



Information Bulletin nº4 - Description and Technical Data for ARWC Portugal 2009

Dear racers,

After an exhausting Summer, we managed to prepare the longest ever Adventure Race in Portugal. The complete route, including all checkpoints, will be over 900 km and we are glad we decided to explore Lusitanea and present you with such a challenge! The landscape is beautiful, the terrain is tricky and in some parts physically demanding, in others it's a complete "nightmare" and your resilience will be tested to the limits.

However, we designed the race to allow all the Teams to reach the finish line and enjoy the journey over the Land of Light. For the winners we promise the challenge of the year, with a very demanding course with increasing difficulty towards the end. This difficulties varies along the way from Physical at the beginning to Technical at the end. We expect a strong fight all over the race with places varying depending on the strategy for the Bonus CP collection and for the rest stops.

Like in the previous editions of Estoril Portugal XPD the race is designed to offer you the best territory we have for Adventure Race in the Lusitanea area and to help you to discover many of our natural and cultural heritage, ranging from the Jurassic era to the Palaeolithic, Roman, Arabic, Medieval and Modern times. This edition will have Check Points in Dinosaurs Monuments, in Stone Age Sanctuaries, in Roman Gold Mines, in Moorish Fortresses, in Templar strongholds, in Medieval Bridges, Churches and Castles and in the new Wind Power Generators.

Wild life will surround you all over the territory; paddling with eagles and vultures, biking with wild boars and bulls, hiking with deer and snakes will make this expedition really natural. The race will pass many Natural Parks and protected areas which implies an "eco friendly" attitude from

the racers and organizers to minimize any negative impacts to the ecosystems.

Again the main question all teams should address in this race is Management: How can we manage to do it all? The race is planned to give the “trophy” to the faultless options; thus good judgement, focus and teamwork will be decisive to overcome the challenges of the course. Sleep and rest stops will be crucial to assure good judgement in route choice and strategic decisions. The weather conditions are also a crucial factor which we took in consideration for the route layout. For instance, sunny days will speed you in some places and almost dehydrate you in others; this implies the need of a careful choice and decision in all occasions, specially in the mountains. Fortunately, you will find always simple solutions, like small country roads which will speed you up to the next Transition Zone (the cut offs with shortcuts are an example of that principle).

The equipment requirements are balanced between safety and comfort and the organisation will not force you to carry heavy packs unless it will be strictly necessary. Climbing gear and wet suits will be carried just in the sections required and they will be picked and dropped in specific places all along the way. The recommended places to sleep are the Assistance Areas but you will find many comfortable places all along the way, namely in some of the transition zones. For the meals we recommend to explore the flavours of the Portuguese “cuisine” as you will cross many small villages with typical taverns and pastry shops.

Most important at this time is to prepare for the challenge and after analysing the data presented in the ARWC Portugal 2009 Provisional Technical Data Sheet, you can find all the results extracted from our visit trips and testing. The average speed estimated for the whole race is 8,4 km/h, which in our opinion allows any of the top World Teams to complete the full race (CP’s and bonus CP’s), nevertheless the technicalities involved in navigation, particularly at night, will require acute precision and focus which implies the teams would need to rest several times along the way to minimise the errors. Because time management is so crucial, there will be some compulsory stops to allow some race protocols regarding Sport Ident data collection, Press Flash

Interviews, GPS System downloads and battery check and Medical Checks.

From the data is possible to verify that around 39% of the predicted time, the teams will be walking /running, 41% biking, 18% paddling and 1% skating which indicates that attention should be paid to the feet and their condition along the route. You will step over a large variety of surfaces: cross streams or lakes (both with sweet and salted water), sand, mud and rocky trails will also be present along the way with all the known hazards and consequences to the racers feet. Prevention and good preparation is always the key to have a successful race.

Other interesting data extracted from the race statistics are the maximum speeds for Mountain Biking, 11,75 km\h, for Roller-Blade\ TRIKKE, 21,7 km\h, for Trekking 5,5 km\h and for Paddling 6,3 km\h. The longest section has 160 km and it's a MTB section and the shortest is an easy 5,3 km trekking section. Mountain biking has the largest share of the 907 km with more than 57 % (MTB and O-MTB) of the total racing distance.

The maps that will be used this year are from the Portuguese Military Maps (1:25 000) and we will use the scale 1:50 000 for the paddling sections. We will use also Orienteering maps for more precise navigation. Examples of the map legend will be send to the teams along with an extract of similar areas in the three formats we will be using (1:20 000, 1:25 000 and 1:50 000).

The final piece of information released is the race scheme that gives you the full picture of the route and identifies the sequence of the sections and the location of the Transition /Assistance along the five stages of the race.

Stages	Estimated time	Approximate distance	Positive gain	Average speed	Sleep time recomend.	Number of CP's	Number of CP Bonus
1st	07:15	60,3	1,7	8,3	0:00	5	1
2nd	22:26	171,8	10,8	7,7	1:00	14	3
3rd	22:12	214,6	3,4	9,7	2:00	12	2
4th	23:15	218,6	4,6	9,4	2:00	12	1
5th	32:44	242,2	3,8	7,4	1:00	18	5
	(h:m)	(km)	(km)	(km\h)	(h:m)		
<b>Total</b>	<b>107:54</b>	<b>907,5</b>	<b>24,3</b>	<b>8,4</b>	<b>6:00</b>	<b>61</b>	<b>12</b>

Table 1 - Technical data for the maximum speed/ minimum duration

The Assistance Areas were placed to allow the teams to recover well and plan the next Stages with some comfort. In all four locations the teams can find showers, places to rest and some facilities to help their logistics.

Assistance	Overall estimated duration	Time for Race Protocol	Racing Time till Assistance	Racing Distance till Assistance	Suggested Sleep Time
1st		0:20	7:15	60,3	
2nd	1:50	0:20	31:08	256,0	1:00
3rd	2:50	0:20	57:05	446,7	2:00
4th	2:50	0:20	83:20	665,3	2:00
	(h:m)	(h:m)	(h:m)	(km)	(h:m)
<b>Finish</b>		<b>0:30</b>	<b>120:09</b>	<b>907,5</b>	

Table 2 - Assistance data and suggested times.

The Race Cut's were design to protect the teams with difficulties and can in certain circumstances be used to safeguard the race from severe weather changes re-routing the teams.

Race Cut's	Location	Racing Time for Cut Off	Racing Distance till Cut Off	Action	Shortcuts Sections	Missed CP's + CP Bonus	Shortcut Distances	Shortcut Times
1st	A3	68:45	446,7	Teams continue by kayak directly to CP 42 where they collect the MTB to continue to A4.	1,5	10+0	Kayak 42,0 MTB 38,6	07:00 04:00
2nd	A3	74:45	446,7	Teams pick their MTB and goes to A4 by secondary roads.	2	12+0	MTB 72,0	06:00
3rd	A4	95:45	665,3	Teams continue with their MTB and goes to T13 by secondary roads.	2	6+1	MTB 28,2	02:21
4th	T14	109:45	769,0	Teams continue with their MTB and goes to T15 by secondary roads.	1	4+0	MTB 22,1	01:50
5th	T16	127:45	883,2	Teams continue with their MTB and goes to the Finish by secondary roads.	1	2+1	MTB 14,1	01:10

Table 3 - Race Cut's locations and provisional times.