

2018 Oregon Bicycle Racing Association



Oregon Time Trial Cup

deathrow velo



**Revised: 25-Feb-2014, AK**

**21-Mar-2014, AK; Changed OBRA TT Cup to Oregon TT Cup, added specific women's category names to category list.**

**Revised: Feb 8th, 2015, AK and MW.**

**Clarified ruleset, created TT Quick Guide, added 70+ categories**

**Revised: Mar 11th, 2014, AK and MW**

**Added Tandem (Mixed, Men, Women) category**

**Revised: Mar 20th, 2015, AK and MW**

**Added partner logos to title page and other minor edits. Added Co-Motion logo and announced Co-Motion sponsorship of Tandem category.**

**Revised: Apr. 17, 2015, AK**

**Re-sorted categories on quick start guide - Tandems start first on the day.**

## **Article I. Oregon Time Trial Cup Guidelines Overview**

Purpose: The following Rules & Guidelines have been developed by the Oregon Time Trial Cup Committee for the benefit of time trial series race promoters and race participants. The purpose of the Guidelines is to remind both promoters and racers of the important components involved in hosting an Oregon TT Cup Event and of the overall Series. The Time Trial Cup Committee reserves the right to modify or change these Rules, Regulations, and Guidelines at any time, at the sole discretion of the Time Trial Cup Committee.

Conditions for Participation: By participating in the Time Trial Cup, promoters and racers agree to follow all rules and guidelines, and to pay heightened attention to all suggested items. Any promoter who fails to adhere to the mandatory items shall not be considered for future participation in the TT Cup Series, and may have his race removed from the Series with no advance notice required. Any rider who fails to adhere to these rules may be disqualified from the Series, and prohibited from racing future events in the Series in the current year, or in years subsequent.

TT Cup Committee Support: All promoters or racers should feel free to call upon members of the Oregon TT Cup Committee if you need any help or support. While the members themselves might not be able to provide the assistance, we have many resources upon which we can call to help resolve situations. This is not to suggest you should be looking at this support option as a first choice in some areas, but use it as necessary. We are all in this together to create top-flight events.

## **Article II. TT Cup Committee Contact Info**

As of January 2018 , the TT Cup Committee is comprised of the following members:

- |                      |                                 |
|----------------------|---------------------------------|
| i. William O'Donnell | info@vertebratachiropractic.com |
| ii. Martha Walsh     | marthalwalsh@yahoo.com          |
| iii. Carl Hoeffler   | hoeferland@gmail.com            |
| iv. Stewart Campbell | StewartCycling@yahoo.com        |
| v. Seth Hosmer       | seth@hosmerchiropractic.com     |
| vi. Adam Kennedy     | gardenvelo@gmail.com            |

## **Article III. Rider Qualifications**

Any OBRA member in good standing may compete in the TT Cup Series. No points will be later additionally computed, back credited, or provided for any time period when membership was not up to date. It is the rider's responsibility to ensure compliance.

## **Article IV. Race Categories for Race Fliers and Preregistration (to be matched exactly**

as written)

TT Cup Categories are:

Category 3 Men	Category 3 Women
Category 4/5 Men	Category 4/5 Women
Eddy Senior Men	Eddy Senior Women
Junior Men 10-12	Junior Women 10-14
Junior Men 13-14	Junior Women 15-18
Junior Men 15-16	Masters Women 30-39
Junior Men 17-18	Masters Women 40-49
Master Men 30-39	Masters Women 50-59
Masters Men 40-49	Masters Women 60-69
Masters Men 50-59	Masters Women 70+
Masters Men 60-69	Senior Women 1/2
Masters Men 70+	
Senior Men Pro/1/2	
Tandem (Mixed, Men, Women)	

Other than at the OBRA TT championships, promoters must include, at minimum, the above mentioned categories in Oregon TT Cup events. This is a condition for inclusion of an event in the TT Cup Series.

Eddy category specific rules: Riders in this class will compete without: aero bars or extensions, disc wheels, fairings, aero helmets (any helmet specifically built as an aero helmet and any helmet that has been modified to approximate a helmet specifically built as a TT helmet is not allowed), skinsuits, or wheels with rims greater than 40mm in depth. Bicycles which may have aerodynamic shapes but are designated to be sold as road bicycles (and are not user modified time trial bicycles) ARE allowed. **These special rules must be printed on event flier and be made available to Officials the day of the event.**

Tandem category specific rules: The tandem pair must include the same two riders for all events to be eligible for prizes. Co-Motion prizes will be raffled among pairs competing in 3 or

more TT Cup races. All tandem bicycles and pairs are allowed (eddy, aero, mixed, male, female) that meet OBRA rules. Prizes will be awarded at the OBRA banquet.

**Article V. Events, Scoring, and Registration**

Scoring. All events in the 2018 TT Cup Series shall receive equal weighting with no event receiving any greater number of Cup points.

In the event of a tie score/time as determined by OBRA officials, the TT Cup points awarded for such placings representing the tied riders shall be aggregated and shared evenly amongst the tied riders. To score, a rider must not only register and start a race, but must also finish and be given a scored time. Any rider who “does not start” (DNS) or “does not finish” (DNF) shall not be awarded any points. A rider must finish with a scored time to be awarded TT Cup points.

Scoring Point Breakdown

Place	Points for all Series Events
1.	20
2.	17
3.	15
4.	13
5.	11
6.	10
7.	9
8.	8
9.	7
10.	6
11.	5
12.	4
13.	3
14.	2
15.	1

Event Category Registration. At each race that is part of the TT Cup, all riders competing for the TT Cup Series must register in their respective TT Cup category (unless it is not offered at a particular event) with the possible exception of the OBRA Individual TT Championships and Uphill TT Championships, as noted below.

For example, a rider competing in the Masters 30+ TT Cup grouping must register in the M30 field at each individual race in order to receive M30 TT Cup points. The sole exception is as follows: At OBRA Championships in the TT Cup Series, due to the age brackets, riders may earn TT Cup points though racing in an OBRA ITT age group one five-year increment greater than their TT Cup group. For example, at the OBRA ITT there are groupings in five-year increments, while the TT Cup has ten-year increments. Thus, for example, a rider who is 37

years old, who has been competing in the M30 groupings at all other events, may elect to race the 35+ OBRA ITT category. Despite racing the 35+ category, all results from the 30+ and 35+ categories, as it relates to TT Cup points, shall be aggregated. It should also be noted that the riders in the OBRA ITT 30+ and OBRA ITT 35+ fields shall be considered as one field as it relates to determining OBRA TT Cup Series scoring. For example, a rider in the 35+ may win that category and win the OBRA ITT Champion's Jersey for the 35+ field, but if two riders from the OBRA ITT 30+ category have faster times, then in aggregating the 30+ and 35+ OBRA ITT fields, that 35+ rider shall receive "third place" points. Despite having won his 35+ category, in aggregating the two categories, he had only the third fastest time.

As such, the following categories will be aggregated as noted below:

1. OBRA championship 30+ and 35+ aggregated to calculate TT Cup category 30+
2. OBRA championship 40+ and 45+ aggregated to calculate TT Cup category 40+
3. OBRA championship 50+ and 55+ aggregated to calculate TT Cup category 50+
4. OBRA championship 60+ and 65+ aggregated to calculate TT Cup category 60+

At season end, in the event there are riders in the same Cup classification with the same number of total points, then the tie breaker shall be the rider who has the highest score at the OBRA Individual Time Trial Championships. Should this prove insufficient, highest finishes overall will be the deciding factor. And should this prove insufficient, the most recent highest finish will be the deciding factor using the OBRA Omnium tiebreaker method.

Mandatory Dropped Races. For the 2018 season, the number of events will be eight (8), with the one (1) lowest score dropped. In determining the final computation of the TT Cup Series total points for each rider, the final computation as performed by the TT Cup Committee shall require that each rider mandatorily drop his or her lowest one (1) score as noted below. These dropped scores shall be "dropped" at season end in the final computation by the TT Cup Committee.

The term Lowest Score shall be deemed to include any race where a rider in fact completes the race and receives a placing or score or Cup points, as well as any race in which a rider started but "Did Not Finish," or any race in which a rider "Did not Start," or any race in which a rider failed to register and compete. Hence, a rider need not race a race to drop that particular race. Thus, a DNS, DNF, or Failed to Register/Compete shall be considered "scores" for the sake of the mandatory dropping of scores as noted below.

Prizes. Prizes will be presented at the OBRA Annual Banquet. Category winners may be provided with the opportunity to obtain TT Cup championship custom and personalized clothing for use for the entirety of the subsequent season as reigning champion.

## **Article VI. Promoter Requirements**

All Promoters of events in the Oregon TT Cup hereby agree to promote and put forth their time trials in line with the Rules and Guidelines contained here; in the event a Promoter or Race fails to adhere to these Rules and Guidelines, the Time Trial Cup Committee reserves its right to immediately withdraw any such even from the TT Cup Series, at any time.

**The promoter shall include the Oregon TT Cup logo on the race flier; on the website of the promoter's club if such a website is maintained where the race is presented and discussed; on any and all other materials, including social media, where the race is presented, marketed, promoted, or discussed.** It shall be a small logo which shall designate the race as part of the Series. The logo shall be provided to all promoters. It is not obtrusive.

TT Cup Race Application. All promoters, unless exempted by the TT Cup Committee in writing, must submit a TT Cup Race Application so that the TT Cup Committee may make such a determination as to whether the race shall be included in the TT Cup Series. The Application shall disclose many relevant items, including the promoter's previous TT promoting experience, how the promoter intends to properly score and compute placings (must be done electronically; no hand computation of final times or results), as well as a description of the course and other material components of the race; the TT Cup Committee shall thereafter advise the promoter in writing, or email, as to its determination as to whether the race shall be part of the TT Cup Series.

Pre-registration. **Promoters may permit same-day registration yet can only do so if they can ensure that same-day registrants are sorted and given start times that are within, or adjacent to the riders correct racing category and in line with the Starting Order requirements noted below herein.** Promoters may "build in" a couple of "blank" slots between each category which will serve to create time cushions between differing racing categories, but then can also be used to slot in same-day registrants. (See more below.) If a promoter can not ensure that same-day registrants can be started within, or adjacent to their category competitors, then the promoter can not offer same-day registration. **We strongly recommend limiting registration to pre-registration in advance of the race, avoiding any same-day registrations.**

Unless an exception is permitted by the TT Cup Committee, online registration must remain open at least until Wednesday preceding the event, until at least 9 pm. Promoters may leave registration open longer or later in the week as long as they can properly handle their back office and other administrative responsibilities so as to comply with other TT Cup requirements herein.

Fee Limits. No promoter may charge a rider a registration entry fee in excess of \$30.00 (thirty dollars) per event. This \$30.00 cap shall include any and all OBRA fees imposed on the promoter, but shall not include any BikeReg or other registration fees not collected by the promoter directly. If the promoter imposes a late or day-of additional fee, then the total

amount collected may be greater than \$30.00

Refunds or Rain Dates. In the event a race is cancelled in whole, or in part, for no fault of the riders, then the promoter must reimburse all riders their entire entry fee, or provide notice in advance of rain date for the event. If no rain date is provided in advance, and the event is not rescheduled, then the promoters must refund entry fee monies to riders within a reasonable number of days subsequent to the cancelled event.

OBRA Regulations. Promoters may not impose any bike or equipment standards (such as prohibiting disc wheels or aero helmets), without getting advance permission from the TT Cup Committee. Promoters must advise and receive permission from the TT Cup Committee if their race is not OBRA conforming. For example, if a promoter prohibits the use of aero bar extensions, this must be (a) disclosed to the TT Cup Committee in advance and receive TT Cup approval, and (b) be clearly presented on pre-registration and other marketing materials so all riders are aware of the condition. Otherwise, all OBRA regulations pertaining to bicycle equipment, clothing, and other regulations shall be controlling.

Start Order Numbering. Race promoters shall ensure that riders are grouped according to their categories such that all riders of same categories are grouped together and have similar start times with no riders from other categories lying in between similarly categorized riders. (I.e. Senior Men, Masters 35, Masters 55). We recommend running the Men 4/5 subsequent to the Senior Men so the Senior Men have less of a chance of riding into and through the 4/5 fields.

Rider Sorting and Start Order. **Promoters must sort no fewer than the highest ranked five (5) riders within each Oregon TT Cup category such that the Oregon TT Cup points leaders within each category are starting last.** For example, the TT Cup Series leader should be the last rider in the category to start, with riders ranked lower than the leader starting before the leader in reverse order. For example, the rider in 6th place would start, and then the 5th place rider, then the 4th place rider, then the 3rd, then 2nd, and then the Series leader would start very last in the category grouping. The TT Cup requires a minimum sorting of the top 5 category leaders though we suggest going deeper to provide more synergy to the Series. The latest series schedule and current standings are posted at [http://obra.org/oregon\\_tt\\_cup](http://obra.org/oregon_tt_cup).

Time Gaps. Promoters should have time gaps no less than 30 seconds. Suggestion: promoters will help themselves if, when creating start lists, they put a few (6 recommended) 30 -second “blank” slots in between categories. This will help create a cushion and separate categories and avoid, for example, a junior being overrun by a faster rider behind. As well, those gaps will ensure that if you’ve missed anyone, or have to make a race-day addition or exception, you have some slots you can fill at the last minute.

Start Line. The promoter must provide a holder to hold riders at the start line. Riders may opt



out.

Marshalling. The promoter shall provide sufficient and ample marshals to ensure a safe and proper event. Marshalls should be provided with orange vests and cones, and instructed as to how to properly flag/point riders through turns, and where to stand to marshal properly. No material intersection or turn can be without a marshal protecting riders' safety. Promoters will ensure they spend time with the marshals explaining proper technique for waving riders through turns or around cones.

Turn around Signage and Cone. Promoters shall post a minimum of 1 (one) sign/advisory stating the distance to the turn around cone (if any), approximately 500 meters from the turn around, stating the distance to the turn around. A turn around cone shall be designated by a single orange "large" or other highly visible cone, with a "turn around marshal" adjacent to the cone advising riders to turn.

Finish Line. Promoters shall post a sign/advisory no less than 500 meters from the finish line, stating the distance to the finish. The finish shall be clearly marked by a line, or tape, across the road, as well as an orange cone positioned directly on the finishing line, on the side of the road.