



#GBDURO23

GBDURO MANUAL JAN 2023

THE RACING COLLECTIVE

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

GBDURO 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 with this spirit of self-sufficiency, but which can be completed closer to home. ***We seek the freedom and feral mindset that comes from riding fast and far.***

Meanwhile, all too aware that the environment we ride in needs protecting, our aim as a club is to support rewilding projects in the UK. We have made a few small rule tweaks from last year to make sure GBDURO remains first and foremost a bikepacking event with sustainability at its core.

Our overriding objective is to apply the ultracyclist mindset to go beyond 'Leave No Trace' (#beyondleavenotrace) - ***to leave the world in a better state than we found it.*** . To this end GBDURO is a no-fly ride, so riders must find their own way to/from this event without flying.

GBDURO is as much about the community as it is as about riding hard. The strength of any community lies in differentiation and integration, but bikepacking tends to be dominated by men. We strive for a start list made up of 50% women. In 2021, 50% of the top 10 finishers were women and in 2022 40% of our start list were women.

This manual contains enough information for you to decide if you wish to enter GBDURO, 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 behind the scenes to create a unique event and to the early 20th century pioneers whose tenacious spirit continues in our riding today.

Good luck!

The Racing Collective



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. 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.

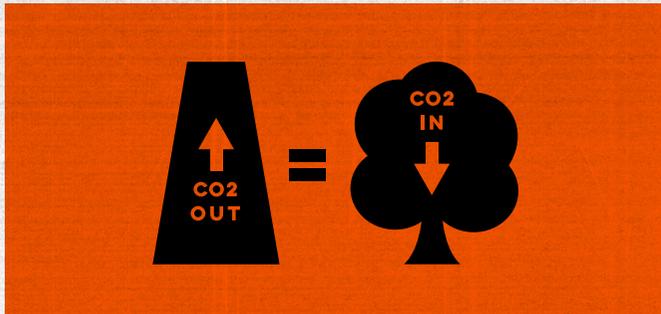
This write-up is made up of extracts from two sources:
[History.com](http://www.history.com)
[Bicycling.com](http://www.bicycling.com)

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

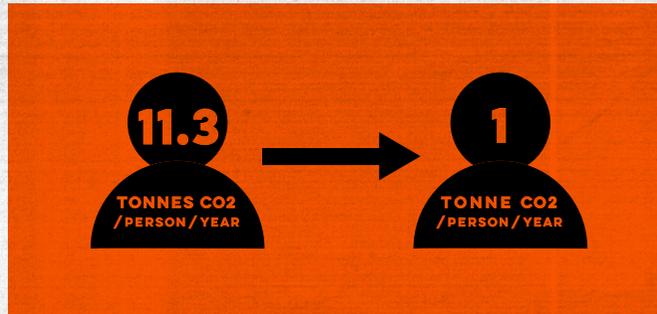
WHY NO FLY?

GBDURO is no-fly ride i.e. we do not accept entries from participants who plan to fly to / from the event.

Although we understand this measure makes participating in the event harder or even impossible for some people within our community, we feel it is the only choice we can make, as we do not want the impact of these carbon emissions on our conscience. Flying might not be the only trace we leave as cyclists, but it is a substantial one. This rule has been in place since 2020.



Global temperatures will only stop rising when we reach *net-zero emissions*¹ - where carbon emitted (e.g. from the burning of fossil fuels) matches carbon sequestered (e.g. from absorption of CO₂ into the oceans or forests).



So to stabilise temperatures, the average emissions per person must fall to about *1t CO₂/year*², down from *11.3t CO₂/year* for a typical European or North American.



A return flight from London to Madrid emits *~0.5t CO₂* so you've just used half your annual carbon budget on a single trip. A return flight from London to New York emits *~1.8 t CO₂* so you've just blown the budget.

We set up this club and our rides on the founding principles of wanting to reconnect the cycling community with nature. Our aim to collectively apply the ultracyclist mindset (self-supported, self-actualised, self-motivated) to leave the world in a better state than we found it – both on the bike and in other aspect of our lives. We believe sport should be about progression, improving over time and exploring ourselves, and the world around us, as we go...the no-fly rule just adds another dimension.

If you think our take on this is a little harsh, think of the 80% of people around the world who have never taken a flight and already live below 1t CO₂/year.

¹ *Net-zero: The UK's contribution to stopping global warming, CCC, 2019 (Page 16)*

² *Net-zero: The UK's contribution to stopping global warming, CCC, 2019 (Table 1, Page 20)*

WHERE THERE'S A WILL

FOR GBDURO, A YEAR AFTER RETIRING FROM THE PRO CIRCUIT WITH 13 GRAND TOURS UNDER HIS BELT, **SVEIN TUFT** MADE A 2000KM ROUND TRIP COMMUTE TO/FROM THE UK FROM ANDORRA.



THERE'S A WAY

What is important to underline, is that the no-fly rule is in no way a dismissal of members or other events within our community that choose to do things differently. It's not up to us to be pointing fingers. That's not what we are about, nor is it an effective way to create real change.

GBDURO is our opportunity to prove that our sport can be more sustainable, that's why it's a no-fly ride. Wherever you live on our planet, it's possible to travel to the UK without flying. You might just need to use a little more imagination if you live in Brazil.

WE'D LOVE TO SEE YOU ON THE START LINE.

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GBDURO 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 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; all food, repairs, etc, must be acquired from commercial sources. In addition, riders must sleep outside for the duration of the ride.

The clock will stop at 3 checkpoints (CPs) on route (three campsites in mid-Wales, North England, and the Highlands) where riders can decompress, socialise and be merry. **The 4 stages will each be approximately 500km in length** (give or take 100km).

Validation at the 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 **12 August 2023** and end at John O'Groats on **22 August 2023** for the Finishers' Party.

2. KEY DATES

ENTRIES:

- **1 January 2023** – Entries open; must be submitted by midnight (GMT) on Fri 13 January
- **By end of January** – Entrants notified if they have a place or not; successful applicants must confirm their place within 48 hours of notification
- **By end of February** - Successful applicants to make entry payment, supply proof of insurance, and make sure they have arranged access to a tracker

PREP:

- **By 1 August 2023** – Riders notified to register on tracking site and GPX route released

SHOWTIME:

- **11 August 2023** – Beers on the beach from 4pm
- **12 August 2023, 8am** – Land's End, start stage 1
- **15 August 2023, 8am** – Ysbyty Cynfyn, start stage 2
- **18 August 2023, 8am** – Garrigill, start stage 3
- **21 August 2023, 8am** – Fort Augustus, start stage 4
- **22 August 2023, 8pm** – Finisher's group photo at John O'Groats signpost followed by Finisher's Party

HANGOVER:

- **By 27 August 2023** – Riders submit GPX track of their route (i.e. within 5 days of the Finisher's Party)
- **By 10 September 2023** – Final results published, dates for 2024 confirmed (provisional start date – 10 August 2024)

SOLO RIDERS:

- 1. Don't be a dick** - Be nice, and endeavour to #bemoremike. Respect the people and places you encounter during GBDURO.
- 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 motorised transport to get it fixed, then you must ride back to the exact spot you left the route.
- 3. Be self-supported throughout** - No sleeping indoors, no support crews, no food or gear caches, no gear sharing. These self-supported rules apply at all times i.e. including whilst at checkpoints.
- 4. Show evidence of your ride:**
 - a) Timing** - Stages cannot be started before the time designated in the Key Dates section. Any riders leaving early will be removed from the tracking site/GC. Stage times are calculated by posting a timestamped photo on Instagram at the end of each stage.
 - b) Tracking** (i.e. transmitting your live location) is done via the FMC site, through a SPOT tracker (personal or rented).
 - c) Validation** (i.e. proof you followed the route) is achieved by recording your daily GPX tracks on your navigation device and submitting them to The Racing Collective, plus any accompanying explanations if necessary, within 5 days after the Finishers' 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 11.

6. Leave No Trace:

- a) 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. You must start your SPOT tracker so we can track your commute. Use public transport or liftshare to the start and home from the finish.
 - b) Carry all non-biodegradable waste packaging to the end of each stage** - This rule is designed to reduce the amount of single-use plastic we generate.
 - c) Pick up dropped kit** - If you spot dropped kit/packaging that was likely from a careless GBDURO rider, take a photo of it, bring it to the next checkpoint, and report it via the email address in Section 11.
- 7. Understand and obey all local laws** - Act responsibly with regards to other users, especially walkers who may feel vulnerable to fast moving bikes.
 - 8. Scratching means you are out** - If you scratch you must not come to any of the remaining checkpoints or Finishers' Party.
 - 9. 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...

TANDEMS:

As per solo riders above but the pair must ride a tandem and gear sharing is allowed within the pair:

- a)** Each rider in a pair must submit an entry.
- b)** If one rider scratches, the tandem will be scratched.

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 GBDURO (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 obtain cycle insurance covering 'liability insurance and personal accident insurance' (e.g. BC Race Gold or equivalent from other providers) 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 during GBDURO and this takes priority over any feelings of peer pressure during the ride.
3. The Rider is fully aware and acknowledges that riding GBDURO 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 safely 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 or other) then they should detour around it and join back onto the route where they see fit. Temporary path diversions for forestry operations etc should be observed.

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 GBDURO 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.

£300 WHICH INCLUDES:

Basic camping at the three CPs on route.

Food at the three CPs on route (available until the start of the next stage).

The Finisher's Party (bed³, dinner, and breakfast) at The Seaview Hotel in John O'Groats on the evening of 22 August 2023.

Our Organiser's Liability Insurance⁴.

GBDURO is run by volunteers on a not-for-profit basis.

Note you'll still need to source your own SPOT tracker and pay ~£40 to register it on the tracking site

You'll need to be averaging ~200km/day to make the party.

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

³ Includes bed in shared room (allocated first-come first-served), a two-course meal, and breakfast the next day.

⁴ 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 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'

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

If you fail to reach a checkpoint before the designated start time of the next stage, you can continue but you will not feature in the General Classification (GC). Any Rider who finishes the route, but outside GC, will be recorded as a Finisher.

To timestamp a photo⁵ 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: **20 Aug 2023 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 upon finishing a stage you are encouraged to post as soon as you can to keep it entertaining for ride followers / commentators.

TRACKING - TRANSMITTING YOUR LIVE LOCATION

You will need a SPOT tracker for the event; these can be hired if you don't own one. You should set the tracking interval to once every 5 minutes.

In addition to the entry fee, riders must pay the tracking site registration fee. 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, 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 the tracking site is not sufficient.

⁵ 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)

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 some independent photographers and volunteers collecting stories at CPs. We will also be sharing photos and stories from the riders' WhatsApp group⁶ 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

⁶ 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 12pm on 1 January to midnight (GMT) on 13 January 2023 via the application form link at:

www.theracingcollective.com/gbduro

- The field will be restricted in numbers to keep it personal/ manageable, and we are aiming for a start list that includes 50% women.⁷
- Selection will be based on merit⁸ 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 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, Badlands, HT550, CTR, AZTR, French Divide, 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 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 choose to apply in future years.
- Our GBDIVIDE route is publicly available on <https://www.gbdivide.net/> but the specific GBDURO stages will only be released to successful applicants.

GOOD LUCK!

⁷ See FAQ section for more details on this.

⁸ 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 and bivvy out, before the start at 8am the next 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 the Friday off before the start.

The ride will finish on the evening of the Finisher's Party 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?

That's not what this ride is about. What makes GBDURO special is the timeout at the checkpoints to bond with fellow riders. Riders cannot start the next stage before the time/dates shown in the Key Dates section. Please bear this in mind when deciding whether to enter.

If I miss a stage start can I carry on?

Yes although you will not be recorded in GC and you should not come to any other checkpoints.

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 will keep on rising until we reach net-zero emissions and we are starting to feel the impacts of extreme weather.

Flying is incompatible with a net-zero carbon budget (1t CO2 per person per year) so we are drawing a line in the sand. As bikepackers, leave-no-trace ethics are part of our DNA; so are solving seemingly 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 hikeabike/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?

No. If you fail to complete the route you must scratch.

Why are the numbers of riders restricted?

We are a very small team and with more people comes more risk, more visibility, and more impact. We want GBDURO to feel special and that sense of community is more likely to flourish in a small group.

Why aim for a field with 50% women?

Half 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?

No.

Do you need volunteers?

Yes! 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. If reading this manual has made you question your readiness to ride GBDURO this time around but you would still like to be involved then email admin@theracingcollective with details of any useful skills you have and your location in the UK. It's a great way to be part of the ride.

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

Tandems: yes. Others: no, as we want people to be riding roughly the same kind of bike.

What bike shall I ride?

Ride whatever you want but a gravel/adventure bike with aero bars and minimum 35mm tyres is recommended.

What's the route like?

Fun. Variable. Mountainous.

Where are the CPs?

There are three CPs en route, all of which are campsites. They are located in mid-Wales, Northern England, and the Highlands. This will give the pack a chance to regroup. Exact locations and details will be provided to selected riders.

10. FAQs

Can I sleep inside?

No, as this is first and foremost a bikepacking ride and is designed to be a challenge. You must carry enough kit to be comfortable and safe for 10 days travelling through the British Isles without the luxury of sleeping inside. This applies even at CPs. UK weather even in the summer can be inclement and exposure is a threat. Kit hint: the majority of riders to have completed GBDURO to date have used a tent rather than a bivvy.

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.

What happens if I am forced to leave the route?

If you feel unsafe or uncomfortable about riding any part of the route for whatever reason (technical, busy road, access rights or other) then they should detour around it and join back onto the route where you see fit. You should notify admin@theracingcollective.com of your diversion at the earliest opportunity. Temporary path diversions for forestry operations etc should be observed.

What happens if I drop some kit by accident?

You should pack in a way that minimises the chance of kit being dropped. Hint: do not strap items to the outside of your bike/bags and keep a pocket dedicated

to waste packaging. If you find someone else's kit you should pick it up for them, inform the organisers, and reunite it with their owner at the next CP. The rider who dropped it will be subject to a 3 hour time penalty for each occurrence.

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.

If I scratch can I rock up at the CPs anyway?

No, if you scratch you should leave the route and make your own way home. Please do not come to checkpoints or finish.

11. CONTACT US

For all enquiries before, during, and after GBDURO please use:

[**ADMIN@THERACINGCOLLECTIVE.COM**](mailto:ADMIN@THERACINGCOLLECTIVE.COM)

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

