



Barcelona 1200
Information Pack
September 2019



Cancer Research UK

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1 Introduction

Firstly – thank you for joining the ride!! We are delighted to have over 40 riders signed up, it will be quite a trip.

This is the seventh Inspired Living continental ride and we have a number of riders who will have participated in all. We also have a number of riders who are new to our rides. You are very welcome. As a group 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.

We will have two support vans and one or two support motorbikes.

We hope to raise as much money as possible for Cancer Research UK and for the Countess Mountbatten Hospice, with the funds raised being split equally between the two. The total stands at over £300,000 so far and with your help we hope to raise a further £50,000 from this ride. You know these are very worthwhile causes so please make every effort to wring out those sponsorship commitments.

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.

One practical measure to help with the logistics please: With over 40 riders, space in the vans and humping luggage around on a daily basis will be a real challenge. In previous years riders have found they actually need far less luggage than they anticipated. Please can we ask everyone to be considerate and pack everything into an aeroplane carry-on size soft bag or holdall.

Looking forward to seeing everyone on the training rides and a fantastic ride to Barcelona!

2 Preparation

2.1 Things to consider taking on the ride

The support van will carry our bags from hotel to hotel each day and it is intended that the van will also provide 'food stop' support at least at lunchtime. However we have to be prepared that van may not be available on one or more days. This is a very realistic 'worst case' scenario should the van be preoccupied with an emergency such as a mechanical failure or injury or simply get stuck in traffic. **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 checklist of things each rider should consider taking. Obviously some riders like to carry the kitchen sink and some who like to carry less. The weather could vary hugely from extreme heat to very cold, wet mountain descents. There can be significant amounts of snow in the Pyrenees even in early September so we should all go prepared with some select items of winter gear just in case.

Personal items to consider carrying daily

- Helmet (legal requirement in some countries)
- Waterproof jacket
- Arm warmers (especially for any cold morning starts)
- Leg warmers or longs for the Pyrenees
- Mitts (plus perhaps winter gloves for the Pyrenees)
- Mobile phone
- Passport
- European Health Insurance Card (EHIC)
- Credit/debit card
- Money
- Sun block
- Ibuprofen tablets
- You might want to consider using a waterproof tri-bag (mounted on the top tube just behind the stem) for your valuables, which can be quickly detached when you leave to bike

Bike items to carry on your bike daily

- Spare folding tyre or tyre patch (cut up an old tyre or firm piece of plastic to cover a gash in your tyre)
- Tyre levers
- Spare spokes (**enough lengths to cover all front and rear spokes – most takes 3 different sizes !**)
- Spoke spanner
- 2 Inner tubes
- Self-adhesive puncture repair patches (just in case inner tubes are all utilised)
- Pump
- Front light and Rear LED lights (**just in case of any late finishes, and consider for daylight riding too**)
- 2 water bottles
- Computer/GPS
- Bike Lock (café lock should fit in your tool bag)
- Roll of Electricians tape
- Few plastic ties
- Multitool and small penknife
- **Rear derailleur hanger** (these are specific to each bike design and a spare potentially avoids being stranded ! as we've learnt in the past !!!)
- Spare chain joining link (one that can be fitted without pliers)
- Pair of latex gloves in case you do need to mend your chain!
- Spare gear cable

Items to carry in your baggage in the support vehicle

- Puncture repair kit and spare inner tubes
- Chain oil
- Sudocream
- Couple of plastic coat hangers, pegs and length of nylon line (for makeshift cycle clothing drying at the end of the day)
- Chamois cream
- Plenty of shower gel to wash your cycle kit as you shower at the end of the day or washing powder for sink handwash
- Flip flops (there will be a flip flop bag in the van, so you can change out of your cycling shoes during the day)
- USB charger and cables, enough to simultaneously charge your GPS, mobile phone and lights
- Earplugs (wax are very effective) & eye shade, remember you will be sharing rooms!

2.2 A few other tidbits and considerations

Remember that a niggle such as an aching knee, sore back, numb hands and sore toes will be exaggerated over the multiple 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 ride is truly a marathon and not a sprint. Many of us 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 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.

1200km will take its toll on your bike and cause significant wear and tear. For example, brake blocks and wheel rims will take a serious pounding 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.

3 Safety

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

Please remember that this multi-day ride is not a race! 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 the countries through which we are passing.

The wearing of a cycling helmet is a legal requirement in some European countries.

While on the ride we normally split, quite naturally, into smaller groups, typically of between four and eight people. Please don't ride alone other than when absolutely necessary. Look after the people around you.

We strongly encourage people not to ride in groups larger than eight since, as we see in professional cycling, if one rider falls it can bring the following riders down. We strongly discourage group sprints, these can be fun but increase risk of injury on roads that are not marshalled.

On the first day's riding following arrival in St Malo the route traverses the waterfront area which has a number of tram lines crossing the roads. Give yourself plenty of distance from the next rider ahead of you to allow

yourself a clear view of the lines. When crossing the lines do so as close as possible to 90 degrees, avoid running parallel close to the lines. If a wheel gets caught in the lines it will almost certainly lead to a fall.

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 – prior to the Gibraltar ride in 2010.

Hydration “Top 10”:

1. Water is the most important nutrient – our bodies are at least 50% water.
2. Loss of fluid during exercise depends on intensity, duration and ambient temperature as well as individual body chemistry.
3. Muscle tissue is 70-80% water.
4. Sweat is produced by the body to cool it down.
5. Dehydration can have a very debilitating effect on performance.
6. Always start exercise well hydrated – your pee should be a pale, straw colour.
7. 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.
8. 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).
9. Beverages containing caffeine (e.g. coffee, cola, tea) can be used as part of a rehydration regime in small doses i.e.: up to 5 cups per day.
10. For optimal performance, avoid alcohol. If you choose to consume alcohol, intersperse it with water of dilutes with fruit juice.

Nuun tablets are basically "salt" tablets. They replace electrolytes lost through exercise without 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”:

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

10. 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.

5 Emergency Procedure

Basic Rules

Riders should always ride in a minimum of threes and never alone if possible please. In the event of an incident this enables one accompanying rider to call for help and provide directions 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.

Procedure

In an emergency the following procedure should be adopted:

In the event of significant injury e.g. 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 the number to **be provided at the start of the trip.**

(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: **be provided at the start of the trip.**

The support van(s) 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 are a limited number of spare seats in the support vehicle(s) and so ability to transport injured riders / damaged bikes is very 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 but it may be necessary to take a taxi.

6 Rules for Descending

We have some long descents on the ride this year. These are some useful tips Chris Boardman gave out on the Tour De France highlights:

Rules for descending:

- 1 do the hard braking before the bend not in it
- 2 don't enter the apex before you can see the exit
- 3 if dry favour the front break, it can take much harder braking since it carries most of the weight
- 4 look past the riders in front of you as far down the road as you can see, you can often see from the front riders what to expect
- 5 look where you want to be not at what worries you since you always gravitate to where you are looking
- 6 don't close your eyes!

Above all keep your speed down so you remain in control of your bike at all times.

7 Rules for Team Riding

Andrew Gibson provided the following key points:

1. If you get off the saddle your back wheel goes back 6 inches, so if someone is too close you will knock them off. Try to keep seated or check that you will not cause problems before doing so.
2. Always keep your line - fundamental for all Club cyclists and the first thing to learn. Do not deviate from your line in the bunch because if you do you risk a concertina effect through the group with the inevitable crash.
3. Don't overlap the wheel. Clearly going up hills we tend to bunch up but if someone deviates from their line and you have overlapped the wheel, you will crash.
4. Don't ride more than two abreast and keep to your side of the road. Clearly this is an issue with the pot holes on our UK roads!!!

It is not rocket science but worth paying attention because the ground is very hard at 30 mph!

8 Appendix A - Cycling Advice

The advice below has been taken from the Cycling UK and AUK and is focused toward long distance and touring riders who carry their own kit on the bike. 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 can be a good idea but you can get good gear ratios with a compact chain set. 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. 25mm or even 28mm may be 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 Sudocreme 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.



Cycling UK 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.