



# Continental Riders' Information Pack



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# 1 Introduction and Welcome !

As members of the group within Inspired Living who are organising the ‘Continental’ rides, please let us congratulate you again on joining this very worthwhile endeavour ! We are all riding at least one section ourselves and are sure that it will be both fun and challenging with many highs and undoubtedly some lows. It has been great to meet so many of you out on our training runs. It is clear that we have many riders who are very experienced in different aspects of cycling and when viewed collectively this provides us with a huge pool of experience to draw on. We have a lot to learn from each other.

A number of riders have asked about the planned pace and spirit of the ride. Well, the honest answer is that comes down to you, the riders. As an organising group we’d like encourage riders to ride together in groups of similar speeds. We anticipate and hope that riders will support each other and show a generosity of spirit which will undoubtedly be called on to make the rides a pleasure for all participants including our support crew who have so generously offered their time and effort. We are very mindful that this is a marathon and not a sprint; in our experience, fatigue affects us all after a few days. We’d anticipate that riders split into three or four groups each day, perhaps meeting up at food stops and cafes and for an evening meal.

We have fantastic support from Knorr-Bremse who are providing the support vehicle. David Lane has offered his time to drive, and Hannah Rafferty her time as ‘support crew’. Absolutely fantastic !!

We hope to raise as much money as possible for Cancer Research UK. We have set a Continental team target of £30,000. As individuals you have collectively set individual targets adding to £43,800. So far the pledges showing on JustGiving total over half the team target, so let’s just keep going !

In this information pack you will find further details of the ride, the logistics and advice on preparation. The pack contains contributions from nutritionalists Barbara Parry and Linia Patel and from riders with many years of experience of long distance cycling. We hope that you find it useful.

We’ll look for an opportunity to gather everyone on the outbound ferry just to talk through any last minute details, provide an opportunity for Q&A type discussions and to look forward to the route for Sunday and any weather news. We plan do something similar each evening so we can do a bit of a wash-up on the day and look forward to the following day.

If you have any ability to converse in Spanish please make your self known to any IL committee member.

Let’s look forward to supporting each other and making this a fantastic, epic and memorable ride together.

## 2 Preparation and Return

### 2.1 Things to take on the ride

All the following items are based on the assumption that the support vehicle will be carrying our bags each day and will not be seen until the evening, after the ride. This is a very realistic 'worst case' scenario should the support vehicle be preoccupied with an emergency such as a mechanical failure or injury. **We should all be self sufficient and able to support ourselves for the whole day from leaving one hotel to arriving at the next.** Below is the recommended minimum everyone should wear or carry with them, obviously some riders like to carry the kitchen sink and there will be some that like to carry less. The weather could vary hugely from extreme heat to very cold, wet mountain descents.

#### Personal items to carry daily

- Helmet (legal requirement in Spain)
- Water proof jacket
- Sleeveless shower proof Gilet
- Arm warmers
- Mobile phone
- Passport
- European Health Insurance Card (EHIC)
- Credit/debit card
- Money (don't forget to bring enough cash in Euros !)
- Sun block
- Ibuprofen tablets
- 

#### Bike items to carry on your bike daily

- Spare folding tyre
- Tyre patches (firm piece of plastic to cover a gash in your tyre)
- Tyre levers
- Spare spokes (three lengths to cover front and rear spokes)
- Spoke spanner
- Inner tubes
- Pump
- Front light and Rear LED light (strongly advised)
- 2 water bottles
- Computer/GPS
- Bike Lock
- Roll of Electricians tape
- Few plastic ties
- Multitool
- Small penknife



### **Items to carry in the support vehicle (can be accessed at end of each day)**

- Puncture repair kit
- Chain oil
- Spare spokes that fit your wheels
- Sudocream
- Bum grease/cream (such as Assos chamois cream)
- Washing powder for rinsing cycling gear through in the sink
- Rear derailleur hanger (some carbon bikes have a plate about 2cm x 2cm that is screwed to the frame – these are unique to each type of bike type and so we can't carry spares centrally)

### **2.2 A few other tit-bits and thoughts:**

Remember that a niggle such as an aching knee, sore back, numb hands and sore toes will be exaggerated over the 14 days of the ride.

**Comfort is everything !!** Man/woman and machine in perfect harmony is the goal ! If necessary seek advice on the set-up of your bike. Consider taking your most comfortable bike even if it is not your fastest ! Perhaps some slick tyres will help speed it up. The continental ride is truly a marathon and not a sprint. We all ride around at weekends on 23c tyres. These are a reasonable compromise for long day rides. Many experienced long distance, multi day, riders recommend 25c or even 28c tyres for the additional comfort they bring. If you are considering this please check with your local shop that your bike has sufficient clearance to the frame.

One highly recommended tip is to wrap a second roll of bar tape over the top section of the handlebars. This helps prevent sore and numb hands which can become a real problem on long rides.

1250 miles will take its toll on your bike and cause significant wear and tear. For example, brake blocks and wheel rims will take serious pressure during the ride. We'd recommend a complete bike overhaul about 4 weeks prior to the ride to allow any changed components time to bed in and the set-up to be confirmed before the ride.

Andrew Gibson is a very experienced rider and was the maintenance man on a recent Lands End John O'Groats team event. He's offering a free bike check for everyone. If you'd like to take advantage please contact Andrew directly on 07802 878248. Andrew is also offering to help keep an eye on the health of our bikes during the ride.

### **2.3 Final preparations - Friday 3<sup>rd</sup> and Saturday 4<sup>th</sup> September**

On Friday 3<sup>rd</sup> September the support vehicle will be at Tim's house from 5.00pm. This will allow riders to drop their bags off, so on Saturday you can arrive kitted for the day.

On Saturday 4<sup>th</sup> September all Continental riders (including the two Glory Hunters) meet at Tim's at 9.00am wearing the white team top (Knorr-Bremse and Peter Hansfords are sponsoring two cycling tops per rider) before riding to Winchester Hospital for the photoshoot and then moving on to St Swithuns school by 11.30am and on to participate in the mass ride to South Sea.

## **2.4 Returning from Gibraltar**

On Sunday 19<sup>th</sup> September, our BA flight from Gibraltar is due to arrive at London Heathrow terminal 3 at 14.35pm. We are anticipating that riders will make their own arrangements from Heathrow.

*When packing please remember that BA will charge you for excess over 23kg for the return flight from Gibraltar !! The support van will be pretty full with bikes for the return trip, so please travel light.*

On Sunday 19<sup>th</sup> September David will set off with the support vehicle, driving up through Spain and stopping overnight near Madrid before catching a Ferry from Santander and arriving back in the UK late on Tuesday. The support vehicle will be available at Tim's on Wednesday evening for bike collection. Please make every effort to collect your bike on Wednesday. Tim's garage is already full !

## **2.5 Wino's and Glory Hunters**

**Wino's.** We have booked accommodation on Wednesday 8<sup>th</sup> September as the last night before the Wino's make their own way home. We've yet to hear from anyone who's planning to cycle home, please let us know if you are !

**Glory Hunters.** We have booked accommodation on Monday 13<sup>th</sup> as the first night when the Glory Hunters join the Sorebums.

### 3 Safety

The safe return of all riders and the support crew is our first priority.

Please remember that the Continental ride is not a race or trial of speed. You are expected to follow the rules of the road and show consideration to all other road users. It is your responsibility to familiarise yourself with the route and rules of the road in France and Spain.

The wearing of a cycling helmet is a legal requirement in Spain

Please don't ride alone other than when absolutely necessary.

### 4 Dietary and Hydration advice

The following are the "top 10 points" for optimum hydration status and nutrition both in preparation for, during and recovering after each day's cycling.

The information below is a summary prepared by Barbara Parry from the presentations given by Barbara and Linia Patel – both registered dietitians – at the Sunday morning training sessions at IBM, Hursley. Their full presentations are available on the IL website.

#### Hydration "Top 10":

- Water is the most important nutrient – our bodies are at least 50% water.
- Loss of fluid during exercise depends on intensity, duration and ambient temperature as well as individual body chemistry.
- Muscle tissue is 70-80% water.
- Sweat is produced by the body to cool it down.
- Dehydration can have a very debilitating effect on performance.
- Always start exercise well hydrated – your pee should be a pale, straw colour.
- During high intensity exercise, lasting more than 1 hour, a hypotonic (usually <4g carbohydrate per 100ml) or isotonic (usually 4-8g carbohydrate per 100ml) sports drink is most beneficial for rehydration.
- After exercise, it is important to rehydrate. Take 1.2 to 1.5 times the amount of fluid lost during exercise (this can be found by weight measurement take before and after exercise).
- Beverages containing caffeine (eg: coffee, cola, tea) can be used as part of a rehydration regime in small doses ie: up to 5 cups per day.
- For optimal performance, avoid alcohol. If you choose to consume alcohol, intersperse it with water or dilutes with fruit juice.

Nuun tablets are basically "salt" tablets. They replace electrolytes lost through exercise with replacing sugars (carbs). If you are fuelling yourself with carb gels, bars etc and

drinking water then nuun adds those electrolytes that you are losing and you will need. If you are having sports drinks however you won't need nuun tablets.

### **Nutrition “Top 10”:**

- Cyclists need to be lean to maximise power to weight ratio; training diet should be high in carbohydrate, protein, vitamins and minerals.
- Pre-race meals are important for topping up liver glycogen levels and to help maintain blood glucose during performance.
- A meal containing carbohydrate, protein and fat should be consumed 3-4 hours prior to the event.
- Foods with a high glycaemic index (eg: honey cornflakes) should be eaten 1 hour before the event, whereas food with low glycaemic index (eg: apples, berries) are best eaten a couple of hours before.
- A mini-meal or snack should be consumed 2 hours prior to the event which is high in carbohydrate and protein eg: fruit bun, banana.
- Both 1 hour prior and immediately before the event, high carbohydrate fluids should be drunk.
- To optimise glycogen levels in the muscle and liver, increase your carbohydrate intake a few days prior to the event.
- The day before, meals should be kept simple. The last meal should be high in carbohydrate eg: rice/pasta/potato-based.
- Throughout the event, foods that are high in carbohydrate should be consumed to top up body carbohydrate stores, improving performance and preventing fatigue.
- After the event, you should begin refuelling and rehydrating immediately – 1.2g carbohydrate per kg of body weight in the first 4 hours post ride.

Further, excellent information on nutritional and hydration considerations which has been made available by Barbara Parry and Linea Patel can be accessed on the IL website: <http://www.inspireliving.org.uk/cycling-cancer-cardiac-health/nutrition/>

## **5 Support Vehicle**

The support vehicle serves a number of functions:

- An emergency point of contact (see “Emergency Procedures” in Section 6)
- Basic first aid
- Basic fluid and nutritional support and snacks at one or two points each day. This assumes that the vehicle has not been called to deal with an ‘emergency’ **(Riders must be prepared to be self sufficient each day)**
- Equipment for bike maintenance and repair
- A congregation point at approximately mid-ride each day
- Means of returning most bikes to UK
- Carriage of riders luggage each day during outward journey to Gibraltar

It will therefore carry:

- Rider details, including passport and allergy details, mobile phone numbers.
- First aid kit to treat a range of minor injuries and basic resuscitation equipment

- Water, energy drink powder, salt tablets, bananas, energy bars and snacks (Peter Hansfords have indicated they'll provide over 1000 energy bars free of charge)
- Daily supply of locally bought baguettes for lunch (some riders may prefer to use local cafes and restaurants)
- A small provision of emergency spare parts for purchase by riders such as puncture repair kits, inner tubes, bike lubricant and a small range of wheels, tyres, brake and chain spares and cables.
- Andrew Gibson plans to include a few other used spare parts which may help riders 'get by' until replacement parts can be purchased.
- General set of bike repair tools
- Wrapping and packaging for securing bikes on return trip to UK (Knorr Breuse are providing 100M ob bubble wrap)
- Bike bags for those returning bikes by air.

#### Daily Support Vehicle Routine

- Unload any bikes stored in the van overnight and load rider's luggage.
- Shop for baguettes as required by riders for lunch. This is likely to be operated by a tab system with riders placing orders and settling up at the end of the day.
- Wait at an agreed point for riders at least at a suitable mid-point of the daily ride and at other points if conditions dictate and allow to supply refreshments
- Respond to calls for assistance from riders en-route
- Arrive at daily destination by 4pm at latest to make riders luggage available.
- Load bikes for safe storage overnight as may be required.

#### PLEASE NOTE

The driver and assistant are NOT experienced mechanics and so whilst the vehicle will make every effort to respond quickly to "break down" calls, riders will be responsible for carrying out their own repairs.

Calls for first aid will take priority over "break down" calls and break/lunch stops

Whilst reasonable precautions will be made to keep bikes secure and safe throughout the trip it is the riders responsibility to ensure their bike is safe and fully insured and that their insurance policy covers the bike when stored or travelling in the support vehicle including for the return trip from Gibraltar

## 6 Emergency procedure

### Basic Rules

Riders should always ride in a minimum of threes and NEVER alone please. In the event of an incident this enables one accompanying rider to call for help and provide direction to the support vehicle whilst the other attends to any immediate needs of the injured rider.

Riders should ensure that they are always aware of their rough location both by map location and significant local landmark.

Riders must carry their passports, European Health Insurance Card and travel insurance documents with them at all times.

Riders should inform the support vehicle if they anticipate arriving at the daily destination later than 6pm.

### **Procedure**

In an emergency the following procedure should be adopted:

In the event of significant injury eg. any life threatening condition, suspected broken bone, heavy bleeding, unconsciousness, etc. Contact NATIONAL emergency service first and then contact the support vehicle:

National Emergency Service Numbers: 112, 911 and 999 should all work

In the event of a minor injury and / or breakdown contact the support vehicle on David's mobile 07832383962

(When contacting the support vehicle you will need to provide as accurate a location as possible and description of the problem: injury, breakdown or both).

As back-up, in case of serious situations when the support vehicle is not contactable, the following numbers in the UK can be contacted and they will try to relay messages to the support vehicle:

Barbara Brown Home 023 8026 6817, Work 023 8024 654, Mobile 07889 150109  
Anne Workman Mobile: 07976 646733, Office: 01962 819589, Home: 02380 268541

### **Please note:**

There is only one support vehicle, with one driver and one crew (non driver).

The support vehicle will endeavour to respond to calls as quickly as possible and will inform the calling rider if there is likely to be a delay.

There is only one spare seat in the support vehicle and so ability to transport injured riders / damaged bikes is severely limited.

If a rider needs to use local healthcare facilities, the support vehicle will endeavour to assist with transportation from the health centre at the end of treatment.



## 7 Finances

The amounts are set out in the table:

|                              | Sore          | Wino         | Glory        | Andrew        | David          | Hannah        |
|------------------------------|---------------|--------------|--------------|---------------|----------------|---------------|
| Accommodation                | 422.51        | 117.29       | 146.61       | 263.90        | 422.51         | 422.51        |
| Outward Ferry                | 67.07         | 67.07        | 0.00         | 67.07         | 0.00           | 67.07         |
| Return flight from Gibraltar | 91.25         | 0.00         | 91.25        | 91.25         | 0.00           | 91.25         |
| Van costs                    | 18.75         | 6.25         | 6.25         | 12.50         | 0.00           | 0.00          |
| Central supplies             | 12.50         | 4.17         | 4.17         | 8.33          | 0.00           | 0.00          |
| Contingency                  | 30.30         | 40.30        | 40.30        | 30.30         | 30.30          | 30.30         |
|                              | 642.38        | 235.08       | 288.58       | 473.36        | 452.81         | 611.13        |
| Deposit paid                 | -200.00       | -200.00      | -200.00      | -200.00       | 0.00           | -200.00       |
| Amount due                   | 442.38        | 35.08        | 88.58        | 273.36        | 452.81         | 411.13        |
| <b>Now Due</b>               | <b>440.00</b> | <b>40.00</b> | <b>90.00</b> | <b>280.00</b> | <b>450.00*</b> | <b>410.00</b> |

(\* note: The amount for David to be invoiced to KB in due course).

Some of these amounts are estimated to cover accommodation (a few nights with breakfast), flights from Gibraltar, the support van, the ferry outwards and getting bikes back from Gibraltar.

### Payment details

Internet Banking details are as follows:

Sort code: 30-90-34  
 Account number: 19325868  
 Account name: Inspired Living CR UK  
 Reference: [your name] (this is essential to identify the source)

Please let Jim Halliday know when you have made transfers.

If you prefer to pay by cheque, please make it payable to "Inspired Living CR UK" and send it to Jim Halliday, 74 Holly Hill, Southampton, SO16 7EY.

After the ride refunds of any excess over what is actually spent will be made and full accounts will be available to show how the actual costs are shared out.

**Items you need to budget for (and organise) separately**

You need to separately budget for food (except breakfast in some cases) drink, flights you may have booked from/to Bordeaux/Madrid, personal insurance, CTC membership and insurance and other personal spend.

**Other payments during the trip**

We aim to carry a minimum of cash centrally, though we will bring a small Euro kitty, not least because not all garages accept UK credit cards and also to cover the unforeseen.

We will need to pay most the hotels on arrival/departure. Most of these payments will be settled on the personal credit cards of Normand and Derek who have made the bookings. As there are some substantial sums involved we will pre-fund Normand and Derek before departure.

We will need to pay fuel costs, possibly tolls and any other incidental costs for the van. Again these will be funded by personal credit card where possible and we will pre-fund David (the driver) accordingly.

Meal costs are down to you individually. Even though up to 30 people paying separately might be a nightmare for the restaurant, it is not practical to deal with this in any other way.

## 8 Rider details

|      |   | <b>First Name</b> | <b>Surname</b> | <b>Rider Type</b> | <b>email id</b>  |
|------|---|-------------------|----------------|-------------------|--|
| 1    | m | Justin            | Churcher       | Wino              | <a href="mailto:justin.churcher@uk.ibm.com">justin.churcher@uk.ibm.com</a>                 |
| 2    | f | Liz               | Flesher        | Wino              | <a href="mailto:cheriton@gotadsl.co.uk">cheriton@gotadsl.co.uk</a>                         |
| 3    | m | Andrew            | Gibson         | Wino              | <a href="mailto:andrew.ga.gibson@openreach.co.uk">andrew.ga.gibson@openreach.co.uk</a>     |
| 4    | m | Peter             | Langley        | Wino              | <a href="mailto:peterlangley645@btinternet.com">peterlangley645@btinternet.com</a>         |
| 5    | m | Jim               | Halliday       | Wino              | <a href="mailto:jimchalliday@hotmail.com">jimchalliday@hotmail.com</a>                     |
| 6    | m | Paul              | Howell         | Wino              | <a href="mailto:paulhowell@hsbc.com">paulhowell@hsbc.com</a>                               |
| 7    | m | Mike              | McLachlan      | Wino              | <a href="mailto:m.mclachlan@loc-group.com">m.mclachlan@loc-group.com</a>                   |
| 8    | m | Guy               | Poppy          | Wino              | <a href="mailto:g.m.poppy@soton.ac.uk">g.m.poppy@soton.ac.uk</a>                           |
|      |   |                   |                | Wino + Glory      |  |
| 9    | m | Mark              | Richenbach     | Hunter            | <a href="mailto:rick@chandlers.prestel.co.uk">rick@chandlers.prestel.co.uk</a>             |
| 10   | m | Joe               | Allnutt        | Sorebum           | <a href="mailto:joeallnutt@hotmail.com">joeallnutt@hotmail.com</a>                         |
| 11   | m | Andy              | Brown          | Sorebum           | <a href="mailto:andy.brown.amberwood@ukgateway.net">andy.brown.amberwood@ukgateway.net</a> |
| 12   | m | Scott             | Dryburgh       | Sorebum           | <a href="mailto:scott.dryburgh@bt.com">scott.dryburgh@bt.com</a>                           |
| 13   | m | Neil              | Flesher        | Sorebum           | <a href="mailto:cheriton@gotadsl.co.uk">cheriton@gotadsl.co.uk</a>                         |
| 14   | m | Tim               | Frank          | Sorebum           | <a href="mailto:frankfamily@hotmail.co.uk">frankfamily@hotmail.co.uk</a>                   |
| 15   | m | Andy              | Hore           | Sorebum           | <a href="mailto:gandyhore@hotmail.co.uk">gandyhore@hotmail.co.uk</a>                       |
| 16   | m | Pete              | Horsnell       | Sorebum           | <a href="mailto:petehorsnell@o2.co.uk">petehorsnell@o2.co.uk</a>                           |
| 17   | m | Normand           | Howison        | Sorebum           | <a href="mailto:normand_howison@uk.ibm.com">normand_howison@uk.ibm.com</a>                 |
| 18   | m | Lionel            | Jones          | Sorebum           | <a href="mailto:lonicera.jones@gmail.com">lonicera.jones@gmail.com</a>                     |
| 19   | m | Ian               | Larner         | Sorebum           | <a href="mailto:ian_larner@uk.ibm.com">ian_larner@uk.ibm.com</a>                           |
| 20   | f | Pam               | McLoughlin     | Sorebum           | <a href="mailto:pam_mcloughlin@uk.ibm.com">pam_mcloughlin@uk.ibm.com</a>                   |
| 21   | f | Caroline          | Maynard        | Sorebum           | <a href="mailto:caroline@jordan-maynard.org">caroline@jordan-maynard.org</a>               |
| 22   | m | Stephen           | Pipes          | Sorebum           | <a href="mailto:spipes74@googlemail.com">spipes74@googlemail.com</a>                       |
| 23   | m | David             | Pope           | Sorebum           | <a href="mailto:david@dpbcl.com">david@dpbcl.com</a>                                       |
| 24   | m | Rob               | Prow           | Sorebum           | <a href="mailto:robprow@live.co.uk">robprow@live.co.uk</a>                                 |
| 25   | m | Guy               | Rafferty       | Sorebum           | <a href="mailto:guyrafferty@hotmail.com">guyrafferty@hotmail.com</a>                       |
| 26   | m | Barnaby           | Roseveer       | Sorebum           | <a href="mailto:rosevep@uk.ibm.com">rosevep@uk.ibm.com</a>                                 |
| 27   | m | Mike              | Spencer        | Sorebum           | <a href="mailto:spencms@uk.ibm.com">spencms@uk.ibm.com</a>                                 |
| 28   | m | Tim               | Stevens        | Sorebum           | <a href="mailto:tim@squareoneconstruction.co.uk">tim@squareoneconstruction.co.uk</a>       |
| 29   | m | Jamie             | Wadley         | Sorebum           | <a href="mailto:james.wadley@bt.com">james.wadley@bt.com</a>                               |
| 30   | m | Roger             | Brooks         | Glory Hunter      | <a href="mailto:rogerv_brooks@uk.ibm.com">rogerv_brooks@uk.ibm.com</a>                     |
| 31   | m | Derek             | Noble          | Glory Hunter      | <a href="mailto:nobled@uk.ibm.com">nobled@uk.ibm.com</a>                                   |
| 32   | m | Paul              | Halloran       | Casual            | <a href="mailto:paulohalloran@doctors.org.uk">paulohalloran@doctors.org.uk</a>             |
| 33   | m | Guy               | Richenbach     | Casual            | <a href="mailto:guy.rickenbach@bt.com">guy.rickenbach@bt.com</a>                           |
| crew |   |                   |                |                   |  |
| 1    | m | David             | Lane           | Crew              | <a href="mailto:dcw.lane@btopenworld.com">dcw.lane@btopenworld.com</a>                     |
| crew |   |                   |                |                   |  |
| 2    | f | Hannah            | Rafferty       | Crew              | <a href="mailto:guyrafferty@hotmail.com">guyrafferty@hotmail.com</a>                       |

## 9 Travel Bookings

### 9.1 The outbound Ferry

brittanyferries.com

Agent ref: **STRATTON** Account no: **098C0** Package name: **FULLY FLEXIBLE UK-FRANCE SR23017/5**

**BAI sa / Port du Bloscon / BP 72 / 29680 ROSCOFF. SA à Directoire et Conseil de Surveillance au Capital de 22 831 056€**

**RCS Morlaix B927 250 217 - SIRET 927 250 217 00019 - Code APE 5010Z HABILITATION N° HA 029 95 0003 - TVA FR86 927250217**

### Confirmation and Invoice

MR J CHURCHER  
6 PARTRY CLOSE  
CHANDLER'S FORD  
EASTLEIGH  
SO53 4SS

**Booking reference: SR23017 Version No:5**

Passenger name: **MR J CHURCHER**

Issue Date: **1 April 2010**

**Invoice No: 19726787**

**4 September 2010 Portsmouth-St Malo Dep: 20:30 Arr:08:15 Bretagne**

29 Adults £1247.00

Bicycle x29 £145.00

**Onboard accommodation**

Inside 2 berth cabin with ensuite facilities x3 £165.00

Inside large 2 berth/4 berth cabin with ensuite facilities x6 £450.00

**Other charges**

Credit card charge £5.00

**Cost summary**

Total costs £2012.00

Payment received £145.00

Balance due on 20/07/2010 £1867.00

**To arrange to pay the balance due please call 0871 244 1456**

### 9.2 The return flight from Gibraltar

**BA Booking Reference: 5WBNCR**

**The baggage allowance is 23kg per passenger.** BA will charge individuals heavily for any excess baggage.

We have booked for six bike bags for the return flight. The following were the first to request to fly their bikes back. **Derek Noble, Andy Brown, Pam MacLochlin, Norm Howison, Roger Brookes and Ian Lerner.** Please ensure you've made provision to get your bikebag to Gibraltar (the support vehicle is available) ! The cost of flying these bikes to the UK has been covered centrally.

PO Box 205  
Manchester  
M20 2BZ  
Tel: 0844 493 0 765  
07 April 2010

**BOOKING CONFIRMATION**

Dear Mike Spencer

We are pleased to confirm the following travel arrangements for 24 passengers.

**British Airways BA491 (Traveller) Confirmed**

**Dep: Sun19sep Gibraltar 12:45**

**Arr: Sun19sep London Heathrow Terminal 3 14:35**

The agreed rates are as follows:

£58 Nett plus £24.50 taxes, fees and charges per person.

Please note that at the time of confirmation, booking taxes, fees and charges are not guaranteed.

Where all flights on your itinerary are with **British Airways** the names of all passengers must be provided no later than **2 weeks before departure**.

The UK Government is implementing its requirement for Advanced Passenger Information from all passengers travelling internationally into and out of the UK. This is being rolled out on a route-by-route basis.

The Governments of certain countries require British Airways to collect Advance Passenger Information from all passengers prior to travel and in future this information will also be passed to the UK authorities. It is important that the information provided is accurate so you pass through Immigration on arrival in these countries without delay. You must provide this information when you check in and we strongly recommend that you do so in advance of going to the airport.

**All the names and APIS information for your group must be added at the same time, and the names must match the passports.** There are three tabs to choose from on the web form to be found at [www.ba.com/apisgroups](http://www.ba.com/apisgroups).

1. Names only.

**2. Names and Advance Passenger Information (applies to Gibraltar).**

3. Names and Advance Passenger information, including the address you are visiting.

**You will be required to fill in only one of these forms,** depending on your final destination. It is important that the details are accurate otherwise you could suffer delays in immigration or incur servicing charges.

GROUP SALES

REMITTANCE ADVICE-Deposit

British Airways

PO BOX 205

Manchester

M20 2BZ

CONTRACTOR:Mike Spencer

First Sector Routing:GIBLHR

Departure date:19SEP2010

Group Name:Inside Living

**Booking Reference:5WBNCR**

\*If you wish to pay by credit card, please call Group Sales on 0844 493 0 765

### 9.3 Other travel arrangements

Wino's and Glory Hunters have made their own arrangements as follows:

| <b>Travel to Madrid</b>                                 |   |
|---|---|
| Derek Noble, Roger Brooks                               | London Gatwick (South Terminal) to Madrid (Terminal 1)<br>Dep 13 September 2010 09:35<br>Arr 13 September 2010 13:00<br>EasyJet Flight EZY5477<br><br>RB plans to cycle to the hotel. DN by taxi or bike. |
| <b>Travel from Bordeaux</b>                             |   |
| Jim Halliday  | Depart 9 Sept 1655. Easyjet 6122 to Bristol arr. 1730. Check in closes 1615.  |
| Mark Rickenbach, Pete Langley                           | Driving back in the wino support car with Ian Fraser driving  |
| Guy Rickenbach  | Flying back Wed 8 Sept night [ ]  |
| Justin Churcher, Guy Poppy, Liz Flesher, Mike McLachlan | Easyjet flight 5016 to Gatwick Dep 09 September 2010 21:15. Arr 21:55. Check in opens 19:15. Check in closes 20:35.   |
| Paul Howell   | TBA   |

# 10 Hotels

| Day | Weekday   | Date      | End Town                       | Hotel Website                              | Hotel                      | Hotel Address   | Hotel Phone         | Total Price | Rooms Booked  | Bike Storage   |
|-----|-----------|-----------|--------------------------------|--|----------------------------|---|---------------------|-------------|---|--|
| 1   | Sunday    | 05-Sep-10 | Redon / Saint-Nicolas-de-Redon | <a href="#">Asither Hotel</a>              | Asither Hotel              | 14 bis rue des Douves, 35600 Redon                        | 00 33 2 99 71 10 91 | 536.40 €    | 1 double rooms<br>8 rooms with 2 single beds.<br>4 rooms with 2 single beds | None<br>Garage /<br>meeting room<br>Garage /<br>meeting room |
|     |           |           |                                | <a href="#">Hôtel Le France</a>            | Hôtel Le France            | 30 rue Duguesclin, 35600 Redon                            | 00 33 2 99 71 06 11 | 292.00 €    | 1 room with 3 beds  | Garage /<br>meeting room                                     |
|     |           |           |                                | <a href="#">Hotel Queen Serenity</a>       | Hotel Queen Serenity       | 16 avenue de la gare, 35600 Redon                         | 00 33 2 99 71 13 20 | 71.20 €     | 1 room 2 single beds<br>1 room 1 double bed                                 | Garage /<br>meeting room                                     |
| 2   | Monday    | 06-Sep-10 | La-Roche-sur-Yon               | <a href="#">Kyriad La Roche</a>            | Kyriad La Roche sur Yon    | Boulevard Atego, 85000 La Roche sur Yon                   | 00 33 2 51 36 26 00 | 865.00 €    | 15 rooms 2 single beds  | Garage /<br>meeting room                                     |
| 3   | Tuesday   | 07-Sep-10 | Royan                          | <a href="#">Abacus Hotel</a>               | Abacus Hotel               | 23 bis bd Aristide Briand, 17200 Royan                    | 00 33 5 46 05 84 22 | 1,328.00 €  | 22 rooms<br>1 room 1 double bed<br>13 rooms 2 single beds                   | Garage /<br>meeting room                                     |
| 4   | Wednesday | 08-Sep-10 | Biscarrosse                    | <a href="#">Hotel Atlantide</a>            | Hotel Atlantide            | 77 place Marsan, 40600 Biscarrosse Ville                  | 00 33 5 58 78 08 86 | 1,078.00 €  | 1 room 3 beds   | Garage /<br>meeting room                                     |
| 5   | Thursday  | 09-Sep-10 | Blairitz                       | <a href="#">Etap Hotel Biarritz Anglet</a> | Etap Hotel Biarritz Anglet | 70 Avenue d'Espagne, 64600 Anglet                         | 00 33 8 92 68 04 93 | 684.20 €    | 11 rooms with 2 single beds<br>1 x double<br>x twin                         | Garage /<br>meeting room                                     |
| 6   | Friday    | 10-Sep-10 | Pamplona (Spain)               | <a href="#">Hostel Hemingway</a>           | Hostel Hemingway           | C/Amaya 26 1º Izq., 31004 Pamplona, Navarra               | 00 34 94 89 83 884  | 428.00 €    | 3 x 6-bedded room   | Secure patio   |
| 7   | Saturday  | 11-Sep-10 | Soria                          | <a href="#">Hotel Green Cadosa</a>         | Hotel Green Cadosa         | Ctra. Zaragoza-Zamora, Km. 146, 42004 Soria               | 00 34 97 52 13 143  | 985.00 €    | 2 x twins<br>6 triples  | 2 x garage<br>spaces   |
| 8   | Sunday    | 12-Sep-10 | Jairaque (Matillas)            | No website                                 | Hostal Ríjajama            | Barrio Estacion, 3, 19294 Matillas (Guadalajara)          | 00 34 949 305 102   | 1,490.00 €  | 11 twin rooms   | Bike storage   |
| 9   | Monday    | 13-Sep-10 | Aranjuez                       | <a href="#">Hotel Mercedes</a>             | Hotel Mercedes             | Calle Carretera de Madrid 15, 28300 Aranjuez, Madrid      | 00 34 91 89 10 440  | 1,000.00 €  | 5 double rooms<br>8 x twin rooms<br>3 x triple rooms                        | Locked place<br>Underground<br>secure parking                |
| 10  | Tuesday   | 14-Sep-10 | Ciudad Real                    | <a href="#">Hotel Santa Cecilia</a>        | Hotel Santa Cecilia        | C/ Tinte 3, 13001 Ciudad Real                             | 00 34 92 62 28 545  | 770.00 €    | 1 x double<br>x twins   | Bike storage   |
| 11  | Wednesday | 15-Sep-10 | Santa Eufemia (Dos Torres)     | <a href="#">Hotel Dos Usias</a>            | Hotel Dos Usias            | Plaza de la Villa, 2, 14460 Dos Torres (Córdoba)          | 00 34 957 134 000   | 0.00 €      | 3 x triples   |  |
| 12  | Thursday  | 16-Sep-10 | Fuente Palmera                 | <a href="#">Hotel Carlos III</a>           | Hotel Carlos III           | Paseo Blas Infante, s/n, 14120 - Fuente Palmera (Córdoba) | 00 34 957 63 84 73  |             |   |  |
| 13  | Friday    | 17-Sep-10 | Ronda                          | <a href="#">Hotel Molino</a>               | Hotel Molino               | Calle Molino 31, Ronda (Malaga)                           | 00 34 95 21 61 313  | 756.49 €    | 6 x double rooms<br>3 x triple rooms<br>4 x single rooms<br>1 x double room | Secure<br>basement<br>storage                                |
| 14  | Saturday  | 18-Sep-10 | Gibraltar                      | <a href="#">O'Callaghan Elliott Hotel</a>  | O'Callaghan Elliott Hotel  | Governor's Parade, Gibraltar                              | 00 350 20 07 05 00  | 860.00 €    | 1 x twin room<br>x triple rooms   | Bikes in<br>bedrooms   |

## 11 Route details

Derek Noble and Andy Brown have spent many hours creating the route, they have tried to use quieter roads wherever possible, however there are areas where natural features such as the Loire valley in northern France and the Pyrenees in northern Spain which force the use of busier roads.

Since the route has been created specifically for our ride using Google maps and online route creation software (BikeHike and Bikely) it has not been ridden/proven. This means that the planned routes may assume roads which have yet to be completed or have moved or redirected ! **We strongly recommend that everyone carries maps to help navigate the issues which will inevitably arise.**

The recommended maps are:

**In France the MICHELIN 300 series are good maps for cycling.**

The scale of these maps are , 1/150 000, (1cm for 1.5 km).

The French maps that will be needed are: 309, 310, 322, 324, 335 and 342.

If these maps are too detail then as an alternative the 500 series can be used. The scale are, 1/200 000 (1cm for 2 km).

The 500 series maps needed are, 517, 518, 521 or 525.

**In Spain the MICHELIN 500 series have a different scale, 1/400 000 (1cm for 4km)**

There are more detail maps but only for part of the Spanish coast.

Since there are less roads in Spain than in France these map should be detail enough.

The one that will be needed are 573, 574, 575, 576 and 578.

### 11.1 GPX

GPX files for the entire route are available Inspired Living Website:

<http://www.inspireliving.org/uk/cycling-cancer-cardiac-health/winchester-to-gibraltar-route/>

These include a track for the 2km from the Gibraltar hotel to the airport. The plan is for the support van to set off early on the final Sunday for northern Spain so it will not be available to move luggage to Gibraltar airport. Riders will have the option of walking or catching taxis.. Riders who's bikes are being flown back will have the option of packing their bikes at the hotel or at the airport. I'm sure we can all help with carrying bags and/or bikes as appropriate at the time.

### 11.2 Route notes

Route notes will be available on the IL website alongside the gpx files shortly.

The route notes have been created using BikeRouteToaster.com and the 'Cue Sheet' tab/function on this website. The BikeRouteToaster website uses Google Maps for its

base mapping data. Each of the route notes sheets have been checked for accuracy, but there still could be updated roads etc which have passed through this checking. Please take some time to familiarise yourself with the route notes and relevant maps - even if you are using GPS - there may be areas of the ride where you lose GPS signal, your GPS loses power or whatever and you may have to rely on the 'old-fashioned' method of maps and route notes!

Further, please ensure you have a method of reading your notes and maps 'on the go' - e.g. a route notes holder - with some facility of keeping the notes dry. It may take some time and effort, but cutting the route notes into sections approximately 15cm x 9cm (ensure you number them accordingly so that you can keep them in order easily!) and then laminating them make them easy to handle and waterproof.

The set of route notes for each day is typically 3-4 pages long (A4), in Microsoft Word format and an example can be seen below. The route notes will be made available on the IL website in the next few days.. **Since these route notes have been generated by the online software we recommend that riders GPS translate them onto maps before leaving the UK, especially if you do not have GPS.**

Example route notes:

## Day 03 Route Notes – La Roche-sur-Yon to Royan

| Leg (km) | Total (km) | Name       | Directions  |
|----------|------------|------------|---|
| 0.3      | 0.3        | Straight   | Continue onto Boulevard Lavoisier   |
| 0.8      | 1.1        | Turn Right | Slight right at Avenue de la Fraternité   |
| 3.6      | 4.7        | Turn Right | Turn right at Rue de la Victoire de Valmy/D746  |
| 0.3      | 4.9        | Straight   | Head southeast on Rue de la Victoire de Valmy/D746 toward Boulevard Joseph Cugnot Continue to follow D746Go through 2 traffic circles |
| 1.7      | 6.6        | Straight   | Head southeast on Route de Saint-Florent-des-Bois/D746 toward La Reveillere Continue to follow D746                                   |
| 9.3      | 15.9       | Straight   | Head southeast on Rue du Général de Gaulle/D746 toward Les Fontaines Continue to follow D746  |
| 7.8      | 23.7       | Straight   | Head southeast on Rue des Acacias/D746 toward Rue de la Prée Continue to follow D746  |
| 8.6      | 32.4       | Straight   | Head southeast on Route de la Roche/D746 toward Chemin du Petit Fougeroux Continue to follow D746 Go through 2 traffic circles        |
| 1.5      | 33.9       | Straight   | At the traffic circle, take the 2nd exit onto Rue Georges Clemenceau/D746   |

|      |      |            |   |
|------|------|------------|---|
|      |      |            | Continue to follow Rue Georges Clemenceau   |
| 0.3  | 34.2 | Turn Left  | Turn left at Rue Emile Zola   |
| 0.3  | 34.6 | Turn Left  | Take the 3rd left onto Rue du Maréchal de Lattre de Tassigny  |
| 1.5  | 36.1 | Straight   | Head southeast on Route de Champagne/D50 toward Chemin de la Grande Roulière Continue to follow D50 |
| 8.1  | 44.3 | Straight   | Head northeast on Rue de la Paix/D25 toward Chemin de la Châtenaise Continue to follow D25          |
| 3.4  | 47.7 | Turn Right | Slight right at D10a  |
| 4.7  | 52.4 | Straight   | Continue onto D9  |
| 11.1 | 63.4 | Turn Left  | Take the 1st left onto Rue de la Paix   |
| 0.4  | 63.8 | Straight   | Continue onto Rue du Marais Guyot   |
| 2.4  | 66.2 | Straight   | Continue onto La Loge   |



## 13 Appendix B - Cycling Advice

The advice below has been taken from the CTC and AUK and is focused toward long distance and touring riders. Many of you already know most of this, but there is still food for thought for most of us in the experience and wisdom underpinning this advice.

**Comfort and reliability** are key elements of a bike for long-distance events, followed closely by light weight. Adjust your bike to fit you. A coach, good bike shop or an experienced clubmate should be able to help you. Do not over-stretch to reach the handlebars or pedals.

**Err towards more low gears than high gears.** A triple chainset is a good idea. You do not need racing gears. Even 1:10 hills can be very difficult at the end of an arduous day.

**For distance riding, comfort is much more important than absolute speed.** If you use 700c tyres, 23mm really is the minimum depth you should consider. 28mm is a good compromise.

**Choose a saddle which is reasonably firm,** to give you support over longer distances. Modern padded saddles are popular but traditional leather saddles still have their loyal devotees - if you can tolerate the breaking-in period.

**SPD style pedals and shoes are excellent.** You get full power from them, your foot will not slip and unlike racing shoes, you can walk about without waddling like a duck or risking going AOT on smooth floors! Make sure your shoes aren't too tight (your feet will expand during a ride) and try different brands for the best fit.

**Carry essential spares and tools.** Recommended: 2 spare inner tubes, puncture repair kit, tyre levers, Allen keys to fit your bike. Small penknife - usually includes a screwdriver blade. Small adjustable spanner. Selection of cable ties. Good pump, capable of achieving 100 psi.

**Clean your bike before the ride.** Check for damage or wear and replace any item before it expires in the middle of nowhere.

**Wheels need to be strong, but comfortable.** Nothing fancy, 32 or 36 spokes front and rear, crossed 3 times will give reliable service for most riders. Avoid deep section 'aero' rims. These may be strong and sexy, but they're too unforgiving for long-distance riding.

**The length of event and the time of year will dictate how much luggage you take.** Carry a lightweight waterproof jacket with you on all rides in case the weather deteriorates. You may also need to take clothes off during a ride (gloves, track top, etc.) and you'll need somewhere to put them. A 'top bag' sitting neatly on top of a pannier rack or saddlebag is ideal. Use the pockets for tools, food or whatever you need to hand, and the main compartment for larger items like spare clothing. Of course, you can use panniers, or a handlebar bag but keep your luggage to a minimum. Some riders cram everything into overloaded jersey pockets or a seatpack the size of a pea but filled so much that it looks like a duvet stuffed into a pillow case. It's up to you but the golden rules are: Whatever method you use make sure it is secure. **Do not carry unnecessary items Do not forget essential items**

**Carry as little as possible on your person.** Avoid any bag on your back, even if they're 'designed for cycling'. Use the bike instead.

**Never carry tools in your pockets** - they can make an additional mess of your body should you fall.

**For rear usage, LEDs are almost universally adopted,** being lightweight and reliable. For front lights, you have the choice of batteries - rechargeable or regular (and a choice of chemicals therein) - or generators (sidewall-, tyre tread- or hub-dynamos); LEDs or filament bulbs. There are advantages and compromises to all systems. The jury is still out about what's best. Ensure that your lighting system will be sufficient in terms of brightness and run-time. For reasons of back-up and safety, many riders adopt two independent lighting systems.

**Some words on clothing.** Buy cycling specific clothes, from a good bike shop. Road-style garments tend to be preferred over mountain-biking togs because they are closer fitting and flap about less in the breeze. Most

riders use good padded shorts or cycling-specific underwear. Knowledgeable riders smear the seat insert with an antiseptic cream such as Sudocrem to prevent chafing and saddle problems.

**Carry gloves and a hat for cooler conditions** and keep your legs, especially your knees, covered unless it really is quite warm. Wear bright colours for greater motorist awareness and use reflective materials when you're riding at night.

**Trace out the route on a map at home.** This will help you understand the route much better when actually riding. Your local library should have a set of OS 1:50,000 maps which can be very handy in the planning stage. However, these maps are too large a scale and you'd need to carry a library with you. Buy yourself a road atlas, 3 or 4 miles:1". Tear out the relevant sheets and cover them in clear plastic. Fold them into 3x3 sections and they'll fit neatly into a jersey pocket. You'll rarely ever have to carry more than 3 sheets. Road atlases are also cheap enough to replace them every year or two.

**Many riders rewrite their route sheets** into a more suitable format to follow on the move. If you do this, check and double check that you haven't made any mistakes! Others simply photocopy to a different size or colour code the instructions for better legibility.

**When riding, keep checking the route.** A route sheet holder attached to the handlebars is very useful. Do not assume the person in front knows where he is going! Use your handlebar computer (set to kilometres) to help gauge your location.

**Riding in a group,** or with one or two others, and your ride will be much easier. You can chat and take turns at the front of the group, sheltering one another from the wind for a minute or two at a time. On your own, long rides can be lonely and more difficult, but don't try to keep up with those who are too fast for you. You'll only pay the price later in the ride. It's better to have a little in reserve than to do 40 kph at the start with the fast boys, get dropped and then get lost because you weren't paying attention when hanging onto their back wheels!

**If your bike is well maintained** you should encounter very few mechanical problems. However, accidents can happen and disaster can strike. You need to be self-sufficient enough to get yourself out of trouble.

**Many riders carry a mobile phone,** but don't rely on this. You may not get a signal, damage your phone in a fall, or run out of charge. Make sure you are equipped to cope.

**Widespread acceptance of credit cards** and cash machines in many places means that you don't have to carry wads of cash with you but once on the ride you are on your own.

**You must eat and drink.** Have a good carbohydrate rich meal the night before and then snack on other high carbo foods during the ride. 'Energy bars' are good but can be expensive and you'll tire of them.

**Two bottles on your bike** are definitely recommended. Expect to drink about 500ml (1 regular bottle) per hour, more if it's hot, and carry enough spare food.

**After a while you'll get fitter and faster** and you'll meet up with some of the seasoned campaigners who don't dash about too fast. Note their habits. Don't waste time off the bike. Many slower riders just keep going like Aesop's tortoise, but they all get round. If you are faster, then you can afford to spend some time having teas and toast at a cafe.

### Holding Your Road Position



How far out you should cycle will depend on the conditions but you should not be less than 1 metre from the kerb and should be further out if it is not safe for a vehicle to pass at that point (i.e. round a blind corner).

Holding your road position has the following advantages:

- 1) You will miss the drain covers and debris on the side of the road.
- 2) You will help drivers to make the right decisions about when it is

safe to pass you; drivers will rarely overtake you around a corner if they have to pull out far into the oncoming lane.

3) If someone does pass you inconsiderately then you have somewhere to pull into and get away from the vehicle.

### **Make Eye Contact**

As well as keeping your position on the road, making eye contact with other road users, particularly with vehicles coming out of side junctions and at roundabouts, is very useful and will tell you if the driver has seen you or not. Proceed confidently but be prepared to brake if required.

### **Make Your Intentions Clear**

Lastly when turning across traffic (i.e. right in the UK and left on the continent), be aware who is around you. Looking over your shoulder whilst having one hand on the handle bars can be tricky at first so it is a good idea to practise this off road first. Make the manoeuvre signal well in advance, and when it is safe to do so (i.e. there are no vehicles or someone has slowed down to let you pull out) pull out, but keep your position in your lane so people can not overtake closely. When you get to the junction cross when it is safe to do so.



### **CTC Advice On Riding With A Group**

#### **1. Get more enjoyment from cycling by riding with other people.**

Look around for a group that suits your fitness level and style of riding. Support the leader/organiser on the day.

Cycling with a group is one of the most enjoyable ways of seeing the area on the ride.

#### **2. Stick to the rules of the road or countryside when riding.**

You are still responsible for yourself even in a group.

The leader can offer directions and advice but they are not responsible for you sticking to the basic legal requirements or countryside code. Always look out for hazards or other road and trail users and don't just rely on the person in front.

#### **3. Don't buy a special bike, but make sure yours is ready for the ride.**

You can get help on set-up and a future bike from your local bike shop. Carry at least a spare inner tube, pump and tyre levers. You don't have to have a "good" bike when you start riding but your breakdown could spoil the day for others.

#### **4. Be prepared.**

Bring your own drink and ensure you have enough food. Also set yourself up for weather changes. There will be opportunities to stop at cafes or bars, however you are advised to carry water and food with you. Also, much of the ride (especially in Spain) will be in remoter areas, there will be fewer cafes, shops and bars.

You will have to continue regardless of weather; it is advised that you dress appropriately. Carry a waterproof on all but the best of days. This is also a useful windproof layer if you stop for long.

#### **5. Introduce yourself to the group**

Cycling is a way of making new friends, so make sure you get to know people's names. Staying in touch with the group is important, both during the ride and afterwards.

Carry some form of identification and a contact phone number in case of an accident.

#### **6. Riding in close proximity to other cyclists takes practice.**

Relax and enjoy the company but always allow for others in front and behind.

Riding as a close group allows for easy conversation and takes best advantage of the slipstream effect from front riders. Experienced riders calling this "following a wheel". It can take some while to get used to but the best way to learn is to follow the example of those around you, especially experienced riders. In particular try to pick up the pedalling rhythm by using the same gears as them.

**7. Group riding pattern is normally in pairs.**

This is sociable and keeps the group together. Single file is courteous and safer on some roads.

It is usually the leader's decision when to move to single file because of traffic or when passing walkers or horses.

**8. Avoid sudden movements and horseplay, look and let others know before you change speed or direction**

Group riding is really safe, there are very few reported incidents of rider on rider accidents, especially if simple rules are followed. When it does happen the most common causes is sudden stopping. Even if you drop something or have a mechanical problem take your time. The whole group will stop with you anyway.

If you are at the back let someone else know before you stop.

**9. Everyone in the group lets the others know of hazards, changes in riding pattern, cars coming by.**

Learn the calls and signals for your group.

Established groups develop calls and hand signals that they use regularly. Everyone in the group should pass on a signal to make sure it travels the full length of the group, especially warning from the rear. Only the front riders get a clear view of road defects, parked cars, trail hazards etc so it is vital that they give clear indications in plenty of time to those behind.

**10. Always assist other group members if possible.**

One of the purposes of group cycling is to learn more about the pastime. It is also the way a less experienced rider can be sure of some support if they have problems. The whole group should be supportive to all riders.

Conversely experienced riders should not bombard the newcomer with advice!

**11. The group always re-forms if it splits, for example on hills or at a road junction.**

Even groups of similar abilities easily get separated. Everyone climbs hills at a different pace and the whole of a group may not be able to cross a junction at once.

It is usual to find a place to stop where the group can congregate away from traffic. On a hill it is usual to wait at the top if it is safe.