

# 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 01 May 2021**

Start 14.14

**Course**

BS33

**Start Time Keeper**

Graham Berry (SDCC)

**Finish Time Keeper**

Angus Jardine (IBC)

**Marshall's/Helpers**

Simon Jarrold  
James Potter  
Darren Vincent  
Kristian Mobbs  
Martin Waters  
Gavin Bones

**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**

Available on site at Teapot Tea Room  
and Bistro at The Barns

[www.facebook.com/teapotroomstonham/](http://www.facebook.com/teapotroomstonham/)

[www.bistroatthebarns.co.uk](http://www.bistroatthebarns.co.uk)

**Event Headquarters**

Stonham Barns  
Pettaugh Lane  
Stonham Aspal  
Stowmarket  
IP14 6AT

**Signing on from 13.00**

Numbers and signing on at HQ

**Event Secretary**

Chris Leggett  
The Cottage  
Grove Road  
Bentley  
IP9 2DD

Tel: 07988 903465

Email: [leggett.christopher@yahoo.co.uk](mailto:leggett.christopher@yahoo.co.uk)

**EVENT SPONSORS**



Dayle Bayliss Ltd  
for donating the Prize  
Money



Use of the venue at  
HQ



For donating the  
new trophy

## 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 East District Local Regulations

**In the interests of your own safety Cycling Time Trials strongly advise you to wear a HARD SHELL HELMET that meets an Internationally accepted safety standard. All competitors under the age of 18 and/or Juniors 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.**

**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. **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.

**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):

*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.*

### **NO REAR LIGHT – NO RIDE**

## The Sponsors

We are indebted to both our club title sponsors and for the first time this year, the event sponsors who are:

**Dayle Bayliss Ltd** - we are proud to be sponsoring the prize money at this years Orwell Velo Renny Sterling Memorial Trophy, not only because this is a key event in the East District cycling calendar, but because of Orwell Velo's commitment to equality. The awarding of equal prize money across female and male races is a significant factor for us. As an organisation we are asked to sponsor many events, but they rarely feature gender parity, which for Dayle Bayliss Ltd has always been an issue. We are therefore pleased to be sponsoring this years event where equality is a core value to Orwell Velo as a club and an events organiser.

**Anson Timber Works** – we are extremely excited to be sponsoring the new trophy for the Renny Sterling Memorial Trophy. The directors of Anson Timberworks are keen cyclists and it is great to have been asked by the Orwell Velo to come up with a trophy that will be contested over many years to come. The principle design of the trophy wood, which as a timber frame specialist, suits our business very well. Like cycling, our business is a sustainable product so our ethos aligns with the sport and Orwell Velo.

**Stonham Barns Park** – we have offered the use of our venue to Orwell Velo free of charge because all their proceeds from the event are going towards their youth development team, which is a great reason to get behind a local club that is supporting youth development and opportunities for youngsters. Also, we can help with Covid safe facilities on site, such as refreshments, restaurants and attractions for all the family.

## Awards - 'Renny Stirling Memorial Trophy'

Renny Stirling was not only a revered time triallist, but also a close friend to riders of many clubs, including the members of Orwell Velo. In 2016 when Orwell Velo formed, 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 time trial 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 7<sup>th</sup> 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

#### 1<sup>st</sup> in each Age Category £10

#### Female

1 <sup>st</sup>	£50 and trophy	< 23yrs	A	1 <sup>st</sup>	£50
2 <sup>nd</sup>	£40	23-39	B	2 <sup>nd</sup>	£40
3 <sup>rd</sup>	£30	40-49	C	3 <sup>rd</sup>	£30
Luck Dip 13 <sup>th</sup> place	£13	50-59	D		
Lantern Rouge	£5	60-69	E		
		70+	F		

## Team (Solo)

Fastest 3 £10 each

## 2up TTT

Fastest pair £15 each

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

## Riders Notes – IMPORTANT PLEASE READ

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

The **START** is 4.3 miles away from the HQ, which is approx. **Please allow yourself ample time to reach the start. We suggest TWENTY MINUTES as a minimum.**

### Directions to START FROM HQ

- From the HQ car park TURN RIGHT towards Debenham.
- At the T-Junction TURN LEFT with care – *if the race has started and you turn right you will be riding on the course and could face disqualification.*
- At the T-Junction in Debenham TURN RIGHT. Continue along this road until you reach the start on the RHS towards the top of the hill. This route will be sign posted.
- When you reach the startline, if you continue past 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.

### Directions to FINISH TO HQ

- Continue through Debenham, up Mill Hill, past the start and to the T-Junction. TURN RIGHT.
- Continue along the course in reverse. At Pettaugh you will bear sharp right. Immediately after this bend TURN LEFT towards Stonham Aspal / Stowmarket.
- HQ is on the left.

**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!!

The safety of everyone attending this event is paramount. Safety will not be compromised. We will follow the rules of the government and of the CTT. This event is promoted in accordance with the CTT Risk Assessment on Covid-19. Please familiarise yourself with the main principles of this as below. PLEASE FOLLOW THESE FOR YOUR OWN SAFETY AND YOUR FELLOW HUMAN BEING.

If you have any Covid-19 symptoms, or you have recently come into contact with anyone suffering from Covid-19 then PLEASE DO NOT COME TO THIS EVENT. STAY AWAY and follow the government / NHS advice.

SOCIAL DISTANCING IS 2m at all times. Respect this when signing on / out and at the start line. Markings will be on the ground to assist you maintain this.

**Signing on will be in the Orwell Velo gazebo that will be located in the car park. Follow the Orwell Velo flags.**

The signing on gazebo will be open sided so there is no mandatory need to wear face coverings, however please wear a mask if this makes you feel more comfortable.

LOCAL RIDERS – please ride to the HQ rather than drive. Use this as part of your warm up routine. Please arrive AS LATE AS POSSIBLE so you minimise the time spent at HQ.

RIDERS THAT HAVE TO TRAVEL BY CAR – please arrive AS LATE AS POSSIBLE so you minimise the time spent at HQ.

Please park your vehicle nose to tail with the car adjacent so we can maximise the distance between competitors who are getting equipment out of the rear of their vehicle.

When signing on BRING YOUR OWN PEN. We will not have a pen for you to use.

Collect your number – these will be put out by us wearing gloves.

BRING YOUR OWN PINS – no pins will be available at HQ.

PIN YOUR OWN NUMBER ON – respect social distancing.

Toilets will be available at HQ and cleaned regularly by Debenham Sports Centre staff.

NO TURBOs will be permitted for warming up. Do this on the road please. This is to minimise the amount of people congregating at HQ.

MAXIMUM of FIVE riders to line up waiting for the start line to avoid being a hazard to the other road users.

There will be no pushing off at the start line (social distancing prevents this). The start time keeper will count you down and you will push yourself off. JUMP STARTS WILL BE PENALISED - a 10 second time penalty will be automatically added to your time. If you jump start on purpose you may be disqualified at the discretion of the start time keeper and observer.

LEAVE NOTHING WITH THE START TIME KEEPER – we are not allowed to bring anything back to HQ. If you are warming up with a bottle leave it on your bike please so we don't appear to be littering the area with discarded bottles / items.

If you pass a rider on the course please pass respectfully and no less than 2m – look over your shoulder to check this is safe to do so first.

There is no broom wagon service. If you puncture you will have to make your own way back. We strongly suggest you ride with spare tubes and a means of inflating your tyre.

When returning to HQ place your number in the bucket of detergent provided. TAKE THE PINS OUT FIRST AND TAKE THEM HOME.

SIGN OUT USING YOUR OWN PEN.

We know that socialising after the event with friends is an important part to our sport, and after lockdown we are in desperate need of human interaction, but unfortunately due to the risk of infection, unlike previous years we will not be giving out times, positions or making presentations for awards after the event. Please therefore leave the HQ as soon as you have finished. We will post the provisional results on our FB page the same evening.

Take everything home because we will not be able to look after anything you have left behind.

Blatent infringements of these rules may lead to disqualification.

Apologies if the above seems regimental, it isn't supposed to be, it's the rules we must adopt to make this event as safe as possible and to do our bit to minimise the spread of Covid-19.