

SPECIFIC GUIDELINES PACK



This document acts as a guide to the specific considerations and undertakings for your potential attempt on the Guinness World Records™ category and is used in conjunction with the Evidence Required Pack, which outlines the evidence required to prove your attempt's success. This should be read and understood by all concerned with the record attempt prior to the attempt – this includes every participant, organiser and witness.

These guidelines are specific to your attempt and **must** be followed. Should any guideline be contravened, your attempt will be disqualified, without any right of appeal.

Please note that, as detailed in the Agreement Regarding Record Attempts, these guidelines in no way provide any kind of safety advice or can be construed as providing any comfort that the record is free from risk. Guinness World Records will not accept responsibility for the safety of participants or bystanders in any record attempt. It is your sole responsibility to ensure that all necessary safety precautions are in place and that all equipment used is suitable and thoroughly checked prior to the record attempt taking place and in compliance with any and all local health and safety laws and regulations.

FASTEST CIRCUMNAVIGATION BY BICYCLE (MALE)

DEFINITION OF RECORD

This is for the fastest time to go around the world by bicycle.

This record is to be attempted by a male individual.

The measurement value is time in days, hours and minutes.

GUIDELINES FOR 'FASTEST CIRCUMNAVIGATION BY BICYCLE (MALE)'

1. It is up to the challenger to choose a commercially available bicycle most suited to setting this record. No distinctions will be made between various types and models of bicycle. The same bicycle must be used throughout the entire attempt. Repairs, such as tire replacement, chain replacement, etc. can be made, but the frame must remain the same. If the bicycle is damaged beyond repair, video and photo evidence and an explanation of what happened must be submitted. It is at the discretion of Guinness World Records to decide if the reason is accepted and if it is not accepted, the claim will be rejected.
2. Drafting: During the attempt, the challenger is not allowed the aid of drafting. If the challenger is travelling with a support vehicle or other rider(s), the challenger **MUST** remain a minimum distance of 5 bicycle lengths from the support vehicle or any other rider(s). The challenger must not travel next to the support vehicle or any other rider(s) throughout the attempt. If this rule is not followed, the challenger's attempt will be disqualified.
3. Start and finish points must be the same location.
4. The journey should be continual and in one direction (i.e. East to West or West to East).
5. Any considerable distance travelled opposite to the direction of the attempt (be it on foot or by other means of transport such as an aircraft) will be discounted from any calculations of the overall distance travelled.
6. The minimum distance travelled should be 18,000 miles (28,970 km) and the total distance travelled by the participant should exceed an equator's length, i.e. more than 24,900 miles (40,075 km).
7. The journey time will be taken as the total elapsed time between the start of the journey and its end. No time may be deducted for stops, breaks, transfer times, etc. Breaks are taken at the rider's discretion.
8. When crossing oceans or any other impassable barriers, the participant may use scheduled public transport, such as buses, aircraft, ferries etc. However, private or chartered transport (including taxis) is not permitted.
9. It is a requirement that the proposed route is submitted prior to the attempt to ensure that the requirement with regard to the distances covered, will be achieved. The two antipodal points on the route should be indicated.
10. The participant must pass through two approximate antipodal points during the attempt. For exact antipodal points the co-ordinates north and south are the same, whilst that east plus that west equals 180°, however, for this event an allowance of 5° difference in total is permitted. For example, Madrid, Spain and Wellington, New Zealand:

Madrid, Spain 40.25N Auckland, NZ 41.17S Difference 0.92°

Madrid, Spain 3.43W Auckland, NZ 174.47E E+W = 177.90°

Deduct from 180° = 2.10°

Total: $2.10^\circ + 0.92^\circ = 3.02^\circ$ - Acceptable

GENERAL 'LONGEST JOURNEY' GUIDELINES

The name of the organisation, company or person(s) making the attempt must be given, along with the date and place.

Accurate professional equipment e.g. GPS equipment (and associated printout) must be used and .kml files (on a disc or USB flash drive) must be sent in as part of the evidence required. Sending in any other type of file will ultimately delay the outcome of your claim or lead to its rejection.

Details of how the distances have been calculated must be given before the attempt starts so the GWR can confirm these measurements are correct.

Note that no distinction will be made between supported and unsupported journeys.

Breaks and stops may be made whenever desired. However, as a general rule, the participant must not remain stationary (i.e. if he/she does not make any progress towards his/her destination) for longer than 14 days. Any delays longer than this must have a very good reason (e.g. injury) and must be accounted for to Guinness World Records.

Note that delays that cannot be reasonably justified may result in disqualification.

Any route may be followed, but in keeping with the spirit of this record, the journey should follow a route between two pre-defined points and should not, for instance, repeatedly cover the same ground or consist of an accumulation of shorter journeys made during the course of everyday life.

The journey must be continuous, with each leg of the journey beginning at the point at which the previous leg ended. Public transport (scheduled air, sea, or rail services) may only be used between continents or over water. Details of these journeys must be included with the record claim and the distances covered by these means do not count towards the record total.

ADDITIONAL EVIDENCE

GPS printout and .kml files as requested above.

Dated photographs at recognisable landmarks must be provided.

It will assist the claim if news coverage is obtained from throughout the trip, not merely in the country of origin.

Witness Book

Any attempt must take place in view of the public, wherever possible, and a book made available for independent witnesses to sign. The book should be set up so that the following details can be included for each potential witness:

Date & Time	Location	Name	Signature

For solo and unsupported attempts, we appreciate that it might not be possible to gain an unbroken line of witnesses for the attempt, but one should try to obtain as many as possible. For

an attempt, which is supported by a backup team, we would expect it to be possible to gain sufficient numbers of independent witnesses to enable verification for the entire duration of the attempt. Where possible, local dignitaries and police should be sought to sign the book.

Log Book

- a. This book should give an adequate description of the event and full details of the participant(s) daily/overall performance.
- b. It must be clear from the book the exact start and finish points of each leg of the attempt, the exact start and finish times and calculation of daily and total distances travelled.
- c. All rest breaks or stoppages for whatever reason must also be fully detailed in the log.
- d. Wherever possible, entries in the logbook should be signed and dated by independent witnesses along the route (e.g. hotel staff, police, shop owners etc.). A contact address and telephone number for each witness must be provided. It is necessary to obtain at least one such witness signature per day.
- e. Receipts for purchases and services may also be collected as an additional form of proof. Travel tickets for any form of motorized transport should also be kept and submitted.
- f. Copies of the traveler(s) passport/s must be submitted (only the front page and the pages relevant to this particular journey).

Failure to include the required documentation will ultimately delay the outcome of your claim or lead to its rejection.