

Important - Must Read - Rider Briefing

Chris Wood Trial - 10.30am Sunday 1st November 2020

Can all riders please make sure they have familiarised themselves with the most recent guidance for attending a trial by the ACU and also follow current government guidelines.

Anyone who experiences or has experienced COVID-19 symptoms within 14 days prior to the event must not attend.

Travel to the venue is dependent on current UK Government guidance in place at the time, in terms of the number of persons in a vehicle and those persons being from the household / support bubble etc. If competitors / officials or someone in their household or support bubble are showing coronavirus symptoms, everyone in that household / support bubble should stay at home. If a competitor / official or a member of the household or support bubble are contacted as part of the test and trace program, the individual contacted should stay at home. If that individual becomes symptomatic, everyone in the support bubble must self-isolate and stay at home.

There will be **NO** entry on the day, **NO** catering, **NO** cash transactions and **No** toilets
Car parking spaces have been created with social distancing guidelines in mind; please ensure you park where instructed.

Everyone on site must follow social distancing of at least 2 metres apart whilst at our venue.

No spectators are allowed.

All officials in attendance need to notify the secretary of the meeting.

Riders will need to provide their own number and bring it with them and present it to the secretary of the meeting. There will be no signing on, the secretary will mark you down as attending the event once you have presented your number to him. (Grey Skoda Karoq with trailer)

There will be **no observers at this event** and therefore we will place you into 20 groups, 4 riders per group. Please see attached list for your riding number and your riding group, also on the club website <https://www.cambridgematchless.co.uk>

One person within the group will be the sole recorder of the scores for all 4 riders at each section i.e. no swapping of pen and paper All 4 riders are to complete the section before moving onto the next section. Collect and return the the group score cards from the secretaries trailer.

There is a maximum of 4 riders allowed to inspect a section at anyone time and they should walk the section in one direction so as not to keep crossing each other. Please wait for each group of riders to complete the section, no mixing of groups. If a marker is dislodged the rider is responsible for replacing it.

Rider of Group 1 will start at section 1 and group 2 will start at section 2 etc

Please do not hang around as just one slow group can slow down the whole trial. This method has proven to work.

At the end of the trial can each group of riders remove the markers from the first section they started at and leave them in a neat pile for an official to collect with the quad or if possible bring them back to the start (we do have large news paper bags for this)

20 sections 2 laps, no stop trial

No Practicing before the start

I will sound a car horn at 10.30am from which time you can start the trial at the correct section.

Hand sanitiser and mask are available at the start and at various marked points around the course.

Section Markers/ Routes

All riders follow the Red and Blue markers course they see a deviation for their class,

Hard Route - No Deviation

Middle Route - Deviation Yellow Markers with Red and Blue Tops

Easy Route - Deviate to Yellow Markers with Red and Blue Tops and then pick up the Orange markers.

50/50 - Ride the hard route where a 50/50 sign is displayed otherwise pick up the Yellow Markers with Red & Blue Tops

Should any one injure themselves then please make sure this is reported to the secretary of the meeting.

The nearest hospital is Addenbrookes Hospital, Hills Road, Cambridge, Cambridgeshire, CB2 0QQ .

I hope you all enjoy your day.

A big thank you to the land owners and to all those in making this event happen.

Simon Nunn

Secretary of the Meeting

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