




Rider, Crew & Officials Info Pack
1 October to 5 October 2024

A full-page background image showing a cyclist in a red jersey and white helmet riding a red mountain bike on a sandy desert trail. The sun is low on the horizon, casting a warm golden glow and long shadows. The trail is marked with tire tracks, and there are sparse desert shrubs on either side. A small white sign on a black pole is visible in the background.

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President Update: TBA



President's update pending 2024 appointment.

President
Desert Challenge Inc.



@SimpsonDesertBikeChallenge





Race Director Update: Anthony Duff



Welcome to the Simpson Desert Bike Challenge 2024. I've participated in this race as a rider first in 2013, then an official and a committee member.

After taking on Assistant Race Director in 2022 – the first year we ran the race after Covid 19 and coincidentally on the same race route as this year, it was time to step up into the main role.

The cool part about this race is that you never know what you're going to get. It could be low 20's and raining (like 2016) or it could be hot as hell in the high 40's with sandstorms (like 2023). All the training in the world can't prepare you for the experience of waking up day 1 riding into the sunrise hoping for the weather gods to be kind – it's a feeling like no other. Having said that, I hope you've been training.

The moving race village is part of what sets this race apart and consists of our riders, their support crews and our race officials without whom this race wouldn't exist. Turning up with respect for the desert, your fellow riders and participants will help make this one of the best experiences of your life.

I look forward to seeing you there!

Anthony Duff
Race Director 2023 and 2024

*'Ularaka-purru, thamuna-purru, wadlhu ngurku arla. malyka madla-marna. Walyparara yukarnda'.
Full of our history and sacred traditions, it is a most beautiful Country. Do not spoil it, and travel carefully.*



2023 & 2024 Race Director: Anthony Duff

Event Contacts

Race Director:
racedirector@desertchallenge.org

Rider Liaison:
riderinfo@desertchallenge.org

Base Camp Manager:
info@desertchallenge.org



@SimpsonDesertBikeChallenge





Emergency Contact Information



EMERGENCY CONTACT INFORMATION

This service is only provided for Emergency Messages Only. Please pass onto your family members.

In case of Emergency, contact Basecamp

Base Camp 29th September to 5th October 2024

Contact Details: TBC– racedirector@desertchallenge.org – Mobile TBC

In extreme emergencies the Race Director will be available on the following number. Recognise that the convoy may be many days from the nearest road.

Garmin InReach

Text message Service Only via Website

Tracker & Message Service: TBA

Satellite phone

TBA

Race Director: Anthony Duff

A text message can be sent direct from any mobile (Cell) phone.



SDBC2023: The WAA-HOO Crew



Congratulations to the SDBC2023 riders on being only the second group to complete this course.



The History of the Race



In 1988 Jack and Mary Mullins founded and directed the first Simpson Desert Cycle Classic, an event created to raise money for the Paracad Association after their son suffered a spinal injury in an accident.

Jack and Mary continued to run the event until 1994 when they retired and handed over to Rod & Loz Townsend who directed the race from 1995 until 2001. They created an association with the Paraplegic Benefit Fund who were nominated as the recipient charity for the event. Having moved to the U.K. in 1999 they reluctantly handed over the reins following the 2001 race. A series of leadership changes over a five-year period resulted in a committee of management being elected in 2006. The committee was responsible for forming the incorporated body Desert Challenge Inc. which now manages the event. Since 2008 the committee has elected to nominate the Royal Flying Doctor Service as the event's charity.

The 80's	The 90's	The 00's	The 10's	The 20's
1987 Peter Hanson	1990 Peter Wood	2000 Jack Oldfield	2010 Ron Whitehead	2020 Race Cancelled
1988 Greg Mickle	1991 Lenny Van Berkel	2001 Leon Fisher	2011 Paul Schroder	2021 Race Cancelled
1989 Ross Martin	1992 Ronald Versteegh	2002 Leon Fisher	2012 Alan Keenleside & Murray Rook	2022 Peter Gwynne
	1993 Ian Thompson	2003 Adrian Laing	2013 Ronn Slusser	2023 Marc Fox
	1994 Robert Eckel	2004 Jaap Viergever	2014 Bruce Wood	
	1995 Richard Millard	2005 Jaap Viergever	2015 Paul Schroder	
	1996 Luke Mahoney	2006 Ed Bourke	2016 Justin Morris	
	1997 James Aylmer	2007 Bruce Wood	2017 Eckart Altenkamp	
	1998 Jack Oldfield	2008 Lynton Stretton	2018 Derek Ragless	
	1999 Jack Oldfield	2009 Alan Keenleside	2019 Rasmus Altenkamp	



Desert Challenge Inc. Committee



Preparation for this event requires considerable work. The organising committee is made up of a group of volunteers who plan and promote the event throughout the year.

The purpose of the association is to organise and conduct mountain biking events, including the Simpson Desert Bike Challenge, which are:

- a) provide opportunities for personal achievement in a sporting challenge;
- b) support community interests through raising funds for recognised charities; and
- c) foster appreciation of the Australian outback and the natural environment.

Anyone wishing to help with the organising of the event is most welcome. Any Desert Challenge members can stand for election to the Committee. Elections are held in January/February each year. Details of the election venue and dates will be published in newsletters prior to the elections. Nomination forms and proxy votes will be available online.

Special thanks to the 2024 SDBC Committee.

President	David Griffin
Race Director (2024)	Anthony Duff
Treasurer	Ecki Altenkamp
Secretary	Bronwyn Stephens
Public Officer	Graham Hancox
Webmaster	Ed Bourke
Committee Member	Rasmus Altenkamp

Race Officials



Keeping the race on schedule and the race village coordinated takes a team effort from all involved. Working tirelessly in the background are several volunteers who have contributed to the event over the decades.

Officials this year will cover positions like course marker, time keeper, medic roles, water stops, sweep and 'Tail End Charlie' – the very last vehicle to leave camp ensuring no rubbish remains, and assists with collecting all the course markers.

Role	Name
Course Marker	
Time Keeper	
Water Stop 1	
Water Stop 2	
Water Stop 3	
Tail End Charlie / Water Stop 4	
Medical Supervisor	Dr Su Tan
Medic 1	
Medic 2	
Medic 3	
Sweep	
Race Director	Anthony Duff
Assistant Race Director	
Additional Team Members	



Course Overview



The SDBC is returning to its traditional West to East route! The race route starts in Purni Bore and will traverse the Simpson Desert initially heading East along the WAA Line and Rig Road. Day 2, Stage 3 heads East along the Rig Road and North along the Erabena Track to the junction with the WAA Line and finally finishing the day at the junction of Knolls Track.

Day 3 heads North to the French Line - after 35km of undulating gravel tracks, we head East towards Poeppel corner along the notorious French Line. The dunes are big and the swales are short but relief is insight as we near Poeppel corner and the salt pans.

With half the stages complete, we start Stage 6, the 20km night stage. Lights are mandatory so please ensure that you bring a good set of bike lights with you.

Day 4 is a big day but offers an easy start as we head North from Poeppel Corner along the salt pans before turning East onto the QAA Line. The dunes might look like tidal waves but the swales are long and offer plenty of recovery time.

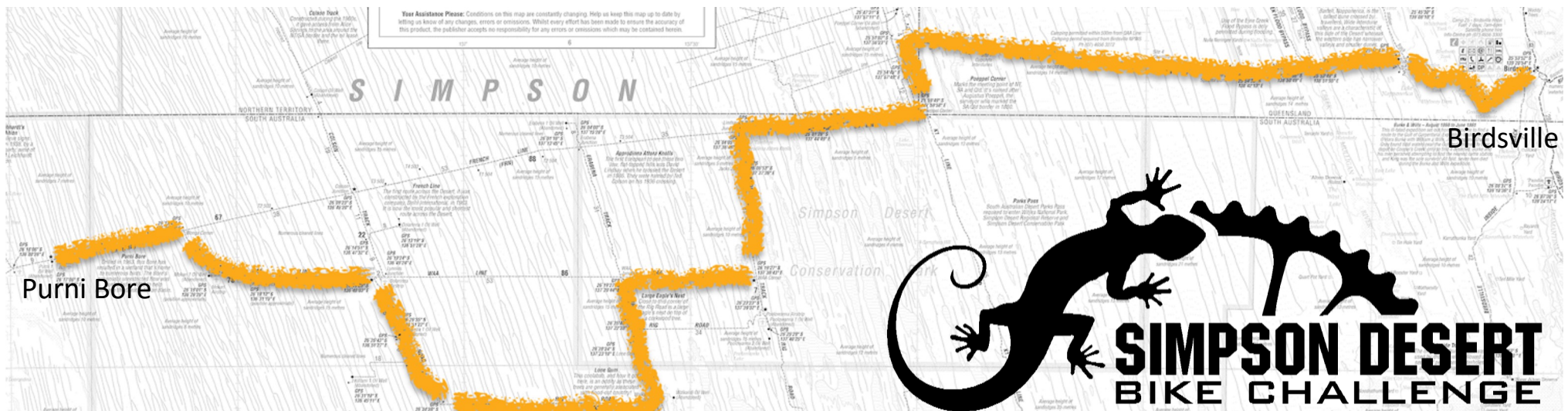
Fat Bikes are built for dune surfing and Stage 9 offers just that as we ride the dune ridgeline from Little Red to Big Red and back. It's a fun stage that often reminds us why we love fat bikes across sand dunes.

Stage 10 heads direct to the finish line – hopefully without a headwind!

Race Type:
Individual or 2-person
Team

Race Distances:
Simpson 500
The SDBC Traditional 10-
Stage 500km event.

Simpson 300
A morning-only 5-stage
event.



* The actual stage might differ from the documentation due to the unpredictable nature of the desert. Final route adjustments will be presented at race briefing or will be defined by the course marker on the day.



The Boxing Kangaroo

The Boxing Kangaroo Flag indicates it's the last dune or 500m (if there is no dune) before the stage finish.

Rider & Crew Registration



Registration

All participants must be at Purni Bore on Monday 30 September 2024.

It is recommended that you arrive at Purni Bore either on Sunday afternoon or Monday morning to allow yourselves time to acclimatise, to check and adjust your bike and to repack your vehicle after the trip up.

Registration will be held from 1pm on Monday.

Everyone must register – this includes support crew and officials.

If you need a race licence, the AusCycling forms must be completed and handed in at registration.

Pre-Race Briefing

A Pre-Race Briefing for all riders, support crew and officials is held at 5pm on Monday evening at the designated spot near the undercover seating area.

Attendance at this briefing is compulsory.

Important information and rules relating to the operation of the event will be explained and questions are welcome.



Important Notes:

Time Zone: Australian Central Standard Time (ACST)

Registration: Purni Bore from 1pm

Event Schedule



Date	Day	Time (ACST)	Event	Location
30 September 2024	Monday	1:00 pm - 3:30 pm	Race Sign-on (Riders, Crew & Officials)	Purni Bore
		4:00 pm - 5:00 pm	Officials Briefing	
		5:00 pm - 6:00 pm	Event Briefing	
		7:00 pm - 8:00 pm	4wd Briefing & vehicle check	
1 October 2024	Tuesday	4:30 am	Race Village Wake Up Call	Purni Bore
		5:30 am	Front Convoy Departs	
		6:00 am	Stage 1	
		12:25 pm	Last Rider & Sweep Stage Finish	
		1:30 pm	Front Convoy Departs	
		2:00 pm	Stage 2	
		4:50 pm	Last Rider & Sweep Stage Finish	
		7:30 pm	Evening Briefing	
2 October 2024	Wednesday	4:30 am	Race Village Wake Up Call	
		5:30 am	Front Convoy Departs	
		6:00 am	Stage 3	
		11:30 am	Last Rider & Sweep Stage Finish	
		1:30 pm	Front Convoy Departs	
		2:00 pm	Stage 4	
		5:35 pm	Last Rider & Sweep Stage Finish	
		7:30 pm	Evening Briefing	

Note: The event schedule (time of day) is Australian Central Standard Time (ACST)



Event Schedule



Date	Day	Time (ACST)	Event	Location
3 October 2024	Thursday	4:30 am	Race Village Wake Up Call	
		5:30 am	Front Convoy Departs	
		6:00 am	Stage 5	
		12:15 pm	Last Rider & Sweep Stage Finish	
		1:30 pm	Front Convoy Departs	
		6:00 pm	Stage 6	
		7:40 pm	Last Rider & Sweep Stage Finish	
		7:45 pm	Evening Briefing (directly after stage finish)	
4 October 2024	Friday	4:30 am	Race Village Wake Up Call	
		5:30 am	Front Convoy Departs	
		6:00 am	Stage 7	
		12:50 pm	Last Rider & Sweep Stage Finish	
		1:30 pm	Front Convoy Departs	
		2:00 pm	Stage 8	
		6:20 pm	Last Rider & Sweep Stage Finish	
		7:30 pm	Evening Briefing	
5 October 2024	Saturday	6:00 am	Race Village Wake Up Call	
		8:15 am	Stage 9	
		9:30:00 AM	Last Rider & Sweep Stage Finish	
		10:00 am	Stage 10	
		1:00 pm	Last Rider & Sweep Stage Finish	
		5:30 pm	Evening Meal & Prize Giving	Birdsville

Note: The event schedule (time of day) is Australian Central Standard Time (ACST)





Route Overview



Route Overview & Stage Distances

	Stage	Start Time	Stage Name	Start	Finish	WS1 KM	WS2 KM	WS3 KM	Stage Finish KM	Simpson 500 Total Daily Distance	Simpson 300 Total Daily Distance	Simpson 300 Stage	Maximum Ride Time	Sweep Finish Time
Day 1	Stage 1	6:00 am	Dune Resurrection	Purni Bore	Lynnie Junction	30	50	65	80		80	Y	6:25	12:25 pm
	Stage 2	2:00 pm	Rig Amortise	Lynnie Junction	Rig Road Junction	10	20	30	34	114		N	2:50	4:50 pm
Day 2	Stage 3	6:00 am	Lone Rider	Rig Road Junction	Erabena / Rig Junction	20	40	60	66		66	Y	5:30	11:30 am
	Stage 4	2:00 pm	WAA Hoo	Erabena / Rig Junction	WAA / Knolls Track Junction	12	25	35	43	109		N	3:35	5:35 pm
Day 3	Stage 5	6:00 am	Poeppel Pushover	WAA / Knolls Track Junction	Poeppel Corner	20	40	60	77		77	Y	6:15	12:15 pm
	Stage 6	6:00 pm	No Moon Rising	Poeppel Corner	Poeppel Corner	6	12	18	18	93		Y	1:40	7:40 pm
Day 4	Stage 7	6:00 am	Q And A Quest	Poeppel Corner	East of Georgina's Gidgee Interdunes	30	50	70	80		80	Y	6:40	12:40 pm
	Stage 8	2:00 pm	Nappaneria Dreaming	East of Georgina's Gidgee Interdunes	Little Red	15	30	45	54	134		N	4:30	6:30 pm
Day 5	Stage 9	7:00 am	Look to Windward	Little Red to Big Red Loop	Little Red	5	10	15	15		15	Y	1:15	8:15 am
	Stage 10	10:00 am	Birdsville Bar Blast	Little Red	Birdsville			20	35	50		Y	3:00	1:00 pm
										500	316			

Distances between Water Stops

Day	Stage	Start to WS1	WS1 to WS2	WS2 to WS3	WS3 to Finish	Stage Distance (km)
Day 1	Stage 1	30	20	15	15	80
	Stage 2	10	10	10	4	34
Day 2	Stage 3	20	20	20	6	66
	Stage 4	12	13	10	8	43
Day 3	Stage 5	20	20	20	15	77
	Stage 6	1	2	3	0	18
Day 4	Stage 7	30	20	20	10	80
	Stage 8	15	15	15	9	54
Day 5	Stage 9	5	5	5	0	15
	Stage 10			20	15	35

Event Categories:

Simpson 500

The Simpson 500 is the traditional SDBC event. Riders participate in an morning and afternoon stage.
Approximate Distance: 500km

Simpson 300

The Simpson 300 competitors are required to participate in the morning stages only.
Approximate Distance : 316km



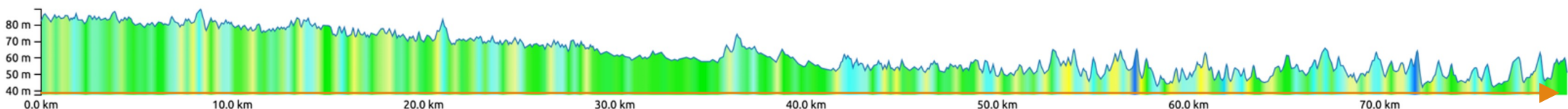
Stage 1 – Dune Resurrection – 80km



The excitement of Stage 1 awaits... the returning riders all know and love stage 1. Leaving Purni Bore you cross low sand dunes that give you a chance to get your sand riding flowing. The dunes build towards Wonga Junction (30km) where we fall away South down the Rig Road. At 42 km we turn East again over large firm dunes. The dunes build with large dunes and swales until we arrive at Lynnie Junction for lunch.

Everyone always races far too hard on the first stage, that's just the way it is. If you are looking for a 100% medal then keep your head. There is nothing too demanding so just knock back the pace and arrive at the lunch stop in good shape. Unless of course you are racing for a podium, then expect to ride very hard.

Start Time	06:00 am
Stage Distance	80km
Water Stop 1	30km
Water Stop 2	50km
Water Stop 3	65km
Maximum Ride Time	6:25
Sweep Stage Finish Time	12:25 pm



* The actual stage might differ from the documentation due to the unpredictable nature of the desert. Final route adjustments will be presented at race briefing or will be defined by the course marker on the day.

Stage 2 – Rig Amortise – 34km

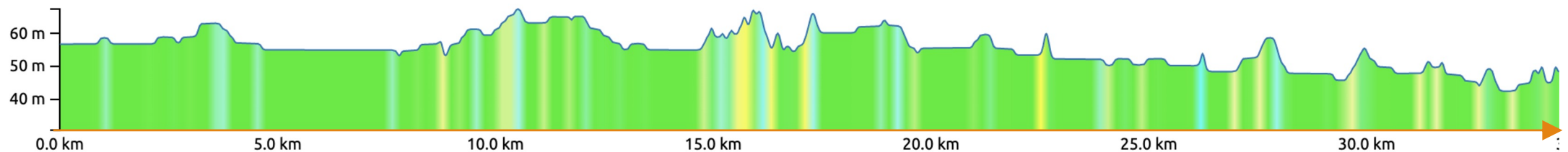
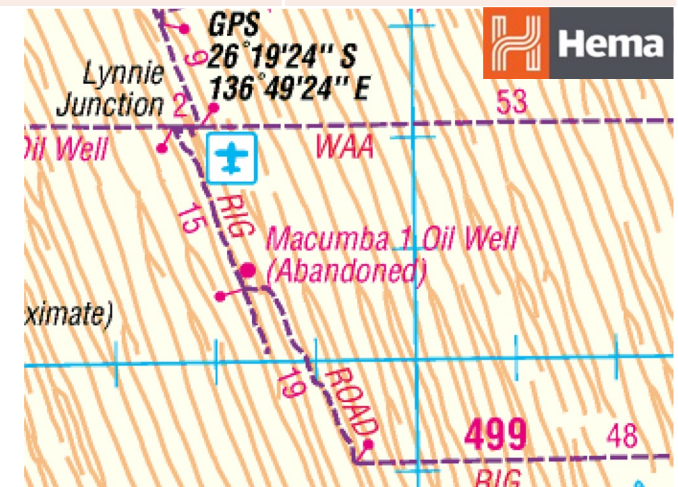


We are heading South towards the old Macumba 1 Oil Well and down to the most Southerly section of the track.

There are not a lot of dunes for this stage as we will be riding parallel to the dunes.

Don't overdo it on the first day as there is a lot more to come during the week.

Start Time	2:00 pm
Stage Distance	34km
Water Stop 1	10km
Water Stop 2	20km
Water Stop 3	30km
Maximum Ride Time	2:50
Sweep Stage Finish Time	4:50 pm



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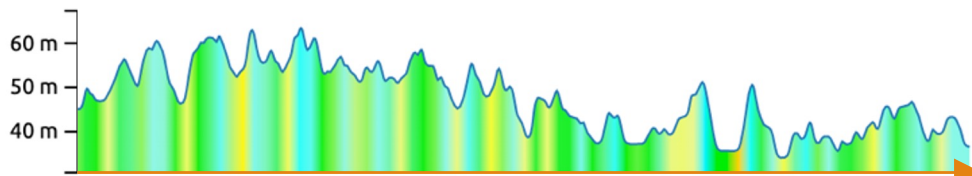
Stage 3 – Lone Rider – 66km



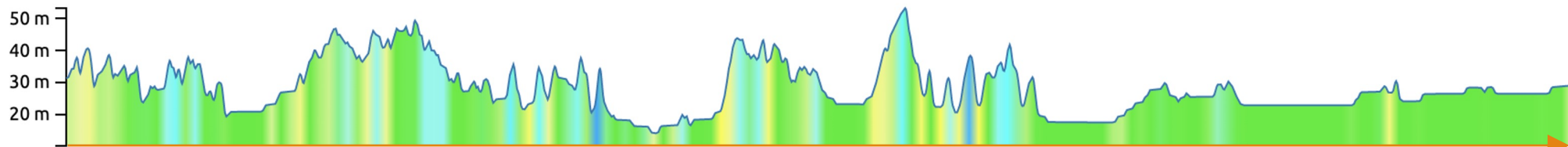
Hopefully, you did not overdo it on Day 1 as the notorious Rig Road churns up approximately 125 dunes over the 48km section.

It's crazy on the legs but relief is on the way as we turn North on the Erabena Track, riding past the Lone Gum to the Rig Road Junction.

Start Time	06:00 am
Stage Distance	66km
Water Stop 1	20km
Water Stop 2	40km
Water Stop 3	60km
Maximum Ride Time	5:30
Sweep Stage Finish Time	11:30 am

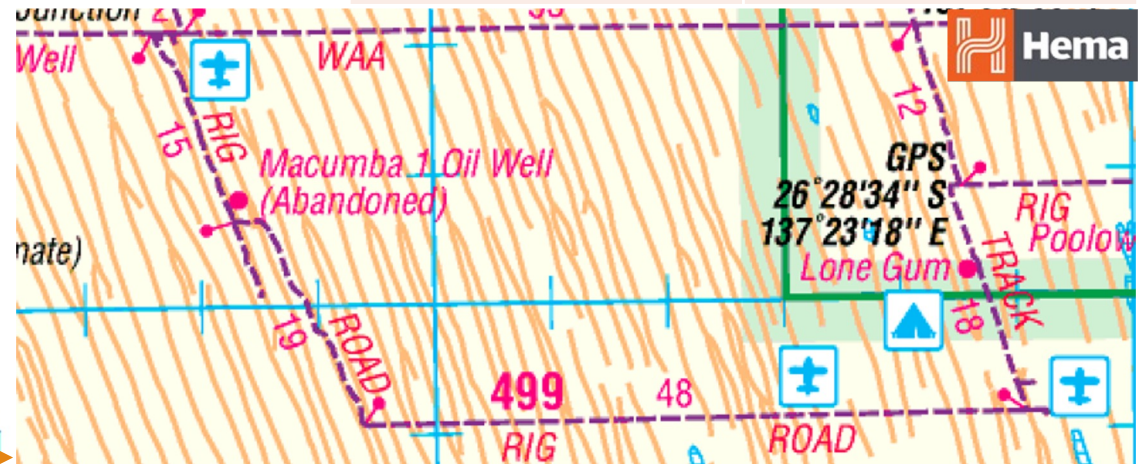


Start Start to 16km



16km to Stage 3 finish

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Stage 4 – WAA Hoo – 43km



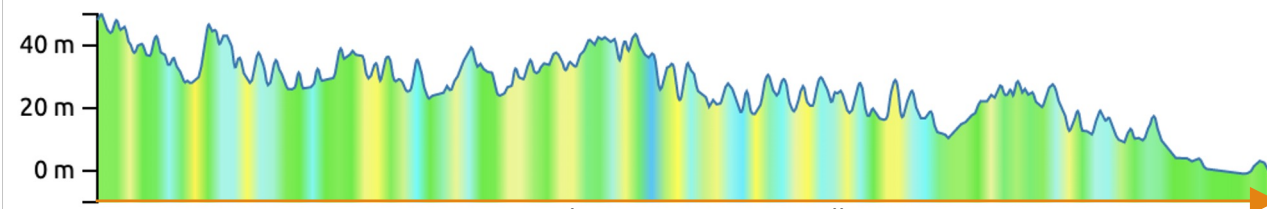
After a brief 12km 'warm-up' North along the Erabena Track, we turn East on the WAA Line.

The WAA line is not going to let you go without a fight.

For the first 30km on this section of the WAA line, we have even bigger dunes and even bigger swales than we saw on stage 3.

A beautiful salt lake marks the end of the WAA Line and the end of day 2.

Start Time	2:00 pm
Stage Distance	43km
Water Stop 1	12km
Water Stop 2	25km
Water Stop 3	35km
Maximum Ride Time	3:35
Sweep Stage Finish Time	5:35 pm



WAA Line: Erabena Junction to Knolls Junction

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Stage 5 – Poeppel Pushover – 77km



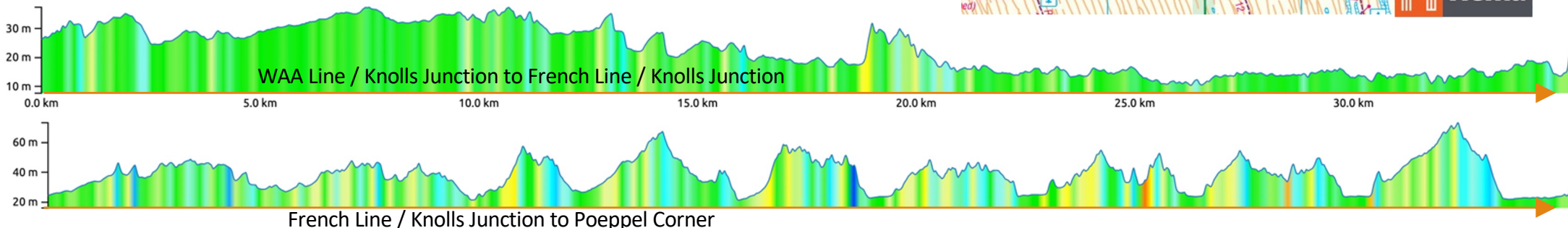
Stage 5 is 75km starting with along the Knolls Track which is mostly flat riding with a few dune crossings. This stage might start easy but don't underestimate it.

After Knolls Track we turn East onto the French. This is going to be the crux for those riders wanting a 100% Dune Rider medal.

In previous years (2015 & 2016), this certainly was the hardest section on the French Line. Starting with low dunes and wide flat plains, the dunes start building after the first salt lake at 46km. Some dunes are low but have soft tops – even the four wheel drives will have to be on their guard. After 55km it all gets a little out of hand, with consistent midsize dunes and building dune complexes. Great riding with swoops and twists along the trail.

At 65km there are more big dunes and yet more chances to get the convoy bogged but after this things do settle down. A salt lake (Lake Poeppel) at 74km serves to mark the end of the dunes. It's a brief rutted ride to the camp at Poeppel Corner.

Start Time	06:00 am
Stage Distance	77km
Water Stop 1	20km
Water Stop 2	40km
Water Stop 3	60km
Maximum Ride Time	6:15
Sweep Stage Finish Time	12:25 pm



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Stage 6 – No Moon Rising – 18km



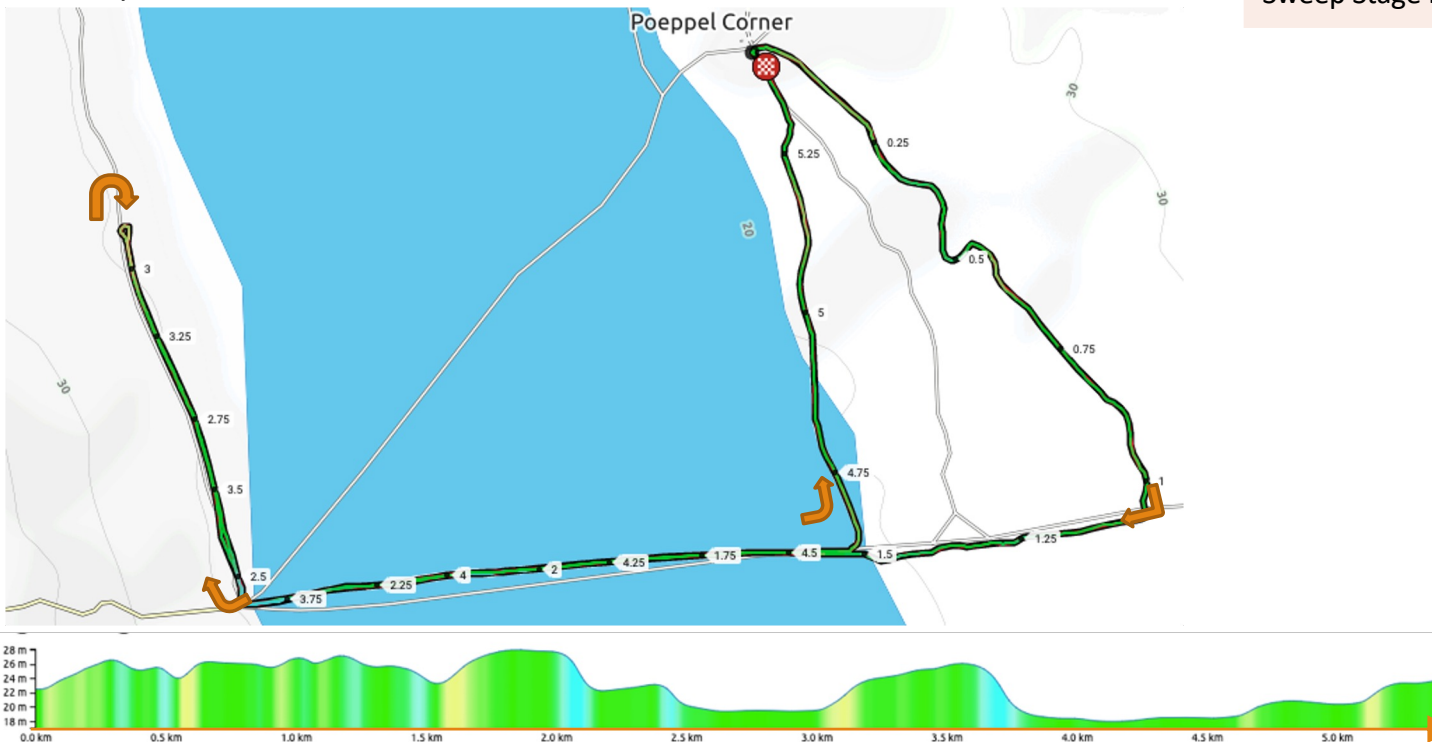
When this stage was designed we had a full moon in mind – good news is it works just as well with no moon! This is only the second time the SDBC has had a night stage and the first time was an adventure, let's see what 2024 brings!

The stage is predicted to be fast as we leave Poeppel Corner and head for the salt pans and a 3-Lap course.

Note: Bicycle lights are mandatory. Please ensure that you bring a good set of front and rear lights with you and that the batteries are fully charged.

Riders are encouraged to bring their own reflective clothing for this stage for additional visibility.

Start Time	6:00 pm
Stage Distance	18km
Water Stop 1	1km
Water Stop 2	2km
Water Stop 3	3km
Maximum Ride Time	1:40
Sweep Stage Finish Time	7:40 pm



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Stage 7 – Q&A Quest – 80km



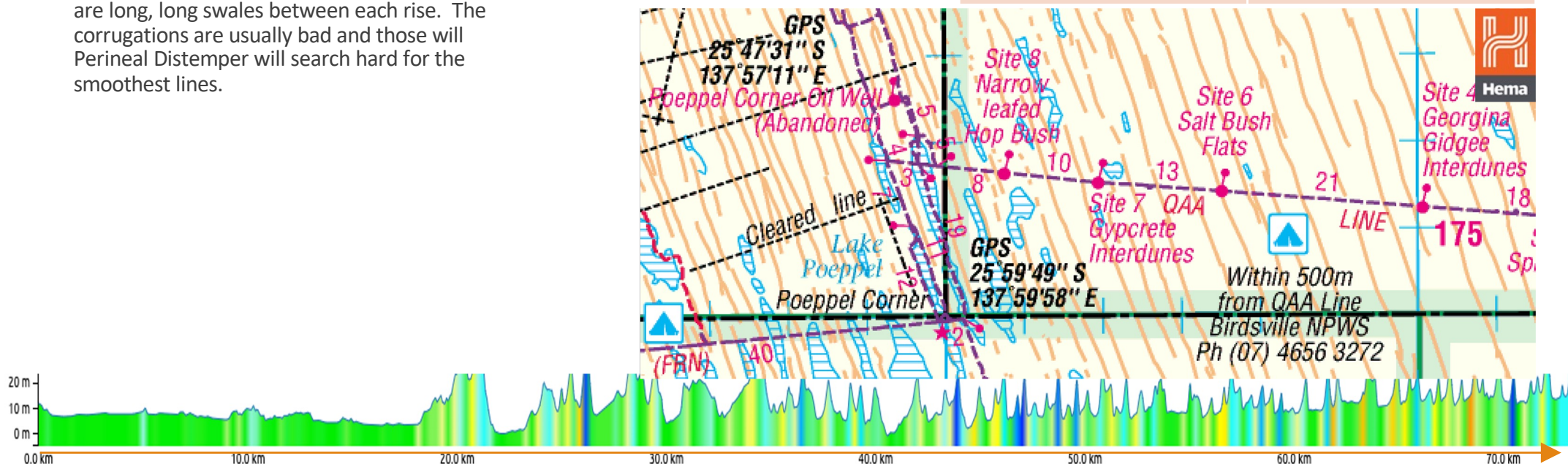
Back in the saddle for the road less travelled. From Poeppel Corner we head north for a ride up the east side of Lake Poeppel.

At 18km water stop 1 will turn you towards Birdsville. 3km of dunes separates you from the QAA salt flats. These are like concrete and dunes of the QAA loom on the far side. In contrast to the WAA Line, the QAA sees plenty of traffic, hard tyres and lots of right boot. Vehicles can chop up the track quite badly making it hard riding.

Initially the going is tough, with big dunes, soft surfaces. The secret is that, as you head east, the dunes are less frequent and the swales far longer. By the time we reach the camp at Salt Bush flats the QAA line is starting to ease its grip.

The dunes are not over by any means but there are long, long swales between each rise. The corrugations are usually bad and those will Perineal Distemper will search hard for the smoothest lines.

Start Time	06:00 am
Stage Distance	80km
Water Stop 1	30km
Water Stop 2	50km
Water Stop 3	70km
Maximum Ride Time	6:50
Sweep Stage Finish Time	12:50 pm
Elevation Gain	1132m



* The actual stage might differ from the documentation due to the unpredictable nature of the desert. Final route adjustments will be presented at race briefing or will be defined by the course marker on the day.

Stage 8 – Nappaneria Dreaming - 54km



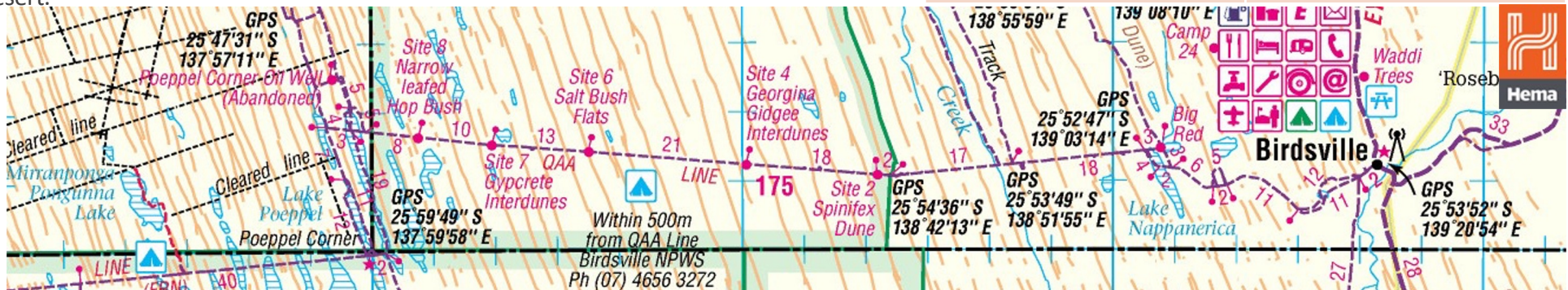
At around 28km we start coming into the Eyre Creek floodway. The surfaces here are very hard so keep an eye out for some of the deeper troughs.

The rutted swales will soon bring you to the crest of the final dune and the welcome sight of Big Red before turning south for one final push!

Finishing on top of Little Red you can expect a free beer on offer if you can add your name to the few people that have cleared Little Red without putting a foot down. It's a tough call on tired legs.

Our evening camp is in a beautiful spot amongst the trees below Little Red, with the kind permission of Adria Downs station. This is an organic farm so make sure you collect and remove any rubbish. It's time to lick your wounds, patch yourself up and spend some time enjoying the sunset before we close out the final night in the desert.

Start Time	2:00 pm
Stage Distance	54km
Water Stop 1	15km
Water Stop 2	30km
Water Stop 3	45km
Maximum Ride Time	4:30
Sweep Stage Finish Time	6:30 pm
Elevation Gain	832m



Stage 8 Start to Eyre Creek

Eyre Creek to the Summit of Little Red and down into the campsite

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Stage 9 – Look to Windward – 35km



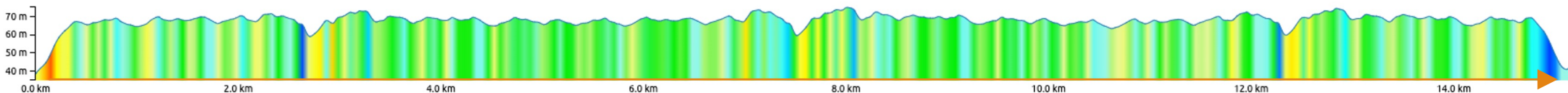
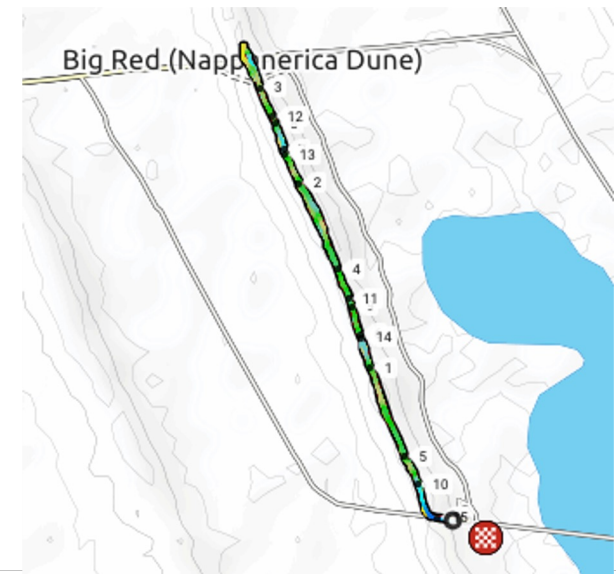
It's a real privilege to get to ride on Big Red!

Starting at camp, this course climbs back up Little Red and traverses along the dune crest. You turn clock wise around the marker on Big Red and return. There are 3 laps. This is a great stage for photography so have your support crew get their cameras out.

It's difficult to predict what this stage will be like this year. Big Red constantly changes as the wind blows the soft sand on its crest back and forth.

Generally, the Simpson has been wet (in relative terms) over the last few years so we should expect more vegetation.

Start Time	07:00 am
Stage Distance	15km
Water Stop 1	5km
Water Stop 2	None
Water Stop 3	None
Maximum Ride Time	1:30
Sweep Stage Finish Time	8:30 am



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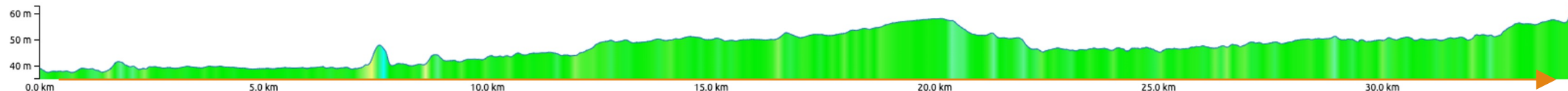
Stage 10 – Birdsville Blast – 35km



After a week in the desert, it's time to return to civilisation. You've come a long way, you're tired but nothing now can stop you from reaching the Birdsville Hotel bar.

This stage is often neutralised by the riders so that everyone can finish as a group and enjoy a social ride. Race or social, consider riding together as the wind is notorious for converting a relatively easy ride into a monster.

Start Time	10:00 am
Stage Distance	35km
Water Stop 1	20km
Water Stop 2	None
Water Stop 3	None
Maximum Ride Time	3:00
Sweep Stage Finish Time	1:00 pm



* The actual stage might differ from the documentation due to the unpredictable nature of the desert. Final route adjustments will be presented at race briefing or will be defined by the course marker on the day.



**“If you want to find your limit, ride the
Simpson Desert Bike Challenge”**

Rasmus Altenkamp
2019 – 1st Place

2019 Winner: Rasmus Altenkamp



Why would you sign up to the Simpson Desert Bike Challenge if you don't love cycling? It seems a strange thing to do, but that's exactly what I did for this year's race. I don't hate cycling, but I don't love it either. I prefer hiking and, more recently, rock climbing.

However, I do love the Simpson Desert Bike Challenge. I found the event on the internet back in 2015 and convinced dad to ride it. I was support in 2017, and then camera crew in 2018. I love the desert landscape, the people that run the event, the remote nature of the event, and I love 4wding. So, after having been involved for a few years as support, I decided to ride in 2019 as a 'box-ticking exercise'.

I enjoy challenges. When the east-west route from Birdsville to Mt Dare was announced, I knew I wanted to ride, because it was unique and a bit of an unknown, which appealed to me. The hardest part for me was to get in the training beforehand. Dragging myself out of bed every morning to do something I don't really enjoy doing was difficult. But I knew the training would pay off in the desert, even if it only lessened the pain ever so slightly.

Luckily for me, 'The Big Red Dare' well and truly delivered in providing the riders with a challenge. The sand was soft, the roads were corrugated, and the race overall was quite hot. I was lucky that my skinny frame lent itself well to running low tyre pressures (2-3 psi) to ride over the soft sand dunes. I was also lucky that my relatively minimal training paid off. For five days, I rode at my personal limit, and in the end, out of five riders who completed the race distance, I happened to be the fastest by a mere 10 minutes. It was a pretty gnarly race and I did have to push myself quite close to the limit physically, particularly in the afternoons when the temperature was hot and the sand was extremely soft. I have no idea how my older (sorry) and heavier (sorry) peers did it, I was certainly struggling.

I find one point about the mental challenge of the race quite interesting. Riders often talk about how difficult it is to keep riding, that they have to search deep inside themselves to continue pushing. While I of course did feel that to some degree, my mental process is a bit different. When I signed up for the race in March 2019, most of the mental side was done for me. I had signed up, I was committed, I had made my decision. I was going to race, and I was going to give it my best shot. Once I had cleared that threshold, it was mostly a physical exercise for me.

I look forward to returning to the desert as support crew or volunteer in the future. The race is an incredible adventure for all involved, just with a little more pain for the cyclists. I have ridden exactly zero kilometres since I got off the bike in Mt Dare (sorry riders). But I have had thoughts of fatbike bikepacking the Victorian High Country in deep snow in mid-winter, so there is that....



Entries

Individual Entry

Rider entries are individual. Their aim is to complete 100% of the course in the allocated time.

Individual riders compete for the overall 1st place and in age group categories of U30, U40, U50 and 50+.

Age Limits

The minimum age limit for entry as a rider has been set at 18 years of age. Age is determined by the person's age on the 1st October 2024. Support crews members are required to be at least 15 years old. Those under 18 years must travel with a parent or guardian.

Fitness Level

This is an extremely challenging event which takes a large toll on the rider both physically and mentally. To complete the morning and afternoon stage each day, you will need to be able to ride hard for about 7 to 10 hours.

To ensure the safety of all riders, the committee asks that all riders must have a pre-race medical exam.

Many riders enter this event for the challenge, knowing their fitness is questionable but want to share this unique experience regardless.

Race Rules

The "Race Rules" and "Medical Exam" information is provided in a later section of this document. All riders and support crews should read these documents before entering the event.

Safety

Due to the extreme nature of the location, it may be necessary for the event organisers to change the course or stop the event. The ultimate responsibility for making decisions relating to the operation of the event lies with the Race Director.

Course Markers and “On Course Signage”



The course markers will be placing 5km markers alongside the track for each stage. Track intersections are clearly signposted.

Riders, if you leave the track to seek shade or for a toilet stop, please leave your bike on the side of the track to alert officials that you are nearby.



Rider Timing



Riders are timed over each stage for overall results and placings. Riders crossing the line in a bunch will be given the same time.

If swept, your distance is recorded and you are timed at 5 minutes for every kilometre ridden.

The final placings will be determined by the competitors distance ridden and then fastest time.

First Aid and Medical



The medical team will be travelling through the field and stopping at the water stops. If you are in trouble, stop and wait for assistance in a location clearly visible to the track or stay at one of the water stops and wait for the rear convoy.



Participant Medical Questionnaire

Your medical questionnaire must be lodged BEFORE 15-08-2024

All participants including riders, support crews and officials will need to complete a medical questionnaire with their registration and submit prior to 15 August 2024.

The Medical Director will review these and follow up with any participants where further information or consideration is required.

You may be required to seek further medical clearance including from your doctor, a sports physician or other medical professional as deemed necessary by the medical director.





Water Stops



All water bottles and hydration packs must be **clearly labelled with the rider's number**. Ensure that the number cannot be rubbed off or removed.

Support Crews should make bottle change over their top priority (after setting up shade for their rider) at the end of each stage. They must prepare their riders' water bottles and have them delivered to the designated drop-off point by 7:00pm for the next morning stage and 12pm-12.30pm (depending on rider arrival times) for the afternoon stage.

The water-stop officials will check that your bottles are in. If a rider does not have their bottles they will not be allowed to start the stage. Water stops depart lunch and over night stops well before the riders.

Water stops will be approximately located around the 20km, 40km and 60km or 30km, 50km and 70km in the morning stages and at 15km, 30km and 40km in the afternoon stages unless told otherwise. Please see Course Note section for additional detail.

Riders **MUST** stop and give officials their name and rider number at every water stop. Water-Stop/Medical crews at each Water-Stop will record the time each rider passed through the check point. Riders should make sure they are sighted and ticked off prior to leaving the water stop. Failure to stop will incur a 10km distance penalty. Please be patient and polite to the water-stop crews.

The fresh bidons and/or water containers prepared by your support crew will be ready for you to collect. Empty bidons/water containers are left with the Water Stop crew.

NOTE: A 4th water-stop may be deployed in extreme weather conditions (at the Race Director's discretion).

Water-Stop and Medical crews have the right to stop the rider if they are behind the sweep time.



Reminder: Clearly label your bottles and backpacks with your race number



Cut-Off Times & Max Stage Times



The objective of the race is to complete 100% of the course. The minimum speed requirement is an average 12 km/hr. Riders who fall behind will be caught by the pursuing Sweep Vehicle and picked up for transportation to the finish of the stage. A penalty is applied and the rider is free to start the next stage.

The Sweep allows riders a one hour lead before departing camp but will be up to the 12.0 km/hr average by the 20km mark.

If there is no-one travelling at sweep speed, the sweep vehicle will move up to the last rider.

If the rider wishes to be swept, stop and get off your bike. The sweep will come forward and check on you.

Do not move your bike from the sides of the track. (This is the only way we know where you are).

Do not go more than 20 meters from the track during the race

Sweep Times

Time of Day	Distance	Time of Day	Distance
7:00 am	12.0 km	3:00 pm	12.0 km
8:00 am	24.0 km	4:00 pm	24.0 km
9:00 am	36.0 km	5:00 pm	36.0 km
10:00 am	48.0 km	6:00 pm	48.0 km
11:00 am	60.0 km		
12:00 pm	72.0 km		
12:40 pm	80.0 km		

The Sweep

Written by Chris Pritchard (August 2013)

Be Afraid!

(What goes on in the mind of the Sweep....probably not very much)

You are Sweep. You start with the idea that you are not part of the front convoy. You don't have to be on the start line by 5:30am. You can relax, and take it easy for a while.

Hang on! You've got to hang around the start area, trying to look useful, as the riders are weighed in. You have to jostle along the wayward riders, telling them it's their choice when they start (up to a point). You have to be nasty and rude to all the riders, and make sure they know you are gunning for each of them, personally and individually.

The prey is in sight You are Sweep, after all. Your prime focus is to let the riders know that you are not a nice guy with a tough job to do. You are Sweep. You seek scalps on your tomahawk, and notches on your gun. Like WWII pilots, your self esteem rests on the number of 'kills' you have achieved.

So, there you are, supervising the riders' start at 6:00 am (or 2:00 pm, after lunch). Then you sit around for half an hour or so before you are allowed to set off in pursuit of prey.

Then the heat starts! "Give the bastard a chance" come the calls as you close in. "He's only a few minutes behind" as the gap between the tail-ender and the next rider stretches to 15 minutes. "She's doin' her best, what's wrong with you" echo the calls from the rear convoy.

I mean, if you aren't a thorough bastard, how could you handle the emotional and psychological pressure?

So, don't beat up on the Sweep. If he was nice, he'd be a Water Stop or something. He doesn't 'like' being nasty; he IS nasty.

When you see him, BE AFRAID!



SIMPSON DESERT
BIKE CHALLENGE



Getting to the Start



Planning and preparation is the key to arriving at the race start fresh and ready to go. Allow plenty of time so that if things do go wrong you have time to spare.

Start Location: Purni Bore, South Australia
Finish Location: Birdsville, Queensland

Oodnadatta and the Mt Dare Hotel are the last fuel stops before Purni Bore. Ensure that your vehicle is fuelled up, your water tanks are full and that you have sufficient food for the crossing.

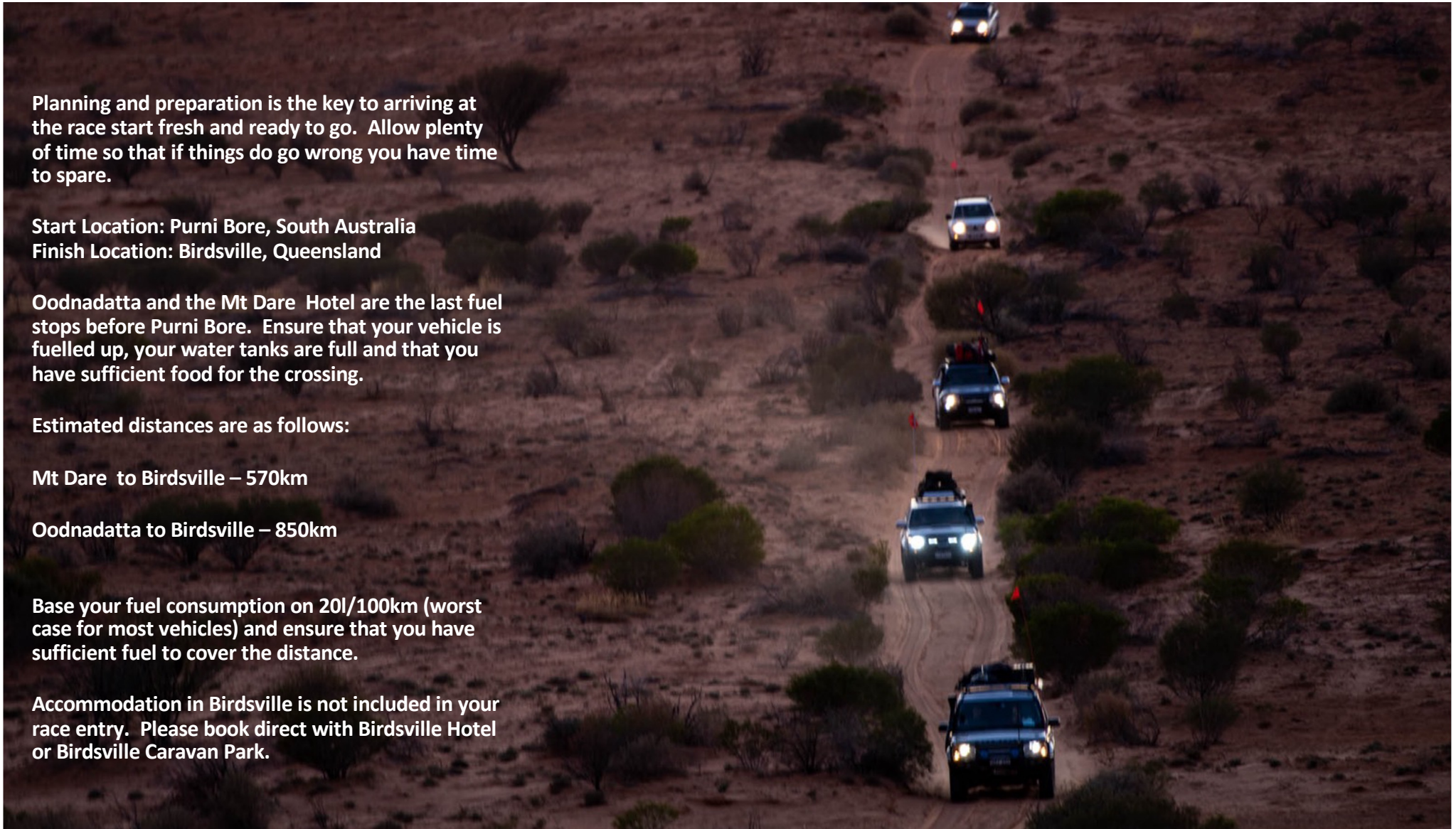
Estimated distances are as follows:

Mt Dare to Birdsville – 570km

Oodnadatta to Birdsville – 850km

Base your fuel consumption on 20l/100km (worst case for most vehicles) and ensure that you have sufficient fuel to cover the distance.

Accommodation in Birdsville is not included in your race entry. Please book direct with Birdsville Hotel or Birdsville Caravan Park.





2018 Winner: Aurelia Strozik



So you've entered the Simpson Desert Bike challenge but are you just going for a ride in the park or do you want to ride strong and aim for the 100% finisher medal? I'll tell you now, it's harder than you think but it's also more achievable than you think. Preparation is key.

I rode SDBC in 2018 for the first time. I was determined to have a great ride and I wanted that 100% more than anything....I really didn't want to have unfinished business there in that desert. So a lot of hard work leading in to the race made for a great race, still hard work but was nice to come in at the pointy end and maximize on the rest time. I came 1st female, 1st in my age category and 3rd outright in a field of 20+ and only 6 finishers. Here's my tips for riding the Simpson.

Training! Embrace it because you'll be living and breathing it for the months beforehand.

Train your body (strength and endurance) If you are coming in to this with a good endurance then starting your training 5 months beforehand will be enough (everyone is different so don't take this as gospel). Knowing yourself and what you can and can't commit time wise is important as it will help you figure when to start training. There are plenty of great books and programs that will help you work out the backbone for a training plan and the things you need to consider when developing your own. Having said that I contacted my coach to see if we could pick up my training from where we left off the year before. It took the thinking out of it for me and I just focused living my life and riding knowing that my training was in good hands.

All my training was dirt, gravel or sand (my happy place). Hills and headwinds became my best training partners. The indoor wind trainer got a bit of a work out on those really horrible winter days or for very targeted zone training. My weekends were always for me....no training just riding. Rewards for the training done during the week.

You don't need a power metre to train but a heart rate monitor is a must as well as a way of recording your activity data....I am a huge fan of training peaks. It provides you with fitness (CTL) and form (TSB) information as well as the training stress (TSS) and intensity (IF) of your ride effort. Training peaks also has the ability to create you a training program based on some key information.

No matter how much you ride and train on the bike, you also need to make sure that your body will be able to deal with the stress. You need to have good core and upper body strength to minimize injury and fatigue but also to maximize on the power and endurance. I took up Pilates. Just once a week for an hour and it's the best thing I ever did. Weights training is something I was keen to focus on but never quite got there, that would be hugely beneficial especially if things like Pilates are not your thing.



Train your body



Key things to remember:

- Don't underestimate rest; your rest days and rest weeks are as important, if not more important than your training days.
- If you are getting sick, don't push through. Rest and up your vitamins. You'll recover much quicker and your training won't suffer setbacks. I promise. Push through and you'll pay for it big time.
- Strength is going to be your best friend. Endurance is going to be your other best friend.
- Add some races to your calendar. No matter how good you are at increasing your intensity on a ride, it will never be to the same level as in a race. Use races as your training – ride to the race, do the race, ride home.
- Think about what you are going to be riding and try and simulate it
 - If you are lucky to commute then use some of these as your training days – great simulation for two stages per day.
 - You don't need sand to train for this one. Hit the dirt for some hill repeats at high intensity. You'll have some 700+ sand dunes to get over....they may be a 3 minute climb and there may be 10 of these in a row.....riding flat road seems a bit pointless, find a 3 minute hill climb and interval it – great simulation
 - Head winds are also great resistance training. So 2019 is supposed to be a tailwind but I can assure you know the route will not be a straight line and the wind is never just westerly. You will encounter strong cross and head winds.
 - Sand riding is also great resistance training and it will give you a great idea of what it's going to feel like, how your bike reacts and what tyre pressures you'll need to run to minimize the effort and maximize on output. Make sure you seek out the softest sand on your ride – not much point sticking to the hard stuff unless it's for a rest break in between some sand intervals.

Have a simulation week – focus on time on bike and not so much the terrain. If you can find long stretches of sand awesome, otherwise dirt trails are great too.

If you don't ride your fatbike often then make sure you do get some good km's in to it, you don't want to go in to the race to discover that the bike rides and feels different and you end up with back, knee pain or neck/shoulder pain. If you're vertically challenged you will probably notice that q-factor with the wider BB so get your body adjusted to it.

You only need to stay above sweep speed, while strength will get you up and over those endless dunes and break through that brutal headwind, you don't need to be breaking records. You're not training for speed, oh unless you want that podium then having some punch and some reserves in that tank will be beneficial.



Train your mind



Train your mind (prepare and overcome your demons and stay focused)

I started Pilates to strengthen and stabilize my core, but quickly found it was great for my state of mind. Mindfulness is a mental and physical technique you can use to focus your awareness on the present moment. Pilates really helped me to train my focus. This was really important – the days on the saddle are long – and with fatigue – creeps in self-doubt and irrational thoughts. I love long solo rides and I'm not a fan of music while riding so I am already pretty good at keeping my mind occupied so it was really about channelling calm and positivity. I am hugely task orientated so focusing my mind on the job and completing small tasks that I set myself (counting dingoes, looking out for flying pigs)

Things to remember

- Set goals where you can control the outcome. For example if you're doing a hill climb effort, setting a goal to beat your PR is not ideal. Instead set a goal to maintain a particular intensity or heart rate. If all other factors hold true you'll probably get that PR.
- When reflecting on rides/races, assess them against the factors that you have control over, e.g. did I eat/drink enough, did I pick smooth lines, etc, etc.
- If you ride with data, make sure you set up your GPS with only what is going to benefit you. For example I never ride with elevation showing. Watching the VM increase overcomes me with tiredness and thoughts of fatigue, pain and stopping. During the race what I found super useful was time ahead of sweep speed. It took away the stress by knowing how much time I had to deal with a mechanical or how much I could back off the pace after water stop 3.
- Set mini goals and break the ride down, ticking off each goal as the ride progresses.
- Sticker up your handlebar and top tube with motivational phrases or stage data or whatever it is that will get you to the end.





Practice your nutrition



Practice your nutrition

Never ever ever try something new on race day. It is a recipe for disaster. While your training, practice the nutrition you intend to use during your race. This is the time to try different things and see what works best for you. Come race week, a typical day for me:

Breakfast: oats, banana, honey, almonds, chia seeds, cranberries, sultanas, scoop of vanilla or choc whey protein, and coconut blended with milk. I premade these at home for 4 of the 5 days and stored them frozen. Defrosting overnight they were perfect for the morning.

On the bike: soft centre cliff bars, blocks, hammer gels when I couldn't stomach the blocks and a carb/protein/electrolyte custom blend for the bottle. Of course water. Lots of water

Lunch: protein shake, 1-2 slices of pizza, maybe two minute noodles, maybe ham sandwich, coffee/coke, calipo, chips or nuts, pre boiled egg, potato. First few days grapes and blueberries and apples. Pretty much just grazed on whatever.

On the bike, same as before

Dinner: protein shake, pre-prepared pasta/rice meal, quarter of Sara lee cheesecake or ice cream cup.

Key thing to remember

- Nutrition that works for you normally may not work for you in the desert when those temperatures start to rise or when that fatigue starts to set in. Pack a few different things so you don't get caught out.
- Practice your nutrition while training – you'll learn what you need, when and how much of it so you're less likely to get caught out on race days.
- You're eating for tomorrow. Even if you don't think you need it, keep the nutrition intake up. Your future self will thank you for it.
- Always have something immediately when you finish – a protein drink while you wait for your lunch or dinner.
- If you lose a lot of salt, make sure electrolytes are your focus
- Pack a reward treat to have at the end of each stage or at the end of each day. For me that was calipos and mini coke at lunch and Sara lee cheesecake after dinner.
- Don't pack anything that won't survive the trip or pack it in such a way so it does.
- Two minute noodles and up n go should be made compulsory – seriously you'll love them in the desert.
- Your support might be in the rear convoy – make sure the lunch bag you give to another car contains all your essentials to keep you nibbling and grazing. If nothing else make sure you have a bottle with your protein powder in it ready for you to add water when you finish your ride.
- Hygiene is critical. We minimized the need for cleaning dishes. Our dinners were pre-cooked at home, vac sealed and frozen. We defrosted as we needed stuff and warmed it by placing the bags in boiling water. We then ate straight out of the bag. Left over hot water got used for cups of tea, washing dirty cutlery, cleaning bottles.
- If you have the space carry extra water so that you can wash down at the end of each day. A bucket bath will be the best thing ever.



Daily Routine

4:30 am Siren sounds – riders up and campsite packed up

5:00 am Course Marker & Officials depart

5:25 am Front convoy assembles for departure

5:30 am Front convoy departs for lunch stop

6:00 am Race starts

7:00 am Rear convoy departs behind Sweep Vehicle

12:15 pm Approx. cut off time for morning stage

1:00 pm Course Marker & Officials depart

1:25 pm Front convoy assembles for departure

1:30 pm Front convoy departs for night stop

2:00 pm Race restarts

3:00 pm Rear convoy departs behind Sweep Vehicle

6:00 pm Approx. cut off time for afternoon stage

7:30 pm Evening Briefing

Note: The event schedule (time of day) is Australian Central Standard Time (ACST)

Support Crew



Rider must have their own support crew. The race is also a fantastic adventure for support crew and a great opportunity to see a part of Australia that not many Australians see. If you have access to a 4WD vehicle then ask around your family and friends.

This crew will be responsible for driving the vehicle, setting up camp, preparing meals and looking after the rider. A good choice would be anyone with an endurance sport background as they will have a good understanding of the fatigue you will be experiencing. Conditions are harsh, so your crew has to be fit, resourceful and able to manage in remote areas with no facilities.

Crew members must be committed to looking after their rider. This is an extremely important role that involves a lot of hard work in trying conditions. Ideally all you should need to focus on is eating and drinking, sleeping, and cycling. Your crew is there to take care of everything else.

Although the race itself is only five days, long, you will need to allow sufficient travel time to get to and from the Desert, so participants, generally allow ten days to two weeks for the event, depending on where you are travelling from. 4WD experience is useful but not essential. There are always experienced off-road drivers out there happy to assist.

It is important to remember that you are participating in an extreme endurance event.

Regardless of your athletic ability or experience every competitor is at risk of exhaustion or dehydration.

Your crew must clearly understand what you expect from them in terms of support and should be able to carry out all tasks without your help.

Crews and riders will need to be up by 4:30am so that they can have breakfast and be packed up, if they are leaving in the front convoy at 5:30am. The race starts at 6:00am and the rear convoy leaves at 7:00am.

Support Crew Duties

Basic support crew responsibilities are as follows:

- Set up tarp for shade at the lunch break and set up the full overnight camp each evening.
- Prepare all meals for the rider(s) and crew.
- Prepare and deliver water bidons to Water Stop vehicle at designated times.
- Organise gear for your rider's arrival – including clean cycling clothes, comfortable clothing and footwear for the rest break, towel, face washer, toiletries, sunhat and fly net.
- Attend to the rider(s) and crew laundry as required.
- Check that the rider(s) have everything they need prior to your departure each morning and afternoon. This might include a spare water bottle, hydration pack filled with water, snacks, spare tubes, tools, sunscreen, and a warm jacket for cold morning starts.
- Provide a comfortable bed for lunch breaks. Such as include a swag, stretcher or sun lounger with adjustable back.
- If you have sufficient water, a private area for a wash is appreciated.
- Check the bike(s) prior to each stage. Make any adjustments in consultation with the rider(s). The chain may need oiling, tyres changed or components adjusted if requested.

Buddy System

Riders & their support crews are encouraged to pair up with other teams so that their support crews can work together to ensure that riders always have a team available at the start and finish of the stage. See Front & Rear Convoys section for more detail.



Support Crew



All crews and officials are encouraged to be on the finish line to cheer each rider home. You will need to carry your rider's bike back to your campsite (do not wheel the bike as the ground may be littered with thorns). A shower of water from a handheld spray bottle is useful to cool riders down quickly.

Be aware of rider's health and comfort at all times and consult medical officers if necessary.

Be responsible for the vehicle, ensure that equipment is safely and securely packed and monitor the tyre pressure and fuel usage over the race.

Make sure that you discuss and clarify your responsibilities with the rider. There should be no doubt as to who is taking care of each task. Race conditions are unpredictable and abrupt weather changes or extreme cycling conditions can virtually have the entire field swept, and support crews suddenly have to work extremely hard to hold it all together.

General Health and Welfare

There is a medical team but their workload should be kept to a minimum. The most common problems are avoidable as long as everyone follows a few simple rules.

Hydration

Support crews must ensure that they have access to drinking water throughout the day. Riders are not the only ones to succumb to dehydration. In the past support crew have become acutely unwell and required medical assistance due to dehydration.

The crew needs to consume at least five litres of water each day, in addition to any caffeinated or alcoholic drinks. Carry water bottles in the vehicle cab to sip at constantly.

Sunburn

Remember to reapply sunscreen regularly and wear a sunhat. If you are sensitive to sunburn, long sleeved light weight business shirts are great in the desert.

On Track Support

Riders are actively encouraged to help each other, however no support vehicles are permitted to drive along the track while the race is in progress. Support crews must travel in either the front or rear convoys. To make sure that all of the vehicles make it across the desert.

The only vehicles allowed on the track during the race are the race officials. Official vehicles will wait until it is safe to pass you. At some times there may be other tourist vehicles on the track who are not involved in the event. If possible, we will ask them to wait for, or give way to, the riders.

There is limited shade on the track and you may be out there for up to 60 minutes before someone will find you. If you're feeling unwell, stop at the next water stop.

If a rider leaves the track during a stage, they must leave their bike directly beside the track in clear sight of all vehicles. If a bike is located on the side of the track, the Sweep vehicle will not proceed until the rider is located.

The Sweep vehicle will ensure all riders that have been "Swept" are collected by a vehicle in the rear convoy. Sweep vehicle following the last placed rider will not pass through a Water-Stop until all riders have been accounted for.



Front & Rear Convoys



Riders are encouraged to pair up with other riders so that their support crews can work together. One vehicle and crew can join the front convoy, driving ahead of the riders to prepare shade, meals and assistance for the riders as they finish. The second crew will then remain behind to look after the riders until the race begins and is also available to pick up riders if they are swept.

This is particularly helpful at the lunch stop when, as shade and chairs are packed away by the crew travelling in the front convoy, riders can move to the vehicle and crew staying behind and remain comfortable until called to the starting line.

Many riders and support crews have taken part in this event a number of times. If you are participating for the first time try to pair up with an experienced rider and crew.

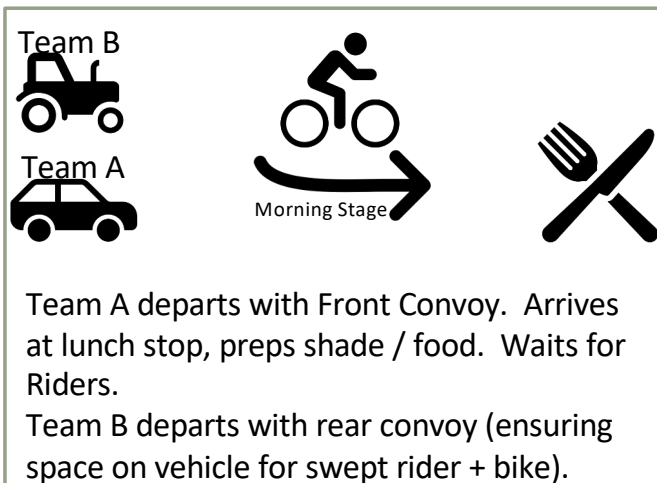
All support crew vehicles must travel in either the front or rear convoys during the race. The Race Directors vehicle will lead the front convoy and the Sweep Vehicle will lead the rear convoy.

At all times, make sure you know the number of the vehicle in front of yours. If you get bogged or stop for some reason, call out on the radio to avoid having someone tail-end your vehicle.

When travelling over the dunes in convoy the procedure is to wait at the base of the dune for the vehicle in front to clear the dune and call you over. If they have not called out, get on the radio and contact them to make sure they are clear. If you get stuck, call out on the radio for assistance

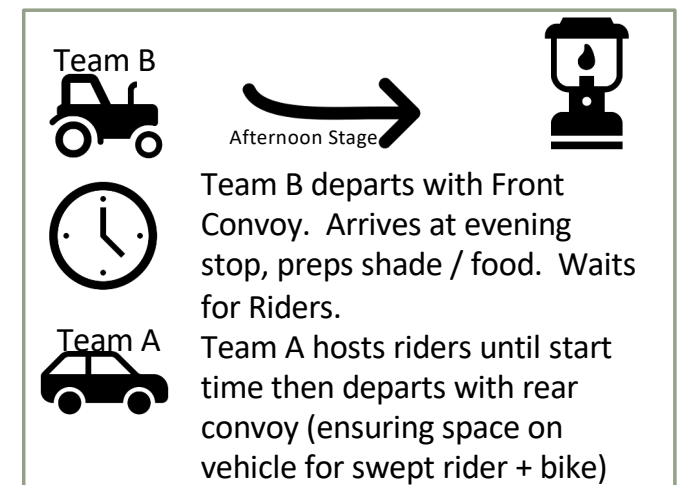
If part of the convoy gets stuck and a rider passes them, they must remain in that place until the sweep arrives.

NO COWBOYS. Anyone endangering other drivers will be warned and may be asked to leave the event.



The Leap Frog method

A good method for the support teams is to Leap Frog over the lunch break. This method is best suited for early risers (Team A) and a team that needs more time to pack up in the morning. In this scenario, Team A leaves with the morning convoy and preps shade and lunch for riders. Team B only needs minimum setup over lunch as they depart with the afternoon front convoy which allows more time in the evening for setup.





General Camp Setup & Crew Meals



The golden rule is to keep it simple.

Your crew will need to set up and pack up camp nine times during the race in very limited time. It is important that you bring equipment that is easy to use and fast to assemble. Support crews need to plan to do all these tasks without the riders help.

Allow about 20-30 minutes (setup or pack up time) for the following:

- Tents or swags which are easy to setup and pack up.
- Shade for riders which is able to withstand strong winds. The shade will need to be securely tied to the vehicle and well pegged down.
- Ground sheets.
- Cooking and eating utensils, Chairs.
- Water for cooling/washing riders and/or ride gear.

The faster this can be done the easier your support crew task will be. Practice makes perfect so try out your shade tarp set-up at home.

Any tent that can be assembled by one person in less than five minutes is ideal – leave the multi-roomed family model at home.

Packing and unpacking your vehicle gets easier once you get rid of your rider and bike at Purni Bore. Keep at least one water container in an easily accessible place.

Lightweight equipment such as personal bags and sleeping gear are best stored up on the roof rack. Use empty food bins to store rubbish bags in and keep up on the roof rack.

Mosquito repellent is essential for your visit to Dalhousie Hot Springs on your way to Purni Bore.

The flies can get crazy so don't forget your fly net! Fly nets can become something of a fashion statement with some riders electing to ride with one draped over their helmet.

Meals

Breakfast

Many support crews travelling in the front convoy forgo the joy of a 4:30am breakfast in favour of a snack in the vehicle en-route and a decent feed once they arrive at the lunch stop.

Depending on track conditions the front convoy may arrive as early as 8:30am so there is generally plenty of leisure time. For those in the rear convoy, you have time for a more relaxed breakfast and pack up prior to your departure behind the Sweep vehicle around 7:00am.

Lunch

Most will find something to munch on while attending to the riders at the lunch stop. Often this will be something you have lovingly prepared for your rider's benefit, which they have completely rejected.

Keep some fruit bars, lollies, biscuits etc in the passenger cab of your vehicle, along with plenty of water.

Dinner

Crews in the front convoy can expect to arrive at the night stop around 3:30 – 4:00pm. Try to get the evening meal prepared and everyone fed before the briefing at 7:30pm; otherwise it can drag on into the night.

The food you prepare is very much a matter of personal taste for both crew and rider. Much is determined by whether you have any refrigeration. If not, go for dried, tinned and long-life options.

Generators:

No Generators are allowed (National Park Regulations)



Support Crew Information – Morning Routine



4:30am

Awake and get your rider up and moving (this will get more difficult as the race goes on). It is important that riders start to eat and drink as early as possible and continue to do so up until the race start. You need to be firm but understanding.

Maximum hydration before commencing is essential for the performance and well-being of the rider.

The best food is high carbohydrate, low fat and easily digested, (e.g. cereal, tinned fruit, energy bars and powdered drink supplements).

Give the bike a final check over (tyres, chain oiled etc) before moving it to a crew travelling in the rear convoy. Ensure your rider has full water bidons and /or hydration pack and that they have adequate snacks and spares with them.

Toilets are the do-it-yourself variety. Keep a spade with toilet paper and matches/lighter handy in a location known to all those in your party. Please burn your paper and bury waste deeply for desert conservation. A torch is useful for early morning visits, both as light for you and to deter others from approaching.

5:00am

Course marker departs race village.

5:25am

Vehicle should be fully packed and rider escorted to the crew remaining behind. Make sure you take ALL your rubbish with you and be ready to depart.

5:30am

Front convoy departs for the lunch stop.

If you are travelling as a single vehicle it is advisable to team up with another crew. First-timers may link up with an experienced crew before the race.

Crews working together have one vehicle in the front convoy ready to assist both riders as they arrive at the finish of each stage. The second vehicle looks after the riders once the front convoy departs and is available to transport riders if they are swept. It is more comfortable for riders who have been swept if they can travel with a support crew with food and water on hand, rather than in the Sweep vehicle.

If you are travelling in the front convoy you will reach the lunch stop with plenty of time to prepare for the arrival of the competitors.

Any riders that arrive at the lunch stop without a support crew present will be assisted by officials.

Breakfast

Many support crews travelling in the front convoy forgo the joy of a 4:30am breakfast in favour of a snack in the vehicle en-route and a decent feed once they arrive at the lunch stop.

Depending on track conditions the front convoy may arrive as early as 8:30am so there is generally plenty of leisure time. For those in the rear convoy, you have time for a more relaxed breakfast and pack up prior to your departure behind the Sweep vehicle around 7:00am.



Support Crew Information – Lunch Routine



On arrival the front convoy sets up for the lunch break. Try to position your vehicle to maximise shade and block the wind. Erect your shade tarp and set out tables and chairs and a bed for your rider.

Get out water containers and prepare food as necessary.

Do any dishes from the morning and any laundry. Don't forget to eat and drink yourself. Set up an area for your rider to have a wash (a pop-up shower tent with a small folding stool is ideal). Have a small spray bottle of water and camera ready for your rider's arrival.

Once your rider crosses the line you will need to take their bike and assist them to the scales to be weighed. Then guide them to your camp and get them settled in the shade.

On arrival riders need to cool down, which can be difficult in hot conditions. Have a cool drink ready and spray them lightly with water. In extreme heat wrap a wet towel around them. They should be sitting or lying down and sipping fluid immediately.

They may not feel hungry but you must be firm in getting them to eat and drink. Salty snacks are the most popular.

Turning around the water bottles can be a stressful activity at lunchtime. The last rider may not arrive until ~12.40pm and water containers will need to be collected, washed, refilled and returned within 20 minutes of the rear convoy arriving.

12:00pm to 12:30pm

As soon as all Water Stop officials have arrived they will call for collection of used water bidons and again once the Sweep vehicle and rear convoy has arrived. These must be collected, refilled and returned for the afternoon stage by 1:00pm.

** If your rider is unable to start the afternoon stage you must notify the Timekeeper and Water Stop officials before the front convoy departs.

1:00pm

Course Marker departs for night camp

1:15pm

Water Stop and Medical Crews depart for course locations.

1:25pm

Crews travelling in the front convoy must be packed up ready to go and have the riders and bikes moved to the crew staying behind. Assemble on the start line in the convoy.

1:30pm

Front convoy departs for the night camp.

2:00pm

Riders start the afternoon stage. This is the hottest part of the day and one of the most difficult aspects of the race for riders – getting back on the bike for a further 50 km with the sun beating down.

Lunch

Most will find something to munch on while attending to the riders at the lunch stop. Often this will be something you have lovingly prepared for your rider's benefit, which they have completely rejected.

Keep some fruit bars, lollies, biscuits etc in the passenger cab of your vehicle, along with plenty of water.





Support Crew Information – Evening Routine



The crew in the front convoy will be responsible for setting up the night camp for their rider and providing a comfortable bed for other riders they are teamed up with.

Greet and attend to your riders as per the lunch stop.

Riders will probably be extremely fatigued and in need of much TLC. An evening meal should be prepared and riders need to eat and drink to maximise their recovery.

Depending on water resources a wash down is beneficial and refreshing. Massage is helpful in reducing muscle soreness and stiffness.

Water bidons must be collected promptly from the Water Stop vehicles on their arrival. These must be cleaned, refilled and returned to Water Stop officials by 7:00pm and you will need to make this a high priority to ensure they are counted and packed away safely, ready for the next day by the water stops.

7:30pm

At least one member of each crew must attend the nightly briefing. The briefing is an opportunity to catch up on results and events of the day as well as any announcements for the following days.

Various “fines” and awards are presented as the group unwinds after the day’s events. This is in good fun to raise money for the RFDS so bring your gold coins.

8:00pm

Once your rider is safely tucked up in bed, tidy the camp. It is advisable to prepare as much as possible for the following day. Pack up as much of the camp as you can, check the bike, prepare riders needs for the next day (top up spares and snacks, clean and refill hydration pack, refrigerate drinks if you can).

Finalise any arrangements with other crews and officials as needed. Don’t leave food or loose items lying around camp in case of dingos. Make sure tents are well secured and pack away the shade tarp - strong winds can and do blow up overnight.

You may enjoy a little socialising and there are rumours of the odd bottle being popped for medicinal purposes but don’t forget it’s a 4:30am start again the next day and camp quiet time starts at 9pm.

Dinner

Crews in the front convoy can expect to arrive at the night stop around 3:30 – 4:00pm. Try to get the evening meal prepared and everyone fed before the briefing at 7:30pm; otherwise it can drag on into the night.

The food you prepare is very much a matter of personal taste for both crew and rider. Much is determined by whether you have any refrigeration. If not, go for dried, tinned and long-life options



Our Charity – Royal Flying Doctor Service



When you travel to remote areas of Australia you begin to understand the logistical challenges of helping people in need.

We are proud to be associated with the Royal Flying Doctor Service (RFDS) and would greatly appreciate any fundraising activities that would contribute to the support of this essential organisation.

The RFDS has been saving lives in rural and remote Australia for more than 90 years and, more recently, delivering the finest care to injured and critically-ill patients living in regional and metropolitan centres. Today, with a fleet of 77 aircraft and network of 24 aeromedical bases across the country, RFDS crews airlift over 100 patients throughout Australia every day.

The RFDS is still needed 24/7 for members of the community in their time of need, but it cannot continue to save lives without the on-going support of the community to keep its crews in the sky. The RFDS relies on bequests and donations to meet the shortfall in its operational funding and to finance the replacement of its 'flying intensive care units' – at a cost of \$7 million each.



Dr Greg & Dr Mal

PROUDLY SUPPORTING



Fund Raising

Riders, support crews and officials are encouraged to raise funds for the RFDS. The Everyday Hero website provides a platform for charity donations.





National Parks



Please be aware that we are very privileged to be allowed to run this event across the Simpson Desert. Please respect the park and abide by all national park rules.

Driving

The speed limit in the National Park is 40km/h.

Stay on the tracks. We do not want any reports of people driving off track. The vegetation is extremely fragile and vehicles have a massive impact.

Under no circumstances are any people allowed to consume alcohol whilst driving.

Water

There are no water supplies suitable for human consumption. You must bring in all the water you will need for the trip across the desert. We recommend at least 100lt per rider and an additional 70lts for each support crew member, as a minimum.

There is water available from the overhead tank approximately 11km west of Dalhousie on the Mt Dare road.

Rubbish

There is a rubbish dump West of Birdsville. Please ensure you dump your rubbish before heading into the Simpson Desert.

There are two rubbish dumps near Dalhousie. One is approximately 3km east of Dalhousie and the other 3km west of Dalhousie

During your time in the desert, you are expected to transport all your rubbish.

Before leaving home, try to remove all excess packaging from your food and supplies. This will greatly reduce the amount of rubbish you will need to carry.

Camping

We ask that all vehicles stay within 50 metres of the track when setting up at the lunch stops and night camps.

Make sure you secure all material in your camp. The wind can often pick up during the night and blow rubbish all over the camp. Ensure that your food is packed away. Dingos frequent the track and will often enter the camp in search of any food scraps.

No Fires are allowed.

Please keep noise to a minimum at night. The desert is extremely quiet at night and your voice will travel for hundreds of meter, even at a whisper.

No generators are allowed.

Toilet facilities

There are toilets at Purni Bore and Dalhousie Springs. There are no other toilet facilities during the event.

Make sure that you have a spade to dig a suitable hole. Once you have finished, either collect your toilet paper in a plastic bag and throw it in your rubbish or burn and bury it. The Dingos will come along and dig up the paper if it is not burnt and there is nothing more annoying than seeing toilet paper blowing around the desert.

Cigarette butts are not to be thrown on the ground. If you're a smoker, make sure you have a suitable container to collect your cigarette butts in and place them in your rubbish.



Example Packing Lists



Vehicle Items:

Compulsory:

UHF radio

Spare tyres (x2) or repair equipment

Lift jack and tyre lever

Tools

Tyre pressure gauge

Spade or shovel

Fuel, sufficient for (minimum) 900km trip

Sand flag on long pole. This is mandatory.

Recommended:

Snatch Strap and heavy duty shackles

Optional:

Jerry cans for spare fuel

Air Compressor

Tyre repair equipment

Oil and grease.

Camping Gear:

Tent or swags

Ground sheet (protection from thorns, sand, insects etc.)

Pillows and pillow cases

Mattress – self inflating, airbed, stretcher, etc

Sleeping bags

Lantern and/or fluorescent light (to run off vehicle battery system)

Vehicle mounted awning or Shade tarp

Poles and ropes

Long and short heavy duty and sand pegs

Mallet or hammer

Cooking Equipment:

Camp stove and cookware

Stove fuel/gas bottle

Folding table and chairs

Chopping board and knife

Wash-up bowl and buckets for laundry and washing

Cutlery and plates, bowls and mugs, thermos

Washing up gear

Tea Towels

Can opener/corkscrew

Heavy duty rubbish bags and ties

Hygiene Items:

Hand sanitiser

Toilet paper

Spade

Matches/lighter

Torch

Fly nets

Sun hats

Sunscreen

Hydration:

Water bottles for support crews use

Water, At least 100lts per rider and 70lts for each crew member

Rider Kit

5x Cycling kit (Bibs, Jersey, Socks)

Cycling Shoes + Gaiters (to keep the sand out of shoes)

Gloves and Arm coolers (similar to cycling arm warmers but for hot weather)

4x CamelBaks or equivalent bottles. This is for the start, WS1, WS2 and WS3

Bike tool kit – allen keys, chain breaker, chain link, CO2 gas, tyre sealant & food bag

4x CamelBaks or equivalent bottles. This is for the start, WS1, WS2 and WS3

Chamois Cream



Event Awards



The Bean Award (Presented by the Medical Director)

The 'Bean Award' has been awarded since 2000 to those unique individuals who display characteristics that epitomise the true aims and spirit of the race – to foster camaraderie, fellowship and goodwill.

The SDBC2023 award was presented to Ben Hew and Bron Stephens.

Ben first volunteered for the SDBC in 2012 and fell in love with the event and the people. He introduced Bron when they rode together in 2014. Over the years they have contributed to the event as race officials, committee members and riders. This year they took on multiple roles with Ben riding and Bron taking on water stop due to an official pulling out (in addition to her fine fairy role) and Ben took on medic 1 on the afternoons he wasn't riding. They topped this off by positively contributing to the race and desert by collecting rubbish in camp and at stops.



Ben Hew, Dr Su Tan & Bron Stephens

The Heslin Award (presented by the Race Director)

Since 1994, The 'Heslin Endurance Award' recognises the achievements which don't show up in the overall results but are about overcoming a huge personal challenge. As an example, in 2001, Graham Bug cycled 50kms after his seat broke and he went on to complete 100% the race. The Heslin Award is not necessarily awarded every year.

In 2023 the Heslin Endurance Award was presented to Glenn Ross.

Over the years this race has become increasingly dominated by fat bikes with skinny tyres become less common. This year Glenn turned up on the bike he had in his shed which had plus tyres (slightly wider than standard mountain bike tyres) and in one of the toughest years we've seen put in an excellent showing with consistently good cheer.



Anthony Duff and Glenn XXXX



Simpson Desert Bike Challenge Race Rules



EVENT MANAGEMENT

- The Simpson Desert Bike Challenge is organised and conducted by Desert Challenge Inc, a not for profit association incorporated in South Australia for the purpose of running this event.
- Membership of Desert Challenge Inc is available to all riders, support crews and others who support the ideals of the organisation.
- The event registration fee shall include twelve (12) months membership of Desert Challenge Inc.
- Members of the general public may nominate for membership to the association for a period of twelve (12) months from the date of payment of their fee.
- Enquiries related to the SDBC can be directed to the Race Director or contacts as listed on the website.

ELIGIBILITY OF COMPETITORS AND SUPPORT CREWS

- The minimum age for competitors is eighteen (18) years of age on the 1st October.
- The minimum age for support crew members is fifteen (15) years on the 1st October, unless official approval has been obtained from the Race Director.
- Only individuals nominated on the entry form may compete in the SDBC.
- All participants are responsible for ensuring that they are fit and healthy enough to participate in the event.
- The Organisers require all riders, support crews and officials to complete a medical questionnaire, declaring that they are physically capable of participating in the event. The medical questionnaire must be received before the entry will be finalised.
- We recommend everyone joining this trip to take regular exercise for a period of time before departure.
- If you suffer from heart, chest, muscular or respiratory disorders, severe asthma or high blood pressure, we strongly advise against participating in the event.
- Competitors with an existing serious medical condition may be refused entry to the SDBC if, in the opinion of the medical officer, it is not practical to support a person with that condition under the circumstances of the race.
- All participants including support crews, officials and riders are required to complete the Medical Questionnaire with their registration.
- The Medical Director will review these questionnaires and may require further information and medical checks.

REFUND POLICY

We love this event and want you to share the experience. It helps us plan if you commit early. We don't look to profit from our riders, so we offer a very generous refund policy.

- 100% refund to 30th June (less \$25 administration fee), 80% to 15th August and no refund on or after the 16th August.
- If there is a good reason that you still can't make the event such as breakdowns, sickness etc it is likely the committee will decide to roll your entry over to the following year. We want to see you ride!
- Should we need to cancel the event you can choose to roll over your entry to the following year or receive a full refund.
- It may become necessary, due to weather, local conditions or various other reasons, to make changes to the event course. Such changes will be at the discretion of the Race Director and Committee and no refund will be considered in the event of such changes. Stages, distances and event timing rules may be adjusted according to track conditions. That's the nature of the desert.

ENTRY REGISTRATION

- Applications must be made online from the Desert Challenge Website (www.desertchallenge.org) and submitted with the full entry fee.
- Early entries (before 30th May) will receive an Early Bird Entry discount as indicated on the entry form.
- Extra vehicles accompanying a competitor/team must pay the appropriate registration fee.
- Pre-race medical questionnaire can be downloadable from the website and must be submitted to the organisers within one month of entering (and before the 15th August).
- Competitors will be required to provide details of existing medical conditions. Failure to disclose an existing condition may result in disqualification of the competitor.
- Entries open on the first day in February and close on the 15th day in August.
- The field is limited to 40 competitors.
- Event Registrations will be open from 1pm till 4pm on the day before the race start.
- All Competitors, Support crews and Officials must attend the registration session.
- Riders must bring helmets and bicycles for inspection and tagging.
- All Competitors, Support crews and Officials must be present at the Pre-Race briefing, which will commence at 5pm on the day before the start of the race.





Simpson Desert Bike Challenge Race Rules – Part 2

MEDICAL REQUIREMENTS:

- The Medical Questionnaire must be lodged online with all participants (this includes riders, support crews and officials) entry.
- The Medical Director will review these questionnaires and may require further information and medical checks.
- Participants may be required to seek further medical clearance including from your doctor, a sports physician or other medical professional as deemed necessary by the medical director.

INSURANCE

- Competitors will be required to have membership in the organising association or an affiliated group as necessary to meet the terms of insurance cover for the event organisers and officials.
- The SDBC is an affiliated event organiser of AusCycling. Each competitor shall be covered by AusCycling insurance, which covers the organisers for public liability and professional indemnity. The cost of this insurance is covered in the entry fee.
- It is the responsibility of each competitor and support crew to ensure they have adequate personal and vehicle insurance cover.
- Organisers and sponsors will not be liable for any action in this matter.

DECLARATION AND INDEMNITY

- All participants (riders, crews and officials) must register and sign the Declaration and Indemnity Form at the Pre-Race Registration.
- Declaration and Indemnity Form requires you to acknowledge that this adventure race and in addition to the usual dangers and risks inherent with remote travel, the event has certain additional dangers and risks introduced by the nature of the event. You accept all the inherent risks of the trip and the possibility of personal injury, death, property damage or loss resulting from your decision to participate.

THE COURSE

- The Simpson Desert Bike Challenge (SDBC) starts at Purni Bore on the Rig Road in South Australia and continues through the desert to Birdsville, Queensland.
- The SDBC will travel along well defined tracks and roads only. There will be no cross-country travel.
- The total distance for the 2024 race is approximately 500 kilometres depending on the prevailing weather and road conditions.
- Marker pegs along the track will indicate distance travelled and the course to be followed.
- Starting time for each morning stage is 6.00am and the afternoon stage start time is 2.00pm unless otherwise instructed by the Race Director.

- After the first morning, the first ten placed competitors will be started in a grid formation at the front of the field.
- Starting competitors for any stage are to be ready at the start marshalling area 5 minutes before the start time.
- Each morning stage will be approximately 80km long and each afternoon stage will be approximately 50km long.

BICYCLE ELIGIBILITY

- No power other than human power may be used unless participating in the e-Bike category.
- Only one bicycle per competitor is to be used throughout the SDBC.
- Only all-terrain bicycles are allowed. All bicycles will be checked prior to the start.
- The design of the bicycle and its components is free (the original frame must be used at all times).
- Any damaged component can be repaired or replaced except the original frame.
- Transport of all bikes during the event is the team's responsibility.

SURVIVAL EQUIPMENT

- The event organisers require that each competitor must start each stage carrying a minimum of two (2) 750mL bidons or other hydration system with the same volume (e.g. Camelback) of water or energy replacement fluid.
- Whilst competing, each competitor must wear a bicycle helmet that complies with Australian or other National Standards at the time of purchase.
- Competitors who fail to wear approved helmets while cycling will be penalised and may be disqualified from the event.
- Competitors must have lights suitable for lighting off-road riding (front and rear) for the night stage.

IDENTIFICATION

- All officially entered competitors, bicycles and vehicles will receive individual identification plates at race registration.
- Competitors must attach official race numbers (to be checked by an official) so that they are clearly visible at all times. Race numbers are to be attached to the front and rear of the bicycle.
- Race number 1 will be reserved for the previous year's overall winner if they are competing. Other race numbers will be allocated at the discretion of the event organisers, with Desert Challenge members able to express preference for a specific number.



Simpson Desert Bike Challenge Race Rules – Part 3

TIMING

- Timing of the event will be by the official timepiece carried by official timekeeper and set to Central Australian Standard Time (South Australian time).
- At each timing control, officials will record each competitor's time to the minute.
- Riders who finish in a group will be recorded as having the same completion time.
- Any penalties incurred by an individual will accumulate and be counted in their overall result.
- All Individual Competitors shall compete in the overall winners' and age group divisions and be eligible for the 100% medallions.

OFFICIAL PLACINGS

- All competitors will compete under the same timing schedule (no handicaps).
- Timing will be taken from the start (morning) to the lunch stop control, then from the lunch stop control to the overnight stop.
- A Sweep vehicle will travel at 12 km/hr. Any competitor who cannot compete at the minimum speed requirement for the stage (12 km/hr) will be picked up when overtaken by the Sweep Vehicle.
- Competitors having been overtaken by the Sweep Vehicle will not be disqualified but their distance will be recorded and they will receive a time equivalent to "Distance ridden (km) x 5 (minutes)".
- Official placings shall be determined by the "total distance ridden". If two or more riders have the same distance, their placing shall be determined by "fastest time".
- To be eligible for 1st place overall and 100% race completion trophies, competitors must complete 100% of the designated course. If there are no riders that have completed 100%, the first place rider will be judged the winner.
- Competitors are divided into age groups of U30, 30-U40, 40-U50 and 50+ (for male and female). To be eligible for awards, riders must complete a minimum of 75% of the designated course.

WATER STOPS

- Each competitor must stop at all Water Stops located approximately every 10 – 20 kilometres. Failure to stop will incur a 10km distance penalty and possible disqualification from the event.
- There will be a minimum of three Water Stops per stage unless the number is reduced or increased by the Race Director in line with a shortened course or intense weather conditions.

- The location of Water Stops may be varied in response to conditions and will be advised to all competitors and support crews at least 30 minutes before the start of the stage.
- Competitors must ensure that replacement fluids for each stage are supplied to each Water Stop in appropriate containers e.g. bidons or hydration packs. Bottles or containers must be of sufficient strength to avoid breakage.
- All items supplied to Water Stops must be clearly marked with the competitor's race number.
- All items for each stage must be given to Water Stop officials by 7:00pm each night for the next morning's stage and by 1:00pm (or earlier where available) for the afternoon stage.
- Each competitor must dismount at each Water Stop to allow assessment by medical and race officials.
- Competitors will be marked off on an appropriate checklist by Water Stop officials as they arrive at each Water Stop.
- If a medical officer deems it necessary for a competitor to be given intravenous fluids due to dehydration, that competitor will be disqualified and not allowed to continue.
- Race officials will check that each competitor leaves each Water Stop carrying at least one and a half litres (1.5L) of fluid. Failure to do so will incur a penalty and possible disqualification from the event.

PUSHING, TOWING AND CARRIAGE OF COMPETITORS

- Competitors are permitted and encouraged to lend assistance to fellow competitors such as pushing or working on failed components.
- At no time shall a support crew assist a competitor by way of pushing, towing or carriage of a competitor during timed sections. Immediate disqualification of the competitor from the event will result.
- Support crews are not to work on any competitor's bicycle during competition stages.
- Riders may elect to return to the start line for assistance repairing their bike but their overall time will be taken from the official start time of the stage.
- Any competitor who cannot repair his/her own bicycle will be picked up when overtaken by the Sweep Vehicle and transported to the stage finish.

RETIREMENTS

- A competitor wishing to retire from the SDBC must notify the Race Director and surrender his/her identification tags.
- Race organisers take no responsibility for riders and support crews who choose to leave the event.



Simpson Desert Bike Challenge Race Rules – Part 4

VEHICLES

- Each competitor must be accompanied by a 4WD support vehicle.
- Each support vehicle participating in the SDBC must be officially registered and issued with desert challenge vehicle stickers supplied by race administration.
- Support vehicles are to display one identification sticker on the driver's side and one on the rear of the vehicle.
- Support vehicles must be all-terrain 4WD's. Smaller all wheel drive vehicles are not suitable.
- Each vehicle must be fitted with a UHF radio (or carry a minimum of a 2W portable UHF radio system).
- Each vehicle must have sufficient fuel for the desert crossing, plus additional fuel for an extra 100km travel in the event of unforeseen diversions.
- Each vehicle must carry sufficient water for the duration of the trip. The recommended water requirements for the event are 100lt per rider and 70lt per support crew.
- All vehicles should be fitted with vehicle rated vehicle recovery points, front and back (a rear tow bar is considered a rated recovery point).
- Support vehicles are permitted to provide support to any number of riders and bicycles.
- No support vehicles are permitted to be driving on the designated course during a competition stage.
- The towing of trailers requires Race Director and Committee approval. If you are planning to bring a trailer, please reach out to the Race Director in the first instance racedirector@desertchallenge.org.
- Any approved trailer must be prepared for challenging off-road conditions. People towing trailers will be asked to travel at the back of the rear convoy to avoid delays to other vehicles.
- Support vehicles must travel in either the front or rear convoys. Support vehicles failing to comply with directions of Race Officials may result in immediate disqualification of the competitor or competitors.
- Support vehicles travelling in the front convoy must depart the control point 30 minutes before the designated race start time for both morning and afternoon stages. All support vehicles remaining behind must depart with the rear convoy.
- Competitors receiving assistance from unregistered support vehicles will be disqualified

PUBLIC RESPONSIBILITY

- Drinking of alcohol is not permitted until you are at the end of the day's racing. No person is to drive under the influence of alcohol.
- Any reports of harassment will be investigated and competitors and their crews may be disqualified and asked to leave the event.

GENERAL

- The organisers reserve the right to amend these rules at any time prior to the start of the event. Competitors will be notified of any changes.
- These and any other instructions issued by the organisers shall together form the regulations under which the event will be run. It is the competitors' responsibility to familiarise themselves with the regulations. Any person taking part in the event will be deemed to have accepted these regulations for the event.
- During the event the Race Director, reserves the right to change the rules should it be deemed necessary for either the safe, or practical conduct of the event. Competitors and support crews will be notified as early as practical should any changes be made.
- 100% of monies raised through donations/sponsorship of competitors shall be distributed to the nominated event charity(s).



2024 Race Dates:
1 Oct to 5 Oct 2024