

#TCRNo8

RACE MANUAL

2022 edition. Issue #1



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Introduction

Welcome to the updated issue of the race manual for the eighth edition of the Transcontinental Race 2022. This is the second issue of the issue of the race manual for the TCR No.8 in 2022. It contains updates to Issue 0 including detailed information on control locations and parcours, and information on road warnings (may be updated in issue #2). This year we are asking you to share your knowledge so that we can all help keep each other safer, details on how you can contribute are contained in this manual.

Once again, we urge you to study this manual from start to finish, there are updates and changes throughout the document. Please note that this year we will be asking you to upload your documents online at lostdot.cc ahead of registration, this is designed to make the registration day easier, simpler and less stressful for riders and organisers. Allowing us all to focus on enjoying the atmosphere, excitement and the adventure ahead. Prepare diligently and thoroughly and you'll reap the rewards at the finish line.

The organising team for TCR No.8 are [Lost Dot](https://lostdot.cc). Anna Haslock, Race Director and David Ayre, Race Coordinator. We recently published the updated Lost Dot mission which you can access [here](#).

We would like to remind our riders that the Transcontinental Race is an unsupported race and we expect each and every rider to respect, honour and deliver on a commitment to the rules and the spirit of the race. The spirit of the race is a commitment to autonomy and self-reliance and the integrity to uphold the values of equality and fair play in order to truthfully test an endeavour. With only ten rules to guide them our riders must understand and commit to riding a genuinely unsupported race without private resupply or dedicated outside assistance. ***“It’s an informal agreement between riders; honouring each other, trusting each other and the race organisers to be fair and transparent at all times. It’s about implicitly understanding that we’re here to ride a fair race, and that if you want other people to be fair to you, then you have to be fair to them.”***

Anna Haslock RD.

General Classification distinction is maintained in order to distinguish true solo and pairs efforts while allowing more latitude for slower riders to adventure. Our team of volunteer Race Monitors (dotwatchers) monitor all riders and allow us to deliver, as far as is possible over such distances, fair adjudication on the race. We must however, remind everyone what our founder always said *“it’s only a bike race”*. Whatever happens out there, you may scratch, you may be slower than you hoped, you may win, you may break a rule - whatever happens - this is an adventure of a lifetime and ultimately that adventure is in your hands. Make of it what you will. Be true to yourself, to your fellow riders and to the race, take responsibility for your triumphs and for your failures. Be honest with yourself and with us. The race organisation will maintain a strong line on rule compliance, we believe this is one of our major duties in delivering a safe, responsible and relevant race.

The safety of our riders has always been central to the organisation of this event. Please ensure you pay special attention to the Road Safety section of this manual. We thank our riders for always putting their safety and that of other road users ahead of any race concerns. **Coming home to loved ones must always be the ultimate goal.**

Good luck!

Anna and David, Lost Dot

You have now completed all of the mandatory entry fees to race TCRNo8 however please be aware we still need some more information from you and there may be associated deposits and/or fees depending on your choices. Please be aware that we require the information and payments when we ask for them, extensions are intended to be used only in exceptional circumstances and could be denied so we advise you to collect, prepare and upload the necessary information in good time.

WHAT NEXT?

> Please check your Next of Kin information, if you need to update it follow the instructions on page 29.

The next forms are now available to you at lostdot.cc Please check your profile (icon top right hand corner) - you will find your application history under the 'Application' tab in your profile. Click the application, scroll to the bottom of the page (your application will be 'in progress') you should see a list of available forms. Please ensure you complete ALL of the forms in the order they are published before the deadlines (published below and next to each of the forms on lostdot.cc). All forms are mandatory. Any rider arriving to registration on the 24th July 2022 without having completed and submitted all of the forms may be refused entry to race TCRNo8. See an example [here](#).

Media Licence - deadline 30th June 2022 (23:59 UTC+1)

Any rider who will use their participation in the race to promote ANY commercial organisation (including one they own) will need to buy a media licence per rider sponsor. The full details including FAQ are included in this Manual. Please ensure you have thoroughly read and understood the Media Licence and have reached agreements with all of your sponsors and complete all of the necessary information and associated fees in the form before 30th June 2022. Requests after this date will be refused.

Proof of Insurance & Doctor's note - deadline 8th July 2022 (23:59 UTC+1)

The Doctor's note must bear the name and marks of a traceable doctor's practice, confirm that there are no known health reasons that you should not participate and mention the Transcontinental by name. You must upload the Doctor's note before 8th July 2022

All riders must have and provide evidence of valid insurance which covers emergency extraction and repatriation. You must upload the cover certificate including evidence of emergency extraction and repatriation cover before 8th July 2022

Please note: DO NOT email these documents to us or ask us to check them for you. All of the requirements are provided in this manual.

GPS Tracker - deadline 8th July 2022 (23:59 UTC+1)

Private Tracker: We require that you submit ESN and URL information before 8th July 2022 *(The £50 discount for riders with their own tracker is awarded post race if the rider doesn't hire a LOST DOT tracker at any point during the race due to their own one failing / being lost.) **DO NOT email this information to us.**

Tracker hire: We require that you pay the tracker deposit before 8th July 2022

Failure to complete these stages by the deadline or supplying inaccurate information could result in DNS.

Please remember:

- > Transfer or Withdrawal of Entries: Your entry is for this year (2022) only, it is not deferrable (unless the race is deferred) and in the case of solo riders is not transferable. It is now too late for any pairs substitutions. Deposit and balance are non-refundable unless Lost Dot communicate otherwise for example in the case the race is cancelled due to COVID-19 travel restrictions.
- > Please be aware that the Medical Certificate should be for the relevant year, if you have already organised a medical certificate for 2021 you will need another for TCRNo8 2022. Ensure it complies with ALL of the requirements outlined in this document. Please do not send it to us to check. Simply comply with the information in this manual.
- > Everything you need to know now is detailed in this manual, any missing detail will be communicated in a final update in June.
- > Please check your Next of Kin information, if you need to update it follow the instructions on page 27.
- > COVID 19 may affect the race, be prepared. We have added 2 x masks to the required PPE list - see pg 8.
- > Please **whitelist* race@transcontinental.cc** in your email provider and please ensure you do not unsubscribe from our mailing list. This is important to prevent you missing important race information, prior or during or immediately after TCRNo8.
- > If you have any questions please check for the answer in the Race Manual before asking. If you cannot find the answer email race@transcontinental.cc prior, during or immediately after TCRNo8. Please do not depend on answers from Lost Dot to social media queries.
- > Please remember the Transcontinental is a race for resourceful and self-sufficient individuals.

*What is an email whitelist? To whitelist an email address just means you add them to your approved senders list. This tells your email client that you know this sender and trust them, which will keep emails from this contact out of the junk folder.

Important dates

- > Issue 2 of the Race Manual (which contains updates to issue 1 only) is due in June 2022.
- > Media Licence payments - deadline 30th June 2022 (23:59 UTC+1)
- > Proof of Insurance & Doctor's note upload - deadline 8th July 2022 (23:59 UTC+1)
- > GPS Tracker deposit payment / private tracker info upload - deadline 8th July 2022 (23:59 UTC+1)
- > Riders should ensure their Rider Profile at lostdot.cc is up to date in July 2022, we will use this information - email address and mobile phone number to contact you during the race. If you want to update your email address or phone number you can do so at any time yourself via your profile at lostdot.cc. Please ensure it is up to date before 24th July 2022.

The Race Manual

This is race manual issue 1 for TCR No.8 (2022), this document is the go-to place for all Transcontinental Race information. It contains the rules, guidance and main pieces of information you need to know about the race.

The controls information included herein can be used for final route planning. However, it is always possible that a situation may change, and any changes to control point (CP) locations will be communicated immediately via email and a race manual update. There may be last minute changes or updates communicated to you in the rider briefing, it is essential that you attend the rider briefing on 24th July 2022.

If you have any specific queries you can contact us at race@transcontinental.cc this is our preferred method of contact. Due to the small size of our team, the tasks we have to produce the race and the speed with which social media can move we don't always attempt to keep pace with social media comment activity, especially during race time.

Please also remember to avoid social media messages concerning race business to the personal accounts of Anna the Lost Dot team. All race enquiries should be made using the official email address. Be aware that if you do message our personal accounts you may not receive a response.

Race Coverage and Rider Updates

Throughout the race we will be sending out updates, images and commentary on how the race is progressing, who's doing what, who's winning, who's nearly winning, who slept in what bus stop last night, who's having the time of their life and who is eating roadkill and stuffing grass in their tyres to keep moving.

In addition to this, we will be picking up information on your race through the tracker, monitoring movements and daily mileages and finding riders on the road, we may also be on the lookout for your updates via Instagram, Facebook, Twitter etc and may share this via the race blog and our social media networks or those of our partners.

While the leaders will understandably receive a lot of attention, thanks to a large number of dot-watching volunteers, we will be keeping an eye on all of you and we hope to report updates on riders throughout the field during the race regardless of race position. The more information you put out there on how the Transcontinental is going for you, the more we have to share with the world in our reports, which makes it more entertaining for the people following you and the race as a whole.

You may have noticed that we have included a question about ethnicity in our application process, this is so that individuals can alert us to their ethnicity should they choose to. Being more informed about our applicants and riders will help us at Lost Dot to further our efforts to increase diversity and inclusivity on our events. We aim to increase the visibility of underrepresented groups on the race by focusing on their stories. Riders can assist us by letting us know if they would like to support our efforts and get involved. At Lost Dot we are looking at more we can be doing in terms of welcoming more people from all walks of life to discover our events and the best ways to achieve that.

You can update us on your progress using any of the methods below. Please remember to include your name and rider number if contacting us via SMS.

The official hashtag for this edition of the race is #TCRNo8

In addition to this each rider will also be encouraged to use a personal hashtag unique to them in this edition of the race. This will be comprised of the official hashtag above and the cap number.

#TCRNo8cap4

#TCRNo8cap25

#TCRNo8cap256a

This hashtag will allow us and your followers to easily see a feed of all your updates across various platforms as well as those who are posting about you.

Cap numbers will be allocated shortly before the race. Pairs will be given the same number for both riders and may appear on the tracker as A and B so their hashtag reflects that too.

Previous top 20 finishers may be allocated a cap which signifies their previous finishing position and returning veteran finishers may be allocated the same number as previously - if available. This is done at the sole discretion of the Race Director and all other numbers will be suitably arbitrary or randomised. Requests for specific cap numbers will not be actioned so please do not ask.

While the race is in progress the ways to get in touch with us will be printed on your Brevet Card and these will include:

Email: race@transcontinental.cc

SMS / Helpline: TBC in Race Manual issue 2


Transcontinental will be making updates via the following channels

Instagram: [@thetranscontinental](https://www.instagram.com/thetranscontinental)
Facebook page: facebook.com/transconrace
Youtube: <http://www.youtube.com/c/TranscontinentalTCR>
Twitter: [@transconrace](https://twitter.com/transconrace)

Rider Introductions

In July 2022 we will be sharing some information about who is racing TCRNo8 in advance of the rider list going live on the website. We invite you to share a great image of you on your own social pages along with a short introduction including some detail on your training, your kit choices, whatever feels relevant to you. Lost Dot will select the most appropriate posts to share based on, amongst other things, a great photo, interesting information, deference to media licence, interesting content etc. Last year we got a few emails from riders asking us to post something or quibbling our choices, this year we will not be responding to those emails. Please use the following hashtag in order to have a chance of your post being shared by TCR. #TCRNo8Riders // #tcerno8riders

Race Media and the Media Licence

 LDL-21-031 Media licence.pdf

To enable riders and companies to access the benefits of individual rider sponsorship (whilst operating within the Rider Agreement* signed by all riders). Lost Dot will licence back to the rider some of the commercial rights to their own media (new media). The price is £100 per licence, each sponsor requires an individual licence.

*The Rider Agreement compels the rider to yield the commercial rights of all their own media on the event to the Transcontinental.

Who needs a Media Licence?

Any rider who will use their participation in the race to promote ANY commercial organisation (including one they own) will need to buy the media licence. The rider agrees to take responsibility for the licence and approve the use of their media by any third party. Any deviation from the licence will be referred to the rider, Lost Dot does not expect to manage rider sponsors. Failure to comply with the licence agreement could cost a rider their place on the finishers list. This licence only amends clause 8.1.2 of the Rider Agreement and the Rider remains subject to all other clauses of the Rider Agreement.

Media Licences are available to purchase now until 30th June 2022. Please ensure you have thoroughly read and understood the Media Licence and have reached agreements with all of your sponsors and complete all of the necessary information and associated fees before 30th June 2022. Requests after this date will be refused. Note: that there will be limitations to this licence - it won't extend to things like advertising campaigns and video projects with sponsors. No agreements will be provided on large projects from April 2022.

Doctors Note

Due to regulations in some countries we must ask you to provide a medical note signed by your doctor to certify that you are in good enough physical health to undertake the demands of the race. The note must bear the name and marks of a traceable doctor's practice, confirm that there are no known health reasons that you should not participate and mention the Transcontinental by name.

Please be aware that the Medical Certificate should be for the relevant year, if you have already organised a medical certificate for 2021 you will need another for TCRNo8 2022. Ensure it complies with ALL of the requirements outlined in this document. You do not need to send it to us for checking, you just need to comply with the information in this manual.

Proof of Insurance

All riders must have and provide evidence of valid insurance which covers emergency extraction and repatriation. Please carry a copy of your cover certificate including evidence of emergency extraction and repatriation cover. European riders may also have an E111 card as applicable for treatment in European countries, this is NOT sufficient on its own. Policies are also available which will insure you for your race entry fee should you have an accident before the race which means you cannot participate.

It is a rider's responsibility to contact the insurer and confirm that the level of cover provided covers competitive events. Standard travel insurance may not be sufficient. Please note that there are no cash or high value prizes in the Transcontinental as this can affect premiums and cover.

DO NOT email these documents to us: upload them to lostdot.cc (see page 2)

'Scratching' from the race

Of course you shouldn't even be thinking about it now, but things happen and so if you decide that you are dropping out or 'scratching' from the race, please report this as soon as possible by emailing race@transcontinental.cc or SMS/Whatsapp to the official helpline number (tbc) above. Include as much detail as you can, especially your name and cap number. You should make your friends and family aware as soon as possible, including your next of kin.

Note that all riders are welcome to celebrate with us at the finishers party however they get there and each year we have a few riders who declared themselves out of the race but still want to journey on by other means. If you scratch from the race you are responsible for your onward travel whatever the destination. Lost Dot and race volunteers will not come out to collect you or make any arrangements for you, so please do not ask them.

"Never scratch at night" is good advice from accomplished endurance racers. That is to say, always wait until morning to make any big decisions. Things have a habit of looking a lot better in the daylight after a night's sleep. That advice has saved many a successful race campaign, including Mike's own.

Registration

Date : Sunday 24th July 2022
Location: Jeugdcentrum De Spiraal, Geraardsbergen
Time: 10:00 - 16:00 local time (CEST)

Registration information

All riders are required to attend registration, if a rider misses registration they will not be authorised to start the Transcontinental Race. No registration, no cap, no brevet; no race.

We will ask everyone attending registration inside the Jeugdcentrum De Spiraal to wear a mask and use the hand sanitizer provided. Whatever your personal view on mask wearing please see this as a courtesy to your fellow riders and volunteers and the race organisation team. We all want to remain healthy enough to complete this event and we all want to keep each other safe and well.

At registration riders receive their tracker and the all important cap and brevet card required to attend the start. Registration also comprises the Rider Briefing where race officials can communicate important information in person to each rider.

When you arrive, give your name at the welcome desk and show your ID.

ID // Photographic identification

With a large field it is important that we are thorough in the documentation so for registration you will need to present photographic identification for example your Passport / Drivers Licence / ID card to prove it is you and so no imposter can steal your place on the starting line.

Next we will invite you to complete the bike and PPE checks and collect your tracker. You will be required to attend the Rider Briefing which is mandatory, after which you will collect your brevet card which is required to race.

Bike // PPE Checks

We complete the following checks at registration:

- ID - This is to ensure no imposters can steal your place on the race.
- Bike and PPE* check - our volunteer mechanics will check the basics and advise of any issues to address. Bikes that fail the check will be prevented from starting until the issues are fixed. There may be a local bike shop but as the race starts on Sunday riders should not rely on this being the case. It is advisable to ensure your bike is in pristine condition prior to leaving home and to carry basic spares. Please note we do not perform any maintenance we only advise. Our mechanics have about 300 bikes to check so please be respectful of their time. Riders should not rely on local bike stocking

whatever might be required in order to start TCRNo8. Be prepared to avoid disappointment. **This year PPE shall include 2 x masks or face coverings and may include 2 x lateral flow tests. We will offer confirmation in issue 2 of the Race Manual due in June.**

*PPE - personal protective equipment.

Your tracker will be handed to you already turned on. You will be provided with clear instructions on how to mount and care for your tracker. Please pay special attention to the mounting instructions we will provide at registration as this often makes the biggest difference to successful tracking during the race. Please step outside of the registration building to test your tracker as soon as you can after registration. We will be checking all trackers to ensure they have registered a pre-race position and they are working properly. If you fail to test the tracker we may not get a chance to fault find before you leave and you may experience loss of tracking. More information on tracking can be found on pg 32 / 33.

Other Documentation Reminders

Visas

Remember that it is your responsibility as a rider to know what the visa requirements are for your passport. For Non-EU citizens: be aware of when you will be travelling outside of the Schengen agreement countries and which border control points you can travel through.

It is allowable to use public transport to cross borders if there is no alternative means, but remember that all the miles up to and from the border must be cycled on each side. If your transport takes you beyond the border, you must go back and repeat this on the bike.

If you 'touch' either side of the border, your ride is unbroken and legitimate and we can compensate the time taken to go around. You must alert us to this by emailing race@transcontinental.cc.

Please note that EU countries have enjoyed an 'open border' for many years but due to recent events some have reportedly 'closed' their borders. This does not necessarily mean that you will not be able to cross a border, just that it may instead be subject to border controls where they were not in place before.

At the time of control selection we do not have any information to suggest there is any significant risk to cycling across borders but we will continue to monitor all world events which may affect the race.

Riders should keep an eye on their own foreign office travel advice, such as for the UK:

<https://www.gov.uk/foreign-travel-advice>

Pre-Start Briefing

Date : Sunday 24th July 2022
Location: Jeugdcentrum De Spiraal, Geraardsbergen
Time: 17:00 local time (CEST)

Rider Briefings

The rider briefing will take place at the designated registration location at 5pm local time.

This briefing is mandatory for all riders and will either confirm or update you on the information provided in this manual. Brevet cards are your official record of race times and will only be issued at the rider briefing so make sure you attend. Without a Brevet Card you will not appear on the race results.

Media Briefings

No media applications made to us will be considered for TCRNo8, the deadline was April 2022.

It is important that any media individuals do not interact with riders in such a way as to compromise the integrity of the race. Therefore registration with Lost Dot is mandatory for all individuals or teams who intend to document riders at any part of the event for photographs, video or other media purpose. Any media that is authorised to cover the TCR is carefully selected and strictly monitored and any rider working with an unauthorised documentary individual or team will be disqualified immediately.

All media teams must sign up to and observe the race media rules given by Lost Dot so that they do not risk getting the rider(s) concerned removed from the race or the final results. Riders should also be aware that they are also responsible for maintaining race rule compliance when being documented by any media and should not allow media teams to interfere with their race or provide any information or assistance. They should not allow unregistered media teams to follow them on the race. Any issues should be reported to race organisers as soon as possible, race@transcontinental.cc / helpline number above.

TCR Control and Media Crew on the Road

The race organisers will be following the race in the official control cars with photographers and videographers. They will be identified to racers at the rider briefing and will likely carry some identification as official media crew. The control cars will be following the race from the front and the middle of the field. More details available at the rider briefing.

TCR Volunteers at Control Points

Please be mindful that most of the people you will meet at the start, finish and control points (CPs) will be volunteers who are giving their time to make the race possible. Please be kind and courteous to all volunteers, no matter how tired you are, without their dedication and hard work there would be no race.

Contact with TCR during the race.

The race director and organisers will be travelling through the controls to the finish during the race period. We ask as a first point of contact in a non-emergency situation that you use the official race email: race@transcontinental.cc

Lost Dot's communications operator is based in the UK for the duration of the event. This operator will facilitate communications between the organisers whilst they are on the road and will be available to handle urgent enquiries only from riders. Please be conscious that this is a self supported event and inappropriate use of the communication system may have an adverse impact on our ability to deal with urgent matters. Persistent misuse might count against a category finish. Exact details of how to contact the operator will be available in Race Manual issue 2 and displayed in the Brevet Card.

We are happy to hear from your supporters, friends and family via social media or email while you are out on the road, but we may not always be able to reply immediately to non-urgent questions so please be patient.

If you have any kind of accident, even a small one, you should inform your next of kin first and then the race organisers as soon as you are able to do so. If we learn of an incident first it will attempt to advise your next of kin only so that they may begin to assist you if necessary. We will only share any details you make public or that you or your next of kin give permission / instruction. Please read and follow the Rider Safety Protocol:

📄 [LDL-22-080 Rider Safety Protocol.pdf](#)

Please think of the wider impact of using social media when dealing with a sensitive subject like an accident or collision involving another rider. An accident, no matter how small, may have a considerable impact on the rider's friends and family. If you happen to be present with the rider; make them safe; call the local emergency services and contact the race organisers. It is important that riders and their friends and family understand from the outset that the passing of information to your next of kin is likely to be the only action race organisers will be able to perform in the event of an accident. As it says many times in the rider agreement and this document, riders are self-reliant and responsible for themselves and it is not practical for us to give any indication that we may be able to assist and therefore we can carry no obligation.

Race Start

Geraardsbergen, Belgium

The start is hosted by [PEdALED](#).

Start: Sunday 24th July 2022

22:00 local time (CEST)

Parcours: Manneken Pis to Kapelmuur

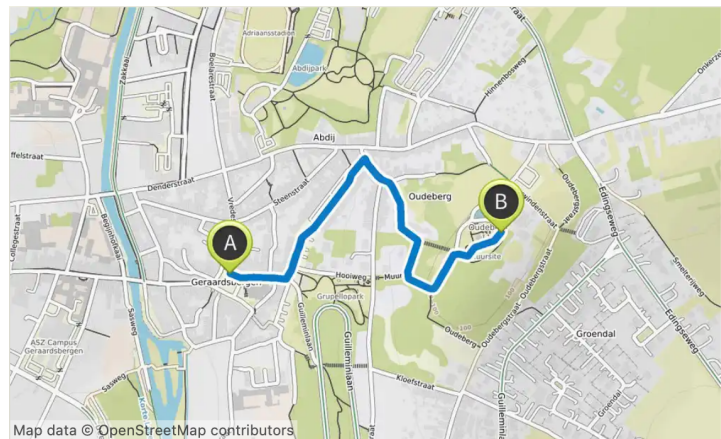
Coordinates (Marketplace):

50.77159, 3.88277

Coordinates (Kapelmuur):

50.772472, 3.890857

[komoot link: START Parcours](#)



TCR No8 START

PEdALED

At 22:00 the race will begin with an escorted neutral circuit of the town starting in the marketplace in Geraardsbergen (by the Town Hall and the Manneken Pis). Spectators meanwhile will light their torches and make their way up the Muur. The circuit will be neutralised at 25 kph. All riders are required to remain behind the lead vehicle and ahead of the rear escort vehicle. After the circuit is complete the lead vehicle will pull to the side after which the race will be on and the riders will complete one climb of de Muur under race conditions. Once riders reach the Kapel on the Muur then they will be free to follow their own route.

The eighth edition of the Transcontinental will start once again on the fabled cobbles of the Muur van Geraardsbergen. The atmosphere created by the people of Geraardsbergen has become part of the Transcontinental legend, the torch-lit climb flanked with cowbell ringing well wishers; the perfect send off for our intrepid riders.

Historically the Muur-Kapelmuur famously featured as the penultimate and decisive climb of the Tour of Flanders or De Ronde. The steep, cobbled ascent shaping many memorable races, creating many 'Flahute' legends and thrilling generations of cycling fans. The relatively short climb has an average and maximum incline of 9% and 20% respectively, the cobblestones delivering a variety of challenges depending on the time of year and weather conditions. The climb is synonymous with the 'hard men' of the past and their exploits over difficult terrain, long distances and the infamous Flandrian mud.

The race start is also supported by the town of [Geraardsbergen](#) and [Cycling in Flanders](#).

The Controls

The 4 mandatory Control Points / parcours of TCRNo8 are listed below. They will begin operation at the arrival of the lead rider and they will close as indicated in this issue of the Manual. To be included in GC all CPs / parcours must be completed in full and in numerical order prior to closure time.

- Start: Muur-Kapelmuur, Geraardsbergen, Belgium.
- Control Point 1: Krupka, Czechia (Czech Republic)
- Control Point 2: Passo di Gavia, Italian Alps
- Control Point 3: Durmitor National Park, Montenegro
- Control Point 4: Drumul Strategic, Transalpina, Romania
- Finish: Sarafovo, Burgas, Bulgaria

Please note: The coordinates are given below in the DD (Decimal Degrees) format and will also be printed in the Brevet Card as such for all locations. All coordinates will have been chosen explicitly from satellite images verified on the ground and where there is conflict with information given by online maps these shall have precedence.

Lost Dot cannot guarantee the placement and maintenance of on the ground signage to direct riders to controls in the local area. The coordinates given to riders are therefore of primary importance in locating controls and should be used in the preparation and planning of rider's routes. Riders should also note that some GPS navigation devices may not necessarily accept input of the coordinates with the same level of precision as those given and all riders should check and plan the route using the coordinates and online mapping tools before departure rather than relying solely on input to their GPS device in the field.

The prime purpose of controls is to record and validate rider arrival. Please present your Brevet Card immediately upon arrival to have it stamped and your time recorded. There may be other services available but do not assume that there will be an aid station. Please also assume any controls operated at places of service (food, drink, accommodation) will not operate those services outside of their usual business hours (i.e. it is not likely there will be any special terms of service for the purpose of the race) unless indicated here or in Race Manual updates.

Staff and volunteers are permitted to assist you at controls within our guidelines and at their own discretion but they are not obliged to do so. Outside of the controls please do not ask organisers and volunteers to assist you. They are not permitted to help you unless you are officially withdrawn (scratched) from the race, even then it is at their sole discretion and they are not obliged. When scratching from the race you are responsible for all of your own requirements including onward travel.

If friends wish to come and meet you to cheer you on during the race we encourage them to do this at the Control Points. They must not provide any form of outside assistance.

Operating Hours (Local Times)

Normal Operation 06:00 - 00:00

Night Operation 00:00 - 06:00

Check-in for riders will be available at controls throughout the night but the hours 00:00 - 06:00 will be the nominal 'down-time' for controls for reduced operation. During this time Lost Dot will make arrangements so that you can record your passing but the location may not be manned or may have limited nighttime cover in order to let staff and volunteers rest.

Any control-specific night operation arrangements may be communicated at the rider briefing or by a notice at the control, so be prepared for further instruction as necessary.

During nighttime control visits, please respect any local residents or businesses and keep the noise impact of your passing to a minimum. At ALL times be respectful to all communities and areas you pass through. Take all your litter with you.

For the avoidance of doubt where 00:00 midnight times are specified, the date given is that which is just starting i.e. 00:00 on the 2nd of August refers to midnight between 1st August and 2nd August (or 1 minute after 23:59 on 1st August).

Control Point (CP)1

Krupka, Czechia (Czech Republic)

CP1 is hosted by [Kinesis](#)

Parcours length: 120 km

Highest point: 880 metres /
elevation profile 2300 m

Distance from the start: 800 km

[komoot link: CP1 parcours](#)

Parcours start: 50.61968, 13.66952

Parcours finish: 50.55263, 14.12649

Control Point location:

Horní Krupka, Czechia

Coordinates: 50.706776, 13.856462

Closes: 13:00 Thursday 28th July
local time (CEST)



MAP



TOUR PROFILE



The longest parcours on this edition of the race will guide riders through the northern edge of the Ore Mountain range that forms the border between Germany and the Czech Republic. Starting from the small town of Osek riders immediately face a punchy climb to gain the plateau where a mixed surface route will guide them into the Bohemian Switzerland National Park (Národní park České Švýcarsko). The park is known for beautiful and unique sandstone formations and riders will traverse the Tiské stěny which tower over the village of Tisá.

The route visits the historic town of Děčín on the banks of the river Elbe which was built on the foundations of an ancient settlement at the Elbe Ford, an important trade route. Děčín castle, originally built in the 10th century by the dukes of Bohemia, dominates the river bank on a rocky outcrop. The castle features a long and imposing drive leading towards the entrance called the long journey ("Dlouhá jízda"). The route finishes with a descent towards Litoměřice where riders point their handlebars southwards, traversing the south east corner of Germany, aiming for the Alps.

Control Point 1 lies roughly 800 km from the start in Geraardsbergen and riders will have around 4 days to reach the control location whilst our volunteers are present and the control is operational. CP1 will be staffed until close after which time riders will be required to self-validate. This can be achieved with GPS data or photographic evidence and a time stamped receipt from any local shop or ATM in the town.

Night Operation: It is intended that Control 1 will operate overnight from 00:00 - 06:00 with limited personnel. Please be aware that wild camping is often prohibited within National Parks.

Control Point (CP)2

Passo di Gavia, Italian Alps

CP2 is hosted by [fizi:k](#)

Parcours length: 45 km

Highest point: 2620 m

Distance from CP1: 750 km

[komoot link: CP2 parcours](#)

Parcours start: 46.463136, 10.402043

Parcours finish: 46.264033, 10.517204

Control Point location:

Hotel Residence 3 Signori

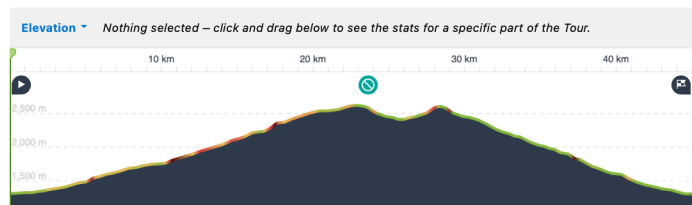
Coordinates: 46.412645, 10.491406

Closes: 18:00 Sunday 31st July CEST
local time (CEST)

fi'zi:k



TOUR PROFILE



The occasional Cima Coppi of the Giro d'Italia, the Passo di Gavia has gained notoriety for unpredictable and challenging weather conditions over the years. Historically the pass was used mainly by Venetian merchants travelling to Bormio and further north to trade. During the First World War the Gavia's strategic position, like many of the great passes, made it the focal point of intense fighting and the area retains the gravel tracks and fortifications built and used during the conflict.

At the summit lies Lago Bianco and beyond and below that, Lago Nero. Local folklore tells a romantic and dramatic story of two lovers separated by fortune who fled into the mountains to be together and who turned into the two contrasting lakes when their flight was pursued and ultimately thwarted.

The route from the first control point will guide riders some 750 kilometers taking on some challenging and dramatic cycling as they navigate into the heart of the Alps. CP2 will be open for roughly 4 days. CP2 will be staffed until close after which time riders will be required to self-validate. This can be achieved with GPS data or photographic evidence and a time stamped receipt from any local shop or ATM in the town.

Night Operation: It is intended that Control 1 will operate overnight from 00:00 - 06:00 with limited personnel

Control Point (CP)3

Durmitor National Park, Montenegro

CP3 is hosted by [LEM Helmets](#)

Parcours length: 45 km

Highest point: 1900 m

Distance from CP2: 1150 km

[komoot link: CP3 Parcours](#)

Parcours start: 43.168704, 18.858115

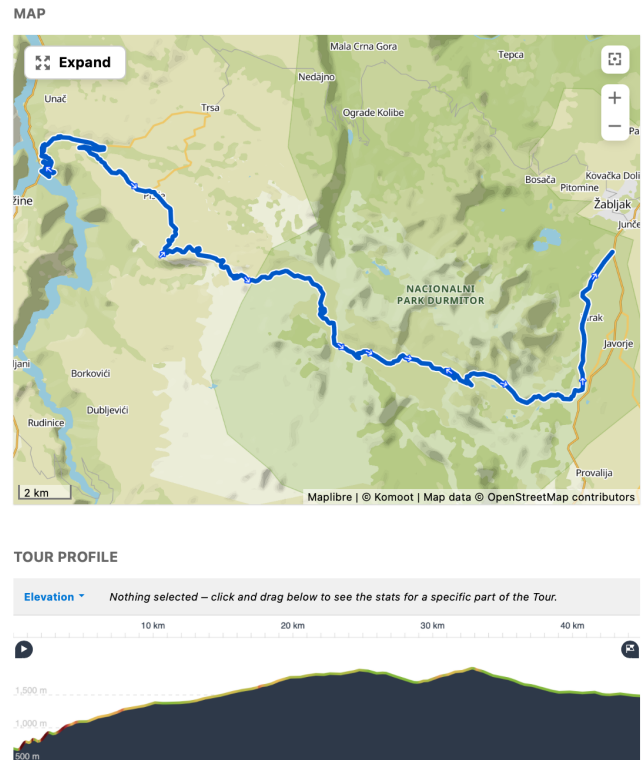
Parcours finish: 43.140458, 19.119719

Control Point location:

Guesthouse Zvono

Coordinates: 43.153476, 18.841550

Closes: 01:00 Friday 5th August local time (CEST)



The race returns to Durmitor National Park in Montenegro for the third Control Point of the race. Repeating the route from Pluzine to Zabljak that was first featured on the fourth edition of the race in 2016. The park is part of the Dinaric Alps and its highest peak, Bobotov Kuk, towering over the parcours route, reaches a height of 2,523 metres. The many glacial lakes scattered throughout the region are colloquially named Gorske Oči, or 'mountain eyes'.

The road climbs steeply from Lake Piva, acute elevations zigzagging through rough hewn rock tunnels before the road opens onto the spectacular landscape of jutting rock striations and high rolling pasture. Riders become miniscule dots on a ribbon of sweeping road that provides the most incredible vantage point for the surrounding scenery. Those lucky enough to be racing this parcours at sunrise or sunset are in for a memorable experience.

TCRNo4 in 2016 was to be the last race Mike directed to completion. This link to his last race is a poignant and important tether to our friend and founder; the 'evil genius'.

Riders will navigate the 1150 kilometres from CP2 into Eastern Europe. By this point in the race they will have well over 2000 kilometres and 20,000 metres elevation in their legs, many riders will have scratched by this point and those grinding onwards will be mindful of the challenges to come. CP3 will be open for roughly 6 days. CP3 will be staffed until close after which time riders will be required to self-validate. This can be achieved with GPS data or photographic evidence and a time stamped receipt from any local shop or ATM in the town.

Night Operation: It is intended that Control 3 will operate overnight from 00:00 - 06:00 with limited personnel. Please be aware that wild camping is often prohibited within National Parks.

Control Point (CP)4

Drumul Strategic, Transalpina, Romania

CP4 is hosted by [Hutchinson](#)

Parcours length: 44 km

Highest point: 1990 m

Distance from CP3: 700 km

[komoot link: CP4 Parcours](#)

The parcours may be traversed in **any direction** between 45.380389, 23.651872 and 45.386868, 24.010529

Control Point location:

Hotel Alpin Lotru

Coordinates: 45.434891, 23.636142

Closes: 03:00 Monday 8th August

RACE TIME (CEST)

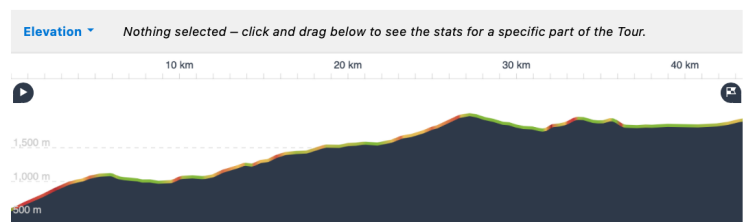
Please note that Romania and Bulgaria operate in EEST but race time remains CEST



MAP



TOUR PROFILE



The final Control will coax riders into the mysterious romance of Romania's Parâng mountains, part of the Southern Carpathian sweep of rock that carves across Central and Eastern Europe. With the help of our local friend Silviu, we unearthed a little known off-road route, Drumul Strategic, that deviates from the better known asphalt of the Transalpina. The parcours is a challenging mix of gravel and rough, unmanaged track over uneven terrain that will present serious technical challenges in unfavourable weather. Riders will be required to make good decisions and careful risk assessments before attempting this final challenge before the finish on the Black Sea coast. Kit choice, particularly tyre choice, will play an integral part of a rider's decision making for this section in order to complete their race safely and in good time. The Transalpina is a historic route originally known as the Poteca Dracului (the Devil's Path) used by shepherds and their herds. It is thought it was further developed by the Roman legions and finally paved during the second world war, it is now a popular tourist destination for foreign visitors and Romanian holiday makers alike. CP4 will remain open for roughly 8 days. In order to assist all riders in selecting safer cycling routes all ['E' roads](#) in Romania will be prohibited from the race excepting some minor sections as follows:

> E70 Plugova 44.974121, 22.336040 - Pecinișca 44.857185, 22.387606

> E 81 Brezoi 45.332598, 24.274635 - 45.387482, 24.300189

> E70: Poștile de Fier 44.676015, 22.532147 to 44.634800, 22.589011

(Note this information is subject to change in Race Manual issue 2).

The only permissible options to cross the Danube from Romania to Bulgaria after CP4 will be as follows:

- > Bechet, Romania > Oreahovo, Bulgaria
- > Turnu Magurele, Romania > Nikopole, Bulgaria
- > Zimnicea Romania > Svishtov, Bulgaria

The bridge at Giurgiu 'Podul Prieteniei Giurgiu-Ruse' (Giurgiu-Ruse Friendship Bridge) will not be an authorised route to cross from Romania into Bulgaria.

CP4 will be staffed until close after which time riders will be required to self-validate. This can be achieved with GPS data or photographic evidence and a time stamped receipt from any local shop or ATM in the town.

Night Operation: It is intended that Control 4 will operate overnight from 00:00 - 06:00 with limited personnel.

FINISH

Sarafovo, Bulgaria (roughly 10 km north of Burgas)

The finish is hosted by [APIDURA](#)

Parcours length: 37.5 km

Distance from CP4: 700 km

[komoot link: Finish Parcours](#)

Parcours start: 42.794914, 27.453827

Parcours finish: 42.533736, 27.493269

Control Point location:

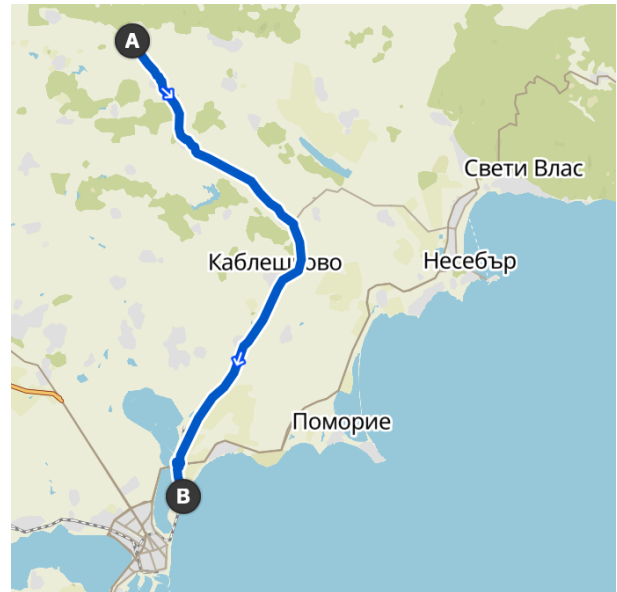
Burgas Beach Resort 2, Sarafovo

Coordinates: 42.56094, 27.53645

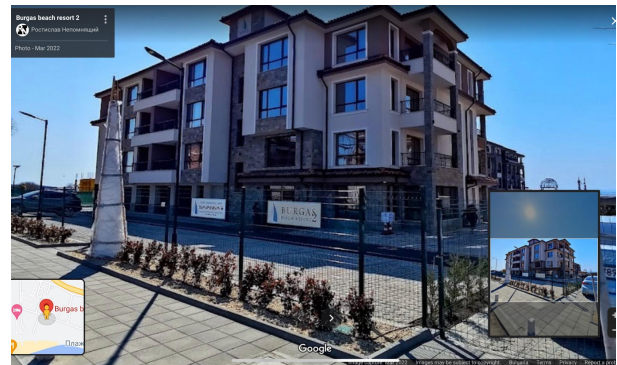
Party: 19:00 Monday 8th August

Closes: 22:00 Tuesday 9th August

RACE TIME (CEST)



Please note that Romania and Bulgaria operate in EEST but race time remains CEST.



This year we return to the Bulgarian Black Sea Coast to finish TCRNo8. The popular coastline stretches from the Romanian Black Sea resorts in the north to Turkey in the south, drawing millions of foreign and local tourists alike. Prior to 1989 the coast was internationally known as the Red Riviera, since the fall of the Iron Curtain its nickname has changed to the Bulgarian Riviera.

In order to assist all riders in selecting safer cycling routes all designated 'E' roads in Romania will be prohibited from the race and only selected ferry crossings will be permissible to cross the Danube from Romania to Bulgaria. Riders will cross the north of Bulgaria and where they choose to cross the Balkan Mountains that lie between them and their destination is up to them. Burgas played host to the start of TCRNo7 in 2019 and it will be a popular finish destination for the relaxed welcoming atmosphere and easy travel links to the rest of Europe.

Hotel Burgas Beach Resort 2 is a new build and it is not visible on google maps yet. There will be signs directing you to the Control Point, the entrance is at 42.56094, 27.53645.

The party, on Monday 8th, may move to an alternative location which means the finish line moves to that location between 19:00 and 00:00 - the finish line then moves back to the Hotel Burgas Beach Resort 2. It is intended that the finish will operate overnight from 00:00 - 06:00 with limited personnel.

The following roads are prohibited from the race because they are likely illegal for cycling or considered high risk.

> Varbov Dol – this road/gravel track is sometimes the suggested route in Komoot but it is private and goes through a hunting estate. 42.947324, 27.271657 to 42.857530, 27.376475

The finish will be staffed until close (CEST) after which time riders will be required to self-validate. This can be achieved with GPS data or photographic evidence and a time stamped receipt from any local shop or ATM in the town.

[TCR No.8 resource map](#)

Please access the resource map in the link above where you will find prohibited roads / tunnels and road warnings. Please be aware - in Romania ALL E roads are prohibited from the race except for a few short exceptions highlighted in CP4 section of the manual.

[TCRNo8 road concern report](#)

The link above is a short survey - an opportunity for you to submit any sections of road, tunnel or route that you would like Lost Dot to consider prohibiting or otherwise making all TCRNo8 riders aware of in advance of the race this summer. Please submit your responses ASAP, Lost Dot will share the collated data in a spreadsheet format with all riders and any updates to prohibited roads in Race Manual issue 2 in June.

[TCRNo8 collection hosted by komoot](#)

In this issue of the Race Manual the Race Map 'TCRNo8 Collection' by komoot contains the parcours of each control location. Please note that there is now a mandated finish parcours.

Once the deposit stage closes we will be sending everyone a gift from our friends at komoot: a free 6 months subscription to komoot Premium. This allows you to unlock some of Premium's most popular features including the Multi-day tour planner and dynamic weather forecasts for every inch of the route — perfect for planning your Transcontinental adventure. Valid for 6 months after redemption. Normal price £59.99 per year.

What you get at a glance:

- Multi-day tour planner: Easily plan extended hikes and rides that last from two days to multiple weeks.
- On Tour weather: Define your start-time to get accurate forecasts including wind direction and rain for your Tour.
- Personal Collections: Curate Tours and Highlights into customizable Collections, perfect for sorting your activity history and planning upcoming adventures.
- Sport-specific maps: More easily find the details you need for your sport with switchable maps that detail all official hiking, cycling and mountain bike routes.

We will email you with further details in May!

Tracking to the finish

It is important that riders keep trackers in good working order so that they track until the finish. This will help ensure that whether day or night our finish line staff and volunteers will be ready to record your finish. Remember to check your tracker's operation in the last 100km.

Finisher's Party

There will be drinks, back-slapping, stories and some prizes at the finish party. Race prizes and discretionary prizes may be awarded with goodies for those sharing their stories, so bring a good one.

Safety Throughout the Race

Road Safety

There have been in excess of 2 million kilometres cycled on the Transcontinental Race since its inception. It is a matter of statistics, due to the sheer number of km covered, that something untoward could happen. Sadly 2017 proved to be the year we came face to face with that reality. However, there is no evidence to indicate that cycling long distances, when managed well by experienced and knowledgeable cyclists, is any more dangerous than commuting or otherwise using a bicycle as a means of transport. Our objective is that the risk of an accident occurring is not disproportionately greater because the TCR is a race. The TCR rules and spirit of the race guidance are designed to mitigate unnecessary risks and encourage safety as the number one priority.

We ask our riders to always consider safety first when making any decisions, to dress appropriately for the conditions at all times and carry enough equipment to manage the rigours and risks of the event. Risks involved in the event can include cycling at altitude, cycling in adverse weather conditions and poor visibility, difficult terrain, other road users and animals.

Our experience in attending the inquest into the death of our friend Mike Hall taught us a great deal about actual and perceived risks and associated risk management. We used to remind you that we live in a world where, in a court of law, the wearing of a plastic hat can be used as the main indicator as to whether or not an individual is of a reckless disposition and / or culpable and whether organisations are negligent or otherwise. We must now, regretfully, extend that to the wearing of fluorescent clothing.

Lost Dot conforms to the researched and considered perspective that the wearing of protective clothing is not the silver bullet to solve the complex issue of road safety for all road users. In most Health and Safety risk management plans personal protective equipment (PPE) is the least effective safety measure to be used. However, police and prosecutors can base an assessment of a cyclist's attitude to risk and culpability by the colour of their clothing.

Fluorescent and retro reflective safety clothing operate in two very different ways. Fluorescent is considered to be more visible in the day while retro reflective properties to clothing only work in low light conditions with the application of a direct lightsource such as headlights. At night, retro reflective elements to clothing or fixed to the bicycle can be extremely effective however, the effectiveness of visibility aids depend on whether they can visually alert the driver in time to avoid a collision.

It is more effective to highlight certain areas of the body with reflective elements than others. Bio-motion markers are areas of the body that, when highlighted, will quickly alert another road user to the presence of a cyclist. Legs, feet, hands and arms are useful bio-motion markers.

- Studies looking at the use of bio-motion markers, retroreflective markers placed on key moving body parts, found positive effects on recognition distance.
- Compared to reflectors, bicycle lights have been found to further increase driver's reaction distance and reduce reaction times.
- The effectiveness of visibility aids depend on whether they can visually alert the driver in time to avoid a collision.

An interesting article on the complex issues of PPE and cycling can be found [here](#).

Riders are required to comply with all local traffic laws, which includes the wearing of a yellow fluorescent and retro reflective vest (in some countries). We will also provide some safety recommendations that we strongly recommend all riders to comply with. Ultimately we expect and require all our riders to know and follow road legislation for all countries they will visit on their route and to take full responsibility for their safety throughout the event.

Riding at night is common on the TCR, it can be cooler and traffic can be calmer however, riding in low visibility conditions involves associated risks. Riders should be cognisant of risks such as drunk drivers, distracted drivers, drivers with poor headlights etc. It is important that all riders make themselves as visible and conspicuous as possible on the road in all conditions. This is a complex task when undertaking such a long and varied journey and Lost Dot are only too aware of the difficulties. For this reason we advise you to be planning for this element of your race now.

All TCR riders must be visible on the road and have sufficient lights to ride safely in all visibility conditions. We will check the following at registration.

- A Helmet which conforms to current regulations, is the correct size and securely fastened and worn at all times.
- Two independent* white front lights available for use (i.e. attached to the bicycle or carried) at all times. The light must conform to current EC regulations.
- Two independent* red rear lights available for use (i.e. attached to the bicycle or carried) at all times. The light must conform to current EC regulations.
- One of each front and rear light must be fixed to the bicycle or to a secure accessory (eg a rack or saddle bag). At low light, in poor visibility and at night at least one front light and one rear light must be illuminated.
- A rear red reflector must be permanently fixed to the bicycle. Note that the rear reflector may be part of a rear light.
- A fluorescent and retroreflective upper-body garment (most commonly a vest) must be worn at low light, in poor visibility and at night. The reflective garment must be worn over the top of all garments.

The retroreflective component should be significant and placed across the front and back of the garment. Reflective piping alone is not considered sufficient.

* Independent means that both front or rear lights cannot be powered from the same source. The same source can power one front light and one rear light.

To comply with the [Vienna Convention](#)* riders must carry a bell capable of being heard at a sufficient distance. When cycling in a country where a bell is a legal requirement riders must comply.

It is strongly recommended that riders:

- Use multiple lights, some with a steady light and some with a flashing light, mounted at different locations (eg chainstay, helmet and saddle bag) during times of low visibility.
- Power rear red lights at all times during the race.
- Wear 'bio markers' reflective bands or straps on both ankles and arms.
- Wear light or bright coloured elements to their clothing
- Apply reflective tape to crank arms and seat stays.
- Apply reflective tape to helmets and bike luggage.

Riders must be aware of the road legislation for all countries they are cycling through throughout the TCR. For example, it is illegal to wear earphones and ear pieces on French roads. We will attempt to provide as much information about the countries the race will visit but riders should undertake their own research. Any riders who are able to provide access to formal information on traffic law requirements for Austria, Bosnia, Bulgaria, Croatia, France, Hungary, Italy, Serbia, Slovenia, Switzerland are requested to email race@transcontinental.cc and we will work to provide a rider resource database.

The race takes riders to altitudes where, even in summer, the weather can close in quickly potentially putting riders at risk. Riders should carry additional warm layers (kept dry) and waterproofs and should be constantly assessing risks on the route. This should begin immediately as riders start to plan their route and progress to sensible decision making based on the realities of the situation during the race.

In general, always check your lights are in good working order before it starts to get dark and make sure you are physically and mentally in good shape and well fed for what is ahead. Front and rear lighting should be functioning at full capacity and highly visible at all times when riding after dark or in poor visibility situations. Riders found to be racing without the required safety precautions may find they have been removed from the race. All riders stopped by race organisers for safety infringements will be required to stop riding and address the issue immediately.

Riders should also stop when they are tired, well before they are at risk of falling asleep whilst riding. Apart from any obvious safety risks it is notable that riders become very slow when tired and the increase in speed after a short sleep pays back the rider for the time stopped. The risks of fatigue could become an issue for ultra distance events and we thank you for considering your safety before the competition.

Stray dogs are common in some countries and can be dangerous. They can be more likely to be active in packs at night. Take any animal bites seriously and seek immediate medical advice as rabies and other animal borne diseases are present in some of the countries the race will visit. Other animals that can be a risk to humans are present in some of the countries the race visits and riders should always be particularly careful when riding near any animals including farm animals.

Bikes will be checked at registration and they may also be spot checked at any time during the race. Bikes that do not pass the inspection at registration will be refused a start and riders should not rely on a local bike shop at the start of TCR being available or open or stocking what you need. Lights, breaks and all safety equipment should be in prime condition at registration.

You may wish to use [this resource](#)** to assist you in ensuring full compliance with all local legal requirements throughout the course of your route.

*Full link: <http://www.unece.org/trans/welcome.html>

**Full link: http://ec.europa.eu/transport/road_safety/going_abroad/index_en.htm

Penalties

Lost Dot are cautious to prohibit or ban roads on the race. Roads can appear very different at different times of the day, week or year and in different weather conditions. Riders are likely to be using roads at any number of different times / conditions which prevent race officials taking a blanket approach. We also recognise that the TCR is a self supported challenge and planning for safety and mitigated risk should be part of the rider's role and responsibility. However, racing across Europe is different to touring across Europe and we recognise riders may be tempted to take risks while racing they might not otherwise take. Therefore Lost Dot will take steps to prohibit from the race sections of route, to make strong recommendations regarding other sections and to draw riders attention to areas we've highlighted as noteworthy during our research. The majority of this information will be provided in Issue 1 of the Race Manual.

Over the years we have given a lot of guidance on what it is to be self supported and self-reliant. The race organisers give penalties to riders for misdemeanours that were likely unintentional but contravened either local traffic law or race rules. There is no personal shame in getting penalties and it is not a remark on an individual's character or integrity - these things can happen to the best of people. What matters is that the race is fair for those people who take the time to be safe and route around a no cycling road that might be dangerous. To that end the rules ensure there is a persuasive system which greatly favours the effort to stay safe.

Medical issue

Medical advice should be provided by your doctor. It is important that they understand the nature of the race in order to be able to advise you appropriately. As with any trip overseas we recommend all TCR participants discuss immunisation needs, including tetanus and rabies, with their doctor or other qualified medical professional at least six weeks prior to the TCR start date.

We also recommend you discuss with your doctor ailments or conditions which may pertain to you and any medication you may need during the race. These include, but are not limited to, the following:

- Asthma and other respiratory illnesses.
- Severe allergy/ anaphylaxis/ bee and other insect stings.
- Wound care- including dog bites.
- Sunburn.
- Dehydration.
- Heat exhaustion/ heat stroke.
- Hypothermia.
- Eye care (contact lens users take note)
- Skin and soft tissue infections - including saddle sores.
- Vomiting and diarrhoea.
- Urinary tract infection.
- Musculoskeletal ailments including muscle strain, tendinitis, and ligamentous injury.
- Asthma medication.
- Antibiotics.
- Medication for severe allergic reaction/ anaphylaxis.
- Medication for vomiting and diarrhoea.
- Safe and appropriate use of pain and inflammation medication in endurance sports.

COVID-19

We hope that by July / August 2022 travel will be much safer and easier however, it feels likely that the virus will remain part of our lives and we would expect and hope that everyone involved on TCRNo8 will carefully and considerately plan their race to keep everybody as safe as possible.

We will continue to monitor the situation and communicate any updates in Race Manual issue 2. If the race organisation becomes aware of any issue that will affect riders after the race has started we will communicate with you via email. It is very important that our email address (race@transcontinental.cc) is saved as your contact or otherwise 'whitelisted' and that you do not unsubscribe from our emails (this has happened in the past!). **You must be able to check your emails during the race.** However, it is each individual's responsibility to be aware of any advice, restrictions and regulations, to follow all local and national laws and regulations and ensure their own insurance and travel arrangements are COVID safe and responsible. Below is some basic advice but you must do your own research in order to race TCRNo8 safely and responsibly.

Developments in the coronavirus pandemic remain uncertain around the world and no form of travel is risk-free. As race day approaches please access your own country's governmental advice on travel.

Three key considerations to check are:

- Is your government advising against travel? If you live in the UK you can find this advice via the Foreign and Commonwealth Office [here](#). Please access your own government's advice.
- Will you have to quarantine on returning home? Stay up to date on your government's advice.
- Will the country you're going to let you in (or require you to quarantine)? For this you'll need to check with the country in question – your country's embassy website is often a good starting point.

[Re-Open EU](#) is also a useful resource, click [here](#) for information for travellers from outside of the EU.

Before you travel:

- Follow the current guidance in the place where you live.

- Keep up-to-date with the latest developments for the various destination countries before your departure. [TravelHealthPro](#) offers travel health guidance.
- Find out about any entry restrictions, screening or quarantine requirements on arrival that might affect you. Do you need to take a COVID-19 test or a vaccine to facilitate travelling to the destination countries? The EU operates the [EU Digital COVID Certificate](#) - you will need to research how this affects you and make appropriate arrangements.
- Read the travel guidance on your travel provider's website (flights/ trains/ buses) and follow all sensible precautions if you're using any form of public transport. Consider your own circumstances and health and remember you may need to wear a clean face covering in public.
- Ensure any travel insurance provides appropriate cover for COVID-19.
- Check your cancellation rights.

While you are travelling:

- Read the advice of local authorities and follow all local health measures in place during your journey. Local measures and travel restrictions may change before you arrive.
- Check with any accommodation providers for information about availability and the safety measures they have put in place.
- Be prepared to comply with measures at your destination to manage a localised outbreak. If you test positive for coronavirus you are likely to need to get treatment locally and stay there until you have recovered. If you are required to quarantine or self-isolate by local authorities, you should expect to do so in the country. You may need to stay longer than you intended. Plan ahead for any delays to your return home and the financial implications or practical arrangements you may need to make
- Continue to follow any updates to travel advice for your destination.

When you return home:

- You will need to follow the rules for entering your home country.
- You may have to self-isolate when you arrive from some countries and territories. Check with your home country.

Consular help

UK consular advice is published on [travel advice on GOV.UK](#)

Travel advice is under constant review and may change at short notice, if risks in a country change. If you are travelling in a country that is removed from any exemptions lists you should follow any national or local advice on any measures the local authorities are taking to control the virus before your return home. You may need to contact the embassy or consulate for your home country for advice.

Ferries

Ferry travel is not intended to be used to short cut or replace cycling travel and ferry parallel to the same coastline is not permitted. However, ferries to make expedient shore to shore crossings of rivers are permitted.

The only permissible options to cross the Danube from Romania to Bulgaria after CP4 will be as follows:

- > Bechet, Romania > Oreahovo, Bulgaria
- > Turnu Magurele, Romania > Nikopole, Bulgaria
- > Zimnicea Romania > Svishtov, Bulgaria

The bridge at Giurgiu 'Podul Prieteniei Giurgiu-Ruse' (Giurgiu-Ruse Friendship Bridge) will not be an authorised route to cross from Romania into Bulgaria.

Border Crossings

Due to migration of people some countries have taken the decision to 'close' and / or increase security at land borders. This does not mean that it is not possible to travel to these countries but that some borders which did allow free movement are now controlled and it may now take longer to cross. At certain times there have been large numbers of people camped at certain borders, protests and at times, clashes with authorities which have become violent in some cases. This, of course, means that the areas concerned become both difficult and risky to pass through. All racers should have a route plan and an idea of which borders they intend to cross and where they intend to cross them before starting the race. If necessary riders may be asked to submit details of the border crossing points they intend to use so that TCR can monitor those which will be on most racer's routes. It is not mandatory to provide the information or use the borders specified but this will mean that racers will not be able to benefit from any information TCR may provide on their chosen crossings. Information submitted will not be shared with any other 3rd parties.

Ukraine and Bosnia and Herzegovina

As it stands, we don't have any evidence that the destabilisation due to the invasion of Ukraine has affected any of the areas the race will visit. We will, of course, continue to review this as the situation develops. Lost Dot are committed to running the safest possible races and rider safety is paramount in our planning. However, no TCR is without risk, and there is an acceptance of this when a rider signs up to race. We cannot guarantee you a risk free race. Our role as race organisers is to make judgements based on the evidence available to us on behalf of the race. Riders must make their own personal judgements.

We are in touch with our contacts in Romania, Bosnia and Herzegovina and Bulgaria; nobody has indicated there is any increased risk in any of those countries currently. None of our CPs are at the borders and other ultra cycling events in Poland and Bosnia and Herzegovina are scheduled to take place in May and June 2022.

Watching the race

For those 'dot watching' the race it can be followed online via the satellite tracking which will be made available in July on our website homepage at transcontinental.cc where you can also follow our podcast reports and find links to videos and photographic updates. Watching the transcontinental is best thought of as an interactive process of investigation. There are many other ways to build a picture of what is happening on the ground for the racers from Google street view, weather reports and the race social media feeds on Facebook, Instagram and Twitter. Searching the hashtag #TCRNo8 will be the best way to collate these but the riders will also have their own version of this tag specific to them (described earlier in this manual in the Race Coverage and Rider Updates section) so that dot watchers can also find all the updates about their favourite rider.

It is natural for people, especially friends and family, to worry about riders when their tracker stops moving for any length of time. Quite often there is no need to be alarmed. It is not too uncommon for riders to experience some outages in tracking. Some areas can be especially patchy - for example where there are lots of large objects like mountains, buildings or trees. It is possible for trackers to become damaged and experience faults but quite often outages are a result of running out of battery, the device being switched off or where the tracker is positioned on the bike.

The race has a dedicated team of volunteer 'dot watchers' watching the riders and making daily updates on their position, their actions and logging any concerns or potential issues. During the race it is possible to raise an inquiry on a particular rider which will alert our team to look out for any information on a particular rider if anything about their ride or tracking seems out of the ordinary. Anyone can raise an enquiry with our Communications Manager by emailing race@transcontinental.cc. This includes any breaches of the rules or incidents as well as safety or non-tracking status. These enquiries will then be investigated but we do ask that you consider the seriousness of the concern and explore all other information sources before raising an enquiry as this may divert the attention of our team away from other important matters.

If you are able to be in direct contact with a rider then it is fine to contact them to ensure that they are OK and receive information from them. When communicating with any riders however we ask you to remember that this is an unsupported race. This means that any support including remote assistance such as information is not permitted, especially assistance with navigation or the finding of facilities and resources. The riders must do this for themselves. If watchers and followers are found to be providing assistance to racers then they can contribute to their omission from the race results. This includes discussion with riders through the Facebook groups. Riders should not be soliciting support through these discussions or any other contact with followers unless they have previously scratched from the race. Any rider found doing so will be considered as having removed themselves (scratched) from the race. With responsibility on both sides and within the wider community online we can ensure that all riders get an equal and fair chance to have this solo adventure.

Next of Kin

All riders are required to give details of their next of kin, so that they can be contacted if organisers become aware of any incidents or accidents involving riders. You provided this information to us when you paid the deposit of £150.00. You can check your NOK information for yourself by logging onto lostdot.cc and checking the form data you added to the form 'Acceptance to race TCRNo8'. To update this information please follow the instructions below to update your NOK now:

1. email us to let us know you'd like to update your NOK, please provide the name of your new NOK so we can check the update has been made properly later. We will open the form to allow you to make this change.
2. Log into lostdot.cc and navigate to the 'Acceptance to race' stage of your application. You should find this in your Profile (icon top right) under Applications: "Rider application for Transcontinental Race No8" - scroll to the bottom of the page and click on the live link "Acceptance to race TCRNo8" it should be 'saved' and you should be able to update the content of the form. Please be careful to only update the NOK details.
3. Click on the form section called NEXT OF KIN / EMERGENCY CONTACT and input the new details and click save. We are aware that you will not receive any feedback when you click 'save' but the information is saved.

4. email us to alert us you have completed the update. We will then check the info and restore your application to 'complete' which means you will be unable to edit it but you will be able to check the information there.

We appreciate this is a long process however, our system wasn't designed to cope with postponing an event, something we did not expect in a pre-pandemic world.

Your Next of kin will be contacted and notified that they have been nominated as a racer's point of contact. They will be advised of some of the more important details of the rider agreement which riders have signed up to, the responsibilities of the riders and the limited obligations of Lost Dot, the race organisers.

During the race riders are requested to notify their next of kin first before reporting issues to Lost Dot and notification of next of kin may be made by any emergency services so it is not unlikely that next of kin may become aware of an incident before the race organisers. Due to the nature of the event and the distribution of riders Lost Dot cannot provide emergency rescue to riders. Our commitment is to notify / communicate with next of kin as soon as possible once we are aware of an incident and provide them with as much information as we can. In the event of an incident Lost Dot may not make any public statements without first contacting next of kin and verifying information.

Social Media and Language Groups

In order to encourage more international participation we have several 'Official' TCR Facebook groups set up for riders to discuss all aspects of the race, planning and training in their chosen language. The [English](#) group is the most populated, but at present we also have...

[Italian](#)

[French](#)

[German](#)

[Greek](#)

[Dutch](#)

[Finnish](#)

[Spanish](#)

We also have a [women's group](#) which is dedicated to women and those that identify as women in our community. This is a space for the women and womxn of the Transcontinental Race and Trans Pyrenees Race to share information, advice and support to encourage participation in ultra distance cycling and racing. This is a closed group.

These groups are useful to find your fellow competitors and for friends and family following the race; to share information to help them keep track of the race. We would welcome any bilingual users who wish to share posts from the main Facebook page or English group with their chosen language group in that language.

If you have a group of users wishing to establish another language group, please get in touch via race@transcontinental.cc

Policy of the Transcontinental Race on groups is to be 'hands-off' and not to unduly censor content or criticism. We do however encourage all members to be respectful of each other and we will remove any content which is inappropriate, including unsolicited commercial advertising or breaches of the rider agreement / race rules. If any users have comments and concerns for the TCR team then we ask that these are directed to the race email above and not posted in the group as they are easily missed there, especially during busy periods.

We would advise riders to refrain from sharing all the exact details of their route with others as we strongly advise all riders to make their route decisions themselves for their own safety and peace of mind. We also remind riders that they are in a self supported race and should not be canvassing help online from the groups during the race.

The route planning procedure and its research is an important part of the learning and preparation that all riders should go through to be aware of their surroundings and the areas and challenges they will pass whilst on the TCR. Blindly following a route someone else has made for you or that you have copied from someone else without the rationale and decision making (and without knowing the available contingencies) is a recipe for disaster. Using only one form of technology for route planning is also not to be advised. Time spent on a well researched and well documented route will pay the rider back multifold during the race. Do you remember a time when you were given some advice and you thought "I'm sure it'll be alright?" Then you had time to reflect on it later and think "why didn't I take that advice more seriously?" - Well, we assure you, this is one of those times. Please see further advice on navigation below.

We would also like to draw riders' attention to the purpose of the entry application form which is to prompt applicants to think about and exercise some of the principles of self-sufficiency. We want riders to display a will to do things for themselves using the tools they have available and not just ask someone to do it for them. Any applicant found to be 'cheating' the entry questionnaire in this way and asking for the answers, or openly giving them away in the social media groups or any other forum, can be said to have misunderstood the principles of self sufficiency and can expect their application to be turned down.

A few navigational tips...

Good, quick navigation is key for a quick ride to the finish. When navigating with GPS devices it is best not to rely completely on the turn by turn navigation to take you on good bike routes. Always have a good plan and an alternative route in case something goes wrong.

By far the best way to navigate quickly and effectively is to research and choose the best roads at home ahead of the race and upload the route to your device. Use multiple sources for your planning, just because a road is suitable for cycling does not mean it is safe to do so. Simply displaying your route on the map and then following the line will always give you a good idea of what's coming up and if you miss a turn, how to get back on route without too much backtracking. Relying too much on the devices to do the decision making often leads to a lot of riding through fields or on busy stressful roads.

It is also a good idea to have a few alternative route files on your device in those areas you feel less sure of, then you can easily switch to a plan B. Having a list of small towns you plan to pass through is also a good

idea for a backup plan if anything technical goes wrong until you can buy a map, which you can do in hundreds of places along the route.

Hungary has proven to be a difficult country to navigate and on TCR No.6 a large number of riders received penalties for riding on illegal roads. Race organisers refrained from the usual allocation of DNF for riding on illegal roads in this instance for two reasons: To reflect the difficulty in navigating the country with limited access to good information and because the roads in question were not multilane with elevated speed limits (expressway). However, race organisers cannot take a long term alternative approach to a specific country. A wealth of easily accessible information now exists via the TCR No.6 tracker map and the experiences of TCR No.6 riders, there should be no excuse for not navigating a legal route through Hungary in the future. Riding on illegal roads is contrary to the race rules and therefore, on future races illegal roads in Hungary will be treated as any other and will likely incur a DNF.

In TCR No.6 we also experienced some confusion over two particular roads the A1 in Albania and the A29 at the border from Albania into Greece [40.624298, 21.062336]. The A1 is clearly signposted as an expressway however, there is photographic and anecdotal evidence to show it is used by local cyclists, pedestrians and horse and cart. For TCR No.6 riders were given the benefit of the doubt. In all future races this expressway will be marked as illegal and riders must not use it. The A29 is a new road and race organisation believe it to be an expressway therefore it will be prohibited from all future races.

When selecting a GPS device pick a simple robust model for your primary navigation and if you want to have fitness data and other functions think about having dual redundancy as many of these functions running at the same time can lead to system crashes. If your primary navigation device is a separate robust unit with replaceable batteries, then you will likely always have your navigation available and not lose time to outages.

Remember to feed yourself well right up to the finish line. It's a simple thing as it's very tempting to think you will be at the finish line soon and so you don't need to eat but the reason we often feel more tired after a 100km ride than we do half way through a 200km ride is that we are still feeding ourselves. Stocking up on food as you enter the last few kms will keep your brain alive and kicking as well as your legs and give you something to snack on as you flop about on the floor at the finish.

Satellite Tracking

Satellite tracking is covered within the race entry fee. Trackers will be available for collection at rider registration and their use demonstrated.

Private Trackers

[Follow My Challenge](#) support:

Queclink GL300W / Queclink GL300MG

SPOT Trace / SPOT Gen 3 / SPOT Gen 4

Garmin in-Reach

Private trackers are welcome and encouraged, there is a discount for riders with their own device and service plan. If you applied to the race using a private tracker you will be expected to race with a private tracker. You can check how you originally applied [here](#), please search for your name and make sure you are checking the correct race - there is a tab for TCRNo8 and another for TPRNo2.

Please remember you will need an active service plan as well as the hardware. If you wish to use your own tracker we will require the ESN / IMEI number of the tracker unit and the share page URL of the service plan. You can submit this data in the Tracker Form at lostdot.cc. The deadline to submit this information will be 8th July 2022. **DO NOT email this information to us. Failure to submit before the deadline = DNS.**

SPOT - ESN & XML Feed ID (feed must be public!)

- [How to find your ESN](#)
- [How to create a public XML feed](#)

Garmin - IMEI & MapShare URL (URL must be public!)

- [How to find out your IMEI](#)
- [How to set up MapShare](#)

Any rider who starts the race with a private tracker may wish to hire a FMC tracker as a replacement during the race should their private tracker break or become lost. Lost Dot will only be able to provide that tracker at one of the official active Control Points on the race while Lost Dot staff and replacement trackers are present. The rider must pay the tracker deposit (via invoice) before the tracker can be supplied.


All racers who do not have their own tracker will be supplied one by Lost Dot. It is a rider's responsibility to keep this active and charged as necessary. In the event a tracker is not active for any period of time then riders may be asked to present other evidence to confirm their ride in order to get a valid time and place on the leaderboard.

Lost Dot Rental Devices

We are working with [Follow My Challenge](#) for live GPS tracking of TCRNo8 - largely due to Brexit and new restrictions on exporting goods to the EU. Riders who have paid the tracker deposit will be issued with a tracker at registration on the 24th July.

[Follow My Challenge](#) will supply TCRNo8 riders with GSM GPS tracker units. The device uses a combination of GPS and the 2G/3G network to transmit location data. FMC & Lost Dot are confident that these units will provide accurate and reliable tracking information throughout the race. The devices will send an update every 5 minutes throughout the race, where there may be short sections of poor or no network, the device will continue to record its location every 5 minutes and will transmit all of the locations when it next connects to the network, delivering a complete and accurate route throughout the race.

The devices are rechargeable and should function for at least 5 days before needing to be charged. It is important that riders keep trackers charged and in good working order so that they track until the finish. The dimensions are 39.9mm(L) × 26.7mm(W) × 77.9mm(H). The battery life is up to 5-7 days non-stop. Battery life is determined by many factors, including weather, reception, network quality and placement on the participant.

Riders must read the user guide  [LDL-22-087 FMC User Guide \(EU events\).pdf](#) and carefully follow the care and mounting instructions and advice to ensure accurate and reliable tracking throughout the race. Please

watch the [FMC user guide video](#). Riders must care for their device and return it according to the rental terms and conditions below.

Satellite tracking is covered within the entry fee however a refundable deposit will be required for each tracker against loss or damage, this will be similar to the suggested retail price of the device. If you withdraw from the race without reaching the finish or complete after the closing time of the finish control, then you must contact us within 48hrs with details of how you will return the tracker to the advertised address within the rental period. We require riders to pay the deposit online before registration, this not only makes registration quicker, it also means that it is easier and quicker to return your deposit when we receive your device.

Trackers are supplied on the understanding of a finish and return within 28 days of receipt (21st August) or they may incur additional rental charges at a rate of £25 / week which will be deducted from the deposit paid. **All deposits will be non-refundable after 20th September 2022. Lost Dot staff will be able to start processing Tracker Deposit returns on our return to the UK in September.**

You may wish to return your tracker in person to race staff at a control point if you scratch or the finish line. Only Lost Dot officials - David and Anna - can accept tracker returns at any time during the race. Volunteers are not authorised to accept tracker returns if Lost Dot officials (in the official race vehicles) are not present so please do not ask them to return your tracker on your behalf once the official race vehicles are no longer present at your location. Lost Dot will only be able to issue deposit returns on our return to the UK in September.

Return Trackers to Lost Dot staff at a CP or Finish. You may also return the tracker to FMC. Instruction and directions are contained in this document: [LDL-22-087 FMC User Guide \(EU events\).pdf](#)

The Rules

The Transcontinental is a race from point A to point B, via control points on a bicycle for solo or pair riders without any dedicated assistance. It's pretty simple really and to reflect that we keep our rule book simple; one page, ten rules. They are few but we expect them to be taken seriously.

Rules

The rules are designed to promote safety, sportsmanship, self reliance and equality. Riders of the Transcontinental Race must abide by the ten simple rules at all times whilst racing and any rule infringements will be taken seriously by the organisers.

Spirit of the race

Our founder Mike Hall developed what has become the spirit of the race, an ethos of fairplay that all our riders aspire to. We can count on one hand the number of scallywags we've met on the TCR, those folk who would do whatever they can to get one over on the rest of us. However, any one of us could accidentally or unintentionally break a rule or inadvertently stray outside of the spirit of the race and gain an advantage. More detail below.

General classification / race finish

In 2015 Mike adapted the way we award a race finish in order to legislate for the more nuanced aspects of the way TCR riders race. The objective of this is to distinguish and reward those riding a true solo or pairs effort and who therefore qualify for a position in their chosen classification. This so called 'Qualification' for the classification requires a higher level of scrutiny over the basic 'Rules' and therefore a higher level of diligence from riders. Other races now follow where TCR leads and are adopting the rules and classification.

Put simply there will be two types of finish for Transcontinental.

1. If all RULES given below are observed then riders are awarded a COMPLETION and are included in the register of finishers, listed in time order. Where any reasonable doubt may exist and there is no evidence of a rule breach then benefit of the doubt is given to the rider.
2. If, as above, all RULES are observed AND the conditions for QUALIFICATION below are met then riders will be awarded a CATEGORY FINISH and be given a finishing position in the general classification for solo or pairs and as well as being listed in the register of finishers. Where any reasonable doubt may exist and there is no evidence of qualification then the rider will need to prove it.

To summarise: In the presence of doubt Rules compliance is generally assumed, qualification must be proved. Where evidence of rule infringements is present the organisers will act accordingly.

If a category finish is desired it is in the rider's interests to actively avoid doubt.

RULES FOR COMPLIANCE

Here are the rules that all riders must meet in order to be awarded a completion and finishing time for the Transcontinental.

1. Ride from the designated start line to the designated finish via the control points listed in this manual and specified on the Brevet Card.
2. No 3rd party support, private lodgings or resupply. All food, drink and equipment must be carried with you or acquired at commercially available services.
3. No drafting (other than pairs with their partners)
4. All forward travel overland must be human powered.
5. The following ferry services are permitted - Direct river crossings.
6. All riders must maintain evidence of their ride
7. 2+ days of inactivity without report to the Race Director will be deemed a scratch.
8. Travel insurance, cycle helmets and lights are mandatory, we may be checking.
9. Riders must know and observe all local traffic laws

10. Ride in the spirit of self reliance and equal opportunity

CONDITIONS FOR QUALIFICATION

Riders will qualify for Solo or Pairs general classification if:

1. They begin and finish the race under the same classification (solo or pair)
2. They remain self-sufficient for the entire duration of their ride
3. They validate at controls within the time of operation

NOTES

In order to provide a simple framework for the race this is a simple set of rules and is therefore open to interpretation. Interpretation for the purposes of race reporting and results will be made by the Race Director and will be final. Guidance is and will be provided as to its application. Where there is evidence of a rider in breach of the rules they may be excluded from the results, this is at the race director's discretion. Riders may not find this out until after they have completed their race. Rule breaches that endanger rider safety will be taken very seriously.

This is a largely self-certified race and it is taken on trust that the ride presented has been ridden in good faith. However if that trust is found to be broken, for example if the rider is pictured drafting another, dismissal of the offending riders will be swift and definite. You are strongly encouraged to report foul play in your fellow riders. This should not be viewed as malicious against the rider(s) concerned, but a favour and duty to the racing community for preserving an honest self policing racing culture.

Riders also need to be au fait with the laws and rules of the road in the countries visited and need to stick to them. Ignorance is no excuse and may lead to exclusion. This means things like stopping at red lights, stop signs and not riding on illegal or prohibited roads - roads explicitly banned either by law or the race administration. Yes there is potential for mis-adventure out there and riders might find themselves riding somewhere they didn't intend to. Riders who act quickly, contact the race administration and promptly correct their route will find their infringement looked on more favourably than another rider who either remained oblivious or otherwise failed to amend their error. Any rider found to be breaking local laws may find themselves excluded from the race. Similarly Lost Dot reserves the right to exclude any racers for activity or behaviour that brings the race into disrepute or threatens the viability of any future editions. The TCR is

run by a company but we feel we are a family and a community first and we expect the members of our community to treat everybody else with the respect they themselves would hope for. We thank all of our riders, dot watchers and audience in advance for their respectful attitude to each other on the race and on all our forums.

Riders should act within the spirit of the rules as well as to the letter of them. This is largely what Rule No 10 means. In the event a rider is found to have broken, bent or attempted to circumvent the rules in order to gain an advantage, or has been found to have unintentionally done so with potentially serious consequences, the race administration will act. Violations will be taken on a case by case basis. Just because there isn't a rule to cover the specific flavour of deviousness chosen, it doesn't mean a rider will get away with it. Lost Dot do not enter into debates on intent with riders, where a rule breach is found to be serious enough to risk rider safety or the viability of the event Lost Dot will act to implement the rules. Mike provides more detail in this [video](#).

Riders who do not validate at controls within their designated times of operation by definition lose contact with the validation procedure provided by the event. Transcontinental does not operate a 'cut-off' for these riders by which they are not included in the event listings but also cannot provide basic contact to give even the minimum assistance at controls. Therefore the requirements for self sufficiency are relaxed for these individuals and they are permitted to find outside assistance should they need it. Similarly riders in this category are not held to the same degree of scrutiny as category finishers therefore penalties are not added and an official race time (D // H // M) is not awarded. However, with regards to rider safety the following still applies: In the event a rider is found to have broken, bent or attempted to circumvent the rules in order to gain an advantage, or has been found to have unintentionally done so with potentially serious consequences, the race administration will act, violations will be taken on a case by case basis.

Riders should talk to us. If there is ambiguity in the rules or riders don't know what to do; then they should ask. If you think you did something cheeky but you didn't mean it - tell us, explain why and surely everything will be OK. Riders should observe a difference between 'doing something cheeky' and a serious lapse in judgement - for example risking rider safety during the race. If you need to make a judgement call, think about the spirit of fair play and doing the right thing, think of the rider behind you and the rider in front, how would you feel if you were them. Think about your family and loved ones, what would they want you to do? Tell us why you did what you did. Collect evidence, make a video of your predicament, that kind of thing. The more up front you are, the better. Lost Dot cannot make a clear judgement on intent around rule infringements but a lack of any attempt to contact us around a rule infringement will count against a rider. Ignorance is no excuse. No slight on a rider's character is intended when rule infringements or penalties are applied.

Lost Dot enacts an appeals procedure around rule infringements and penalties. Previous race manuals may have given the impression that as long as a rider did not intend to gain race advantage by any action or behaviour then no action will be taken. It is difficult for the race organisers to infer or imply intent when a rider contacts us pleading ignorance or accident. We have no intention of questioning anybody's moral fibre however, we must act on the evidence available and apply the rules to maintain safety, sportsmanship, self reliance and equality within the Transcontinental Race.

It is a rider's responsibility to look after their tracker and maintain its signal or collect evidence of the ride to prove they did it in the spirit and to the letter of the rules. Lost Dot will attempt to notify the rider if they are not tracking correctly but this should not be relied upon.

Some useful information on the rules and spirit of unsupported racing can be found below:

- [Lost Dot Application Answers.pdf](#) .
- [2020_ What is unsupported report.pdf](#)

Pairs Riders

Riders in the pair act as a unit and may share food, equipment, information and resources between themselves and help each other including riding in each other's slipstream but no support is to come from outside the pair and resources cannot be shared with anyone outside the pair. To all intents and purposes the pair shall act as a solo rider and interact with others outside of the pair as such.

Solo and Assisted Finishes

A solo finish is regarded as a finish 'with honours' and qualifies riders to contest the overall General Classification. A rider cannot win the Transcontinental if they do not qualify a solo finish.

Should any solo rider or pairs riders receive outside assistance from another rider in the race then this is classed as an assisted finish and is not eligible for either the Solo or Pairs classification since riders must start and finish under the rules of their classification in order to qualify. Further to this wherever a rider assists another, both riders are collectively responsible for upholding the rules and therefore collectively in breach and will not qualify for classification. All riders involved would receive a race finish but remain outside of their classification.

The exception to this is that riders can help another rider in an emergency situation on the understanding that the rider who needs the help gives up their Brevet Card to the helping rider and scratches from the race (physically handing over the brevet card may not be practicable nor a priority in some circumstances). This allows the helping rider to help/rescue a rider in distress and also achieve a Solo finish. If a rider gets themselves into a situation where they required rescue then carry on to finish, whatever the merits of their ride they cannot reasonably be said to have completed the TCR within the general classification.

Penalties

Lost Dot are cautious to prohibit or ban roads on the race. Roads can appear very different at different times of the day, week or year and in different weather conditions. Riders are likely to be using roads at any number of different times / conditions which prevent race officials taking a blanket approach. We also recognise that the TCR is a self supported challenge and planning for safety and mitigated risk should be part of the rider's role and responsibility. However, racing across Europe is different to touring across Europe and we recognise riders may be tempted to take risks while racing they might not otherwise take. Therefore Lost Dot will take

steps to prohibit from the race sections of route, to make strong recommendations regarding other sections and to draw riders attention to areas we've highlighted as noteworthy during our research. The majority of this information will be provided in Issue 1 of the Race Manual.

Over the years we have given a lot of guidance on what it is to be self supported and self-reliant. The race organisers give penalties to riders for misdemeanours that were likely unintentional but contravened either local traffic law or race rules. There is no personal shame in getting penalties and it is not a remark on an individual's character or integrity - these things can happen to the best of people. What matters is that the race is fair for those people who take the time to be safe and route around a no cycling road that might be dangerous. To that end the rules ensure there is a persuasive system which greatly favours the effort to stay safe.

Equipment

Any standard commercially available solo upright bike is permitted with reasonable personal modifications. This is, however, a race and we want riders to have a fair and comparable equipment baseline for a credible athletic and strategic competition. Equipment should not provide such a dividing line in performance such that there is no reasonable comparison of two rider's efforts. It is for this reason that Tandems and Recumbents and other out of class machines will not be classified on GC (General Classification) unless they allow a rider to compete on par with the efforts of other abled body riders where they would not normally be able to do so. Where registrations for the race exceed capacity riders we will not be able to accept riders who cannot be classified on GC.

These rules are by no means exhaustive and may be annexed in future updates.

And always remember...

This is your adventure and there are many reasons to ride your bike across Europe. Winning a bike race is pretty cool but it's not the be-all and end-all of things. Keep in mind your own reasons for doing this, that there can only be one winner. Things can and will go tits up, probably with varying degrees of severity on a daily basis. If winning is the only thing that matters then the odds of disappointment are high but everyone can race their brains out and consider themselves Lord or Lady Badass for taking on this monster.

Enjoy the ride.

Frequently(ish) asked questions

Sounds like a nice cycle tour, why race it?

Why race anything? The Tour de France would probably be a nice bike ride too, but it's not; it's a race and so is this. There are superficial similarities to lightweight cycle touring but don't think of it as a competitive version of cycle touring, more an unsupported version of bicycle racing. In no way should it spoil the simple delights of touring your bike across Europe, any more than the existence of the English Premier League should spoil a good kick about in the park with your mates. Please only enter a race that you intend to race.

Can I just ride it at my own pace?

There are no time limits as such so technically yes. You will be a part of all the fun and have your ride tracked and followed on the race website but the control points and finish lines are not permanent features and so may not still be there when you get there. TCR is actually a race, so if it's a relaxed cycle tour you want this might not be for you. Places are limited on the race so spare a thought for those who might want to be in a race and be competitive. All tracking will cease on 31st August when Lost Dot rental trackers will start to incur additional rental charges at a rate of £25 / week.

Why Solo and Self-Supported?

Support teams and vehicles are expensive and mean you'd need either deep pockets or generous sponsorship. We believe that the differentiator in adventure racing should be the aptitude, athleticism and attitude of the individuals, not the budget. Unsupported racing is intended to be accessible and affordable, just like the bicycle itself. As such the race is more than a measure of leg power, it's a journey of self sufficiency and a challenge of fortitude and competence. Being alone and self reliant is part of the test and part of the adventure. Besides, you don't need an entourage following you when you have man's greatest invention at your disposal.

Why is there no set route?

There are a few reasons for not setting an exact route but it comes down to three things:

1. Most importantly, having the ability to choose your own route gives you greater control over your adventure and your own safety. Is traffic on this road too heavy? - take a different road. Are you running out of food or water? - divert through the next town. You are there on the ground, best placed to make these decisions and it is important that they are your decisions, not ones made for you.
2. Conditions change. Flooding, forest fire, traffic jams, rock slides, you name it - if the road ahead is blocked, what do you do? If there's no set route, that's up to you. You can use your own judgement and route round without consulting the rule book or worrying about disqualification.
3. It's impractical, costly and unnecessary to police. If we make rules that are easy to break, hard to enforce and ultimately have little value to the race, then we increase the cost for no good reason. Choosing a quick, safe route is part of the challenge.

What kind of organisation can I expect then?

We want the adventure to be as unconstrained as possible, but also fair. Riders will be expected to fend for themselves, as organisers we will be mostly concerned with:

- Providing the Race Manual, or handbook of rules, regulations and advice.
- Ensuring fair play and adjudicating the race.
- Providing interactive coverage of the event through new media and satellite tracking.
- Some useful and unique goodies.
- Ensuring you get a good send off from the start.
- Checking your arrival at the Control Points.
- Validating your Finish.
- Providing a few back slaps and handshakes (maybe a few beers) at the finish.
- Taking some nice pictures.
- A few prizes for hero-like riding at the end.

Where does the race visit?

The TCR is a race across the continent of Europe, traditionally the race travels from West to East however, in 2019 the race started in Bulgaria and finished on the westernmost tip of France. Each year the start, finish and four CP (control point) locations change to ensure the TCR remains a fresh and dynamic event that keeps our racers coming back for more year after year!

As the last few years have shown, economic and political conditions around the world can change. As ever, TCR does not believe in making drastic changes to race structure in response to fears where information is absent. If anything, we believe that adventure is about learning, being present to see the world and understand all its situations first hand whether they are attractive or not. With regards to wider political and ethical matters, TCR continues our effort to remain non-partisan. We do not use the race to suggest endorsement of any countries, governments or political agendas. We receive very generous and passionate support from local people volunteering for the race on its path throughout Europe and it is always these people who we keep in our minds.

Drafting / Group Riding and the Start

Drafting other riders or vehicles is not permitted in the TCR. Riders will be riding out from the start in the first instance in roughly the same direction so we do bear this in mind for the first couple of hours but any evidence of riders actively collaborating will still be acted upon by race officials. Any evidence of riders infringing GC compliance will mean an automatic removal from GC. The race organisation will take a stronger line on rules designed to protect rider safety.

TCR does not publish a technical description of what drafting is and is not but generally it is the purposeful following of another rider or vehicle which will give an aerodynamic aid. Should you require more explicit guidance then please refer to your regional time trialling body rule book for examples.

It is a rider's responsibility to ensure that they are not being drafted, as well as that they are not drafting themselves. If someone is drafting you, take a picture and send it to us, they won't be doing it for long!

What if my bike breaks?

Fix it

Take it to a bike/repair shop*

Walk

*You may catch public transport to make repairs but you may not use private or chartered transport. You must then RIDE back from the point of repair to the point at which the transport was taken in order to continue. Only human power can be used to propel you towards the finish line and while your bike is serviceable, it should be your sole means of transport.

Can I use a Velomobile/Recumbent/Tandem?

This is a bicycle race, for what most understand as regular bicycles. We like to see people on roughly the same kind of machine, otherwise why race at all?

Tandems are not permitted in the pairs class for now unless making the event accessible to persons unable to cycle independently (for example those with registered sight loss) and even then at the sole discretion of the Race Director. The rationale is that the pairs class exists, in part, for reasons of safety. Central to this is that if one rider is involved in an accident then there is someone there to aid them. If you are on the same bike then there is every likelihood that you are having the same accident. Riders wishing to ride together therefore should do so on independent machines.

What If something happens which forces me to take something other than human power across a section or I do so by mistake.

One example of this was an Australian rider in 2013 who, due to peculiarities with rules for Non-EU nationals and Shengen borders (or local interpretation) was not allowed to cross a Croatian border at a particular location and was advised to cross at a larger border post. The rider ended up taking the train in order to be able to cross the border. In these circumstances riders must preserve an unbroken line of cycling with no gaps or miles not peddled. The correct thing for the rider to do is to back-track to the other side of the un-passable border and continue his or her journey from there. A similar incident occurred in the 2014 race when race leader Kristof Allegaert took an illegal ferry across the mouth of Kotor and Risan bay. He was alerted of his error at the next control and he was able to 'fix' the situation by returning to the point at which the ferry was taken and continue along the road in the correct manner. In that case the control was only 2-3 hours away. Bear in mind that if you make such an error and have to return to correct it you could be much further away from the next control. Be diligent about maintaining the unbroken line of human powered motion (unless it is with a race-legal ferry).

What happens if I get lost?

Get unlost*

*Answer stolen from Bearbones Backpacking

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

Since entries undergo an application process the short answer is no. Substitutions can be made within a pair up until the final deposit is due to be paid in April but the final pair prior to the must contain one of the original pair.

Can I defer my entry until next year if I can't ride?

Again the short answer is no. The longer answer is if you have volunteered on the previous year's race then quite probably. Ordinarily we do not defer entries as due to the limited number of places available this becomes a loophole mechanism by which riders may sign up for the race in the current year with no intention to ride in order to secure a place for the following year. Unfortunately this does happen.

How and when are race numbers allocated?

Just before we get the beers in and the printing blocks out - they are all hand printed and allocated close to the race. Vets we try to give the same number, Finishers we try harder, Winners we try our best.

What time zone is "Race Time"

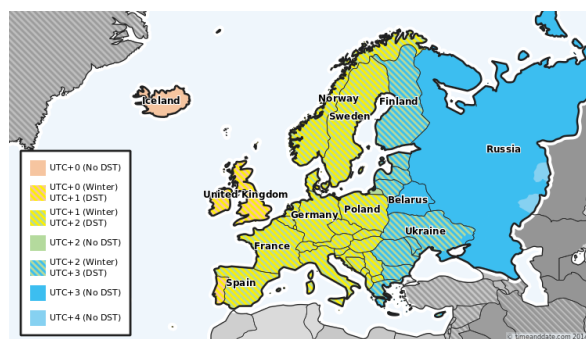
TRANSCONTINENTAL RACE operates in 2 time zones:
CET Central European Time and EET Eastern European Time.

CEST = (UTC+2) Coordinated Universal Time (Daylight saving time)

EEST = (UTC+3) Coordinated Universal Time (Daylight saving time)

Time reports for tracking will be given as CET which will be the 'Race Standard Time'.

Race hours elapsed are given using the number of days, hours and minutes since the start in the format 00D / 00H / 00M.



<https://www.timeanddate.com/time/europe/>

What is meant by “No third party support, resupply or lodgings”?

Mike Hall talks about Rule 2 of the 10 Transcontinental Race rules. To view the video follow the link or find the full playlist on our Youtube channel.

RULE 2. NO THIRD PARTY SUPPORT, RESUPPLY OR LODGINGS

<http://www.youtube.com/c/TranscontinentalTCR>

Link: <https://youtu.be/eQddH9W8Ntw>

What did Mike mean by Rule 10?

Mike Hall talks about Rule 10 of the 10 Transcontinental Race rules. To view the video follow the link or find the full playlist on our Youtube channel.

RULE 10. RIDE IN THE SPIRIT OF SELF RELIANCE AND EQUAL OPPORTUNITY

<http://www.youtube.com/c/TranscontinentalTCR>

Link: <https://youtu.be/fgvNQ97Zpfw>

Diversity and Inclusion

Lost Dot is committed to tackling the barriers and the systemic inequality which has historically prevented some people from participating in bike racing. Barriers are not always visible and affect each rider in different ways. We are passionate about listening, learning and addressing these barriers to create a genuinely welcoming environment. The values of inclusivity, equality and respect underpin all our work, as well as courage: be that the courage to take on the challenge of one of our races, or the courage to stand up for what we believe in.

We are in the privileged position of running the definitive self supported bike race across Europe, The Transcontinental Race; and across the Pyrenees, the Trans Pyrenees, which favours bold, adventurous choices from riders. We take our position of influence seriously and are committed to championing a race that better reflects the society we live in. Lost Dot is not alone in this regard. We work alongside our friends and peers at GBDURO, the Victoria Divide and All Points North to promote and encourage access to under-represented groups and champion inclusivity and diversity in unsupported cycle racing.

Lost Dot's mission is to safeguard Mike Hall's legacy and to stage the race that he created. Mike designed and implemented the selection process we use today and where Mike led, others follow. In the words of The Racing Collective: "It is relatively easy to follow but hard to lead. In our minds the Transcontinental have always worked hard to encourage diverse gender participation and think it's fantastic they're now doing the same for other underrepresented demographics."

At Lost Dot we aim to support and develop a culture of racing that celebrates integrity over winning at any cost, that draws from as wide a pool of racers as possible to find the fastest rider. We also aim to promote and champion adventure cycling for physical and mental health, self development and personal growth, social cohesion both locally and globally and to promote environmentally sustainable means of global travel. This means we want to promote the benefits of adventure cycling to everyone, which is something we can only do if we support efforts to make it available to everyone. We recognise that we are restricted by our 300 rider limit and that is why we operate our selection process and lottery in order to allocate race places. As Mike himself said, "given that we have a limited number of places this is about the fairest means we have found". This means that some people have to wait a couple of years to race but we are mindful that we want to support everyone who applies to race. You can read more about that [here](#).

We don't believe there is any barrier to entering the race that we are unable to tackle. We believe in striving for the ideal that anyone with access to a bike and the ambition, drive, passion and time to train could achieve a podium position in our races. We know there is always more that we could do, and it is our intention to always strive to address as many barriers as possible to make our events accessible to as diverse a range of people as possible. We recognise that not everyone agrees with our approach. However, Lost Dot is committed and bound by our *raison d'être*, having been formed after Mike's death, to preserve the race he designed as his legacy.

Discover what our peers are doing to challenge and change the status quo [here](#).

Data protection

We have a page on our website with detailed information about the data protection policy that covers the TCR. The privacy notice sets out how Lost Dot uses and protects any information that you give when you use this site. Lost Dot may change this policy from time to time by updating this page. You should check this page from time to time to ensure that you are happy with any changes. This policy is effective from 20/02/18.

We collect

- name
- gender
- age
- ethnicity (optional)
- contact information including postal and email address
- demographic information such as postcode
- payment information

During the race we take photographs of riders and volunteers and process some personal data in order to manage our services. Our team of volunteers assist us in providing this service however they do not have access to your private information unless you provide it for instance if you give a volunteer your email address or phone number. Only race staff and employees or contractors of Lost Dot will have access to your private data.

We collect and use your private information via forms on our website in order to provide our services. We use third party providers to provide some of our services you may wish to familiarise yourself with their privacy policies as this affects your personal data also.

- <https://www.squarespace.com/privacy/>
- <https://automattic.com/privacy/>
- https://www.google.co.uk/intl/en_uk/policies/privacy/?fg=1
- <https://stripe.com/gb/privacy>

We require this information to understand your needs and provide you with a better service, and in particular for the following reasons:

- Ensuring applicants meet race requirements and
- Ensuring equal opportunities
- Internal record keeping
- We may use the information to improve our products and services

Controlling your personal information

We will not sell, distribute or lease your personal information to third parties unless we are required by law to do so or do so with your express permission.

Your right to know

You may request details of personal information which we hold about you under the GDPR 2018. If you believe that any information we are holding on you is incorrect or incomplete, or you would like us to delete any information or provide you with a copy of the information we hold please email us as soon as possible, at race@transcontinental.cc. We must comply within one month of receiving the request. The data controller will always verify the identity of anyone making a subject access request before handing over any information.

If you have any further queries or concerns please feel free to email us.

END
