

CYCLE CLASSICS

Wilier CARDIFF ROUBAIX 2017

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Rider Information Pack

Thank you for entering the 2017 Wilier Cardiff Roubaix sportive.

1. ESSENTIAL INFORMATION

Start date: Monday 28 August 2017. Registration from 0915. Start at 1000.

Event Type: Cycle Sportive (non-competitive).

Venue: Maindy Centre, Crown Way, Off North Road, Cardiff [CF14 3AJ](#). Tel. (02920) 529230.

Event Website: <http://cycleclassics.co.uk/cardiff-roubaix/>

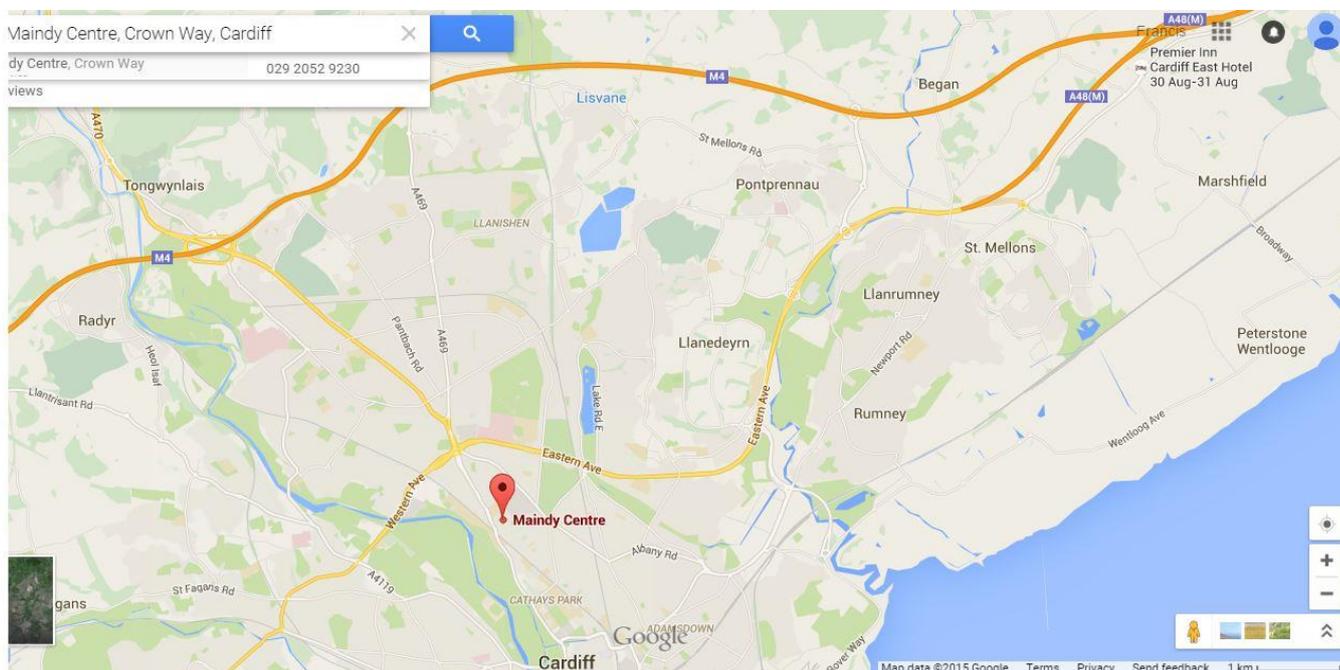
Facebook: <https://www.facebook.com/pages/Cardiff-Roubaix/868485716576468>

Emergency Mobile Number: 07708 648106

Getting There

By car the easiest approach from the east is via junction 29 of the M4 and then the A48 SW to Maindy. From the west, the simplest way is probably via junction 32 of the M4 and then SE on the A470.

By train, the start and finish HQ is located less than 2 miles from Cardiff central Railway Station. There are early trains from Bristol and Swansea, which arrive before 9am, in time to register and start at 1000.



Parking & Event HQ: There is parking at the Maindy Centre (Crown Way, Off North Road, Cardiff [CF14 3AJ](#)), which serves as the event start and finish and HQ. There is additional on-street parking close to the venue.

Hotels: There is no shortage of accommodation in the area. There are several [Premier Inns in Cardiff](#) with easy access to the HQ. Nearby is the huge 5-star [Celtic Manor Resort](#), which is used by British and Welsh Cycling for training camps at the nearby Newport Velodrome, in preparation for major championships. There is also a [Youth Hostel in central Cardiff](#).

Good luck and see you at the event.

Francis Longworth (Event Organiser)

Email: info@cycleclassics.co.uk

2. ROUTE INFORMATION

The Wilier Cardiff Roubaix cyclosporive is has two routes, roughly 100km and 100 miles long, Both start and finish at Maindy Velodrome in Cardiff.

The 100 mile route features fourteen unpaved/gravel sectors, farm tracks and bridleways, ranging from 300m to 3900m in length, and totalling 32km. The 100km route features 8 sectors, totalling 20km. The event is intended to mimic the professional one-day Classic 'Paris-Roubaix' (as far as is possible in this area), and as such is designed to be ridden on road bikes. A cyclo-cross bike would be a suitable alternative, but bear in mind that 80% of the route is on normal tarmac roads in addition. The route is located entirely on the flat Roubaix-like landscape of the coastal plain to the east of Cardiff and Newport (much of which has been reclaimed from the sea), adjacent to the Severn Estuary, sandwiched between the mountains and the sea. The course starts in Cardiff and then heads east towards the first unpaved/gravel sectors, and then south of Newport towards the flatlands of Calidcott Moor, before returning to the iconic Maindy Stadium, where the event finishes on a large outdoor velodrome (as does Paris-Roubaix). The 100 mile route takes in an additional loop to the east of Newport, which adds an additional six gravel sectors.

The unpaved gravel roads and stony bridlepaths are flat and fast. The roughness of the roads amplifies and intensifies the sensation of speed relative to smooth tarmac, and produce sensations similar in many respects to riding on cobbles - but without being quite so violent and jarring.

Most of the roads used on the route are relatively traffic-free, with the majority of the unpaved sectors being closed to all traffic. The number of kilometres spent on A-roads is kept to a minimum, although there are 2-3km of bigger roads exiting Cardiff and skirting the southern part of Newport – inevitable given the size of these cities. A broom wagon will be provided but riders are expected to be self-sufficient, however, and it is recommended, given the rough nature of some of the roads, that at least two extra inner tubes and a small pump (or gas bottles) should be carried. The feed station of the 100km course is located at 49 km, roughly at the half-way point. The feed stations for the 100-mile route are at 49 and 97km.

A GPX file is available on the event website: <http://cycleclassics.co.uk/cardiff-roubaix/> Although the route is very well signposted, we urge all riders to both familiarize themselves with the course, and download the GPX file if they have a Garmin-like device, in order to reduce the probability of going off-course. In addition you are **strongly advised** to print out the map (and take it with you on the ride (perhaps in a Ziploc sandwich bag to keep them dry).



The finish of Cardiff Roubaix on Maindy Velodrome.

UNPAVED/GRAVEL SECTORS - 100km Route

8	Lighthouse	3600m	* * * *
7	Chapel Rd	2000m	*
6	Pipeline	3900m	* * * * *
5	Black Wall	1700m	* * *
FEED	Magor		
4	Caldicot Station	300m	*
3	Black Wall South	1700m	* * *
2	Pipeline North	3900m	* * * * *
1	Lighthouse West	800m	* * * *
FINISH	108 km	Velodrome	

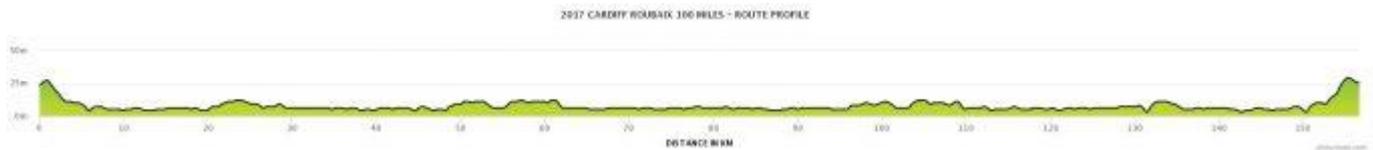
100km Route Profile



UNPAVED/GRAVEL SECTORS - 100 mile Route

14	Lighthouse	3600m	* * * *
13	Chapel Rd	2000m	*
12	Pipeline	3900m	* * * * *
11	Black Wall	1700m	* * *
FEED	Magor		
10	Caldicot Station	300m	*
9	Black Wall South	1700m	* * *
8	Pipeline North	3900m	* * * * *
7	Chapel Rd	2000m	
6	Pipeline	3900m	
5	Black Wall	1700m	
FEED	Magor		
4	Caldicot Station	300m	
3	Black Wall South	1700m	
2	Pipeline North	3900m	
1	Lighthouse West	800m	* * * *
FINISH	158 km	Velodrome	

100 mile Route Profile





Above: Bradley Wiggins and Fabian Cancellara on a dusty gravel road during Paris-Roubaix (2014).

We will only cancel/reschedule the event if the weather is very poor indeed, such that the course becomes dangerous. At present, the forecast is good.

3. WHAT TO BRING AND CHOICE OF EQUIPMENT

- ID in case of an incident.
- Food and energy drink (although there will be food available at the start, and at the feed stations).
- Money/credit card.
- Mobile phone (emergency contact number is printed on your ride number sticker).
- Basic tool, ideally with a chain-splitter.
- Pump, tyre levers, puncture repair kit and *at least two* spare inner tubes.
- Helmet (mandatory).
- GPX device or mobile phone with maps.

Given that the road contains unpaved stony/gravel sectors, there is an increased risk of punctures. We therefore suggest thicker, reinforced, wider tyres (25-28mm ideally), paired with wheels that are not too rigid. Old-fashioned boxed rims (e.g. Mavic Open Pro) are ideal. These measures will also provide a less jarring ride over the rougher roads. You might wish to double-wrap your handlebars with tape, but this is not really necessary. A full-carbon frame is a perfectly good choice but other materials such as steel would be equally good. If you are worried about damaging an expensive bike on the rougher unpaved roads, however, you may prefer to bring a training/winter bike. Please make sure that your bike is in good condition, cleaned, and that you have carried out the standard safety checks before your ride. Pay particular attention to the condition of your tyres. It is not a good idea to ride this event with old or even slightly worn or nicked tyres. The most important factor in avoiding punctures, however, is not holding the bars too rigidly over the unpaved sectors. In addition, absorbing shocks by bending your knees and lifting yourself slightly above your saddle ('hovering') will greatly reduce the probability of frustrating punctures.

4. MEDICAL SUPPORT

There will be an event vehicle circulating around the course for the duration of the event. In case of an incident on the route, for minor issues call the main event mobile numbers 07708 648106 (printed on every rider's number sticker) and help will be arranged. For more serious incidents, call 999 immediately. It is essential that all riders carry a (charged) mobile phone during the ride for this eventuality, with the above two mobile numbers pre-entered. Please note that mobile reception can be patchy, depending on the network, particularly in more remote areas. Staff at the HQ are all trained in first aid.

5. MECHANICAL SUPPORT

Riders must largely be self-sufficient in the case of minor mechanical incidents such as punctures, and should carry **at least two** spare inner tubes, a puncture repair kit, tyre levers and a working pump, together with a simple multi-tool, ideally including a chain-splitter. For more serious mechanical failures, there will be a broom wagon/mobile mechanic that will be able to provide some assistance. If a serious mechanical incident occurs on an unpaved sector that is closed to traffic, riders are advised to proceed to the end of that sector, call (or preferably text – to prevent the line becoming engaged) the main event emergency number 07708 648106, and await the broom wagon. Please note that the broom wagon advances behind the last rider, and it may take up to an hour for it to arrive, depending on the location on the course. A mechanic may be able to attend more rapidly, but immediate response is not guaranteed. We will, however, assist you to the best of our ability.

6. HQ FACILITIES

There is some parking at the HQ (as outlined on page 1) and additional on-street parking adjacent to the venue. There are toilets and some changing and shower facilities at the venue at the end of the event. Note that the main event building opens at 0630. Coffee and light snacks will be available to purchase in the main building. Toilets will be available before the start.

7. PRE-RIDE

Registration: Open from 0915.

On signing on you will receive your number, which you should affix either to your bike's handlebar. There is no need to do anything other than sign your name on the sign-on sheet at the registration desk and then make your way to the start area by the car park.

Rider Briefing: A safety briefing will be given to riders immediately before the start, reminding them of the main safety issues discussed in this pack. This should last less than two minutes.

8. START

Riders should begin assembling at the start at around 9.55am. Riders will be set off in groups at two-minute intervals, as per British Cycling guidelines, and everybody should be off by 1005am. We do of course recognise that some riders will want to ride with friends and clubmates, and there is some so that you can all start together.

The safety briefing will take place in the two minutes between the departures of successive waves of riders.

9. DURING THE RIDE

Signage

The signs are A3 and A4-sized and have fluorescent yellow backgrounds with black arrows or 'CAUTION' warnings, etc. Unpaved sector numbers have white signs (see below). All signs bear the LAPIERRE logo. Ignore signs of different colours or those without the LAPIERRE logo.



Hazards

There are five principal types of hazard on this route:

- Crossing A roads, and turning right across traffic onto or off A roads.
- Entering unpaved/off-road sectors, if this involves crossing traffic (esp. A roads).
- Leaving unpaved/off-road sectors and re-joining normal roads.
- The unpaved sectors themselves.
- Narrow roads with blind bends.

The main areas where caution is required are below, in riding order. Of these only two (E and G – asterisked and in bold) requires extreme caution:

- Turning right onto the A469 just after leaving the Maindy Centre.
- There are two or three medium-sized roundabouts in urban Cardiff on and around the A469.
- Turning right off the A469 when leaving Cardiff. This turn is traffic-lighted. Exercise the usual caution.
- Be on the lookout for walkers etc. on the Lighthouse gravel sector (sectors 9 and 3).
- **The A48 circumnavigates Newport on the south side. It is a dual carriageway which extend for about two miles, with a couple of roundabouts. It is not massively busy, and will hopefully be fairly quiet on the morning of Bank Holiday Monday. Exercise extra caution along this sector.****
- The Pipeline sector (sector 8) is quite rough with large potholes.
- **The Pipeline and Black Wall gravel sectors will be used in both directions so please KEEP LEFT.****

If this is your first time riding on unpaved/gravel roads, take it steady and feel your way in gradually. Try not to hold onto the bars too tightly. Let the bike bounce. The first gravel sector is fairly smooth and straightforward, and is a

An excellent way to tackle Cardiff Roubaix is to ride with a small group of people who are of a similar ability to you; a group of four to five is perfect. Riding with people you know provides an enjoyable social experience, and many riders and clubs enter as groups. One strategy is to take the unpaved sectors and steep hills at your own pace and regroup at the end of each sector or at the top of each climb. This enables the group to maintain a brisk pace on the normal and flatter paved roads, and then for everyone to really challenge themselves on the harder off-road sectors and big hills, but without feeling that they are going to get dropped by the other riders, or that they are holding anyone back.

10. POST-RIDE

After crossing the finish line and passing the 'FINISH' banner, you should ensure that you do not impede the riders who are finishing behind you. At this point, you should call out your number to the finish marshal, who will record your time and the fact that you have returned safely. If you do not finish the course and do not wish to return to the finish area, please let the organiser know by text message on 07708 648106 so that we do not have to send out a search party to look for you!

11. PHOTOGRAPHY

Details of how to purchase photos will be posted on the event website, and by email to all riders after the event.

12. DOS AND DON'TS

Do:

- Follow the Highway Code and be safe. This ride is non-competitive – therefore NOT officially a race. Please ensure you act accordingly when participating. Feel free to ride hard when it is safe to do so, but if vehicles, horses or runners/walkers are present please be extra careful and considerate to them. Some parts of Cardiff Roubaix use bridle paths which may sometimes be used by pedestrians and horses. It is essential that riders behave themselves in such circumstances. Our ability to run this event safely depends on riders being sensible and courteous to those with whom we share the roads and bridleways.
- Wear a helmet.
- Carry a phone.
- Make sure you are aware in advance of the areas of the course which have been highlighted above as requiring special caution and SLOW DOWN. Come to a complete stop if necessary.
- On unpaved roads, be very cautious when approaching horses, and give both horses and walkers a wide berth, slowing down if necessary.

Don't:

- Cross the dashed white lines in the middle of the road. This, regrettably, happens all too often – in sportives as well as races. There is plenty of opportunity to ride hard and fast without subjecting oneself and others to unnecessary risks.
- Ride in large groups more than two-abreast.
- Impede traffic flow.
- Behave in a manner that may offend others.
- Drop litter.

