



RIDE FOR FUEL 2020 HANDBOOK RADELAIDE!



RFF HANDBOOK - RADELAIDE

This handbook should answer most of the questions you have about the ride. It will also help you to prepare to make sure you have the best experience possible.

	Page
WHAT IS THE RIDE FOR FUEL?	3
HOW HARD IS IT AND HOW STRONG DO I NEED TO BE?	3
WHAT IS THE MINIMUM LEVEL OF FITNESS REQUIRED?	3
WHAT'S THE FUNDRAISING TARGET?	3
A TYPICAL DAY ON THE RIDE	4
WHAT'S INCLUDED?	4
WHAT'S NOT INCLUDED?	4
PREPARING FOR THE RIDE	5
HEALTH, HYGIENE AND MEDICAL	5
WHAT SUPPORT IS PROVIDED DURING THE DAY?	6
WHAT'S TO EAT?	6
WHAT IS THE WEATHER LIKE?	7
PACKING - WHAT TO BRING	7
HOW CAN I BUY MAF KIT?	8
HOW CAN MY SUPPORTERS FOLLOW MY PROGRESS?	9
ARRIVAL AND DEPARTURE DETAILS	9
OTHER FAQ'S	9

WHAT IS THE RIDE FOR FUEL?

The Ride for Fuel is an annual charity ride to support the great work Mission Aviation Fellowship does bringing hope to some of the most desperate people in the world. The ride takes on a new destination each year with each route designed to allow riders to test their limits. We like big hills!

You can find out more about MAF here: <https://maf.org.au/who-we-are/>

You can find out more about past rides here: <https://rideforfuel.maf.org.au/past-rides/>

HOW HARD IS IT AND HOW STRONG DO I NEED TO BE?

The route is specifically designed to challenge even the most experienced cyclist. Some days are easier than others, but with over 13,000m altitude gain (A Bunch) this is not for the faint hearted... If you've been to Adelaide before you will know that there are lots of phenomenal hills and we plan to hit as many of them as possible, so you'll need to bring your climbing legs! To get through the substantial kilometres we will be covering each day, it is important that we keep a relatively high pace. All that being said, if you put your mind to it and do the appropriate training there is no reason why a weekend warrior cyclist can't rise to the occasion.

WHAT IS THE MINIMUM LEVEL OF FITNESS REQUIRED TO PARTICIPATE?

For the 2020 Ride for Fuel we will have a B and C bunch to make the ride accessible to more people. That being said it is still a challenging route that requires a reasonable base level of fitness to conquer.

The C route looks like this:

[Day 1: 123km 1540m](#) - One Cat 1 and One Cat 4 then plenty of flat

[Day 2: 106km 1840m](#) - A beautiful day in the Hills with one Cat 1 and two Cat 4s

[Day 3: 109km 1660m](#) - A Cat 2 followed by a Cat 3 then an easy meander to the Barossa

[Day 4: 108km 1200m](#) - An easy short day with only one Cat 4 climb

[Day 5: 122km 1870m](#) - A long drag up the george then one Cat 3 to get back over the range

[Day 6: 135km 2000m](#) - A Cat 1 to get out of ADL then a lumpy longer day with a Cat 3

WHAT'S THE FUNDRAISING TARGET?

As part of your registration you will set up a fundraising page through chuffed.org. Each rider must make a \$800 personal donation to cover the costs of the ride. On top of this you must raise at least \$1700, making the fundraising target for each person \$2500. If you do not reach this amount you will be expected to pay the difference. While raising awareness and funds for MAF is our primary goal, we understand that it can be difficult asking the same people for support year after year. In response to this, we are also introducing a non-fundraising option. The cost and fundraising targets will be as follows:

	Fundraiser			Non-fundraiser
	Fundraiser	Fundraising target		Non-fundraiser
Radelaide	\$800	\$1,700	\$2,500	\$1,400
Mountains to Sea MTB	\$600	\$1,900	\$2,500	\$1,200
Both rides	\$1,000	\$3,000	\$4,000	\$2,400

A TYPICAL DAY ON THE RIDE

Most days will follow a similar routine however, we need to be flexible depending on the weather and the distance we need to cover.

0600 – Wake up, get dressed

0630 – Join together for breakfast and final route briefing

0700 – Depart start point for first leg

0900 – Morning tea

0930 – Depart for second leg

1230 – Lunch

1315 – Depart for third leg

1600 – Arrive at destination, unpack, shower, Strava (very important), wash clothes if required

1640 – Hit a local cafe

1800 – Dinner at local restaurant, pub or bowlo, route briefing

2000 – Back to accommodation and bedtime

WHAT'S INCLUDED?

- Single, twin or triple share accommodation during the ride
- All meals (see the **WHAT'S TO EAT** section)
- Snacks and water are available at any time from your road support driver
- Full ride support including a sag wagon should you need to step off the bike
- First Aid assistance
- Mechanical assistance
- Luggage transport

WHAT'S NOT INCLUDED?

- 1 x Ride for Fuel Kit (Jersey and Knicks) (\$220 donation for full kit)
- Transport to and from Adelaide
- Afternoon tea
- Alcoholic drinks at dinner
- Contribution to gifts for support crew (approx \$50)
- Additional pieces of MAF Ride for Fuel Kit
- Repairs to your bike and spare parts

PREPARING FOR THE RIDE

Get your bike, body and gear into shape. To get maximum enjoyment from the ride we recommend all riders make preparations well in advance to ensure their bodies and bikes are ready to roll.

Cycling fitness:

It's important that you prepare your body for the ride. It is also important to realise that riding a tour is quite different from doing a big one day ride. To ensure your body is ready for the ride we recommend you spend some time riding long climbs or doing hill repeats to get used to riding in a climbing position. We also recommend you try to include some hard consecutive days into your training to prepare your body to back up after a hard day.

Positioning and bike fit:

Positioning is also critical when attempting a tour. Small niggles that you get from time to time on the bike can be exacerbated by pushing yourself day after day. We recommend you have a bike fit to ensure your riding position is as efficient as possible and that you lower the risk of injury during the ride. While a proper bike fit might be expensive (\$300+) it could dramatically improve your riding experience.

Cycling skills:

If most of your riding is done solo or with a few friends, it is important that you get some practice riding in a bunch. Bunch riding is a way of cyclists sharing the workload and helping each other. The tighter the bunch the less effort is expended. However, an inexperienced bunch rider will find this a little awkward so it's best to get used to this by riding in a bunch with your local club in the months leading up to the ride. We will also be doing quite a few long descents, so practice descending with confidence is also important.

Bike maintenance:

Only a well maintained road bike is suitable for this type of ride. We recommend ensuring you have a suitable gear ratio to give you the best chance of conquering the hardest climbs. This can be achieved by installing a compact (50.34 tooth) or semi-compact (52.36 tooth) crankset or by installing a cassette with a big range (11-28 at a minimum). It is important that you have your bike serviced in the weeks leading up to the ride and that you have relatively new tyres to avoid punctures.

HEALTH, HYGIENE AND MEDICAL

All riders must be in good mental and medical health with a high level of physical fitness in order to accomplish this ride. All participants are required to disclose any ongoing medical or health issues that could become a matter of concern to yourself or to other team members during the ride.

Ensure that you bring any medications or other medical needs that you may require to sustain your wellbeing during the ride. Some common issues are skin infections or rashes, upset tummies, migraines, allergies, aching bones, bad knees, bad backs and of course saddle sores. Suncream is provided for your use, but if you suffer rashes or allergies from some brands, bring your own.

There are a number of First Aid trained people on the ride. However, due to WH&S and other legal requirements, first aid providers are limited in the scope of the care they can provide.

They are responsible for taking all reasonable steps to stabilise a patient until expert medical help is available. All Road Crew vehicles carry limited First Aid items.

You are fully and totally responsible for any costs, requirements, insurances or any other needs, concerns or circumstances that may arise regarding health, medical, ambulance or any other issues that may arise that directly affect you personally for the duration of the ride. It is your own responsibility to ensure that you have whatever relevant cover and insurances you feel is necessary regarding medical, health, insurance and ambulance needs.

Hygiene is of critical importance on a tour with so many people eating together. It is very important that we maintain "Best Practice" in health and hygiene matters. This means HAND WASHING is mandatory before eating any food and after going to the bathroom. Antiseptic will be provided in each Road Crew vehicle and at each meal.

Due to the possibility of potentially fatal anaphylactic reactions, known or unknown, all crockery and cutlery items must not be mixed with other foods or spreads at anytime. That is, one knife for butter, one for vegemite, one for peanut butter, one for honey etc.

WHAT SUPPORT IS PROVIDED DURING THE DAY?

Each bunch is accompanied by a road support vehicle. The vehicle will drive a safe distance behind the bunch and will display signs and flashing lights to alert other vehicles of our presence. They will also honk to alert us to the presence of the car. Each road support vehicle will be equipped with a First Aid kit, water, suncream, snack and route instructions. They will also carry a number of spare parts including spare wheels that can be borrowed to allow riders to continue until they have a chance to fix their bike. Each rider will also be required to bring a day bag (see notes in what to bring) that will include any essentials you think you might need for the day's ride. Riders will be able to stop the support vehicle at any time to ask for assistance, to get something from or put something into the car.

WHAT'S TO EAT?

We have a great food team that are responsible for providing breakfast, morning tea and lunch. If you have any dietary requirements they will be able to accommodate you. If you have a special request they will do their best to provide that for you. They also ensure that there is PLENTY of food. You will not go hungry!

Breakfast: At breakfast you are provided with a range of cereals, muesli, milk, yogurt, toast, spreads, fruit, nuts, cheese and to drink we have tea, coffee, milo and hot chocolate.

Morning Tea: At our morning tea stop you are provided with a selection of cakes, fruit, nuts, chocolate, cheese, bread and spreads.

Lunch: At lunch we have the same selection as morning tea with the addition of rolls, salad, cold meats, tuna, and normally a hot rice or pasta dish.

Dinner: We have dinner at a local restaurant (normally at or near the accommodation) with a choice of a few dishes that you can pre-order 2 weeks prior to the ride. This will normally be supplemented with bowls of hot chips and bread. You can also have dessert but this is normally at your own expense.

It is also important to remember that your stomach can only handle so many gels, sports bars and sports drinks. That is why the pros only ever use them in the last 50km of a race. In some circumstances sports drinks can actually dehydrate you so try to mix it up and drink lots of water.

WHAT IS THE WEATHER LIKE?

October is a great time of year to ride in Adelaide but you must come prepared! The historic high for October is 39° and the historic low for Bowral in 4.7° so you'll need a range of apparel. As the climatic information below shows, there is also small chance that we might get some wet weather.

The **WHAT TO BRING** section will help you ensure you pack the appropriate cycling kit.

	Adelaide	Barossa
Mean maximum temperature (°C)	22.2	21.6
Mean minimum temperature (°C)	11.6	8.2
Mean rainfall (mm)	40.9	34.5
Mean number of days of rain ≥ 1 mm	6.3	5.7
Mean daily sunshine (hours)	8.3	8.7
Mean number of clear days	6.5	4.7
Mean number of cloudy days	12.4	14.1
Mean 9am temperature (°C)	16.8	14.7

PACKING - WHAT TO BRING:

We are restricted, not only by baggage limits on the flights but also by the space in the luggage trailer and in the support cars so please pack carefully!

Suggested packing list:

Cycling Gear:

- Shoes
- Bootsies / shoe covers
- Helmet
- Beanie / headband / cap
- Knicks x 3
- Jersey x 3
- Base layer x 2
- Socks x 3
- Rain jacket
- Wind vest
- Arm / leg / knee warmers
- Long fingered gloves

Cycling related gear:

- Skins or recovery tights (if that's what you're into)
- Chamois cream
- Jacket or similar to wear when we stop for lunch etc.
- There will be snacks provided but bring your own gels and energy bars in case of emergency
- Spare tubes x 3
- GoPro
- Front and rear lights - in case of inclement weather or unexpected delays
- A small bag for leaving in the support car. If it's too big you will have to leave it locked up in the trailer.

Off the Bike:

- Towel
- Warm clothes for going out to dinner every night (remember you will only use these clothes for a few hours every night so you don't need to bring too many clothes. Thermals, jeans, t-shirt x 2, undies x 4, jumper, sneakers, socks x 3)
- Whatever you sleep in (keep it p.g. as we will have a number of ladies in our midst)
- Toiletries (keep it minimal - toothbrush, toothpaste, soap, shampoo, deodorant)
- Suncream
- Lip balm
- Dencorub / Voltaren

Communal Gear:

We will have the following items that you can use, borrow or buy if need be:

- Floor pump
- Tool kit
- Spare parts
 - 9, 10, 11 speed chains
 - Brake and gear cables
 - Brake pads
 - 700 x 23 tyres
 - Some 10 and 11 speed wheels that can be used as neutral spares in case of puncture

Let your packing be informed by these three facts:

1. We will be able to wash clothes almost everyday.
2. You are not going to spend too much time out of lycra.
3. It can get quite cold so bring at least one warm outfit for nights.

You are also fully and totally responsible for any security, damage, insurances or costs involved for any personal possessions, goods and/or equipment that you bring on the ride, whether used or not used before, during or after the ride. This includes such things as vehicles, trailers, cameras and all other personal possessions, goods and equipment. MAF Australia accepts no responsibility for any lost, mislaid, damaged or stolen property.

MAF KIT

For those of you that are new to the ride, we have a number of days on the ride that are designated MAF kit days. To make purchasing a kit achievable for everyone we have negotiated a very reasonable price. Our kit manufacturer, Cuore, has an easy to use online shop that allows you access to a wide range of Ride for Fuel cycling apparel.

Suggested Kit:

- Short Sleeve Jersey
- Bib Short
- Thermoshield Tech Fleece Jacket

HOW CAN MY SUPPORTERS FOLLOW MY PROGRESS?

Your family can follow your progress via the daily Instagram and Facebook posts as well as on Strava. This is also a great way of spreading the word about the awesome job MAF does in bringing hope to some of the world's most desperate people.

- https://www.instagram.com/maf_rideforfuel/
- <https://www.facebook.com/rideforfuel/>
- https://www.strava.com/clubs/MAF_RideForFuel

ARRIVAL AND DEPARTURE DETAILS

You should aim to be at Quest Adelaide Central by 8.30pm on the 3rd for a rider briefing and welcome. You can leave anytime you like after 5pm on the 9th. Accommodation is provided on the night of the 9th as most people will be departing on the morning of the 10th.

OTHER FAQ'S

How do I wash my clothes while on the ride?

All accommodation stops have access to a washing machine. We will provide washing powder and normally people will band together to do loads. Make sure your name is clearly marked on all bits of clothing!

What happens if it rains?

The Ride for Fuel is an outdoor, all weather event which means we will still ride even if it's raining. Only extreme weather may cause cancellation of the day's riding.

What happens if I get sick or injured?

Safety is always our first priority. We have a number of First Aid certified people on the ride so in case of emergency you will be in capable hands. If you are unable to ride due to an illness or injury you have two options; be a passenger in one of the support vehicles until you feel ready to rejoin the ride or leave the ride once we reach the destination for the day. Should you leave the ride early there is no refund of your rider contribution.

What happens if my bike breaks?

Unfortunately mechanical issues are part of bike riding and there is a reasonable chance that there will be some mechanical issues during the trip. You are responsible for ensuring your bike is in excellent condition prior to the ride. You also need to bring your own spare tubes and possibly a puncture repair kit. For minor issues we have a number of team members who will be happy to help you try to get back on the road. For some issues we will carry spare parts such as cables, chains, brake pads and cassettes that you can buy if you need them. For more significant issues you will most likely need to hop in the sag wagon until we can get to a bike shop. There are a number of bike shops in the region should you need to get something repaired during the ride.