

# **EVENING 10 – SAFETY NOTICES**

## **Notes for all competitors**

It is a requirement of the club that all competitors obey these safety notices. New riders may be unaware or 'experienced' riders may have forgotten so a perusal of this will benefit all.

We wish riders to stay safe, for us to not unduly antagonise the local populace, and for the competition to be conducted fairly.

### **THE REGULATIONS**

Our sport is administered by CTT and they set out the regulations which must be adhered to. They are available [here](#) for you to peruse.

### **SAFETY - ROUNDABOUTS**

We can all appreciate the desire to get around the course as fast as possible. However the A24 carries a lot of traffic and the fast approach to the Washington roundabout is particularly hazardous. Some riders have been observed taking extreme risks and actually breaking the law (Road Traffic Act) when doing so.

If this continues it is likely that there will be an accident and/or police approval for the series is removed.

Riders are instructed to ride safely and in accordance with the traffic regulations.

The CTT regulation is set out below.

#### **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. In particular, but without prejudice to the general principles of this Regulation, competitors must:**

- 1. not ride in a manner that is unsafe either to themselves or to other road users**
- 2. ride on the left-hand side of the road except for safe overtaking and when making right hand turns**
- 3. conform to all traffic signs, signals and direction indicators**
- 4. in making any turn before, during or after the event, ensure that it is safe to do so.**

Note that the CTT advocates suspension:

**Note: Where there has been an accident as a result of a competitor's contravention of (a) above the competitor shall normally be subjected to a minimum effective period of suspension of six competitive months for a first offence and twelve months for a second offence.**

**COMPETITIVE MONTHS ARE DEEMED TO BE MARCH TO OCTOBER INCLUSIVE  
and NON-COMPETITIVE MONTHS ARE NOVEMBER TO FEBRUARY INCLUSIVE.**

## SAFETY – AT THE END

There is a longstanding course instruction about what riders are required to do at the end of their ride.



**Breach of this will result in disqualification.**

## SAFETY – LIGHTS (new for 2017)

Rear lights (ideally high quality) are **mandatory** for all riders in WECC club events.

Also, for those early season events where the light falls quickly then a front light should be a consideration. This is especially true for those riders who ride home after the Evening 10 Series (as brought to our attention by a driver at Findon).

## DRAFTING

Drafting is not allowed under any circumstance. To do so is in contravention of CTT regulations and it is also unfair.

The particular regulation is set out here so that riders may properly understand what is expected of them, with one aspect highlighted.

### Paced & Company Riding

Competitors must ride entirely alone and unassisted and not ride in company or take shelter (commonly known as drafting) from other riders or vehicles. A competitor overtaking another must pass without receiving or giving shelter. The onus of avoiding company riding shall be upon the rider overtaken.

### Footnote:

Competitors must ride entirely alone and unassisted and not ride in company or take shelter (commonly known as drafting) from another rider or vehicles.

If you should catch up another rider you should try to pass as quickly as possible and must not in any other circumstances ride close behind so that you take shelter from the wind.

You must set your own pace and not use another rider as a pace maker. The onus on avoiding company riding shall be on the rider overtaken.

**Nor is it in order to ride alongside and even to ride a few metres behind for any appreciable distance. In the spirit of the sport, caught riders should not disturb the performance of the rider catching them by repassing and/or riding closely behind them, except when they can sustain that move. This is generally considered to mean that the caught rider should allow a reasonable gap to develop of some 30 to 50 yards/metres.**

It is a requirement that riders understand and adhere to these instructions.

## DISQUALIFICATION

Disregard of the rules as explained above may result in a competitor's ride being disqualified.

**Follow the rules / Stay safe !!!**