

# **ATTA - Rules**

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These rules and guidelines are published with the aim of insuring the fairness and efficiency of each event and the safety of the competitors and all others associated with such events while endorsing the principle that Time-trialling is an individual sport and encouraging individual achievement.

All participants in all ATTA events are deemed, by their participation, to have voluntarily agreed to comply with the rules of competition and ATTA makes no express or implied warranty of safety or guarantee against damage, loss or injury to participants, volunteers, spectators or others by publication of these rules and guidelines.

Any generality of rules must be interpreted in a manner which has regard to an intent which is to prevent any undue advantage and prevent any jeopardy to health or welfare.

From time to time additional rules may be instigated to cater for unique circumstances with the understanding that any such rule is not in conflict with any existing rule

Competition rules may be changed when necessary with appropriate prior notification made to all competitors and others associated with any relevant event.

## *ENTRY FEES*

Entry fees to events will be charged with the purpose of offsetting costs of events. Entry to major, designated events will, usually be prepaid and, if requested, fees may be refundable to the payee's credit card up to the closing date for registrations (less any costs incurred); after this time prepaid entry is forfeit. Entry to other events will be paid at registration on the day of the event but may be pre-paid by arrangement. Such credit arrangements are not refundable. In the case of the need to abandon an event (due to, for example, hazardous conditions) entry fees are not refundable.

## *AGE DETERMINATION*

A rider will be reckoned to be a JUNIOR up to and including the age of 17 on the day of an event. At times ATTA events will be conducted with Junior Age categories as determined according to the year of birth (as used by *AusCycling*) but such results will not be the basis for ATTA Junior course records.

The minimum age of riders in ATTA events is 11 years. 'Outriders' (chaperones) may be required to accompany younger riders. However, some discretion may be applied according to perceived developmental age and skills. On roads where speed limits are greater than 70km/h the minimum age is 14 years and the maximum distance for such riders is 20km.

MASTERS status is reckoned according to actual age on the day of an event. From September 2019, Masters age is 30+.

In general the results of ATTA events are expressed as both absolute times and STANDARD TIMES

Standard times are based on age-related tables and are related to actual age on the day of any event.

### *PRIZES AND AWARDS*

At the discretion of the organising committee or race director, medals or 'cash' prizes may be awarded to category winners at Championship or other events. All awards distributed to male and female divisions will be of equal value.

Notwithstanding the generality of the above, awards in categories will be distributed on a discretionary basis. Similarly, participation conditions may apply to special series events.

Riders who may be eligible for awards (other than medals) in several categories (eg: overall, age-group) may only receive one such award; the distribution of the award for which such a rider may otherwise be eligible may be given to the next finisher in that category. Thus, riders further down the list in that category will be 'promoted'.

A rider must be present at the prize presentations for the event to receive any award or have made some arrangement for its collection if he or she is unable to remain at the event; otherwise the award will be forfeited.

### *GENERAL CONDUCT*

Competitors must

- practise 'good sports' conduct
- be responsible for their own safety, their equipment and the safety of others
- be responsible for understanding and following competition rules
- obey traffic regulations and instructions from officials
- treat other competitors, officials, volunteers, spectators and members of the public such as passing traffic with respect and courtesy
- refrain from the use of abusive language (and gesture)
- retire from competition if they knowingly violate rules and report such withdrawal to a race official.

### *DOPING*

is forbidden. No rider or official must engage or assist in doping in time trials or training. To this end ATTA supports and embraces the policy of the Australian Sports Anti-Doping Authority (ASADA). Riders on the national drug register may be subject to testing at events according to the guidelines of ASADA.

see: <http://www.asada.gov.au/>

## *FITNESS*

Time Trials are strenuous activities and riders should be in an appropriate physical condition to participate. Any rider who is likely to compromise the health and welfare of him/ herself, another competitor, official, spectator or member of the public may be disqualified and removed from competition.

FAILURE TO COMPLY WITH RACE RULES may result in a competitor being given a warning or a time penalty or disqualification. Failure to comply may also result in entry to future races being denied. It is not mandatory to issue a warning before imposing a penalty. A warning should be given when a violation appears unintentional and can be corrected after such a warning or where a violation appears about to occur. A warning is not necessarily formal and may be given in any way appropriate to the situation.

Time penalties or disqualification are usually the result of reports from officials or protests having been upheld. It is not mandatory for an official to issue a warning or indicate to a competitor that a violation is to be reported but if this has been done the competitor may be permitted to complete the event and has the right to appeal any decision which results from such reports.

## **RACE RULES:**

***All events have an entry closing date implied or explicit, usually four days before the event.***

As soon as possible after the specified entry closing date starting lists showing the starting time and order of start of riders will be published on the ATTA website and riders notified by email.

The principle is that the starting order will be arranged so that drafting (*paced-riding*) will be avoided as much as possible; usually the faster riders are placed towards the end of the field.

### ***General Rules applying to all events***

- **All riders are assumed to have read, understood and accepted the [disclaimer](#) printed on race entry forms, *sign-on* sheets or membership applications.**
- **"Approved" helmets are compulsory in all ATTA events.** A helmet is approved if it complies with: Standards Australian standard AS/NZS 2063:1996; or Snell Memorial Foundation standard B-95, B-95A or B-95C, and has a Standards Australia or Snell compliance sticker on it.
- **Bikes: in Championship events bikes must comply with the current technical specifications of either [AusCycling \(AC\)](#) or [Triathlon Australia \(TA\)](#); for non-Championship events bikes must satisfy the basic requirements**

of road safety and the spirit of Time Trial competition. While a rider will not be prevented from participating as long as their bike satisfies the requirement that it is safe and legal to ride on the road, a time may not be eligible for consideration for ATTA medal competitions if the bike used does not comply with the AC or TA specifications.

- For their own developmental wellbeing Junior riders are expected to comply with the gearing restrictions defined under the AC [Technical Regulations](#).
- Since the start of the 2017 summer season, for all events on open roads, it is necessary for riders to have attached to their bike a flashing, rear, red light, visible to other, following road users at a minimum of 200m; steady white lights at the front are strongly recommended.

### **The responsibility for remaining on the course rests entirely with the rider.**

Riders are generally responsible for their own food and drink while racing but in events longer than 50km, arrangements may be made to have food or drink passed up to them at specified locations on the course.

Riders will be started at a minimum of thirty second but usually one minute intervals and having once started, will not be permitted a restart. However this requirement may be waived for mechanical mishaps within the first 300m of the course.

**Late Starts:** If a rider fails to start at the time allocated on the starting sheet but subsequently arrives, the time of reporting to the starter will be noted and this lateness will constitute a time penalty. The actual start time will be at the discretion of the starter but not less than thirty seconds before or after another rider; more usually: not less than one minute.

**Mechanical mishaps before the scheduled start:** a rider should report to the starter by the scheduled time after which s/he may be rescheduled without penalty.

At the start a rider may be held by an official appointed for the purpose or remain stationary with one foot on the ground but in no circumstances will a rider be allowed a *flying start* without penalty.

A rider must keep as far to the left of the road carriageway as practicable unless passing another rider or vehicle.

A rider is entitled to their position on the course provided s/he reached it first and without interference to others; having taken up their position, reasonable space must be allowed for others to make normal movements without contact; a rider may not *block* others. Adequate space must be available to the side and ahead of a rider in front before passing is attempted.

Except for **Hillclimbs** where no part of the course may be completed on foot, a rider may walk but is not permitted to make any forward progress without their bicycle.

Any rider who appears to an official to present a danger to the health or welfare of him/herself or anyone else may be immediately withdrawn from the event.  
(however *vide infra*)

**Drafting** (also known as *paced*-riding – riding in the slipstream of another rider or vehicle)

Riders must ride entirely alone and unassisted; they must not ride in company with nor take shelter from any other rider or vehicle on the road. The exception to this rule is that of team events or 2-UPs (pairs of riders racing as a team) where the generality of the rule applies to each team as an individual unit.

A rider is considered to have been overtaken once there is clear space of one bike length between the overtaking bicycle and the leading edge of the front wheel of the bicycle being overtaken.

A *draft zone* is considered to surround each rider or vehicle on the road: for bicycles the leading edge of the front wheel defines the centre of the leading edge of a rectangle 2.4m wide and 6.5m long. This is the *draft zone* and the draft zone of one rider must not overlap that of another except when a following rider is passing another rider and must overtake within 15 seconds and for all that time be gaining on the leading rider. This zone roughly equates to a clear space of 3 bike-lengths between riders.

(The same draft zone applies to motor cycles but for other motor vehicles is reckoned to extend at least 20 metres)

Draft zones may also overlap for safety reasons or at acute turns and corners.

Once overtaken a rider must, if necessary drop back to avoid any overlap of draft zones. The overtaken rider may only then attempt to re-overtake. The overtaken rider may also move to the side if sufficient space is available to avoid overlap with safety given the requirement to occupy only the left hand edge of the carriageway.

**Following support vehicles are not permitted in Time Trials** except for riders within specified categories (eg of disability) whose safety may otherwise be compromised. Alternatively an *outrider* may accompany such competitors. Another exception to this rule: see the *Mark Webb* special rules.

### **⚔The Grand Prix des 'Gentlemen'**

The original format required that the event consisted of pairs of riders: a *veteran* (the *Rider*), of Masters age, and another (the *Pacer*, who may or may not be a veteran). The *Rider* was timed according to the [Age Standards](#) table for the appropriate distance (usually about 30km or less). The *Pacer* actually took up position down the road from the start and joined the *Rider* after about 100m taking the front position with the *Rider* sitting in. The *Pacer* would then peel off from the front just before the finish allowing the *Rider* to cross the line alone.

Now both riders start simultaneously and, for the **Standards** trophy, it is the *Rider's* finish time that determines the placing but the *Pacer* should be at least in

sight of the finish when the *Rider* crosses the line. Both partners may share the pace. If both riders are Masters the *Rider* is the one with the greater Standard entitlement. Gender is only relevant in determining the Standards times that apply.

To qualify for the **Fastest Time** trophy teams must still include at least one Masters-aged rider and the time is taken from the **second** rider to cross the finish line (as usual, judged by the leading edge of the front wheel).

In the case of teams of tandems, the rider with the greater Standard entitlement on a particular machine determines the Standard time for that pairing with the usual 5% penalty loading for tandems being applied. Both riders on the *Rider* machine should have veteran status but the *Pacer* tandem team may consist of riders of any age.

In all teams time trials the drafting rules which apply to individuals must be interpreted as if the entire team was acting as an individual.

⚡ **The Mark Webb Memorial** (last held in 2019)

*This race was a "Place to Place" event run from Toodyay to Gidgegannup.*

The Start Time of the race could be delayed to accommodate possible late arrival of the bus transporting riders from Gidgegannup (by up to 20 minutes from the actual arrival time)

An official car would leave Toodyay at a suitable interval following the start of the last rider such that it could render assistance to any rider in difficulties until within the final 10km without having to travel at a speed likely to cause hindrance to other road traffic. Other support vehicles were specifically excluded from following riders.

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#### ⚡ **DISCLAIMER**

**In consideration of the Australian Time Trials Association Inc. accepting my nomination to ride, I agree that the association, its members and officials will not be held responsible for any personal injury or property damage or loss suffered by me. I also release the association from any liability for negligence.**

**I acknowledge that in Time Trials I will be riding at *my own risk* on public roads with other traffic and must obey traffic regulations. I further understand that Time Trialling is an endurance sport that requires a high degree of fitness and accept the risk that I may suffer illness or injury if I take part in such a sport while insufficiently fit or healthy.**

**I further agree I accept the association's rules for race conduct and understand that, where severe weather conditions or other hazardous situations occur before or during any Time Trial, the organisers have the right to cancel, postpone or otherwise modify the event and entry fees may not be refundable.**