

OBRA

Oregon Bicycle Racing association

Eugene Time Trial Series

**Event Presented by:
Paul's Bicycle Way of Life
Cycling Team**

Dates

Time Trial Series

April, 3rd

April, 10th (TTT option)

April, 17th (TTT option)

April, 24th (awards)

April : Every Tuesday

Time: 6:30PM Race Start

Registration Starts at 5:45PM

- Registration: 5:45PM-6:20PM
- \$10.00 per event or \$32 for the series.
- Start Time: 6:30PM-30 second starts-based on sign in.
- April TT: 15 mile flat TT course
 - Staging at Coburg Elementary School

These events are OBRA Sanctioned and an OBRA License is required. Memberships available online or at the race.



Sponsored by:



Prizes

Prizes awarded after last event for the individual series at Track Town Pizza at 8:30PM.

Willamette Valley racers will have the chance to practice their Time Trial skills. Beginning Tuesday April 3rd, 2007 there will be a weekly event every Tuesday through the end of April. All classes will be supported if 5 or more racers register for that class, including Junior, Women, Tandem and Team (TTT, 3-5 person) classes.

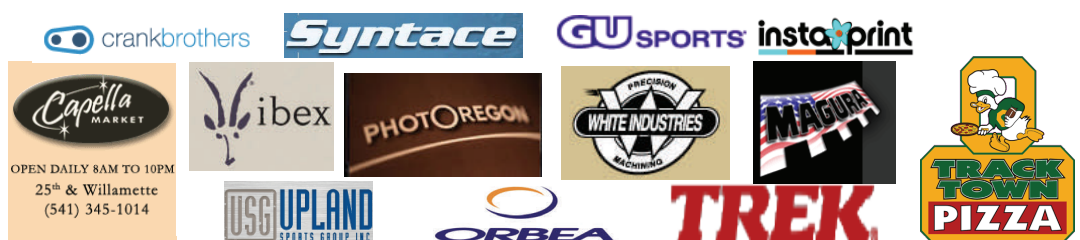
Time To Ride



Contact Info / Checks payable

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[Time Trial Info](#)

[Course Map and Directions](#)

Time Trial Tidbits

Aero Priorities "What is most important?" - From what I have read and the aero data that I have seen I can make the following list of priorities for a time trial bicycle and the rider. These numbers are fully debatable and represent only my opinion. They were gained from various sources and in most cases represent a rider at 30MPH over a 40K course. Time savings for these upgrades over 40K:

1. Drop Bars >> Riding integrated Aerobars - 4 Minutes
2. Shorts/Jersey >> Skin Suit - 2 Minutes
3. "Box Style" 32 spoke wheels >> Aero Wheels (deep front, disc rear) - 2 Minutes
5. Round Tube Frame >> Aero Frame/Fork - 1 Minute
4. Standard Road Helmet >> Aero Helmet (Louis Garneau, Giro, Bell) - 30 seconds
6. Adding Shoe Covers - 10 Seconds

Time saved over 40K with all the upgrades listed above: 9 minutes 40 seconds! Now you see why being aero is important.

Aero Wheels - Using aero wheels (vs. 32 spoke box rim wheels) can save you two minutes over a 40K time trial. The fastest wheels are a deep dish front (Zipp 404, HED 3, HED Deep, Mavic Carbone) paired with a disc rear (Zipp, Corima, Renn, HED). Aero wheels definitely make a substantial difference in reducing aerodynamic drag. They increase your sail area helping to push you along.

Aerobars - Aerobars are the #1 most important feature of any time trial bicycle. Integrated one-piece aerobars are more aerodynamic than clip on bars. Wind tunnel tests show that using aerobars can save 4 minutes over a 40K time trial course. Currently there is an abundance of aerobars on the market, and the best aerobars made today are U.S., namely Profile Design, Syntace, HED and Vision Tech. The latter, HED and Vision Tech, are some of the best designed and likely the most aerodynamic aerobars made today. For clip on aerobars, Syntace makes the C2 which is a triathlon favorite and is very light and adjustable.

Aero Frames - Many frames on the market claim to be aero. The most important feature that a frame can offer you is the fit, followed by performance and comfort. Frame aerodynamics is likely one of the least important features on a time trial bicycle. When selecting a frame, fit and comfort are priorities. How do you know if a frame is aero? Start with the tube shapes of the bicycle. Are the tubes foil shaped? Is the downtube narrow and deep? Is there a rear wheel cut-out? Seat post? These are some items to consider. Some companies that produce aero time trial frames are (in no particular order) Trek, Litespeed, Cervelo, Santa Cruz, Yaqui, Javelin, Kestrel, Felt, Softride, Corima, Lotus, Elite, Quintana Roo, Aegis, Pinarello and Colnago.

Points System: 1st: 20 Points, 2nd: 18 Points, 3rd: 16 Points, 4th: 14 Points, 5th: 12 Points, 6th: 10 Points, 7th: 9 Points, 8th: 8 Points, 9th: 7 Points, 10th: 6 Points, 11th: 5 Points, 12th: 4 Points, 13th: 3 Points, 14th: 2 Points, 15th: 1 Point

OBRA Time trial rules

17.5 - TIME TRIAL

The rules in this section are exceptions to the Individual Road Racing Rules. In all cases not specifically covered here, the Individual Road Racing Rules apply.

17.5.1 Road bicycles will be used, with the following possible exceptions: A fixed gear may be used instead of a freewheel. If so, a hand brake will be installed for at least the front wheel. Riders may use upturned or forward pointing handlebars or bars that provide support for the forearms (i.e. cow-horn, tri bars, etc.)

17.5.2 The start order may be determined by a random draw, by seeding, in order of registration or by some other scheme as designated by the race organizer in consultation with the Chief Referee.

17.5.3 Each rider must know his start time at least 15 minutes before his start.

17.5.4 A rider arriving late at the start will only be allowed to start if it does not interfere with a scheduled start.

17.5.5 No rider may ride closer than 25 meters behind and 2 meters to the side of another rider. A rider attempting to pass another rider must complete the pass within 500 meters, otherwise he must drop back at least 25 meters behind the other rider.

17.5.6 Support vehicles, if allowed, must remain at least 20 meters behind their rider unless the rider is stopped.

17.5.7 Feeding is normally not allowed in Time Trials.

17.5.8 Team time trials use the same rules as Individual Time Trials. The number of riders on a team, and rules on which rider is timed, must be made clear in the race announcement.

Note: Tandems, Mountain bikes and Recumbents will be allowed for the Eugene Time Trial series. Depending on registration numbers it may not be possible to give a start time 15 minutes before rider start.

All cyclists must obey all traffic laws per Oregon state code and follow the rules of the road.

A flagger will be present at the intersection of Bowers and North Coburg Road. Cyclist will make a right hand turn onto North Coburg Road heading south. The flagger will stop traffic in the southbound lane of North Coburg Road. Cyclists do not have to stop at the stop sign but should still check for vehicles on the roadway and must obey the yellow line rule when making the turn.