



# 3 PEAKS CYCLO-CROSS



## 56th Annual 3 Peaks Cyclo-Cross Sunday 30th September 2018

### FINAL REGULATIONS & INSTRUCTIONS FOR COMPETITORS

#### 1. COURSE DETAILS:

- 1.1 Riders should familiarise themselves with the race route prior to the race day. Riders failing to pass through the above defined route will be disqualified.

| Location              | altitude (m) | kms | Estimated Times |
|-----------------------|--------------|-----|-----------------|
| Helwith Bridge        | 220          | 0   | 09.30           |
| Horton-in-Ribblesdale | 227          | 3   | 09.35           |
| *Gill Garth           | 300          | 6   | 09.42 - 9.50    |
| *Ingleborough         | 723          | 12  | 10.10 - 11.10   |
| Cold Cotes            | 260          | 17  | 10.25 - 11.30   |
| Ingleton              | 200          | 20  | 10.30 - 11.37   |
| Chapel-le-Dale        | 285          | 27  | 10.42 - 12.00   |
| Whernside             | 736          | 31  | 11.05 - 13.05   |
| Blea Moor Aquaduct    | 310          | 35  | 11.15 - 13.20   |
| Ribblehead            | 303          | 38  | 11.25 - 13.40   |
| Horton-in-Ribblesdale | 227          | 47  | 11.35 - 14.00   |
| Pen-Y-Ghent           | 694          | 52  | 12.10 - 15.00   |
| Horton-in-Ribblesdale | 227          | 58  | 12.25 - 15.25   |
| Helwith Bridge        | 220          | 61  | 12.30 - 15.30   |

\*Gill Garth to Ingleborough is private land and should not be accessed other than on the race day

#### 2. SIGNING ON

- 2.1 Competitors must register at Race Control from 7.00am to 9.00am at the start/finish tent adjacent to the Helwith Bridge Inn. Competitors will be issued with a sign on pack including their dossard/race number, a race programme.
- 2.2 Competitors must be at the start of the race by 9.20am for a final briefing from the British Cycling commissaire which is provided pursuant to the briefing provided in these regulations and instructions, and to the pre-race briefing provided to competitors by email 3 days prior to the race.
- 2.3 The competitor's car registration number will be required when signing on and competitors should note this before entering the Race Control tent. Competitors will be asked to confirm their declared emergency contact including name and contact telephone number. Competitors should note that the emergency contact must be contactable on the day. If this has changed since entering the race, please enter the new/corrected contact name and phone number on the the signing-on sheet. Competitors should note that the contact must not be another competitor or a contact attending the race due to the intermittent and variable mobile phone coverage in the area around the race. The race organising group will not be liable for any consequences arising from the provision of incorrect emergency contact information, or emergency information that does not comply with this Regulation 2.3.
- 2.4 All competitors must sign the entry sheet against their own name. Any competitor whose signature is found missing from the signing-on sheet after the start will be disqualified from the race as competitors who do not sign on may not be covered by the race insurance. The race organising group will not be liable for any rider who



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fails to sign on. Informal substitutions (i.e. substitutions that have not been made with the consent of the race organiser and logged within our timing and safety management systems) are not permitted and competitors must not sign-on against any third-party identity. The race organising group will not be liable for any consequences that arise from competitors making informal substitutions.

## 3. MANDATORY SAFETY EQUIPMENT

- 3.1 Hard shell helmets must be worn. should conform to a recognised Standard such as CPSC or EN 1078 (Europe), SNELL B95 (Snell Memorial Foundation), AUS/NZS 2063:96 (Australian and New Zealand standard), DIN 33-954 (TUEV Institute Germany).
- 3.2 Competitors must carry a survival bag (either an orange polythene bag or a lightweight metalized polyester bag as recommended by the British Mountaineering Council). This should be used in an emergency to cover a casualty to maintain body warmth until the rescue teams arrive. If a casualty is able to get in the bag then they are recommended to do so, although it is advised that those with suspected or apparent back or neck injuries are not moved prior to the emergency services arriving
- 3.3 Competitors must carry a whistle which should be readily accessible. If assistance is needed to summon help in the event of injury or exposure, six long blasts should be sounded in quick succession, repeated after a minute interval until assistance arrives. If you hear such whistling then competitors should, where safe to do so and taking precaution against any hazards, identify the location of the person requiring help, reporting it to the next marshal or checkpoint as appropriate.
- 3.4 The race organiser will advise whether the carrying of a waterproof jacket forms part of the mandatory equipment in line with the race day weather conditions and Met Office forecast.
- 3.5 When signing on at Race Control competitors will be required to present their whistle, survival bag and waterproof. This is mandatory equipment which must be carried at all times during the race. A change of cycle will not be accepted as an excuse for not having a survival bag. Competitors are advised to strap the survival bag firmly under their saddles. During the race and at the finish, spot checks will be made and any competitor without a whistle and survival bag may be disqualified. Survival bags can be purchased in advance at sports outfitters including outdoors shops in Settle.
- 3.6 This mountain area of Yorkshire Dales has very changeable weather conditions. A clear, sunny day can quickly change to wet and cold weather with thick mist. An accident or exposure in these conditions without the proper equipment can be fatal: this is why we are insisting that competitors carry a whistle and survival bag at all times during the race

## 4. NUMBERS & SI CARDS

- 4.1 Numbers must be worn on the left arm and must be visible at all times for the benefit of photographers, spectators and timing officials. If wearing a jacket, the number should be displayed on the jacket as a manual count of riders takes place at certain checkpoints.
- 4.2 Competitors should familiarise themselves with the procedure for using the SPORTident SI card (dibber) electronic timing device which will be issued with a wristband at registration. The system works by inserting the chip into a control point box. When a chip is successfully inserted, the system will give a short audible beep



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to confirm that the control point box has registered the chip. The SPORTident team will be available in the sign on tent to instruct any competitors on the use of their system when receiving the chip wristband. It is the responsibility of each rider to ensure that they have "dibbed in" successfully at each control point. Failure to do so could result in competitors being removed from the race results.

## 5. THE START

- 5.1 Competitors are requested to line up at the start in line with their estimated finish time and there will be signs on display at the start area grouping riders by estimated finish time bandings. Competitors should note that the race numbers related to estimated finish times.
- 5.2 Riders selected for gridding will be pre-notified prior to the race day and will be invited to move to the front from where they shall be called up to the British Cycling Commissaire control vehicle. All other riders should remain behind the start line rope.
- 5.3 The first 5.5 kms between Helwith Bridge and the turn off to Gill Garth are neutralised and will be escorted by a British Cycling lead car and police vehicle. Competitors must ride behind the lead car and comply with any instructions from the Commissaire that may be broadcast from the Commissaire loudspeakers. Any rider passing or attempting to pass the lead car during the escorted section may be disqualified. Riders must keep left and not cross the centre-line where present and special care must be taken when passing through Horton-in-Ribblesdale, especially over the two narrow bridges by the Crown Hotel where there is a sharp left turn. It is recommended that riders familiarise themselves with this section of the route in advance of the race.

## 6. COURSE HAZARDS

- 6.1 The race takes place on a wide variety of surfaces and terrain which have numerous and varied hazards to be negotiated by participants and spectators. These surfaces and terrain change each year due to the weather and ground conditions. Due to the unique nature of the race it is impractical to mark every hazard. Competitors must note that the following hazards will be found along the route:

- loose rocks,
- gravel,
- bedrock,
- surface water hazards such as fords or deep puddles,
- farm livestock and wild animals,
- running water along and cross track,
- cross track raised stone water bars,
- paving slabs with steps up or step downs,
- steep inclines and descents,
- soft ground,
- wet ground,
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- hidden mud,
- road crossing and track junctions,
- walkers on the path,
- overtaking riders and slow riders,
- sharp bends,
- drop offs and step ups,
- dry stone walls,
- fences,
- gates,
- styles,
- cattle grids,
- barren rocky summit areas,
- grassy hill sides.



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- 6.2 There are several road sections along the race route and racers **MUST** obey the highway code when racing along these sections. These roads are open to the public and will have other vehicles. Caution **MUST** be taken when turning off the fell tracks and back onto the tarmac highway – two right hand turns and one cross road. Racers **MUST** control their speed and enter the highway when safe to do so. Marshals **WILL NOT** stop traffic and will tell you to slow down off Ingleborough and Pen-Y-Ghent. At Ribbleshead, a professional traffic management will be controlling the traffic to aid the re-joining the highway and riders are instructed to follow the direction of the traffic management personnel. Riders must look both ways when re-joining the highway and stop if not safe to enter.
- 6.3 On Pen-Y-Ghent the race uses the same ascent as descent so additional hazards of riders coming up and riders coming down the track / race route. Riders heading up should stay in single file to allow descending riders as much room as possible. If you have to walk: walk in single file and to a side of the track to allow other racers space to ride the race route / line. Descending riders should control their speed and verbally warn other riders of your presence. It is recommended that approaching riders shout “Rider” to warn others of their approach.
- 6.4 The Weather has a significant impact upon the course hazards and riders **MUST** observe any weather warning instructions issued by the race and **MUST** abide by these. The weather can change quickly and this can change the course hazards. Being predominantly in a limestone area the surfaces will be slippery especially when wet.
- 6.5 Participants **MUST** ride within their limits in order to safely complete the race. Riders **MUST** control their speed on all descents. Due to the surfaces, punctures are likely, Racers **MUST** stop and fix punctures in order to continue the race. The race can have an impact on the braking ability of your bicycle and so racers must take extra caution if brake performance declines over the duration of the race. If in doubt racers should stop and walk sections of the course that they do not feel able to ride. If any other part of your bike is damaged racers must check this before continuing or pulling out of the race.
7. The race has the following medical provision for riders and spectators: Bowland Pennine Mountain Rescue, covering all of the race off road fell sections and Event Medical Services covering highway sections and main spectator locations\*. Medical teams are to be found at the following locations:
- Ingleborough Summit,
  - Ingleborough Descent,
  - Cold Cotes\*,
  - Wherneside Summit,
  - Ribbleshead\*,
  - Pen-Y-Ghent Summit,
  - Horton in Ribblesdale\*
  - Event Finish/HQ.

\*these locations are also the ambulance rendezvous locations for anyone with serious injury needing hospital treatment, who will be taken from this location to the nearest AnE hospital (Airedale or Lancaster). Life threatening injuries are likely to need Air Ambulance evacuation to hospital (Airedale, Lancaster or James Cook in Middlesbrough).



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8. If you have medical need you should go to the nearest / quickest medical location to be seen and treated. If your injury immobilises you (i.e. you can't move from where you are) you should ask other riders or marshals or spectators to relay a message to the nearest medical team location, who will deploy a team to your location. This may take some time (10 to 30 minutes) and so you should make yourself comfortable and if necessary get in your emergency bivvy bag. There is patchy phone signal converge on the race route, which is unreliable at best. The race control HQ contact is 07766-664-119. Minor injuries, cuts, grazes etc can be treated at the medical tent once you have finish the race.
- 9. RACE STOP / BLACK FLAG PROCEDURE**
- 9.1 If the British Cycling Commissaire waves a black flag this means that the race has been temporarily halted and riders should slow down safely and STOP.
- 9.2 The British Cycling Commissaire will then issue instructions and, if practicable, the race may be re-started. All riders must comply with the instructions of the Commissaire or risk disqualification.
- 10. RETIREMENTS**
- 10.1 Competitors who retire from the race must notify the nearest marshal and then return IMMEDIATELY to the Race Control (race start/finish tent) at Helwith Bridge. Failure to return to Race Control immediately on dropping out could result in rescue teams' time being wasted and may result in a ban from future events. If you are unable to return to Race Control (e.g. air ambulance evacuation), then you must hand your dibber/SI chip to a member of the Bowland Pennine Mountain Rescue Team.
- 10.2 There will be a sweep of the fell sections of course conducted by Mountain Rescue and on the road sections a signed sweep vehicle to transport riders who drop out back to Helwith Bridge. The route and timing of the minibus will align with the mountain rescue team sweep of the fell sections and the timing for these sweeps will be in line with the time of the last rider.
- 11. STOP/CUT-OFF TIMES**
- 11.1 Cut off times will be applied at Chapel-Le-Dale and Horton-In-Ribblesdale for safety reasons. The imposition of cut off times ensures that the mountain rescue and wider emergency service teams have sufficient daylight to mount search and rescue operations should they be required.
- 11.2 Any rider not at Chapel-Le-Dale by 12.00 and Horton-In-Ribblesdale by 14.00 will be eliminated from the race and may not continue. Please note that these cut-off times may be altered by the Race Organiser on the day at the discretion of the race officials who will take into account the prevailing weather and ground conditions as well as liaison with the mountain rescue team.
- 11.3 Marshals and British Cycling Commissaires will be present to enforce the cut-off times. Should a rider not observe the instruction of a race official with regards to a stop time they will receive a ban for the following years race.
- 11.4 Any rider who does not meet the cut-off time will be eliminated from the race. Eliminated riders must return directly to Race Control at Helwith Bridge to advise of their retirement and hand in their SI cards to the SI Representative within the start/finish tent. Eliminated riders should not proceed through the finish funnel as this could lead to timing errors.



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## 12. TECHNICAL SUPPORT AND SUPPORT VEHICLES

- 12.1 **Technical or mechanical support as well as bike changes, and the handing up of food and drink is only permitted on the off-road sections of the course.** Any rider observed to be receiving technical support on a road section may be disqualified. Roving Commissaires and marshals will patrol the road section. Riders should note that this is a new requirement for the 2018 race, and is essential to the delivery of our traffic management plan which enables us to run the race.
- 12.2 Bike changes are permitted and are classed as technical and mechanical support. Any bike changes must therefore take place on the off-road sections of the course.
- 12.3 The parking of support vehicles is forbidden on the road between Chapel-le-Dale and Whernside, around the pub and junction at Ribblesdale, and also in Horton-in-Ribblesdale (with the exception of the official car park 100m before the Crown Hotel). Supporters should park as instructed in the "Parking and Traffic Management Instructions for Vehicles", from where supporters must service riders on foot on the off-road sections of the route.

## 13. BRUNSCAR DRINKS STATION

- 13.1 There will be a drinks station at Brunscar between Chapel-le-Dale and Whernside at the start of 20 metres of bridleway, where competitors must walk the 20 metres and ride again after the bridleway (due to bridleway laws).

## 14. BIKE REGULATIONS

- 14.1 The race is for cyclo-cross bikes with drop handlebars only. The use of mountain bikes and road bikes is prohibited. There will be an examination of bikes before the start and spot checks made throughout the race. A cyclo-cross bike is a road bike with cyclo-cross tubulars/tyres and low gears. Disc brakes are allowed. Bicycles must comply with these regulations:
- 14.2 The structure of the bike connecting the saddle, pedals and forks shall be triangular and The component parts must be tubes or profiles, the form of which is free from restriction. The minimum width shall be 25mm. The maximum width shall be 80mm for the frame and 50mm for the rear stays, forks and seat pillar.
- 14.3 Wheels of the bike may vary in diameter between 70cm maximum and 55cm minimum, including the tyre. The width of the tyre cannot be more than 35mm as displayed on the tyre.
- 14.4 Suspension is not permitted
- 14.5 The use of 27", 29" or 700mm wheels in mountain bike frames will not be allowed.
- 14.6 All riders must have the ability to maintain the brakes during the event.
- 14.7 Competitors are reminded that British Cycling Regulations prohibit riders using on board camera devices. Any rider found using such a device may be subject to sanction by British Cycling.
- 14.8 The British Cycling Commissaire's decision on bike regulations will be final.



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## 15. RESTRICTED AREAS

15.1 No cyclists or support riders (except competitors) have permission to go on the following sections of the course:

1. Gill Garth - Ingelborough
2. Brunscar (Chapel-le-Dale)-Whernside-Blea Moor
3. Up and down Pen-y-Ghent from from the gate half way up.

Commissaires to enforce this regulation. Any competitor in the race connected with a cyclist caught breaking this rule will either be penalised or disqualified.

## 16. THE FINISH FUNNEL

- 16.1 Leading to the finish will be a 'Finish Funnel' segregated from the road by cones on the right hand side of the road which leads from the B6479 to the Helwith Bridge Inn
- 16.2 Riders will be directed down this coned lane by race marshals and a traffic controller. This 'Funnel' will start just in from the from the junction of Austwick Lane and B6479 main road as you approach Helwith bridge.
- 16.3 Riders are advised to slow down before making the sharp right turn into the pub car park as the surface change from tarmac to gravel which presents a skid hazard

## 17. DRUGS TESTING

17.1 The race is sanctioned by the British Cycling Federations and any rider may be subject to a drugs control test.

## 18. COLLECTION OF SPORTIDENT DIBBERS

- 18.1 For riders who complete the course dibbers will be collected at the finish.
- 18.2 Riders should note that their time will be taken when a rider has crossed the finish line and not when the dibber is handed in. Please approach the desk, which is positioned some 25 meters after the finish, at a slow speed for the safety of marshals and volunteers.
- 18.3 Riders failing to complete the course must return their SI dibbers to the to the SPORTident desk but should not pass through the finish funnel as this may confuse the results. Anyone retiring should enter the race control tent via the rear door to proceed to the desk - ask a marshal if in doubt.

## 19. ESSENTIAL SAFETY INFORMATION – OTHER USERS OF THE ROUTE

- 19.1 OUR MARSHALS WILL WARN OTHER ROAD USERS AT ROAD JUNCTIONS BUT CANNOT STOP TRAFFIC. RIDERS ARE RESPONSIBLE FOR THEIR OWN SAFETY AND OTHERS ON THE ROADS AND MUST RESPECT THE HIGHWAY CODE.
- 19.2 ON THE MOUNTAIN TRACKS AND PATHS, ESPECIALLY THE DESCENTS OF WHERNSIDE AND PEN-Y-GHENT, **ALL WALKERS HAVE PRIORITY.**



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We thank competitors in advance for their commitment to abide by these regulations and any updates that are released and communicated prior to race day.

We hope that you enjoy your race.

**Mark Richmond (Race Secretary) - September 2018**





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## Parking and Traffic Management Instructions for Vehicles

### ROAD CLOSURE DETAILS

To enable the management of traffic flow at peak times and ensure the safety of riders there will be an official road closure of Austwick Road at Helwith Bridge as follows:

- **07:00 - 10:00** only westbound traffic allowed to cross the bridge between the B6479 and the pub car park
- **09:45 - 12:30** open in both directions
- **12:45 - 14:45** limited access with a stop/go patrol assisting the safe arrival of riders. Expect delays if existing the race car park at this time.
- **14:45** road closure ends.

If you intend to leave early please familiarise yourself with these alternative routes in advance:

#### Route to Settle:

Go up the Austwick Road and turn left at the crossroads 600m up the hill to take the Little Stainforth/Stackhouse road. This road runs parallel to the main B6479 and joins the A65 just north of the river between Settle and Giggleswick - close to Settle town centre.

#### Route to Ingletton and all points north and west:

Carry straight on at the crossroads above Helwith and proceed through Austwick to join the A65 south of Clapham. Right turn on to the A65 and proceed to Ingletton and beyond.

### A) PARKING INSTRUCTIONS FOR NON-SUPPORT VEHICLES

Any vehicle not being used for support purposes will be directed to be parked in the field off the road between the YSS Hostel and pub car park for a £3.00-all-day fee. Please have exact change for the car park.

### B) PARKING INSTRUCTIONS FOR SUPPORT VEHICLES

1. On arrival at Helwith Bridge support vehicles will be directed to park in the following locations:

(i) On the main car park on the right after the pub. This car park rapidly fills up. Park with consideration for others. If you are worried about getting boxed-in then use the quarry lane or the road.

(ii) On the adjacent lane leading to the quarry - do not block access for fishing traffic and turn your vehicle around before parking (cul-de-sac).

(iii) On the road leading uphill to Austwick. **Use the left side only and park facing in the direction of Austwick.** The line of vehicles gets very long so be prepared for a lengthy walk/ride to race control if you are late arrival. **Do not park in the coned-off areas near to and in the village or wait on the main street while your rider is registering.** Parking is forbidden at the Helwith Bridge pub car park (reserved for official vehicles only).

2. On leaving Helwith Bridge to meet riders at Cold Cotes, the following route must be taken: Helwith Bridge - Austwick - Clapham - Cold Cotes (see map above). **It is strictly forbidden for support vehicles to follow the riders after the start to Horton-In-Ribblesdale and Gill Garth.**

3. On arrival at Cold Cotes off-road capable vehicles will be instructed by marshals to park on the common to the right of the gate where the riders exit the fell. When this area is full vehicles will park on the **left hand side** of the road back to Clapham from Cold Cotes. **All drivers will be instructed to turn around** so that their vehicle is pointing back in the direction of Clapham and **park up on the left hand side of the road.** This line of vehicles will get quite long! Allow several minutes for the walk up



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to the service area carrying wheels/food etc. Do not park on the spaces reserved for vehicles belonging to officials/police/emergency services on the road adjacent to the common.

4. On leaving Cold Cotes for Ribblehead, the following route must be taken:  
Cold Cotes - Clapham - Ingleton - Chapel-le-Dale - Ribblehead.

The support vehicle route does not take the shortcut down through Newby. Go back to Clapham and join the A65 south west of Clapham and make the right turn to Ingleton. A marshal will be in place at Newby Cote to prevent support vehicles turning right on to the Newby Road.

**5. It is strictly forbidden for support vehicles to use the riders' route in either direction from Cold Cotes to Ingleton.** Marshalls will be present to enforce this regulation.

6. At Ribblehead, vehicles must be parked on the unmade-road approach to Ribblehead quarry (on right before railway bridge).

**7. It is strictly forbidden for support vehicles to park on the road in Horton-In-Ribblesdale.** Support vehicles should either park on the official car parking field 100m before the Crown Hotel or must drive through the village and park on the left hand side only after the last houses and the 40 mph sign on the road leading back to Helwith Bridge. On-the-spot fines may be given by the Police to support vehicle drivers parked on the road in Horton-In-Ribblesdale and we may also ban their rider or riders from the 3 Peaks Cyclo-Cross for the next 2 years. **YOU HAVE BEEN WARNED.**

8. Take extreme care when turning right off the B6479 back into Helwith Bridge! Be on the lookout for riders finishing the race at the junction and along the stretch over the bridge and down to the pub. Follow the instructions given by marshals at the road junction. Keep your speed down to a crawl and keep checking all your mirrors. **Give way to all riders without hesitation!**

9. **PARKING ON BOTH SIDES OF THE ROAD OUT OF HELWITH BRIDGE (up the hill to Austwick) IS STRICTLY FORBIDDEN! Park on the left side only** and leave the village in a westerly direction if the race is still in progress (see road closure details above).

**All the above instructions are at the request of the highways authorities, police and local residents and are also for the safety of the competitors.**

**We appreciate these instructions are prescriptive - support vehicle traffic is the number one complaint against the race and the failure of a minority to adhere to these instructions threatens the future of the race.**

**Mark Richmond (Race Secretary) - September 2018**