. They are free but a contribution of some loose change will help ensure we can put a similar event on next year.

PLEASE DO NOT FORGET YOU NEED A WORKING REAR AND FRONT LIGHT NOW
CTT Regulations state they are mandatory and you will not be able to start without them fitted to your machine and have them working when you set off.



Steel is real!

REYNOLDS TRANSFERS



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1 & 2. REYNOLDS 753 TRACK transfer, ultra high tensile fork stays and DOUBLE BUTTED frame tubes throughout, manufactured from REYNOLDS 753 tube. "Wide" oval TAPER GAUGE forks, blades and stays and plain gauge head tube and steerer. Designed for pursuit and time trials.

3 & 4. REYNOLDS 753 RACE transfer. These transfers show that REYNOLDS 753 tube is used throughout - BUTTED frame tubes, "wide" oval TAPER GAUGE fork blades and plain gauge head tube, steerer and stays. Designed for road racing, cyclo-cross and sprint.

5 & 6. These are used only in conjunction with REYNOLDS 753T or R transfers and are applied to the REYNOLDS 753 TAPER GAUGE fork blades near the crown.

7 & 8. REYNOLDS 531 PROFESSIONAL transfer. BUTTED frame tubes and steerer, "wide" oval TAPER GAUGE fork blades, plain gauge head tube and stays all made from very light gauge REYNOLDS 531 tube. This set supersedes the REYNOLDS 531 SL set and has improved weight and performance characteristics. Designed for road racing and time trials.

9 & 10. REYNOLDS 531 SL SPEEDSTREAM transfer, denoting the Reynolds "Round-oval-Round" aero-

dynamic profile tube set for reduced wind resistance, and they are BUTTED. TAPER GAUGE fork blades, plain gauge head tube and elegant ovalised stays, all in Reynolds 531. Designed for track pursuit and time trials.

11 & 12. REYNOLDS 531 COMPETITION transfer, a bicycle built with any one of these is a real thoroughbred built with REYNOLDS 531 BUTTED frame tubes, BUTTED steerer, "wide" oval TAPER GAUGE fork blades and plain gauge head tube and stays. Designed for road racing, track, time trials, and cyclo-cross.

13 & 14. REYNOLDS 531 SPECIAL TOURIST transfer. BUTTED frame tubes, BUTTED steerer, "thin" oval TAPER GAUGE fork blades and plain gauge head tube and standard taper style seat stays. A set born out of many years experience in producing light-weight cycle tubes for performance touring frames.

15 & 16. Fork transfers. These are used only in conjunction with 531 PROFESSIONAL, 531 SL SPEEDSTREAM, 531 COMPETITION or 531 SPECIAL TOURIST transfers.

17 & 18. REYNOLDS 501 CROMALLOY-M BUTTED frame tubes, BUTTED steerer "thin" or "wide" oval fork blades and plain gauge head tube, and stays. A

TRUE performance tube set for the sports/touring/training frame.

19 & 20. The top tube, seat tube and down tube with this transfer are REYNOLDS 501 BUTTED tubes with a plain gauge REYNOLDS 501 head tube. Stays and fork blades may not be of Reynolds manufacture.

21 & 22. Used only in conjunction with REYNOLDS 531 transfers and are applied only to REYNOLDS 501 fork blades near to the crown.

23. A mixture of BUTTED and plain gauge, round and oval tubes all in REYNOLDS 531, to conform to the latest TANDEM design philosophy. TAPER GAUGE fork blades and plain gauge stays complete the picture.

24. The top tube, seat tube and down tube of a bicycle with this transfer are REYNOLDS 531 BUTTED tubes with a plain gauge REYNOLDS 531 head tube. Stays and fork blades may not be of Reynolds manufacture.

25. The top tube, seat tube and down tube of a bicycle with this transfer are Reynolds 531 BUTTED tubes. Head tube, stays and fork blades may not be of Reynolds manufacture.

26. REYNOLDS 531 ALL-TERRAIN transfer. REYNOLDS 531 BUTTED frame tubes throughout. (Top - DOUBLE BUTTED, seat - SINGLE BUTTED, down - plain gauge for extra strength) with stiff 18 gauge chainstays, standard taper seatstays and wide oval heavy duty fork blades. Designed for all-terrain - on/off road.

27. REYNOLDS 501 ALL-TERRAIN transfer, an identical set to REYNOLDS 531 ALL-TERRAIN but manufactured from REYNOLDS 501 CROMALLOY-M tubing.

28 & 29. The top, seat and down tube of a cycle bearing this transfer has a DOUBLE BUTTED top tube, SINGLE BUTTED seat tube and plain gauge down tube manufactured from REYNOLDS 531 or REYNOLDS 501. Stays and fork blades may not be of Reynolds manufacture.

30. REYNOLDS 531 CLUB SPORT transfer, a cycle bearing this transfer has top seat and down tube BUTTED in REYNOLDS 531 and head tube BUTTED steerer, TAPER GAUGE forks, seatstays and chainstays manufactured from specially cold worked chrome Molybdenum tubing. Designed for fast sports and touring.

31 & 32. The latest addition to the Reynolds range - REYNOLDS 453 Ti-TECH. Cycles bearing this transfer have frame tubes only manufactured from REYNOLDS 453 high manganese/aluminum tubing. These sets are single BUTTED. Forks and stays may not be of Reynolds manufacture. Designed for sports and general purpose use.

33. REYNOLDS 501 BMX TRANSFER, denotes a full race BMX bicycle with BUTTED top and down tubes and plain gauge seat tube. Forks and stays are also manufactured from REYNOLDS 501. Designed for competition BMX.

34. A BMX cycle with this transfer has a top, seat and down tube only manufactured from REYNOLDS 501. Forks and stays may not be of Reynolds manufacture.

35, 36, 37, 38, 39 & 40. These are genuine Reynolds re-spray transfers for refurbished or repaired frames. These are only available direct from TI Reynolds and are allocated only to authenticated Reynolds frames.



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