

VIA “Germanicus” Chapter II

COMPENDIUM

Version II

Introduction

Welcome to the Compendium, the guide (or race manual) to Germanicus’s road, where all the information you need will be included in as simple, clear and concise manner as possible, covered in the following sections:

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I. VIA GERMANICUS - SUMMARY

What's the route?

Free routing

The route following Germanicus' story to Batavia (the Netherlands) is approximately 4,000km with 40,000hm elevation. Riders are responsible for navigating their own free route, from start to the finish, visiting every specified Gate and Refuge. Locations must be visited in sequence (excepting Refuges), so you have full freedom to choose the direction to pass through these locations. You can choose a picturesque route, a fast route, flatter or shorter, or a combination, depending on the time of day, weather, your need to resupply, or simply how you feel at the time.

Mandatory locations

The mandatory locations have been carefully chosen to guide riders through the most beautiful and safest cycling areas, typically away from dangerous or busy areas, following Germanicus's great journey. We describe some of the history and geography, as well as providing photographs, videos and the precise coordinates for your understanding. This is because one of the most common reasons for "penalties" in other races are riders missing mandatory locations or parts of parcours, which we want to avoid. Locations may be subject to reasonable change, particularly for safety reasons.

Surfaces

VIA is a road event, where all mandatory locations and parcours can be ridden with a road bike. Mountain or gravel bikes are not needed in VIA! Any off-road sections you choose to travel (especially hike-a-bike) are done at your own risk.

Gates

Gates are points on the road that must simply be passed through, from any direction. They are not staffed. A rider's passage is verified passively through the GPS tracking.

Staffed mandatory locations

The **Start**, **Refuges** and the **Finish** will be staffed by our team. Refuges are welcoming places where basic supplies and facilities will be available to all riders, including: drinking water, inner tubes (2 can be purchased per rider), toilets, showers, a sheltered sleeping area (beds will be limited), a first aid kit, and basic food.

At each of the two refuges, there will be a short, mandatory 15 minute stop for every rider, where you will sign the Refuge guestbook, your cap will be stamped to show your progress, and your epic story so far will be captured, whilst being well looked after. There will be no advantage in rushing off.

II. ROUTING - MANDATORY LOCATIONS

This section lists the mandatory locations and sequence to be visited by riders. You can also view the VIA [Chapter II Google Map](#), which will continue to be maintained.

Refuges may be visited at any time, e.g: not in sequence but may only be visited once while in the race (you have not scratched), due to limited space and facilities. All other locations must be visited in the sequence below:

I.	Start: Giovinazzo, Bari	41.18791, 16.67269
II.	Gate: Castel del Monte, Puglia	41.08473, 16.27141
III.	Gate: Montevergine, Avellino	40.93701, 14.71261
IV.	Gate: Campo Imperatore, Gran Sasso	42.44285, 13.55926
V.	Gate: Sella di Leonessa, L'Aquila	42.46930, 13.01180
VI.	Gate: Amelia, Umbria	42.55456, 12.41700
VII.	Gate: Passo del Giego, Apennines	44.04676, 11.38800
VIII.	Gate: Kühltai dam	47.200121, 11.018397
IX.	Refuge I: Lakes'n'Knoedel, Fritzens	47.307641, 11.589291
X.	Gate: Pavlič pass, Slovenia	46.419601, 14.690592
XI.	Gate: Rossfeld Panorama Strasse, Untersberg	47.621881, 13.086732
XII.	Refuge II: Dead Ends &/ Cake Movement, St Gallen	47.42736, 9.38934
XIII.	Gate: Rhine Falls, Schaffhausen	47.67876, 8.61607
XIV.	Gate: Geiersnest, Black Forest	47.91950, 7.83984
XV.	Gate: Grand Ballon, Vosges	47.90405, 7.10338
XVI.	Gate: Hermannsdenkmal statue, Detmold	51.90976, 8.83972
XVII.	Gate: Lauwersmer, North Sea	53.40841, 6.15684
XVIII.	Finish: De Proloog, Amerongen	52.00375, 5.46146

Fig. The Route: Start to Finish (right to left, oriented South to North)



I. Chapter II Start, Giovinazzo



Beginning at the End of Germanicus' life

Germanicus' lifeless body was brought from the East back to Italy, landing in Brundisium (Brindisi). Escorted by his widow, he was carried along the ancient Roman roads to Rome.

Our starting town of Giovinazzo is near to the Via Traiana. It is a historic, charming, yet grand town, and is home to the Arch of Trajan, which leads into the old town. The Romans called this town Luvinacium, founding it on the ruins of Netium, destroyed in the Punic wars between the Romans and the Carthaginian general Hannibal Barca.

From here the community continues their adventure and race, starting VIA Chapter II.

- A. **Sign-on day** - On Friday 25.7.2025, between 0900-1800hrs we will finalise all administration with you, individually, at [Piazza Giuseppe Garibaldi](#). The sign-on procedure is described further in the **section II TIMELINE**.
- B. **Race day** - the adventure begins and everyone is escorted together in a neutralised start from [Piazza Vittorio Emanuele](#), outside Municipio di Giovinazzo and Ragno d'Oro, along the Lungomare Marina Italiana. At Via del Camposanto you are free to follow your own route and ride your own race. The adventure following the great and ancient footsteps of Germanicus begins.

II. Castel del Monte, Puglia

A German in Italy - the Holy Roman Emperor

Germany and Italy have had a long and complicated relationship. In the 1240s, the Holy Roman Emperor, Frederick II, built this unique, octagonal castle - now reduced to only the keep. Frederick was the King of Germany, Italy and Sicily, and also known as "Stupor mundi" (Wonder of the World). Castel del Monte features on EU one cent coins.

On a clear day, from this poignant castle you can see the battlefield of Cannae, Hannibal's greatest and last major victory, where he annihilated the Romans in 216 BCE.

Journeying through Italy, there are many homages to Hannibal - a seemingly uncountable number of bridges named after him, all called Ponte di Annibale.

III. Montevergine, Avellino

Elephants from Greece

The Sanctuary of Montevergine is a place of old and mystic traditions, tales and worship. It is also a place for pilgrimages by many different people, including for the Jura dei Femminielli, an ancient celebration of diversity.

After climbing over the Sanctuary to reach the Campo Maggiore Montevergine, riders will pass the town of Benevento. This town was formerly called "Malaventum", meaning the "bad place".

Hannibal wasn't the first to bring elephants to Italy to fight the Romans. Pyrrhus, the nephew of

Alexander the Great, came 60 years before the Carthaginian. At Malaventum, in 275 BCE, the Romans fought and defeated King Pyrrhus of Epirus and his elephants. In celebration, they renamed the town to "Beneventum" - the "good place".

At Benevento, the Roman roads the Via Appia and the Via Traiana intersect, where Germanicus' body would have been transported onward to Rome. We will not follow to his final resting place, but instead continue to head north.

IV. Campo Imperatore, Gran Sasso

Eagles in the Emperor's Field

Campo Imperatore ("The Emperor's Field") is located in the Gran Sasso massif, the biggest plateau in the Apennines, visited many times by the Giro d'Italia. Surrounded by many high peaks, Golden Eagles, and many other wild animals can be found here.

Mussolini, the fascist dictator, used Latin, Roman symbols and history to justify his aggressive expansion of his fascist Italy. A sort of self-styled modern emperor who revelled in the ancient links and heritage to the Romans, he was overthrown in 1943 and imprisoned here, but was freed by his German allies.

To get to Campo Imperatore, riders will likely pass beneath the famous Rocca Calascio. At 1460masl, it is the highest fortress in the Apennines and, although ruined by earthquakes, towers over the surrounding landscape. In its shadow is the little-known Church of Santa Maria della Pietà, also an octagonal structure.

V. Sella di Leonessa, L'Aquila

The Lioness, Elephant, and Black Germanic Eagle

After passing through the town of L'Aquila ("The Eagle"), riders will follow this beautiful climb up to Sella di Leonessa ("saddle of the Lioness") at 1890masl and can look up to the peak of Monte Elefante, to pay homage to Hannibal Barca and his adventure.

Like Castel del Monte, L'Aquila was founded by the Holy Roman Emperor, Frederick II, and its coat of arms continues to prominently bear a black, Germanic eagle.

VI. Amelia, Umbria

Meet Germanicus



Amelia, the oldest town in Umbria, founded in the 11th century BCE, formerly known as "Ameria", sits on its namesake, the Via Amerina. The road starts on the river Tiber, in Rome, the birthplace of Germanicus.

Passing through the Porta Romana, inside the Museum Circuit Amelia, in the old town, can be found one of the last surviving statues of Germanicus, in bronze. This was discovered just outside the Porta Romana in 1963. The statue's body is believed to be the mad emperor "Caligula", Germanicus' son. After his murder, rather than destroy his hated figure, Caligula's statue was decapitated and replaced with the likeness of his revered father, Germanicus.

We have been granted kind permission from the [Museum of Amelia](#) to visit their exhibitions, park bikes in the courtyard, and use the toilets. The [Comune di Amelia](#) have generously granted us the

funding for free entry for all riders and anyone visiting Germanicus will have a time adjustment of up to 15 minutes.

VII. Passo del Giogo, Apennines



The Goths - Germans in Italy, again

Passo del Giogo ("Pass of the Yoke"), is situated above the Roman town of Imola (Forum Cornelia), founded by the dictator Lucius Cornelius Sulla, and destroyed by the Goths in the 6th century.

The Goths were tribes which originated from Scandinavia, gradually migrating southwards. They eventually conquered Rome and the Western Roman Empire as far as Sicily and southern Spain.

In 1944, the German Army established the "Gothic line" and Passo del Giogo was stripped of its trees. In September, after a huge struggle, the Allies broke through the Gothic line, over the Apennines and into the Po valley. Likewise, from Passo del Giogo, Riders will follow the valley north in a beautiful, swooping descent all the way to Imola.

VIII. Kühtai dam

Absorbing Raetia with "Kuh"

Kühtai dam is a symbol of modernity, generating renewable energy for Austria, using hydropower. Riders will follow the Roman trade routes connecting Italy to Raetia, Germania, and beyond, climbing beyond the Kühtai saddle, through the 360 degree tunnel, and up to the dam, at 2340masl. Kühtai is believed to be derived from Kuh (cow) and Almtal (mountain pasture valley), a fitting name for the region's history.

Unlike Hannibal, more than two hundred years prior, Germanicus would have passed over the Alps without fear of hostile tribes. Instead, he would have seen new Roman colonies, developing agriculture and livestock, including herds of cows. Indeed, Germanicus followed the great footsteps of his own father, Drusus "the Elder" who, in 15 BCE, had been sent by his father, the first Roman Emperor Augustus, to secure Rome's northern borders by seizing the Alpine passes.

Drusus conquered Raetia, which is now much of Switzerland and Southern Germany, up to the Danube river, helping to colonise the region, including establishing the town of Pons Drusi ("Drusus Bridge"), now called Bolzano. The town's ice hockey women's team is called "EVB Eagles Südtirol".

All traces of Drusus' original Roman bridge are gone. It has been replaced by the current bridge, built in 1930 during Mussolini's Italy, adorned with eagles. This modern bridge was later stripped of its fascist symbols after Mussolini's overthrow. The source of the river Rhine begins in Switzerland and the main artery between Rome and Raetia, the Via Claudia Augusta, still exists, following the Reschen (or Resia) pass over the Alps. Riders will choose one of these passes over the Dolomites, into Austria, flying like the black eagle which is on Austria's coat of arms.

IX. Lakes'n'Knoedel, Fritzens

Culture and Knoedel



Located on the river Inn and the Via Claudia Augusta, settlements have existed around modern day

Innsbruck for thousands of years. Before the arrival of the Romans were Celts, Raetians, and more, dating back to the Neolithic period.

Close by, to the east of Innsbruck, lies Fritzens, a village famous for its Iron Age "Fritzens-Sanzeno culture".

Here, riders will find the first VIA Refuge, at the home of "[Lakes'n'Knoedel](#)". We are very happy to be hosted by [Bastian Mensing](#), founder/organiser of Lakes'n'Knoedel. Welcome to the team Bastian!

After riders have rested, safe, after their long journey through Italy and into the Alps, they will continue on towards the wilds of Pannonia.

X. Pavlič pass, Slovenia

Revolutions into Pannonia's Revolt

In 6 CE, two chieftains, both called Bato, led their tribes in revolt against Roman rule. One was from the Daesitiates tribe, the other was from the Breuci tribe in Pannonia.

For Germanicus, it was his first command. However, it was a difficult task, as this crisis was so dangerous to Rome that he needed to enlist, organise, train and lead freed men, who were formerly slaves. It was a challenging task, but he demonstrated his exceptional leadership skills in his first campaign.

Riders will enter Slovenia (then Pannonia), and enjoy the panoramic road that is the Pavlič pass. As one of the highest roads in Slovenia, riders will absorb the stunning views of lush, green, wooded valleys and white mountain peaks, to visit the Church of "Mary in the Snows". This church is considered to be the best preserved Gothic church in the region, some of whose parts date back to the Roman Empire.

It would be a long time before he would be called to another crisis. The visit to Pannonia will be much shorter than the two years Germanicus spent on campaign there.

XI. Rossfeld Panorama Strasse, Untersberg

Beneath Nest and Mountain

For the first time in their adventure, riders will race into Germany, up to the Rossfeld Panorama Strasse. From this scenic toll road, riders will be able to look far into Austria. Maybe they will see and think about how far they have come.

Like neighbouring Austria, Germany's coat of arms continues to feature a black eagle. Dating back to the Germanic Holy Roman Empire, sometimes the eagle was double-headed, . The two heads were originally used in the Byzantine Empire, the immediate successor to the Roman Empire, and they represent the hegemony over both the Western Empire (based in Rome) and the Eastern Empire, based in Byzantium (also known as Constantinople, now Istanbul).

Riders can also look up towards the Eagles Nest (Kehlsteinhaus) of Berchtesgaden to try to spot eagles up high. But do they know what lies beneath the mountains of the Untersberg massif? Legend describes the first Holy Roman Emperor, Charlemagne, lying beneath the Untersberg and awakening every hundred years. Even further back in time, the Celts had a sanctuary for worship, dedicated to their god Teutates, who was connected to sacred groves, rivers, and mountains.

XII. Dead Ends &/ Cake Movement, St Gallen

Lakes and Cake

St Gallen is located to the south of Arbon (formerly Roman "Arbor Felix"), itself situated on Lake Constance. Arbor Felix was a trade centre but also fortified to defend against Germanic tribes. It eventually fell to the Alemanni by the 5th century CE, following Rome's loss of the Black Forest region.

St Gallen is also home to the headquarters of both "[Dead Ends and Cake](#)" / the "[Cake Movement](#)". We are very happy to announce that [Dominik Bokstaller](#), founder and organiser of "Cakes", will host the second VIA Refuge. We very warmly welcome him to the team! Here, riders will find the usual basic services and more.

Coincidentally, a black bear features in the coat of arms of both Fritzens and St Gallen.

Just as riders will be fed by the team, Lake Constance is fed by the Rhine as it flows through Switzerland and Liechtenstein. When riders have absorbed enough of the friendly hospitality at the Refuge, they will continue on, following the river Rhine towards the sea.

XIII. Rhine Falls, Schaffhausen

The Source of the Rhine

The magnificent Rhine falls is the largest waterfall in Europe. Formed in the last Ice Age, the Rhine falls' wild waters would have been impossible to navigate. From source to sea, the Rhine formed a strong natural boundary to defend the many nearby Roman settlements against the Germanic tribes, a boundary which continued until the peace of the contemporary European Union.

Both gravity and special limestone geology formed the land around the Rhine falls, funneling the river towards the sea, as it does the riders through their adventure.

XIV. Geiersnest, Black Forest

The Darkness of the Vulture's nest

To protect Rome's territories in Gaul, Drusus tried to create a stable area, using large rivers as natural borders, reaching as far as the Elbe river. After his untimely death, at the young age of 29, his family was given the honorific name of "Germanicus", and his son's name was changed to honour his father's achievements.

Following his father, Germanicus, and others, later, took large parts of the Black Forest. It remained under Roman control for two centuries. This was the furthest extent of the Roman Empire in Germania, until Germanic tribes, particularly the Alemanni, gradually reclaimed the area.

Riders will climb through the Black Forest's many hills, up to the Geiersnest ("Vulture's nest"). Before their many raids, hidden high up, in the darkly forested hills, the Germanic tribes would have looked west over the Rhine, dreaming hungrily of the riches and softness of Gaul.

XV. Grand Ballon, Vosges

Ancient Borderlands

The Vosges was a borderland, long before France and Germany existed. The Roman Empire's province of Gaul met untamed Germania at the imposing natural border of the river Rhine.

Riders will climb to the highest point in the Vosges, up to the Grand Ballon, where Germanicus, and his father before him, would have gazed into the dark forests of Germania, and used this as a staging point to launch their campaigns East.

Why the word "Ballon" was used to name peaks is lost in the mists of time, much like the Romans were as they tried to find their way through the shrouded, deep, dark forests across the Rhine.

XVI. Hermannsdenkmal statue, Detmold

Meeting Arminius in the Teutoburg Forest

In 9 CE, during a storm, a Roman army blundered into a huge ambush in the Teutoburg forest and was completely annihilated by an alliance of Germanic tribes led by Arminius (also known as Hermann). Three Roman legions were destroyed and lost their eagle standards ("aquilae"). After this massive defeat, the Roman's German frontier would never be the same again.

Five years later, Germanicus led his army across the Rhine in its first expedition to reclaim the eagles. Repeatedly engaging Arminius in battle, the two survived each fight but Germanicus succeeded in reclaiming two of the lost eagles, before he was recalled from Germania to Rome.

The third eagle was only retaken after Germanicus' death, in the East. Could Germanicus have succeeded in unifying Germany within the Roman Empire, if he had been allowed to continue campaigning in Germany?

Riders will visit the huge statue of Arminius, in Detmold. Sited near the battlefield of Teutoburgwald, it was completed in 1875, more than 1,800 years after his death. Symbolically, his statue faces west, across the Rhine, his foot resting on a Roman Eagle. Was Arminius a rebel against the Romans or a liberator, the first unifier of modern Germany?

XVII. Lauwersmer, North Sea

From Sea to Sea

Drusus built a canal (the Fossa Drusiana) to avoid the fierce and treacherous conditions of the North sea, and to facilitate trade and communications. The canal is now lost but some think it is located north of Utrecht, connecting the Rhine delta with the many lagoons which existed long before the Netherlands started their huge land reclamation projects, including the Lauwersmeer project in 1969.

Many Romans were lost in the open seas so Germanicus tried to avoid it by using rivers, especially the river Ems, and the Fossa Drusiana to enter Germania to find the lost eagles.

Just as Germanicus left this way for safety, riders will leave Germany to reach the sea and be able to smell the finish of their long campaign. From the Adriatic sea to the North sea, riders will have crossed a continent, over all the many mountain ranges in between. The end is in reach.

XVIII. De Proloog, Amerongen

Safe End in Batavia

DE PROLOOG

The Batavians were a famous Germanic tribe, allied to the Romans, living in what is now the Netherlands. Batavians were valued for their ability to swim their horses across rivers, whilst being fully armoured.

Due to the Batavian tribes' friendship with and loyalty to Rome, Batavia was a safe ending for Germanicus' campaigns. Similarly, the Netherlands is a safe ending for the long ride from Italy. There should be no need for armour, nor to swim across rivers.

Batavia was the northernmost point of the Roman empire and riders will end their adventure at Amerongen, near Utrecht, on the Rhine (or Nederrijn). Called Traiectum by the Romans, Utrecht was a significant Roman settlement, and the northernmost promontory of the Roman "Limes", the limits, or greatest extent of the Roman Empire. As Germanicus survived his three campaigns into Germania by reaching Batavia, so too does this Chapter end at [De Proloog](#) in Amerongen, the Netherlands.

We are very happy to be hosted at De Proloog by owner, and former ultracyclist, Berry and team! De Proloog is a well known and very popular home to cycling, with excellent facilities. They host many events, large and small. It is a safe haven to cyclists of all kinds, with a focus on helping people with autism. They offer beautiful routes in the locality, for all types of bikes and abilities. You can also find snacks, food catering for different dietary requirements, drinks, and, of course, great coffee!

The finish will be your place of rest, recovery, a place of jubilation for your triumph over the physical and mental hardships of the long journey on the road.

You will be warmly welcomed by the VIA team, other riders, your families, friends, and the local community, all of us wanting to hear your stories. Many comforts will be available, which you will have missed over the 4,000km you travelled. Here we will celebrate yours and everyone's success, announce the winners of Chapter II, and reveal the destination for VIA Chapter III, 2026.

VIA Chapter III will start at De Proloog, literally the Prologue to the next grand adventure - but to where?

Forbidden Roads

In addition to all roads which are illegal to cycle on, we have explicitly banned some roads entirely or in parts. The primary reason for banning roads is safety, for example: dual or triple carriageways, extremely busy and/or fast/straight main roads, long uphill tunnels, with no shoulder or cycle path.

In particular, Southern Italy has many roads which are illegal to cycle on, are poorly signed and are therefore easy to accidentally ride on. Italy's numbering system can also be inconsistent and confusing.

Roads will not be banned during the race, except in extremis. [View the list of banned roads.](#)

Recommended parcours

We have created an optional parcours after Gate VII, Passo del Giogo, to take you from Firenzuola, in the Apennines, across the Po valley, to Verona, via Zappi's Cycling Café and Hotel. As a team, we have personally and recently reconnoitred this route, to provide you with a quiet and safe way across the often busy Po valley. This is not mandatory and you can choose to use or ignore it, but it has the advantage of using many cycle paths and routes, and avoiding busy roads.

Zappi's Cycling Café and Hotel have kindly offered their premises for riders and the team. It is a place where you will meet friendly people who will be dotwatching you, waiting to welcome you 24 hours a day, 7 days a week. You can rent a simple room to sleep in a comfortable bed, launder your kit for a couple of Euros, use the toilet, get a shower, borrow bike tools, refill water, buy a great coffee for a single Euro (only for cyclists - it's a cycling café and hotel!), buy some handmade food, and so on. As a team, we will also be visiting Zappi's and using it as a temporary base, as we follow you through Italy.

[Strava: Optional parcours - Firenzuola to Verona via Zappi's](#) - [Download GPX](#)



Race Time Limits

Time limits are simple: there are **none**, only the date and time set for the "Triumphal Celebration". Therefore, there is no need to calculate cut-off times for arriving at Gates or Refuges nor a limit for staying at the Refuge (before the scheduled shutdown date/time). The VIA team will be scheduled to move on from the Refuge at the date and time stated in this document. However, after this time a Refuge will only be a point to reach as the site may not be open after the team has left. As much as we'd like to stay, the VIA team members have homes, kids, jobs, and so on, to return to.

Regardless of the time, if you successfully complete the course, you will be officially classed as a finisher, following the submission of your GPS files.

II. TIMELINE

Summary:

BY 13.7.2025	2359 hrs	Complete final checklist & submit insurance
Friday 25.7.2025	0900-1700 hrs:	Riders sign-on
	1800-1845 hrs:	Race briefing for riders
	1900hrs:	Community meal, Group photographs
Saturday 26.7.2025		Race day start
	0545-0645 hrs:	Small luggage loading
	0645 hrs:	Final briefing from the VIA team.
	0700 hrs:	VIA Race Chapter II starts
29.7.2025		Refuge I "Lakes'n'Knoedel" opens
31.7.2025		Refuge II "Dead Ends &/Cake movement" opens
2.8.2025		De Proloog reception opens
2.8.2025	0900 hrs:	Refuge I "Lakes'n'Knoedel" shutdown
5.8.2025	0900 hrs:	Refuge II "Dead Ends &/Cake movement" shutdown
Sunday 10.8.2025	2000 hrs:	Triumphal Celebration
Monday 11.8.2025	0900 hrs:	VIA team departs from the finish

Thursday 24.7.2025: VIA team arrives in Giovinazzo

Friday 25.7.2025 0900-1700hrs:

Sign-on day

Piazza Giuseppe Garibaldi, Giovinazzo:



41.1858, 16.6703

Please bring with you, your:

1. Mandatory equipment and documents, including Cycling top and Helmet
2. Bike (with bags and lights)
3. Hard bike box, soft shell bike bag, or "other large items", where already paid. **NB:** If you have not responded to the questionnaire with your large luggage requirements **and** paid, we cannot move this as we have finalised our luggage transport arrangements.

- **Step 1: Bike safety check** - We will check whether your bike is safe and take a photo for the Bikes of VIA. If you have arrived with issues with your bike, please communicate this to us so our mechanic, Pete, can help to fix your issue. You may also borrow tools and fix your bike at the sign-on location.
- **Step 2: Equipment & documents check** - We will check your mandatory documents and equipment, as specified in the Compendium sections below. You will need to sign the Rider Agreement.
- **Step 3: Equipment issue** - We will issue you with the following apparel and equipment, a: VIA cap by Café du Cycliste, VIA emergency contact card, 1x luggage tag for your small luggage, and, if you desire, Chimp Sports Nutrition bars & Isotonic drink powder). With assistance from our volunteers, you can stamp your cap with your name and complete your emergency contact details, to carry with you during the race.
- **Step 4: Tracker issue** - You will be issued with a GPS tracker and tracker pouch by Madcap, our Live Tracking partner, who will provide operating instructions and deal with any technical issues.
- **Step 5: Load large luggage** - We will number, label and load your large luggage items, ie: hard shell bike box or soft shell bike bag. Small luggage (e.g: rucksacks) will be loaded in the morning of 26.7. For all luggage loaded, you will sign an agreement for its transport and securing.

- **Step 6: Rider portrait & Bikes of VIA photo** - We will photograph you in your cycling jersey with and without your helmet, plus your bike with bikepacking bags, for our team and the public to be able to more easily identify you on the road!

Race briefing for riders & Community meal



[41.1880, 16.6731](#)

NB: We will move to a different location, [Sala San Felice](#) (last year's Triumphal Celebration location)

1800-1845hrs: Race briefing for riders - We will welcome everyone to Giovinazzo. If you haven't already met us on the journey to the start, we will introduce ourselves and provide you with information and advice about safety and other race details. The briefing will be in English. We would like you to gather in your nationality groups and nominate a volunteer to translate, where needed.

1900hrs: Community meal - A free meal for all riders will be provided, where you will have the opportunity to meet and socialise with the other riders and the VIA team. Local officials from Giovinazzo will also be invited as honoured guests. After the meal, the VIA team will clean and tidy up. [A cold Zeer will be provided by our generous Italian/Swiss partner.](#)

Group photographs will be taken, eg: all Rookies.

Saturday 26.7.2025, Race day start, Giovinazzo:

[41.1878, 16.6727](#)

- **0545-0645 hrs: Small luggage loading** - The last pieces of small luggage (eg: rucksacks) will be loaded for transportation. If you have already paid for large luggage to be transported, there will be no extra charge for one item of small luggage. If you have not paid for a large luggage item, it will cost just €10 (cash only) for us to transport your small rucksack, to save you having to buy clothes, hygiene products (etc), at the finish. All luggage loaded will need an agreement signed for its transport and securing. **NB:** Passports must not be left in any item of luggage!
- **0645 hrs:** Final briefing from the VIA team.
- **0700 hrs: VIA Race Chapter II start** - Riders leave the start at Piazza Vittorio Emanuele II and ride together with a police escort, following the mandatory parcours [along the Lungomare Marina Italiana](#), where the race starts. The police will pull over at the junction with [Via del Camposanto](#). From the end of this parcours, you can either:
 - [Follow the brand new, paved cycling path to Molfetta](#), to the west, which was completed in 2024. Google Streetview has not been updated, and so the path still appears as gravel; or
 - [Route around Giovinazzo towards the south.](#)
- **Mandatory** Giovinazzo parcours, [on Strava](#) - [Download GPX](#)
- **Option 1:** To Molfetta, [on Strava](#) - [Download GPX](#)
- **Option 2:** All other routes, [on Strava](#) - [Download GPX](#)

29.7.2025 - Refuge I "Lakes'n'Knoedel" opens - marked by VIA banners and signs

31.7.2025 - Refuge II "Dead Ends &/Cake movement" opens - marked by VIA banners and signs

2.8.2025: Finish at De Proloog opens - marked with VIA banners. We will be waiting for you with another cold [Zeer!](#)

2.8.2025 0900 hrs: Refuge I “Lakes’n’Knoedel” shutdown - Refuge will be shut down with all VIA equipment and riders' lost property moved to the finish.

5.8.2025 0900 hrs: Refuge II “Dead Ends &/Cake movement” shutdown - Refuge will be shut down with all VIA equipment and riders' lost property moved to the finish.

10.8.2025, 2000 hrs: Race end

- VIA Chapter II “Germanicus” ends
- **Triumphal Celebration** - Awards presentation, followed by dinner and drinks
- Announcement of VIA Chapter III (2026)

11.8.2025, 0900 hrs: The VIA team moves on from the finish, De Proloog, Amerongen. After this time, unclaimed luggage or lost property will be either sent to the UK or Italy, where you can arrange for it to be sent back to you at your cost - **NB:** we cannot make promises for the timescale of returning unclaimed luggage or lost property due to the team’s travel plans.

III. VIA CODEX

Introduction

The VIA CODEX rules are based on fairness, kindness and the law - to other riders, the VIA team, the relevant authorities, members of the public, and the environment. We have reviewed relevant laws and safety regulations to provide a simplified version for you. Traffic laws of countries which you pass through must be obeyed. Our rules further extend these laws, especially where they concern your safety.

We have started forming an independent body which includes some of the most recognised and experienced leaders of the ultracycling community, with diverse and deep backgrounds. The principles, rules, and process (including time adjustments) will continue to be debated and agreed over the coming months, before the race. The rules will be continually evolved to keep them up to date just as the sport and community evolves.

You can view the [translation of the VIA Codex rules](#) into Dutch, French, Polish, Spanish, Italian, and German. We believe that the principles of rules are:

- I. Fairness** - Rules exist for fairness, not to make people feel punished for accidents and mistakes, nor to create anxiety. Therefore fair “time adjustments” will be used where necessary, rather than “penalties”.
- II. Morality over Legality** - To enable and trust riders to make moral choices, rather than dogmatically following laws and relying on onerous, complex rules. Riders will consider the effect on society and the protection of the environment.

- III. Innocent until proven guilty** - To assume that riders make moral choices and that mistakes happen unintentionally, therefore unfair advantages gained accidentally are encouraged to be self-reported to the VIA team
- IV. Reputation** - To protect the integrity of the sport, event, and community from reputational damage, so that the event can continue in the future, the community can grow, and the sport retains its credibility. Disqualification is reserved for **cheating** and requires a high level of evidence. **Cheating** is deliberately and knowingly breaking a law or rule, with the intention of gaining an unfair advantage over other riders, e.g: use of performance-enhancing substances, or unsporting behaviour

Monitoring of the Race

We will monitor riders due to our primary concern for their safety but we are not planning to have 'volunteer dotwatchers'. The two main reasons are: (1) Technological advances render this unnecessary (2) Feedback on the volunteer dotwatching model is that it creates anxiety in riders, who feel spied-upon, and results are inconsistent, e.g: some dotwatchers spend a lot of time and others spend little. Safety is always our primary concern, cheating is the secondary concern, and we believe we can solve for both concerns without volunteer dotwatchers.

Members of the public who spectate the race are often effective dotwatchers, who carefully follow the race due to their interest in riders' safety and how the race unfolds. The front of the race, including leaders of categories, is usually under greater scrutiny.

Successful Completion

When a rider successfully completes the race within the time limit, they will transfer a copy of their GPS records (e.g. GPX/FIT files), to be stored for future reference and evidence. A rider can then also report any mistakes they are aware of having made (this can be done at any time) and all potential time adjustments can then be discussed and agreed between rider and organiser.

Where necessary, fair time adjustments may also involve peer riders, who are invited to discuss, provide evidence and agree, where appropriate. For transparency, any significant time adjustments will be made public in writing, with reasoning and persons involved also disclosed. Placings will be decided as quickly as possible, preferably at the finish and we expect overwhelmingly riders to be classed as successful "finishers".

Traffic Laws

In order to comply with the [Vienna convention](#) ("VC") and the traffic laws governing cyclists on public roads in all countries from Italy to the Netherlands, your bicycle must be equipped with:

- I. A *"bell capable of being heard at a sufficient distance"* [VC]
- II. A *"brake for each wheel which acts promptly and effectively"* [[Codice della Strada](#)] ("CDS")
- III. *"Yellow reflectors applied to pedals"* [CDS]
- IV. A *"Rear red reflector"* [VC]
- V. Two independent, sufficiently powerful:
 - A. *"Front white or yellow lights"* [CDS]
 - B. *"Rear red lights"* [CDS]

In addition to starting the race on a bicycle equipped as above, in good condition and working order (especially brakes and tyres), riders must carry the following equipment and use appropriately:

- VI. Protective helmet conforming to a recognised standard (e.g: CE marking for EN-1078) must be worn at all times
- VII. *“Wear a high-visibility retroreflective jacket or braces”* and use lights (as per V.A + V.B) *“from half an hour after sunset to half an hour before sunrise and also during the day in tunnels, in case of fog, snowfall, heavy rain and in any other case of poor visibility”* (CDS)

The Rules:

Using ideas, discussion, and with help from a number of respected members of the community, we have created the first draft rule set (**terms [in bold]** used have definitions in the next section). These are as follows: A rider must:

1. **Independently**, follow the **mandatory routing** from start to finish
2. Ensure all **forward travel** is made solely by muscular energy of the rider(s)
3. Not draft **other riders**
4. Leave no trace
5. Only **resupply** or acquire **services** from **publicly available sources**
6. And ensure that any non-public source of resupply or acquired service is unsolicited and unplanned
7. Maintain **evidence** of their ride
8. Carry the prescribed **mandatory documents** and **equipment**, to be used appropriately

Codex (Rule Set) Terms & Definitions:

The **terms** used in the Codex rule set, above, are defined as follows:

- **Independently** means the bikepacking spirit of unsupported/self-supported/self-reliant ultracycling adventure and racing. This is the rewarding challenge of overcoming physical, mental and logistical adversity as a solo rider or in a pair. One of our sport’s greatest joys is meeting other riders or strangers on the road, getting to know them a little through sharing stories. This is similar to being introduced to places that we ride through, as a prelude to further exploration, after the race. These fortuitous, unplanned meetings should be enjoyable and friendly, but they should be short and conclude due to divergent choices in navigation, resupply, or service acquisition. Coordinated timing in pace, navigation or stops which results in riders spending excessive time together is not independent. Paracyclists are not expected to overcome physical impossibility, and the definition of unsupported will be agreed directly with each individual
- **Mandatory routing** is prescribed as the ***Start, Gates, Refuges, Parcours, and Finish***, complying with forbidden routes, including those specified by the VIA team
- **Forward travel** means the movement between the start towards the finish by **cycle**. A **cycle** is *“any vehicle which has at least two wheels”* [VC] which excludes battery power and other motorised vehicles. Unassisted movement such as walking, running and swimming are permitted. If a cycle becomes unrideable (e.g: non-functional or dangerous) then motorised transport is allowed, to and from the point of unrideability, in order to restore the cycle to rideability. No ferries are allowed in VIA Chapter II.
- **Other riders** means anyone not within a rider’s pair, including non-participants

- **Resupply** includes food, drink, electronics, clothing, cycle parts and accessories (etc - this is not an exhaustive list), required by the rider to move towards the finish
- **Services** includes accommodation, mechanical, or technical assistance (etc), required by the rider to move towards the finish
- **Publicly available source** means a source available to all riders, e.g: a shop, petrol station, hotel, typically commercial in nature or provided to all members of the public, e.g: a water fountain
- **Evidence** typically includes data which is recorded by a GPS computer (e.g: speed, GPS data). A tracker should not be relied upon solely for evidence, as such devices may have limitations to their recording intervals (e.g: 1-5 mins vs 1s) and/or limited information. Evidence may also include photographs or video, receipts (etc)
- **Mandatory documents** must be valid and are prescribed by the VIA team
- **Mandatory equipment** is prescribed by the VIA team to be used for safety purposes or to comply with laws and the rules

We will not be issuing rules for:

- **Mandatory sleep rules** - depending on the experience level of their participants, some other races consider mandatory stops. However, we deliberately instituted an application process to ascertain the experience level of our riders, as well as a development programme to improve the experience and skills of riders. The most successful riders in long ultracycling races sleep regularly, so we do not believe a rule is needed

Other mandatory equipment - An emergency blanket (in addition to previously described computer, helmet, reflectives, bell, brakes, pedal reflectors, rear reflector, front and rear lights)

Recommended equipment - this is an inexhaustive list of our recommendations based on experience of helpful things, which we wish sometimes we had carried or taken more of!

1. Spare rear derailleur hanger
2. Sun cream
3. An additional helmet-mounted rear red light
4. Reflective material on bike and apparel (e.g: rims, cranks, helmet, shoes) strategically positioned for maximum visibility
5. Effective pump
6. Tyre lever(s)
7. Spare butyl inner tube(s)
8. Inner tube repair kit(s) including patches
9. If using tubeless tyres, then: sealant, spare valve, repair kit
10. Chain lubricant
11. Spare chain connector/link(s)
12. Spare brake pads
13. Zip ties / velcro straps
14. Multi tool / appropriate tools for repairing the above
15. Electrical tape
16. EU charging plug + appropriate cables
17. Waterproof jacket
18. Containers allowing you to carry 2 to 3 litres of water

IV. MEDIA

Objective

Our objective is to inspire more people to go out and experience adventures by bicycle, and help more people discover the adventure, community and competition, which is what we love about ultracycling. We will do this by creating and sharing media content that helps spectators follow the race and helps riders share their stories. One of our biggest projects is to create a film, which will be released after the race.

Media cars

It has become common for “celebrity” riders to be followed by a race organisation’s media car, with everyone else being forgotten about. Debates about whether media crews represent an advantage (e.g: moral support) for riders have been going on for years. In VIA we would like to make the experience more similar for all riders and minimise our impact on the environment by having as few motor vehicles as possible, with as little movement by vehicle. We prefer to use local people for media content creation and also to staff mandatory locations.

Locations

We will not chase riders but instead we try to capture both photographs and video of all riders, regardless of their number of social media followers, palmares, or celebrity status. Therefore, our media team will be concentrated in locations where most riders will pass through.

We require each rider to stop for 15 minutes at each Refuge to give equal time and opportunity for everyone to share their stories without a competitive disadvantage.

In order to capture the story of every rider, we plan to have live streaming of riders at each staffed location, e.g: arriving, talking with the VIA team, departing.

Self-filming

We also encourage all our riders to self-film to record and share their experiences; From preparation, travelling to the race, racing, and travelling home. It is inspiring for spectators to ‘get under the skin’ of the rider experience, and participate in the highs and lows that come with a race like VIA.

All high quality (e.g: minimum 1080p and preferably 4K landscape, 25fps, flat colour/LOG), self-filmed content will be considered for inclusion in the great stories we want to tell about our riders, to the community and wider public, especially where the story fits and is of sufficient quality. At the Refuges we will also have spare SD cards and batteries for GoPro 9, 10, 11, and 12.

There is no media license required for riders’ self-filmed content to be used by riders or sponsors but please tag and mention our social media accounts, e.g: @via-race.

V. SAFETY & LEGAL RESPONSIBILITY

It is your sole responsibility to ensure that, from the start of the race, you have:

- I. Good health - we recommend (but do not mandate) a professional health check
- II. Sufficient physical training, especially heat adaptation/acclimatisation
- III. Adequate ultracycling experience - considering an ultracycling-specific coach, if in doubt
- IV. Reliable equipment (e.g: cycle, apparel, tools)
- V. Prepared for:
 - A. Extreme weather, for example: cold (e.g: warm clothing), wet (e.g: waterproofing), heat (e.g: hydration - using online resources such as the [“Fontanelle”](#) app for Italian public fountains), wind (e.g: handling), storms (e.g: lightning)
 - B. Mechanical problems and solving them yourself
 - C. Sleep deprivation
 - D. Physical and mental exhaustion

With the climate crisis affecting our weather to cause heat waves or flooding ever more frequently, we cannot stress enough that preparation for extreme weather is a must. In Chapter I, it was common for riders to suffer from heat exhaustion or, worse, heat stroke. It is possible to prepare for such conditions.

MANDATORY DOCUMENTS - What other documents and cover do I need?

VIA Chapter II “Germanicus” starts in Italy, passing through Austria, Slovenia, Switzerland, Germany, France, and ends in the Netherlands, maybe also passing through Liechtenstein. All these countries are signatories of the [Schengen agreement](#).

EU citizens can therefore freely move within these countries with a valid [national identity card](#) and state-provided healthcare will be guaranteed when carrying a valid [European Health Insurance Card](#) (“EHIC”). If you have private healthcare cover, this is also acceptable and you must ensure that you carry the requisite details.

Non-EU citizens otherwise need to hold the following valid documents:

- I. Passport, e.g: with sufficient validity
- II. Visa, where required
- III. UK citizens: [Global Health Insurance card](#) (“GHIC”) or equivalent

All riders must hold the following insurance (to be submitted digitally in final administration):

- IV. Third party liability insurance cover for private use cycling
- V. Travel and medical insurance, for example providing cover for: medical repatriation; treatment in a private medical facility; mountain rescue

VI. TRACKERS

Trackers are used in ultracycling events primarily for safety and fair competition (so that an organiser may monitor riders' movements) and for the entertainment of members of the public (who are often friends and family) who are not participating in the event and watch dots move over huge distances.

We have taken onboard advice that riders bringing their own trackers causes many logistical and technical difficulties, and decided that riders cannot use their own tracker. Every rider is required to carry a tracker, which will be issued at rider sign-on. A tandem pair needs only one tracker. Please familiarise yourself with the [Madcap instructions](#).


At night:

- Keep your tracker on. It will go into standby automatically when you're not moving, helping save battery.
- Want to sleep with peace of mind? Activate Sleep Mode in the MadCap app (once your tracker is scanned). Your location will be slightly distorted for privacy, but organizers will still see your real position. Sleep Mode turns off as soon as you start moving. You can always check its status in the app.

A €150 deposit is required for the tracker set (including protective pouch), payable by the MadDeposit mechanism, and cancelled on safe return of the tracker, in good condition. **NB:** no money will be withdrawn at any point unless the tracker is not returned, suffers significant damage, or lost.

- The €150 deposit will be withheld if the Tracker + Pouch set:
 - Is not returned at the finish or is returned non-functional
 - Is not received in working condition by MadCap within 14 days (see Tracker Return Info)
- If only the pouch is affected, a €20 deposit applies under the same conditions.
- If customs fees were not paid by the sender when shipping the tracker, MadCap reserves the right to deduct these fees from the deposit, increased by 20% VAT.

Trackers will be collected at the finish in Amerongen (or if you scratch, at a Refuge). The VIA team will dispatch for return all trackers to Madcap on 11.8. If you arrive in Amerongen after the trackers have been dispatched for return to Madcap, then you will be responsible for its safe return and the associated postage costs to their address, with the [following instructions](#):

	1 - Within 14 days after the end of the event	<i>MadCap</i> Samuel CHARRON 9 rue Rémy Dumoncel 75014 Paris return@madcap.cc +33 6 89 20 98 67	
	2 - With tracked (registered) shipping		
	3 - Include insurance coverage up to €150		
	4 - Pay any customs fees, if applicable		
	5 - Send your tracking number to return@madcap.cc		

The Live Tracking site can be viewed on the:

- [Landing page of our website](#) (when the race is live)
- Madcap app, available on the [Google Play Store](#) or the [Apple store](#)
- Madcap [web app](#)

VII. ADDITIONAL SERVICES

We have offered additional services, especially for those who need them or are very short of time. The cost has been calculated commensurate with demand, effort and difficulty to our team:

- I. **Bikebox/Bag drop** - In order to reduce our collective consumption and impact on the environment (e.g: unnecessary purchase of clothing, sourcing of bike boxes at the finish, disposal of packaging), we have offered an additional service to those who want or need a bike box, bike bag or small bag to be transported from the start to the finish, with a reasonable charge to cover our costs
- II. **Broomwagon** - We would like to celebrate with everyone at the finish, and hear the stories, also of those who have scratched, in which there is no shame, just adventures. We therefore offer a **limited availability** mobile service (with reasonable prices, to cover costs such as fuel and materials, time, energy, and skills) consisting of a van with a qualified mechanic, following the rear of the race, and the ability to transport you and/or your bike, should you suffer:
 - a. **Physical exhaustion** - meaning you are physically unable to continue and cannot get a taxi or public transport to reach civilisation (a transport hub, Refuge, home or the finish), the Broomwagon will **try** to help you get to the finish
 - b. **Catastrophic failure of your bike** - the Broomwagon service will **try** to help you to continue your adventure either by your own power, if possible, or for you to reach civilisation. Time adjustments can be negotiated at the finish. **NB:** Broomwagon services are always our best endeavours, limited by location and distance from a rider, the urgency and our prioritisation of riders' needs, the capability of solving riders' issues. It is **not** a promise of support and you should not rely on this service but enter this event with the spirit of self-sufficiency.
- III. **Cycle cleaning** - Prior to departing the finish for home, some people may want or need their bike cleaned and/or serviced before packing it for transport, riding home, or simply to enjoy the local region around Amerongen, for example Utrecht
- IV. **De Proloog, Amerongen**
 - a. **Accommodation** - When you arrive at De Proloog, you will find temporary accommodation on its premises, including showers, toilets, and a sports hall for sleeping. No sleeping kit will be provided here, although we will have towels. If you wish to book private accommodation, please read this [overview of accommodation in and around Amerongen](#) and [view this list of accommodation](#), or follow the other usual channels.
 - b. **Entertainment** - As you enjoy your rest and recovery in Amerongen, you can welcome the next rider to arrive by blowing the VIA horn (this isn't a euphemism), eat, drink, and hang out at De Proloog, while sharing stories. De Proloog have provided [information of activities in the surrounding area](#). In addition, riders are invited to attend the following activities, organised by De Proloog:
 - Tuesday 5th August – walking from 09:00 till 10:00 with De Proloog's clients, neighbours, and team members

- Thursday 7th August – Market meal made by De Proloog, for their neighbors, clients and team members
- *Saturday 9th August - Video about 'The Recycle Surfari'

c. **The Living Exhibition** - De Proloog will be hosting a “living exhibition” (inspired by [James Robertson](#)), displaying riders’ clothing (unwashed), bikes and equipment (all unwashed, for that genuine look, feel, and smell). We will be giving talks to the public about stories from the road, involving both the VIA team and riders. A cathartic opportunity!

V. Refuges

Each Refuge will be marked with VIA banners and run by a trusted team member, with volunteers. You will be warmly welcomed, your time of arrival recorded and your cap stamped. If you are self-filming with a GoPro (9-12), we can swap your batteries and SD-cards. There is a mandatory stop of 15 minutes for all riders, so enjoy your time at both Refuges, kindly hosted by the organisers of Lakes’n’Knoedel and Dead Ends &/Cake movement - there will still be a long way to go!

You will be offered free supplies: some basic food and drinking water, a refreshing, cold [Zeer](#), [Chimp Sports Nutrition](#) bars and isotonic drink. You will be directed to facilities: toilets, showers, bike workshop, and charging points. We will record a short interview (max. 5mins) and may take a portrait photo of you.

Beds and bedding will be available but limited - you may want to carry your own sleeping kit. There will always be somewhere for you to sleep under shelter and out from the exposure from the elements. We will provide you with towels for drying yourself after showering.

VIII. COMMUNICATIONS

General queries

We are always open to queries via info@via-race.com and we will keep you updated via a participant-only newsletter. Please contact this email address rather than via social media channels to help us keep track of yours and everyone's issues.

Forums

We have set up [forums](#) accessible to all participants for particular topics, including:

- Transport
- Riders' bike parts and accessories to give away
- Fun stuff!

In-Race Communications

Methods - During the race, we will use both digital WhatsApp, analog SMS, and voice calls, to communicate with individuals. Please store the VIA race team number [+447879335705](tel:+447879335705) to ensure we can get in touch, especially for urgent and/or emergency purposes.

Group communications - During the race, we will use the WhatsApp community for real time communications with all participants, especially to alert everyone of urgent or emergency purposes, including extreme weather protocols. You are required to install WhatsApp and [join the community](#) for the purpose of urgent communications. If you don't want to, you don't have to join the social group chat. After the race, you are welcome to delete the app.

Emergencies - In the event of an emergency, always contact the emergency services of the relevant country in the first instance, on number 112 (all EU countries, including Switzerland, Liechtenstein, and EEA). **NB:** the VIA team is not an emergency service and does not guarantee professional medical care.

When safety allows, please follow up by contacting us, the VIA team, via real-time communications channels, in priority order: voice call; WhatsApp; SMS.

Scratching

If you want to report that you are withdrawing /scratching from the race, you must call the race team number to report your situation and your report must be accepted. The "scratch line" will be open from 0600-2300hrs CET. We want you to be successful - never scratch at night!

IX. COMPENDIUM TERMS & DEFINITIONS

The **terms** used in this document, separate to the Rule Set, are defined as follows:














- **Start** - the mandatory location from which the race and clock starts
- **Finish** - the mandatory location at which the race finishes and the clock stops
- **Triumphal Celebration** - known in other events as “finishers’ party”. However, at VIA, this party is for all riders, regardless of how far they get. We want you at De Proloog, to spend some more time with you, for you to spend time with other riders, and celebrate your success!
- **Compendium** - this race manual
- **The team** - the VIA race organisers, including our logistics, reporting, media personnel and volunteers
- **Free routing** - the freedom and responsibility for a rider to choose their own route within the constraints of prescribed mandatory routing
- **Riders** - participants in the race who have fully registered, signed-on and passed the bike check at the start
- **Codex** - our rules, which extend the traffic laws of the relevant countries being passed through
- **Gates** are points on the road that must simply be passed through. They are not staffed.
- **Refuges** are staffed by the VIA team and volunteers for a limited time. They are welcoming places where basic supplies and facilities will be available to all riders, including: drinking water, food, inner tubes, toilet, shower, a sheltered sleeping area.

X. REFERENCES

1. [Leave no trace](#) - the 7 principles
2. [Translation of the VIA Codex rules](#) into Dutch, French, Polish, Spanish, Italian, German
3. [Schengen Agreement](#) - free movement for EU citizens, etc
4. [National Identity Cards](#)
5. [European Health Insurance Card](#) (“EHIC”)
6. [UK Global Health Insurance Card](#) (“GHIC”)
7. [Vienna convention](#) on Road Traffic (1968)
8. [Code de la Route](#) on traffic laws in France
9. [Codice della Strada](#) on traffic laws in Italy. These are the most detailed set of laws which extend the Vienna convention, relevant to VIA Chapter II
10. [Annex A - Extracts of national traffic laws for Germany, Switzerland, Austria, and the Netherlands](#)

XX. Our Partners

Thanks to our generous partners for helping to bring you, our riders, the best possible experience:

Madcap		on Instagram	Paris-based GPS tracking & app
Café du Cycliste		on Instagram	FR premium apparel, made in the EU
Lakes'n'Knoedel		on Instagram	DE/A ultra event organisation
The Cake Movement		on Instagram	CH ultra events, including Dead Ends & Cake
De Proloog		on Instagram	NE cycling café & events centre, our host finish
Zeer Brewing		on Instagram	CH/IT zero alcohol beer
Chimpanzee Sports Nutrition		on Instagram	CZ natural sports nutrition
Zappi's Cycling Café & Hotel		on Instagram	IT cycling centre with youth development team
Comune di Amelia & Museum		on Instagram	Grand museum of the ancient town of Amelia
Comune di Giovinazzo		on Instagram	Our host start town, on Puglia's beautiful coast
Zone2 Speak podcast		on Instagram	VIA Race Chapter II's podcast presenter
Going Long with Cycling Weekly		on Instagram	UK podcast specialising in ultracycling
		on YouTube	

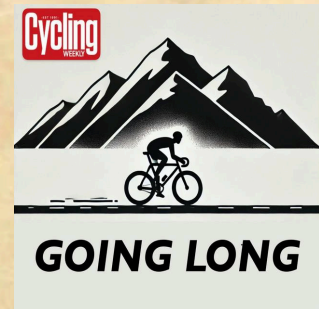


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