



#GBDURO20

GBDURO MANUAL V.2 MAY 2020

THE RACING COLLECTIVE

#GBDURO20 IS A 2000KM NO-FRILLS 4 STAGE SELF-SUPPORTED GRAVEL RELIABILITY TRIAL FROM LAND'S END TO JOHN O'GROATS.

It is run by The Racing Collective, a not-for-profit road and gravel bikepacking club for self-supported racers. Inspired by races like the Transcontinental and The Tour Divide, we set out to construct a series of trials that carried the same spirit of self-sufficiency, but which could be completed closer to home.

We seek the freedom and feral mindset that comes from riding fast and far. Meanwhile we are all too aware that the environment we ride in needs protecting. With that in mind, our long-term aim as a club is to buy a shooting estate in the UK and rewild it through the restoration of natural forests for wildlife and our adventurous ancestors to enjoy. Conscious of the looming climate crisis , this will be a no-fly ride i.e. riders must find their own way to/from this event without flying.

This manual contains enough information so you can decide if you wish to enter #GBDURO20, but no more. More detailed info will only be provided to those who have been accepted to ride.

We'd like to thank the countless people who have chipped in to create a killer route, plus those who made last year's ride a success, including Miles Resso, Philippa Battye, Tom Probert, Niall Campbell, Rob Stiles, and many others.

Good luck x

Ed & Angus

RIDING ON THE SHOULDER OF GIANTS

On 1 July, 1903, 60 men mounted their bicycles outside the Café au Reveil Matin in a Parisian suburb to embark on a 2,400km tour of France. A third were professionals sponsored by bicycle manufacturers, the others simply devotees of the sport.



Gravel stages

There were only six stages—as opposed to the 21 stages in modern tours — but the distances covered in each of them were monstrous, an average of 400km. Between one and three rest days were scheduled between stages for recovery. The race leader wore a green armband to signify his position (the famed yellow jersey was not introduced until 1919). The cyclists in 1903 rode over unpaved roads, riding through the day and night to complete the required distances.

Self-supported

The first stage of the 1903 race was particularly dastardly. The route from Paris to Lyon stretched nearly 500km. No doubt several of the riders who wheeled away from Paris worried not about winning the race—but surviving it. They rode as individuals, not team members. Riders could receive no help. They could not gin the slipstream of fellow riders or vehicles of any kind. They rode without support cars. Cyclists were responsible for making their own repairs.

Scrappy rolling picnic

The first Tour de France was won in 1903 by chimney sweep Maurice Garin, who reportedly ate at bars and drank from fountains to sustain himself during the race. Prior to ~1960, riders drank alcohol during the race, from beer to wine to champagne, for both hydration and (let's be honest) a more fun ride. One well-to-do cyclist, Thompson says, actually had his butler set up a full picnic on the roadside mid-stage. And during the 17th stage of the 1935 Tour, nearly the entire peloton took a break to booze with locals—Julien Moineau the rider who passed on beer wound up winning the stage.

*This write-up is made up of extracts from two sources:
[History.com](#)
[Bicycling.com](#)*

Image from <http://andrewritchie.files.wordpress.com>

1.OVERVIEW	P5
2.KEY DATES	P6
3.RULES	P7
4.RIDER CONTRACT.....	P8
5.ENTRY FEES	P9
6.TIMING, TRACKING AND VALIDATION	P10
7.NEXT OF KIN.....	P11
8.MEDIA AGREEMENT	P11
9.APPLICATION PROCESS	P12
10.FAQS.....	P13-14
11.CONTACTING THE RACING COLLECTIVE.....	P15
12.ANNEX 1 (COVID-19 RULE CHANGES)	P16



#GBDURO20 is a 2000km no-frills 4-stage self-supported gravel reliability trial from Land's End to John O'Groats.

It will take in some of the best riding the UK has to offer and is designed to test the versatility of rider and bike. Much of it is on road so you'll need a setup that rolls well, whilst also dealing with the rough stuff. A gravel/adventure bike with minimum 35mm tyres is recommended.

It will be run with a no-frills ethos. Riders will be given a GPX file of the route, plus details of the checkpoints, and that's about it. At all times riders are expected to embrace the self-supported nature of the ride, meaning they don't receive any form of support (including drafting) from other riders or friends/family or make bookings in advance of the ride; all food, repairs, etc, must be acquired from commercial sources or from the kindness of strangers.

The clock will stop at 3 checkpoints (CPs) on route (three campsites with pubs nearby in mid-Wales, North England, and the Highlands) so riders can decompress, socialise and be merry. The 4 stages will each be approximately 500km in length (give or take 100km). Validation at the start and end of each stage is done by posting a timestamped photo on Instagram. The lowest aggregate time over the four stages 'wins'... nothing. Riders are expected to average ~200km/day to reach the Finisher's Party on time. Dress code is charity shop neon.

We'll start out from Land's End on **27 June 2020** and end at John O'Groats on **7 July 2020** for the Finisher's Party.

ENTRIES

1 JANUARY 2020 - Entries open; must be submitted by midday (GMT) on 8 January

BY END OF JANUARY 2020 - Entrants notified if they have a place or not; successful applicants must confirm their place within 48 hours of notification

PREP

BY 1 MAY 2020 - Barebones details released to riders (e.g. CP locations, how tracking will work, start/end times, etc)

BY 1 JUNE 2020 - Riders notified to register on tracking site and GPX route released

SHOWTIME

26 JUNE 2020 - Beers on the beach from 5pm followed by pub dinner

27 JUNE 2020 - START: 8am at Land's End

7 JULY 2020 - END: 8pm Finisher's Party at John O'Groats

HANGOVER

BY 13 JULY 2020 - Riders submit GPX track of their route (i.e. within 5 days of the Finisher's Party)

BY END JULY 2020 - Final results published, dates for 2021 confirmed (provisional start date - 26 June 2021)

SOLO RIDERS:

- 1. Don't be a dick** - Leave no trace, be nice, and endeavour to #bemoremike
- 2. Complete the entire route, under your own power** - No drafting or motorised transport. If you leave the route then re-join it at the exactly same spot. If your bike breaks beyond repair you may take motorized transport to get it fixed, then you must ride back to the exact spot you left the route
- 3. Be self-supported throughout** - No support crews, no accommodation booked in advance of the start, no food or gear caches, no gear sharing, and sleeping indoors except in bothies is discouraged (this is GB not Uzbekistan)
- 4. Show evidence of your ride:**
 - 4.a) Timing** is done by posting a timestamped photo on Instagram at the start and end of each stage
 - 4.b) Tracking** (i.e. transmitting your live location) is done via the MAPProgress site, through a SPOT tracker (personal or rented)
 - 4.c) Validation** (i.e. proof you followed the route) is achieved by recording your daily GPX tracks on your navigation device and submit them to The Racing Collective, plus any accompanying explanations if necessary, within 5 days after the Finisher's Party
- 5. Protect the integrity of the ride** – you must report any incidents where either yourself, or other riders, have broken the rules, via the email address in Section 8
- 6. Do not fly to or from the event.** We want to reduce the environmental impact of bikepacking so this ride must not create any demand for flights.

Flying in a couple of days beforehand still counts as a flight. We trust riders to behave in the spirit of the event but anyone who doesn't will be disqualified. See Rule 1.

- 7. Understand and obey all local laws**, and act responsibly with regards to other users, especially walkers who may feel vulnerable to fast moving bikes
- 8. Buy your fellow riders a beer** – tradition has it that the first home buys the second place finisher a drink, the second place rider buys the third place rider a drink, and so on

PAIRS:

As per solo riders above but drafting and gear sharing is allowed within the pair:

- 1.a) Each rider in a pair must submit an entry**
- 1.b) Each rider in a pair must post timestamped photos at the start and end of each stage; the longest time between either riders' start photo and either riders' end photo will be used to calculate the stage time**
- 1.c) If a rider starts a new stage before their partner has finished the previous stage, both riders will not be listed in the General Classification.**
- 1.d) Similarly, if a rider cannot complete the ride in the category they start in, (e.g. because their pair drops out or they ride together in co-operation with another rider) then they will be able to finish the ride but they will not be listed in the General Classification**

The Rider Contract is an agreement between The Racing Collective and the Rider (whose name, address and contact details are specified in the individual's application for this ride). It sets out the terms and conditions that the Rider must agree to when accepting a place to ride. It should be considered carefully; a Rider that breaks the terms of the Rider Contract could be excluded from the ride.

The Rider accepts #GBDURO20 (the Ride) is a reliability trial not a race or a sportive, run on an informal basis by The Racing Collective (a not-for-profit road and gravel bikepacking club) and whilst The Racing Collective has advocated following a particular route in a particular style, ultimately the Rider is responsible for his or her own actions. Each Rider agrees to the following:

1. The Rider must attain cycle insurance covering 'liability insurance and personal accident insurance' (e.g. BC Race Gold) at their expense prior to entry. Proof of this insurance must be provided when making your entry payment.
2. The Rider accepts that safety is the paramount consideration for #GBDURO20 and takes priority over any feelings of peer pressure during the ride.
3. The Rider is fully aware and acknowledges that riding #GBDURO20 involves a serious risk of harm.
4. The Rider must be over the age of 18 at time of the start of the ride.
5. The Rider confirms they are in good health and know of no reason, physical or mental, why they could be unable to participate in the Ride.
6. The Rider must take measures to be seen by traffic during the day and night. This includes riding with at least two sets of lights (two on the front and two on the back), reflective gear and bright clothing.
7. The Rider accepts the route covers everything from riding on busy roads (including in cities) to riding in remote areas on rough terrain and technical descents. If the

Rider feels unsafe or uncomfortable about riding any part of the route for whatever reason (technical, busy road, access rights, other) then they should detour around it and join back onto the route where they see fit.

8. The Rider acknowledges and accepts full responsibility for checking and maintaining all equipment in their possession for the duration of the Ride to ensure its safe use (including by way of example, wheels, brakes, and tyres).
9. The Rider understands that no safety provisions are provided by The Racing Collective. Riders are advised to carry with them a mobile phone in case of emergency in addition to the one used for navigating, tracking, or recording. Be aware that reception will be limited in many locations. In the case of an emergency, riders should call 999.
10. The Rider must be aware that the nearest hospital or medical facility may be hours from them should they suffer any injury and that there may be a lack of helicopter assistance in some areas.
11. Under no circumstances shall The Racing Collective be liable for any actual or alleged indirect loss or consequential loss howsoever arising suffered by the Rider including, but not limited to, loss of profits, anticipated profits, savings, business or opportunity or loss of publicity or loss of reputation or opportunity to enhance reputation or any other sort of economic loss. Similarly none of The Racing Collective volunteers shall be liable to any Rider for death or personal injury, damage to property or other loss or damage of any nature whatsoever suffered by the Rider whether arising from participation in the Ride or otherwise.

In recognition of these facts the Rider elects voluntarily to enter #GBDURO20 and assume all risks of loss, damages, injury or death that may be sustained, and the Rider will participate in the Ride in accordance with the text above entirely at their own risk.

£150 WHICH INCLUDES:

Basic camping at the three CPs on route

The Finisher's Party (bed, dinner, and breakfast) at The Seaview Hotel¹ in John O'Groats on the evening of 7 July 2020

Our Organiser's Liability Insurance²

Note you'll still need to source your own SPOT tracker and pay ~£20 to register it on MAPprogress and you'll need to be averaging ~200km/day to make the party.

Successful applicants will be asked to accept their place by paying the entry fee by midnight 9th February.

Applications cannot be transferred to another rider, deferred to a later date, or refunded.

1. Includes bed in shared room (allocated first-come first-served), a two-course meal, and breakfast the next day.

2. Note this insurance is for The Racing Collective officials; you still need your own cycle insurance as set out in the Rider Contract.

TIMING

At the start and end of each of the 4 stages riders must:

- Take a photo with their phone
- Timestamp it using an app
- Post it to Instagram including '@theracingcollective' and using the correct hashtag (specific to that stage)

These timestamps will be used to determine the times for each stage; the lowest aggregate time over the 4 stages ‘wins’... nothing.

To timestamp a photo³ download an app like ‘Timestamp Photo and Video Free’ for Android or iPhone and set the settings as follows:

It would be preferred if date and time format to:

**dd MMM yyyy
hh:mm:ss**

E.g. this would give the format: **31 Dec 2018 23:59:02**

Make sure the complete timestamp is visible even when the photo is cropped for posting on Instagram.

Note the timestamp refers to when the photo was taken, not when it was posted, nonetheless when you start or end a stage you are encouraged to post as soon as you can to keep it entertaining for ride followers / commentators.

3. Every rider is required to submit a timestamped photo as part of the application process (details are provided in the online application form (see Application Process section for link) so read these instructions carefully)

TRACKING - TRANSMITTING YOUR LIVE LOCATION

You will need a SPOT tracker for the event; these can be hired if you don’t own one. We will be using the MAPProgress.com tracking site with your tracker.

In addition to the entry fee, riders must pay the MAPProgress tracking fee (expected to be ~£20 if using your own tracker with active share page (e.g. findmespot or MapShare page)). More details about tracking will be released to successful applicants down the line (see Key Dates section).

VALIDATION - PROOF YOU FOLLOWED THE ROUTE

In addition to live tracking via MAPProgress, you must record your daily tracks on your navigation device and submit them to The Racing Collective, plus any accompanying explanations if necessary, within 5 days after the Finisher’s Party. A track from your navigation device is required as the resolution (not to say the reliability) of the track from MAPProgress is not sufficient.

7. NEXT OF KIN

All riders are required to give details of their next of kin, so that they can be contacted in the case of any incidents or accidents involving riders.

Riders must discuss their entry into the ride with their next of kin prior to entry and make them aware of the risks you are voluntarily taking by entering the ride.

In the event of an incident we will notify next of kin as soon as possible and provide them with as much information as we can.

8. MEDIA AGREEMENT

The rider agrees to yield the commercial rights of all the media they collect on the ride to The Racing Collective.

If a rider wishes to use their participation in the ride including media captured therein to promote any commercial organisation (including their own), either directly or through a third party, then they must make this clear when submitting their entry.

We welcome interest from third-party media who wish to document the ride (either in full, or restricted to a certain stage or geography) or a particular rider(s), but this will need written permission from The Racing Collective ahead of the ride.

This year the ride will be followed by a media car, plus potentially some independent photographers and volunteers collecting stories at CPs. We will also be sharing photos and stories from the riders' WhatsApp group⁴ and hope to be covered by Dotwatcher.cc who will issue regular updates.

The Racing Collective will primarily be making updates through Instagram: @theracingcollective

But you can also follow our other channels:

Facebook

Twitter

Strava

YouTube

4. This group is for sharing photos/stories that we can use to help give dotwatchers more of an insight into what riders are going through. It should not be used to share information which will help other riders.

Entries will be accepted from 00:01am on 1 January to 11.59pm (GMT) on 8 January 2020 via the application form link on the #GBDURO20 webpage.

The field will be restricted in numbers to keep it personal/manageable, and we are aiming for a 50:50 male:female ratio.⁵

Selection will be based on merit⁶ rather than first-come first-served. However, in a case where two applicants are deemed indistinguishable on merit, the rider who submitted their application first will be selected.

The questions in the application form will require you to jump through a few hoops... you are strongly recommended to skim through the questions/tasks straight away so you have an idea of how long it will take you.

Your answers should not be shared with fellow riders etc.

Qualifying rides include any big one-day gravel races or ultras e.g. the Transcontinental, TransAtlanticWay, HT550, CTR, AZTR, ACT5, French Divide, TNR, and so on.

It is free to submit an application, only successful applicants will be asked to pay the entry fee.

Applicants will be told by the end of January 2020 whether they were successful or not.

No feedback will be provided on why applicants weren't successful so please don't ask. However we will keep a record of who applied which will help your case if you chose to apply in future years.

The route is publicly available on <https://www.gbdive.net/> but the specific #GBDURO20 stages will only be released to successful applicants.

Good luck!

5. See FAQ section for more details on this.

6. See the FAQ section for more details on rough selection criteria e.g. applicants who have helped out on previous The Racing Collective rides will be favoured.

How much time do I need to book off work?

We'll meet for beers on the beach near Land's End on the afternoon before the start, go for a pub meal before the start at 8am the following day. It's not essential you're there to meet up before the start but it would be nice so you'll most likely need to take Friday 26 June 2020 off.

The ride will finish on the evening of Tuesday 7 July 2020 but it is sensible to build in a couple of days contingency, plus the train ride home and general physical recovery is likely to take some time. With that in mind we recommend taking two weeks off to complete this.

*Hint: if your job doesn't give you very many days off, try asking for unpaid leave *comes highly recommended**

If I'm feeling good can I rush to the end and leave before the Finisher's Party?

It's a free world and of course you can but that's not what this ride is about. What makes GBDURO special is the timeout at the checkpoints to bond with your fellow riders. It is against the spirit of this ride to rush through any of the checkpoints (particularly the last one in Fort Augustus when the end is so tantalisingly close) and then leave before the Finisher's Party. Please bear this in mind when deciding whether to enter.

Why 'no-fly'?

The writing has been on the wall for decades but we've buried our heads in the sand and hoped that climate change is made up, a fiction that those in the pay of the oil giants have unmasked. But the body of evidence is conclusive; temperatures are rising and we are starting to feel the impacts of extreme weather.

Flying is incompatible with reducing our individual carbon emissions to a fair and sustainable level so we are drawing a line in the sand. As bike-packers, leave-no-trace ethics are part of our DNA; so are solving seem-

ingly unsurpassable problems, and doing things that others (initially) think are crazy. With that in mind we want to hear stories of riders travelling far and wide in a sustainable way. For a more in-depth discussion on this issue click [here](#).

How hard will it be?

You'll need to do ~200km/day carrying your own stuff and navigating your way through small lanes/fast doubletrack/the rough stuff/the odd hikieabike/gates/moors/forests/mountains/etc. Riding the WalesDURO, EngDURO, or ScotDURO routes will give you a flavour (see [Trials](#) webpage).

If I fall behind schedule on the ride can I cut the route short to get to the CPs/finish on time?

The short answer is...no. If you fail to complete the route you must scratch.

The longer answer is...not everyone will make the Finisher's Party and that is OK. If the wheels come off, so to speak, keep bugging on and complete the route in your own time; it is this battle with oneself that makes ultracycling so captivating. However if you are forced to scratch and are prepared to jump on a train/hitch to get to the finish of course we'd be delighted to see you.

Why are the numbers of riders restricted and why assign 50% of the places to woman?

We are a very small team organising the ride in parallel with full time work. With more people comes more responsibility, more stress, more risk, more impact, more visibility. Plus we want #GBDURO20 to feel special and that sense of community is more likely to flourish in a small group. With regards to the 50:50 split, half of the world's population are women, yet men currently dominate bikepacking start lines and we want to change that. If your gut instinct is to ask "why?" this probably isn't the ride for you.

How will riders be selected?

Riders must demonstrate they understand the basics of the ride and the ethos that underpins self-supported riding. Beyond that we're on the lookout for riders who tick one of the following boxes:

- We are looking for people with a 'can do' mindset; what they lack in bikepacking experience, they make up for through their resourceful and optimistic attitude
- We are looking for the best bike riders in all of the land backed by race results
- We are looking for those who give back e.g.
- Riders who can demonstrate they have given back to the bikepacking community for no commercial gain e.g. by volunteering at events etc
- Riders who are actively trying to reduce their own environmental impact, or working on societal solutions to climate breakdown
- Riders who have helped shape The Racing Collective since it began in December 2016
- We are looking for people who can tell a good story

Will there be a waiting list in case of rider dropouts?

To be decided but if this is the case you will be informed by end of January.

Do you need volunteers?

It would be useful to have one or two volunteers at the end of each stage to collect stories. We will collect your appetite and CP preference for this during the entry procedure if you fail to be allocated a place. Rest assured, your answers to this will not influence the selection process.

Can I use an e-bike/Recumbent/Tandem?

No, we want people to be riding roughly the same kind of bike.

What bike shall I ride?

Ride whatever you want (bar the exceptions in the previous question) but a gravel/adventure bike with aero bars and minimum 35mm tyres is recommended.

What's the route like?

Fun. Embrace the uncertainty.

Where are the CPs? Are there any cut-off times?

There are three CPs en route, all of which are campsites with pubs nearby. They are located in mid-Wales, North England, and the Highlands. There won't be any cut-off times but we do hope the CPs give the main pack a chance to regroup and start off at a suggested time in the morning. Exact locations and details will be revealed down the line

Can I ride with others?

As a solo rider, you can ride with another rider for a few hours over the course of a stage. But if you are together for more than that then you run the risk of being removed from the General Classification. We won't warn you of this so be vigilant.

Can I transfer my entry if I can't ride?

No. Applications cannot be transferred to another rider, deferred to a later date, or refunded.

WTF is the 'charity shop neon' dress code all about?

Charity shop neon is about reflecting the ethos of this ride, i.e. not taking life too seriously, being bright, brash and dressing as you see fit.

For all enquiries before, during, and after #GBDURO20 please use:

GreatBritishDURO@gmail.com

Please avoid social media messages concerning #GBDURO20 to either The Racing Collective or personal accounts of The Racing Collective committee. All ride enquires should be made using this official email address.

ANNEX 1

COVID-19 RULE CHANGES: FROM SELF-SUPPORTED TO SELF-SUFFICIENT

(Annex 1 released 19 may 2020)

THE RULES IN THIS ANNEX HAVE BEEN INTRODUCED TO MAKE GBDURO20 COVID-19 COMPLIANT.

THEY SUPERSEDE THOSE SET OUT EARLIER IN THE MANUAL.

RULE CHANGE SUMMARY

Given the COVID-19 situation we have had to change the rules governing GBDURO, which can be summarised as follows:

1. Format:

Delayed start date of **8am Saturday 1 August 2020** to be ridden as a single stage, no checkpoints, no Finisher's Party

2. Rules:

Ride in a self-sufficient, rather than self-supported, manner and maintain social distancing measures (2m rule)

COMMITMENT

Self-sufficient riding makes this journey considerably harder, the outcome of which is far from certain. It should not be entered into lightly and it is up to you to ride by the letter of the rules, even if the lockdown situation has vastly improved by August. Please read the rules around self-sufficient riding described in this Annex thoroughly before deciding if you would like to partake.

RATIONALE

- We have chosen to announce this rule set now, rather than continue to wait and see how the situation develops for two reasons:
- The uncertainty caused by holding off making a decision will continue to cause angst all-round. We need to adapt the original rules and we only want to do this once.
- The self-sufficient approach requires riders to invest weeks of preparation to carry out research and adapt their bikes, bodies, and minds, for a ride that now has a very different personality.

START DATE

**#GBDURO20 WILL START FROM LAND'S END
AT 8AM ON SATURDAY 1 AUGUST 2020.**

NO CHECKPOINTS

It is with a heavy heart that this year we will have to abandon our stage format; instead riders will take on the 2,000km route in one hit i.e. an Independent Time Trail (ITT). The community aspect we love, of riders conversing about experiences around the campfire at the checkpoints, will have to wait till next year.

Getting to/from the ride in a safe and responsible manner
In addition to the no-fly rule, you will also need to get to/from the ride in a safe and responsible manner. We envisage the trip back to your home should be relatively straightforward via public transport providing you can self-isolate for a couple of weeks after the ride. But getting to the start in a responsible way will be much harder, especially those travelling from far away; dependent on the conditions at the time it maybe that cycling is the best option to maintain social-distancing.

NO FINISHER'S PARTY

In addition to the lack of checkpoints, there will also be no Finisher's Party (or accommodation) at the end. The Seaview Hotel may be open but it will be up to you to book it independently and of course continue to maintain social distancing measures. If it is open, leave some money behind the bar for the next rider home.

RULE CHANGE 2 - FROM SELF-SUPPORTED TO SELF-SUFFICIENT

P19

Riders looking to complete the 2020 edition of the GBDURO will need to be self-sufficient from the start to the end. The big upshot of this is that riders will have to find a way of taking all the food they'll need from start to finish.

Moving from self-supported to self-sufficient riding requires a shift in mindset from 'equal opportunity' to 'no assistance from others' as per below:

- Self-supported riding permits the use of the kindness of strangers, commercially available resupply points (such as services, food and lodging) and the disposal of as much waste as you like – the key test is one of 'equal opportunity'... if it's not available to all riders, you shouldn't be doing it.
- Self-sufficient riding on the other hand, does not permit assistance from others, use of any buildings (commercial or otherwise), or disposal of non-biodegradable waste – the key test here is one of 'no assistance from others'... if it relies on assistance from others, you shouldn't be doing it.

		SUPPORTED	SELF-SUPPORTED	SELF-SUFFICIENT
PEOPLE	Support vehicles/crew	✓	✗	✗
	People working for commercial services or the kindness of strangers	✓	✓	✗
	Loved ones and public info	✓	✓	✓
INFRASTRUCTURE	Use of commercial services or buildings in general	✓	✓	✗
	Use of non 'bricks and mortar' infrastructure	✓	✓	✓
WASTE	Disposal of non-biodegradable waste	✓	✓	✗
	Disposal of biodegradable waste	✓	✓	✓

PEOPLE**NO OUTSIDE ASSISTANCE, INCLUDING STRANGERS**

- Maintain the social distancing rule i.e. keep 2 metres apart from everyone (pairs are exempt)
- Any outside assistance, such as asking anyone to fill up water bottles, is not allowed.
- “Trail Magic” refers to an unsolicited offer (e.g. of food/water), which is based mainly in fortune and usually deemed OK to receive. In self-supported races this is allowed if it truly is unplanned, but following our self-sufficient ethos this is not allowed.
- It goes without saying, as per self-supported riding, assistance from people you know or other riders is obviously not allowed.

CONTACT WITH LOVED ONES AND PUBLIC INFORMATION SOURCES IS ALLOWED

- You should definitely keep in touch with all who care about you at home (but using them to get help, or insights on other riders, is not as this would be ‘assistance’).
- Using information in the public domain, such as checking the tracker and social media, is allowed.

INFRASTRUCTURE**NO USE OF BUILDINGS**

- You cannot go into, or rely upon, any building during the entirety of the route
- The use of any human-made infrastructure such as shops (food, bike, other), lodgings (hotels/B&Bs/campsites/bothies etc), and public toilets are not allowed
- The only exception to this rule is the use of **external** water taps providing you can maintain social distancing 2m rule
- Charging electronic devices from the mains electricity grid is not allowed

USE OF NON ‘BRICKS AND MORTAR’ INFRASTRUCTURE IS ALLOWED

- Roads/tracks etc are allowed
- Telecommunications devices (mobile phone, internet, GPS) are allowed
- The use of dynamos, solar PV, or external battery packs to charge electronic devices is allowed (warning: make sure you have a spare set of Lithium ion batteries (and mini screwdriver) for your tracker and replace them half-way)
- Foraging for freely available food and water en route is allowed

WASTE

The move to self-sufficient riding, which inherently produces less waste while cycling, provides an opportunity to address the eye-watering amount of plastic waste that go straight in the bin on conventional ultracycling events.

In contrast, on backcountry trips it is normal to pack out any packaging you brought in. The requirement to carry your waste out quickly turns our attention to how we can minimise the packaging in the first place and we are starting to see the development of biodegradable packaging and so on. COVID-19 or not, we want to shine a light on these advances and drive demand for further progress.

**NO DISPOSAL OF NON-BIODEGRADABLE WASTE
I.E. PACK IN, PACK OUT**

- The self-sufficient ethos means you must finish with whatever started with i.e any plastic waste should be carried to the finish.

**RESPONSIBLE DISPOSAL OF BIODEGRADABLE WASTE
IS ALLOWED**

- Nothing beats a well-earned shit in the woods - fact. And whilst the "turn over a rock" method has been used for donkey's years it is no longer fit for purpose given the volume of people now going 'into the wild'. Please follow some advice on digging '[catholes](#)'.
- To give you a helping hand we will be posting a bamboo trowel to all starters ahead of the ride.

Riding on food rations for extended periods is going to be tough. If you fail to abide by the rules you must scratch and ensure you make your way home in a responsible manner.

Also keep making decisions wisely. If you have any hesitations about continuing into a remote region please be sensible and urge on the side of caution. Any rescue call out will not just impact you and The Racing Collective; it will cast a shadow over the whole bikepacking community.

Photos or videos of the GBDURO riders not obeying social distancing (the 2m rule) will put The Racing Collective and bikepacking in general in a bad light. We will be taking this very seriously and will eliminate any rider in breach of these rules.

Last year Lachlan Morton described the inaugural edition of GBDURO as: “The hardest bike race in the world, it’s a beautiful beast.” Lachlan and the rest of the GBDURO class of 2019 had it easy... with no assistance from people, no money and zero waste, this beautiful beast just got a whole lot harder.

THANKS TO OUR SPONSORS



AND AFFILIATE SPONSORS





#GBDURO20