



Senior Duathlon Information Pack

Thames Turbo Triathlon Club

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The following notes contain some important information about the race, which will help the day run smoothly and ensure that everyone enjoys the event. Please take some time to read through it.

ARRIVAL & PARKING

The venue is Kempton Park Racecourse:
Kempton Park Racecourse
Staines Road East
Sunbury on Thames, Middlesex TW16 5AQ

Please use the main entrance to the racecourse on the A308, and turn right once inside the gate. Marshals will direct to the correct parking area (see map included). There is ample car parking space inside the venue. Note that the train station is only operational on Racing days.

STARTING LISTS

The race start list will be posted on the race series website a few days before the event. This will show the competitor's race number and racking row (shown by a letter; eg "A", "B" etc). Please make a note of your race number as this will speed up registration.

REGISTRATION (08:30-9:00am)

Everyone MUST register before the race starts. Please quote your race entry number, which is shown in the entry list. On registering, you will be given your race number which must be worn during the race as soon as you leave transition. You must also collect your timing chips and race numbers for your bike and helmet.

RACE BRIEFING 9:15am

You must attend the race briefing which will take place next to transition. The race will start immediately after the briefing.

BTF DAY MEMBERSHIPS

Please remember to show your BTF Membership otherwise you will have to pay the £5 'non-BTF' supplement. This guarantees you are insured on the day. No insurance, means no race. This only effects competitors that have not paid for the BTF day licence.

RACE NUMBERS & TIMING CHIPS

Your race numbers must be visible from the back on the bike and from the front on the run so take care when attaching. Race belts ARE required. If you do not have a number belt we will sell them on the day for £6. Please proceed to transition ASAP! Please put your timing chips round your LEFT ankle – very important – otherwise you may not get a race time. There will be marshals body marking you at transition entry

PLEASE DO NOT LEAVE THE VENUE WITHOUT RETURNING YOUR TIMING CHIP; on leaving transition with your bike and kit, marshals will be collecting your chip. If for some reason you DNF and don't bring your bike back to transition, please remember to give the chip to a marshal and let them know you didn't finish the race.

TRANSITION RACKING

BEFORE entering transition, you will need to place one of your number stickers on the front of your bike (somewhere easily visible), and the other number sticker on the front centre of your helmet. Bike racking is marked out by the black arrows:

You need to rack the side that the arrow is pointing.
The space between racking positions is set according to BTF standards and racking on the wrong side will cause bikes to be too close together.



Each row is lettered; please refer to the entry list to check which row(s) you have been allocated, and stick to this, as numbers have been calculated exactly and it will cause congestions if you decide to rack elsewhere.

YOU MUST RETURN YOUR BIKE TO THE SAME RACKING POSITION AFTER THE BIKE SECTION; RACE OFFICIALS WILL BE LOOKING OUT FOR THIS.

To ensure bike security, bikes will not be allowed to be removed from transition (to go home) until all competitors have started the run course. Please return your timing chip on exiting transition after collecting your bike.

THE COURSE

This consists of a 4.5km run (2 laps of the marked course), 9 laps of the 2.25km course, and then a 4.5km run (2 laps again), with the race finish just off the course before transition. Please check the map so you have a good idea of what to expect. We plan to have a marshal leading on a bike on the first run to ensure the correct route.

RUN 1; 4.5km - The runners must stay on the left side of the road as close to the verge as possible, as this is also the bike course. To overtake another runner once there are bikes on the course please overtake on the left ie on the grass. This is for your own safety. There will be a group start; if numbers are large enough we will be splitting competitors into 2 waves separated by 30 minutes or so. Finish Run 1 by entering transition.

BIKE 20.25km - Exit transition and mount in the marked area. Filter to the right of the road paying careful attention to any cyclists already on the course. Keep to the right of the course at all times; you could be sharing the road with runners on the left. If you are overtaking do so in the middle of the road but no further left please. There is a sharp turn to the right at one point, where you will cross the race track and this will be covered in matting. PLEASE SLOW DOWN HERE; it is a 90 degree turn, onto matting that could be slippery. No overtaking is allowed at the crossing points. Marshals will be on site to check. There is another sharp left turn soon after with uneven surfaces. Pay attention to the signs and ride appropriately for the conditions. You will be required to do 9 laps. There is a timing point that will get your splits but we are not responsible for checking you are doing the right number of laps so please find a way of managing this eg rubber bands on your handle bars that you move after each lap.

Remember drafting is not allowed. Marshals will be keeping an eye out for this. More info below. Once you have completed your 9th lap enter transition, rack your bike and head off on the run again.

RUN 2; 4.5km - This is the same as Run 1, keep to the left of the course. As you arrive towards the end of the run on your second lap the finish will be off to the left and will be marked and marshaled to ensure you don't miss it.

TRANSITION AREA: PLEASE REFER TO MAP

- Before entering Transition after registering, your bike and helmet will be checked to ensure they are safe and comply with regulations. Please put your helmet on at this time
- Note: It is the competitor's responsibility to know the rules of triathlon (http://www.triathlonengland.org/britain/documents/about/british_triathlon_rulebook_2013.pdf) and the race course. BT rules require competitors to be wearing a securely fastened bike helmet before they take their bike from the racking and not to remove it until the bike is back on the racking after the bike section. Also, tri suits and tops must be zipped up to the max if they open at the front and kept on at all times, otherwise a penalty will be applied.
- Please take note of how the transition area works and your path through it as confusion on the day slows everyone down! There is no numbered racking, just places marked out on the racks, and different rows allocated to each number. The number range of each.
- There is one entry for the run in and return from the bike, one exit for the start of the bike and start of the run 2; please be careful of other competitors.

Note: It is the competitor's responsibility to know the rules of triathlon (www.britishtriathlon.org) and the race course.

MEDICS

In case of any accidents and emergencies we have medics on site.

SPECTATORS

Spectators are most welcome at the race. There are clearly marked entry points and paths for spectators to access and exit the area, and we ask they adhere to these so as not to impede competitors.

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RACE RESULTS & PRIZE PRESENTATIONS

We will provide race results on the day and present prizes for 1st, 2nd, 3rd Male/Female. Results are live from the moment we start the race. When possible we will have a screen and printer available for checking your times on site. We will present the prizes as soon as possible after the race. Full results will be available within a couple of hours on our chip timing suppliers' website. The link for this is publicised on our website. We will also post an Excel file on the Race Series website in due course. Any penalties or DQs will be posted by the results printer, so please check this as this is your chance to query anything. If you still need assistance, send an email to Race_Director@ThamesTurbo.co.uk. Thank you and we look forward to seeing you on race day.

ONE FINAL THING, DRAFTING – DON'T DO IT!

We have approximately 40 static marshals and they will report you if you are seen to be breaking these rules. We also have multiple Motorcycle Referees whose sole responsibility is to monitor the bike course, and one of their key tasks is to identify anyone gaining UNFAIR ADVANTAGE through drafting.

PENALTIES AND DISQUALIFICATIONS ARE BEING ISSUED!

You have been warned. Don't do it!

The following definition is taken from the official "BTF Competition Rules" book.

The ITU have changed the dimensions of the drafting zone. As British Triathlon adhere to ITU's rules, they implemented this change for the 2006 season onwards. In previous seasons, for Age Group races (excluding long distance races), the drafting zone measured 7m x 3m and the centre of the leading 2 metre edge was measured from the back edge of the back wheel. However, the new rule will be as shown below. Although the drafting zone is slightly bigger, each athlete will still have 15 seconds to move through another competitors' draft zone.

27 PACING/DRAFTING

27.1 Competitors are not permitted to draft, (ie take shelter behind or beside another competitor or motor vehicle) during the cycling segment of races. Penalties will be issued when, in the opinion of the official, competitors, through their action or the action of others, attempt to gain, or receive, an advantage precluded by the rules.

27.2 Bicycle Draft Zone

a. For all age group events (except long distance): The draft zone is a rectangle measuring 7m long by 3m wide that surrounds every cycle on the cycle course. The front edge of the front wheel defines the centre of the leading 3m edge of the rectangle. A competitor may enter the draft

zone of another competitor, but must be seen to be progressing through that zone. A maximum of 15 seconds is allowed to progress through the draft zone of another competitor. If an overtaking manoeuvre is not completed within 15 seconds, the overtaking cyclist must drop back out of this zone.

27.3 The draft zone of one competitor may not overlap the draft zone of another competitor

27.4 Competitors may enter the draft zone of another competitor for the purpose of overtaking as detailed in Section 28.2 or in the following circumstances:

- a. for safety reasons*
- b. at an aid station*
- c. at the exit or entrance of a transition area*
- d. at an acute turn, such as 180° turn, around a traffic cone*
- e. if race officials exclude a section of the course from the drafting rule because of narrow lanes, construction, detours or for other safety reasons.*

27.5 When a competitor is passed by other competitors, it is his or her responsibility to drop back out of the draft zone of the overtaking competitor. A competitor is passed when another competitor's front wheel is ahead of his or hers.

27.6 Side-by-side riding, while still observing the draft zone, is only allowed on courses that are fully closed to other traffic. On open or semi-open courses, only single-file riding is allowed.

27.7 Vehicle draft zone: Competitors are not allowed to gain an unfair advantage by drafting on officials' escort vehicles, TV and radio vehicles and all other non-race official public transport vehicles. The vehicle draft zone is a rectangle 35m long by 5m wide that surrounds every vehicle on the cycle course. The front edge of the vehicle defines the centre of the leading 5m edge of the rectangle. The driver of the vehicle, who must be appropriately briefed by the organiser, is responsible for upholding the zone

HAVE A GREAT RACE AND GOOD LUCK!!

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