



## **FASTEST CIRCUMNAVIGATION BY BICYCLE**

The following act as a guide to the specific considerations and undertakings, in addition to the general requirements as detailed in the General Rules of the Record Breakers' Pack, for any potential attempt on the above record.

They should be read and understood by all concerned – organisers, participants and witnesses – prior to the event.

Please note that, as detailed in the Agreement Regarding Record Attempts, these guidelines in no way provide any kind of safety advice or can be construed as providing any comfort that the record is free from risk.

### **GUIDELINES**

The record is for the fastest time to complete a circumnavigation of the world by bicycle.

- 1 - Start and finish points must be the same location.
- 2 - The journey should be continuous and in one direction i.e. East to West or West to East. (See also point 5, below.)
- 3 - The minimum distance ridden should be 18,000 miles/28,970 km and the total distance travelled by the bicycle and rider should exceed an Equator's length, i.e. more than 24,900 miles/40,075 km.
- 4 - Only riding time will be taken into account; time taken aboard ferries, flights etc. should be noted but not included in the total. Riding time is defined as the time that elapses between periods when the bicycle is being shipped, and includes overnight stops and any other breaks taken. In other words, the clock starts ticking as soon as the cycle clears customs at the port/airport to which it has been shipped, and only stops when the rider reaches the exact point from which it will next be transported (if, for example, the vehicle is to be transported by ship, the clock should only stop once it has reached the actual harbour or quayside from which will depart. It is not adequate merely to reach the town).
- 5 - Any considerable distance travelled opposite to the direction of the attempt must be discounted from any calculations of the overall distance travelled.
- 6 - The rider/s must be ridden through two approximate antipodal points during the attempt. For exact antipodal points the co-ordinates north and south are the same, whilst that east plus that west equals  $180^\circ$ , however, for this event an allowance of  $5^\circ$  difference in total is permitted.
- 7 - For example, Madrid, Spain and Wellington, New Zealand:
  - Madrid, Spain 40.25N Auckland, NZ 41.17S Difference  $0.92^\circ$
  - Madrid, Spain 3.43W Auckland, NZ 174.47E  $E+W = 177.90^\circ$   
Deduct from  $180^\circ = 2.10^\circ$

- Total:  $2.10^\circ + 0.92^\circ = 3.02^\circ$  - Acceptable
- 8 - The same bike must be used throughout and the rider should remain with it, wherever possible. Details of the vehicle should be submitted with the record claim.
  - 9 - A detailed photographic record of landmarks, boundary signs, etc., en route should be kept.
  - 10 - All traffic laws must be observed. Any offence committed invalidates the attempt.

### **AUTHENTICATION**

**For the purposes of verifying any claim, the following must be provided: -**

#### **Witness Book**

Any attempt must take place in view of the public, wherever possible, and a book made available for independent witnesses to sign. The book should be set up so that the following details can be included for each potential witness:

Date & Time	Location	Name	Signature

For solo and unsupported attempts, we appreciate that it might not be possible to gain an unbroken line of witnesses for the attempt, but one should try to obtain as many as possible. For an attempt, which is supported by a backup team, we would expect it to be possible to gain sufficient numbers of independent witnesses to enable verification for the entire duration of the attempt. Where possible, local dignitaries and police should be sought to sign the book.

#### **Log Book**

This book should give an adequate description of the event and full details of the participant(s) daily/overall performance.

It must be clear from the book the exact start and finish points of each leg of the attempt, the exact start and finish times and calculation of daily and total distances travelled.

All rest breaks or stoppages for whatever reason must also be fully detailed in the log.

#### **Details of how the distances have been calculated.**

Accurate professional equipment and, if possible, GPS equipment (and associated printout) should be used.

**To attest to the validity and genuineness of the claim, we require signed statements of authentication by two independent persons of some standing, one**

**of whom should have attended the beginning of the event, and if possible the end.**

These statements should originate directly from the witnesses (in their own hand) and be submitted where possible on their own headed notepaper and include full contact details

Statements should not take the form of documents pre-prepared by those involved in the record attempt.