

Orwell Velo

20 Mile 2up TTT plus Solo Time Trial, Incorporating the Renny Stirling Memorial Trophy

Promoted for and on behalf of Cycling Time Trials under their rules and regulations

Saturday 26 March 2022

14.02 Start

Course

BS33

Start Time Keeper

Graham Berry (SDCC)

Finish Time Keeper

Angus Jardine (IBC)

Marshall's/Helpers

Jorgan Wilhelm (Pusher
Offer)

Simon Jarrold (T1)

Martin Waters (T2)

Kristian Mobbs (T3)

Simon Boyle (Number
Caller)

David Parkin (Results
Caller)

Seb Anderson (Reserve)

Orwell Velo Sponsors



Car Parking

There is a large car park at the HQ
Strictly no parking at the start, finish
or on any part of the course.

Refreshments

Not available due to Covid-19

Event Headquarters

Debenham Sports & Leisure Centre
Gracechurch Street

Debenham

Stowmarket

Suffolk

IP14 6BL

Signing on from 13.00

Numbers and signing on at HQ

Event Secretary

Chris Leggett

Mulberry Tree Cottage

Grove Road

Bentley

IP9 2DD

Tel: 07988 903465

Email:leggett.christopher@yahoo.co.uk

Course Details

BS33 Course Details (Winston-Pettaugh-Ashfield-Occold-Debenham)

START 300 meters Debenham side of Winston Church Lane on B1077. Proceed along B1077 towards Debenham, turn left to Pettaugh (1.3 Miles), In Pettaugh turn left onto A1120 (you have right of way). Proceed along A1120 to turn left after seven miles towards Kenton, Bedingfield and Occold. At fifteen miles turn left at junction onto B1077, and proceed along B1077 to FINISH at the speed sign at North edge of Debenham (20 Miles).

CTT Regulation and Local East District Regulations & Recommendations for Time Trialling events

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.

U-Turns: Will not be permitted on course or roads adjacent to Start and Finish areas while the race is in progress. Any breaking of this regulation in the first case may mean disqualification from the event. Further cases will be referred to the district committee.

Definition: A U-Turn is defined as a 180-degree turn completed within the highway whilst astride the machine. (It is recommended that the rider(s) should dismount, check the road is clear in both directions, then, with machine walk across the road).

Numbers: will be at the H.Q. where you will need to sign in before being provided with your number and can be exchanged for a drink after the event. (During Covid 19 times you may be required to just place your number in a collection box or bucket)

Note: All competitors - Please note that from 2017 all competitors are now required to PERSONALLY sign the sign out sheet when returning the number. Failure to do will result in the competitor being recorded as DNF.

Positioning of race numbers: Numbers should be position low on the back/Bum in the lumber region so as to be visible from behind - riders using No Pinz type pockets should be encouraged to call out their number when passing the timekeepers.

Warming up: No warming up along the course once an event has started.

Turbo trainers: The use of turbo-trainers is banned at all events with a.m. start times.

All competitors - please be aware of CTT Regulation 14(i) and 14(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.

(j) 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.

NO FRONT or REAR LIGHT - NO RIDE

Clothing: It is strongly recommended that riders do not wear black or dark clothing during an event held on public roads.

CTT Reg. 20. Observance of the Law

All competitors in, or in the vicinity of the event, must observe the law of the land relating to road use. But without prejudice to the general principles of this Regulation, competitors must:

- (i) not ride in a manner that is unsafe either to themselves or to other road users;
- (ii) ride on the left-hand side of the road except for safe overtaking and when making right hand turns;
- (iii) conform to all traffic signs, signals and direction indicators;
- (iv) in making any turn before, during or after the event, ensure that it is safe to do so.
- (v) Event officials must not seek to regulate or interfere with other traffic.

N.B. For the purposes of Regulation 20(b):

- (vi) in the case of a single carriageway road, a competitor must ride on the left hand side of the left lane of such carriageway; and
- (vii) in the case of a carriageway comprising two or more lanes in the same direction of travel, a competitor must ride on the left hand side of the left lane of such carriageway.

Awards - 'Renny Stirling Memorial Trophy'

Renny Stirling was not only a revered time triallist but also a close friend to riders in many clubs, including many of the members of Orwell Velo. The club wanted to celebrate his cycling life by introducing an annual time trial called the Renny Stirling Memorial Trophy. The Debenham 20 course has been chosen because Renny lived only a few miles from the circuit and enjoyed these very roads whilst training.

Renny's Palmarès

Renny's first club was Glade Cycling Club and soon established himself as a key member and frequently leader of the Glade's successful timetrial squad. As a junior he set a club place-to-place record from London to Southend and back. He was club senior best all-rounder champion six times between 1971 and 1977.

He achieved national prominence in 1975 with both tandem and tricycle competition records. His 59:28 to win the Tricycle Association championship not only set a new individual record, but led a team whose time has since been improved by less than a minute in the ensuing 38 years. Further tandem and tricycle team competition records followed in 1976.

Renny thrived in good teams. In 1977 he moved from the Glade to the Unity CC where he rode alongside Pete Wells and Dave Cunningham to form the BBAR-winning team in 1978. Renny's BBAR average speed was 24.513 mph.

Renny rode for a couple of years with the Edgware RC and in 1980 he joined with Paul Bennett, Ian Cammish and Pete Wells to come third in the national championship 100km team time trial.

In 1986 Renny moved to a rejuvenated Leo Road Club where he achieved most of his personal bests, especially in 1987 when he finished 7th in the BBAR recording an average speed of 25.085 mph from times for 50 miles: 1:50:16, 100 miles: 3:52:01 and 12hrs: 266.241 miles. That year, the Leo squad of Renny, Ian Silvester and Shay Giles won medals for second BBAR team.

In 1988, the Leo team of Renny, Ian Browning, Shay Giles and Antony Stapleton came third in the national championship 100km team time trial.

In 1989, Renny and Antony Stapleton set a new Road Records Association straight out tandem record of 41.04 - this national record still stands.

Renny famously quipped that he did not believe in 'celebrating mediocrity', therefore it seems fitting to award the Renny Stirling Memorial Trophy to the fastest person on the day. The trophy will be presented by Renny's widow, Christine Stirling. We would invite all competitors to enjoy refreshments at the HQ until after the presentation has been made to the winner.

Solo Prizes

Scratch

1st in each Age Category £5

Female

1 st	£20 and trophy	< 23yrs	A	1 st	£20
2 nd	£15	23-39	B	2 nd	£15
3 rd	£10	40-49	C	3 rd	£10
		50-59	D		
		60-69	E		
		70+	F		

Team (Solo)

Fastest 3 £5 each

ONE RIDER ONE PRIZE (Except Team). In the event of being eligible for two or more prizes the one of greatest value will be awarded.

2up TTT

Fastest pair

£20 each

Riders Notes - IMPORTANT PLEASE READ

Numbers and signing on at the HQ and NOT at the start.

The **START** is approximately a **TEN MINUTE RIDE** from the HQ. From the HQ car park turn right towards Debenham. At the T-Junction turn right with care. Continue along this road until you reach the start on the RHS towards the top of the hill. This route will be sign posted.

If you continue past the start you will reach a T-Junction. If the race has already started please dismount and turn back otherwise you will be riding on the course and could face disqualification.

NO U-TURNS! Dismount and cross carefully.

Riders are reminded that the rules of the road MUST be obeyed. Riders crossing the white centre line WILL be disqualified. This is especially important at the left hand turn from the A1120 onto the minor road to Kenton and Occold, which has a very fast downhill approach. YOU HAVE BEEN WARNED!

The minor road between the A1120 and Occold has not fared well over recent winters and the road surface is in poor condition in places. Please check behind you for rear advancing traffic before navigating safely around any imperfections.

Please hand your ride number in after the event at HQ.

Heads up and have a safe ride!!

Covid-19

Whilst all government restrictions have been lifted and there is no requirement to self isolate, we would politely ask that if you are or you suspect you are Covid positive, please do not attend the event in respect to other people. This is only advisory, not mandatory.

Covid is particularly prevalent at the moment so we have decided to set up our Gazebo at the HQ for signing in / out to limit risk of transmission.

Hosting the HQ outdoors also restricts our ability to lay on refreshments on the day, so, with regret, no refreshments will be available for our 2022 event.

We also recommend use of your own pen to limit cross infection.