



# ENDUROMAN ARCH 2 ARC

## GUIDE FOR 2020 CHALLENGERS

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# INTRODUCTION

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The Enduroman Arch to Arc is a challenge that connects two of the world's most beautiful cities by running, swimming (with or without wetsuit) and cycling. The event starts with an 87 mile run from London's Marble Arch to Dover. The athletes then swim across the English Channel to the French coast and finish with a 181 mile bike ride from Calais to the Arc de Triomphe in Paris. The Arch to Arc timing clock starts at Marble Arch and stops at the Arc de Triomphe.

From the time you sign your contract you are entering a journey with Enduroman. We consider ourselves part of your team. As well as acting as official witnesses to your attempt we aim to assist in your preparation and ensure that your attempt, whether it be successful or unsuccessful, is a very positive experience. We have produced this guide to answer some of the questions you may have about your preparation and how an Arch 2 Arc attempt works. We encourage communication and are always available to answer any question you may have.

On reaching the Arc de Triomphe you will become part of the Enduroman family.

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# THE ROUTES

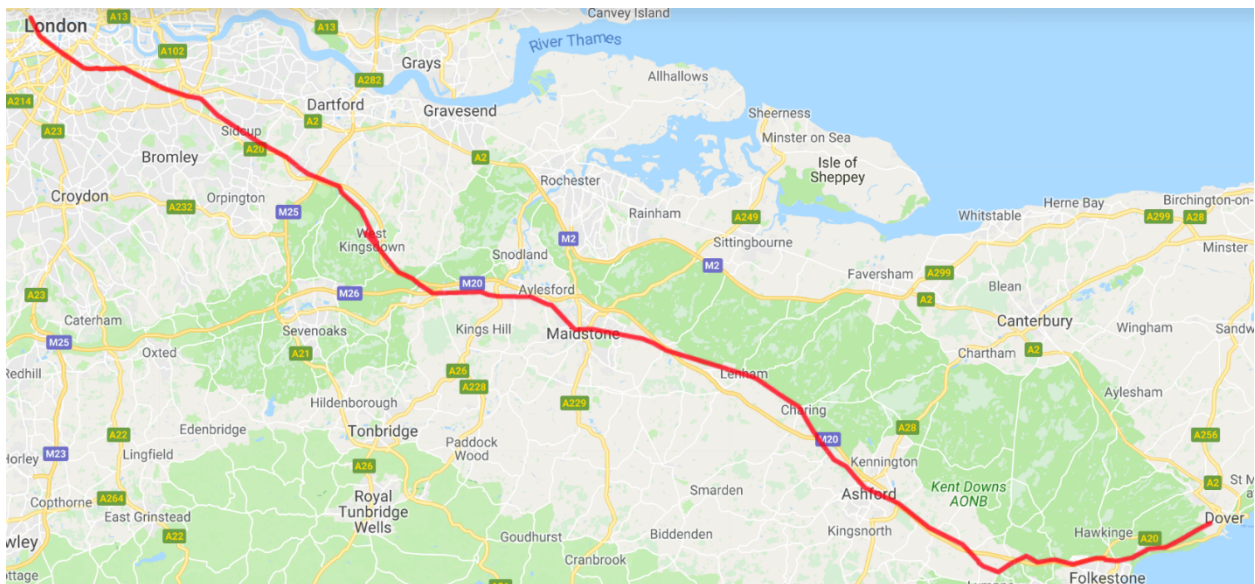
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## The run

The run route starts at Marble Arch in the centre of London, travels out through the suburbs of South East London and then into Kent, roughly following the line of the A20. It finishes at the seafront at Dover harbour.

As the route follows roads you will generally be within a mile of your support vehicle. The only real exception to this is during the run out of central London where traffic and parking restrictions can make it impossible for the support vehicle to stay with you.

The route is mainly on pavement, apart from some sections in Kent which run alongside grass verges - these can be uneven and may or may not be cut back when you make your attempt.



The map shown above is to give a general idea of the route – it shows the route taken by the support vehicle and differs slightly from the runner’s route at points. Where necessary, Enduroman will give you clear directions to keep you on track.

In general the run is flat/gently rolling with just 3 notable hills. After glimpsing the sea at Folkestone you climb up the final hill to Capel le Ferne then take the long descent down into Dover where the run finishes at the harbour.

The profile of the 87 mile run route is shown below, with the altitude given in meters.



## The swim

The narrowest part of the English Channel is known as the Dover Strait, which has a width of 21 miles (32 kilometers) between Dover and Cap Gris Nez. A Channel swim runs from north to south across the Dover Strait, with the tides ebbing and flowing from east to west. The tides in the Dover Strait are strong as it is a narrow gap squeezed between two large pieces of land with large volumes of water on either side. These volumes of water must pass through the Strait with each tide, first one way and then the other. This leaves the swimmer basically having to crab across the tide their entire swim. For this reason most swim tracks are either “s” or “w” shaped, rather than a straight line.

In terms of preparing for the swim, the effects of the tide mean that the Channel is more than a straight 21 mile in flat water. And the effect of the tide is strong as you approach the French coast (particularly around Cap Gris Nez) when you will be hours into your swim and tired. For this reason, train to maintain a good pace in the water for many hours rather than to complete a specific

distance. Most Arch to Arc athletes have taken somewhere between 15 to 20 hours to cross the Channel. Get used to the idea of swimming for as long as it takes rather than completing a set distance. A watch has no use in the Channel. And during your swim, don't look up. France is always further away than you'd hope.

An example of a typical swim track is shown below – swim tracks are not usually a straight line between England and France!



Your pilot will plot a course based on the tides, weather and your predicted swim speed. He decides the time and location of the swim start, which could be at any time of the day or night and from either Shakespeare Beach (10 minutes from Dover harbour in the boat) or Sapphire Hoe (40 minutes from Dover harbour in the boat).

In general swimmers land somewhere between the harbour at Calais and Cap Gris Nez and landing could be on rocks or a sandy beach.

## The bike

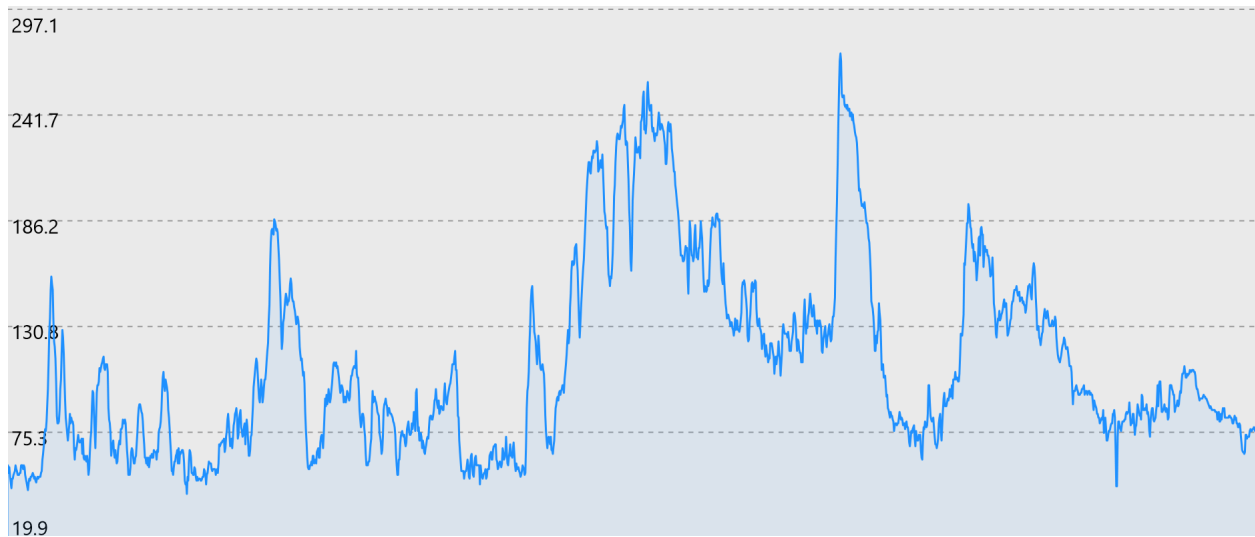
From Calais the route follows the rolling coast road alongside the Channel, before turning inland. Numerous times the route descends into villages and climbs back out again, before finally flattening just outside of Paris.

Just as in the run, the support vehicle "leapfrogs" you during the bike stage until the outskirts of Paris. From there you must cycle at the speed of the support vehicle which navigates the route into central Paris and onto the finish at the Arc de Triomphe.





The profile of the 181 mile bike route is shown below, with altitude given in meters.



Please be aware that new EU regulations mean that at times of bad pollution the support vehicle may be prevented from entering the zone inside the Boulevard Peripherique, some 10 km from the finish. In this event (which is possible but very unlikely) the Enduroman official will accompany you on foot to the finish. More information on the antipollution regulations can be found at [Enduroman.com/resources](http://Enduroman.com/resources).

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# SUPPORT

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## Support crew

Our advice is to keep it as simple as possible.

Solo athletes need a small support crew during each stage. Our experience is that having 2 crews works well - one for the run and bike stages and a separate one for the swim stage. During the swim stage the run/bike crew can rest and take the support vehicle across to France.

Ideally the run/bike crew should consist of a driver and a support person. Due to limited space on the boat, the swim crew is limited to a maximum of 2 people. Ideally all support crew members should have some understanding of the challenge, your physical and mental capacity to deal with the demands of the event and be ready to assist you when required. In addition it is important that boat support crew are not prone to seasickness.

Relay teams will need a driver but may not need an extra support person as they can usually provide support for each other. That said, teams may wish to consider extra help depending on the size of the team and needs of the athletes.

## Support vehicle

Athletes need to provide their own support vehicle for the run and bike stages of their attempt. The Enduroman team member overseeing the challenge travels in the front passenger seat of the support vehicle with the support crew. We recommend using a 5 door estate or similar for solo attempts and a minibus or similar for relay attempts. A 9 seater Ford Tourino hired from Easirent.com at Heathrow airport worked very well during a recent 3 man relay attempt. The Ford Transit crew van has 6 seats and a large rear area and works well also as a support vehicle for relay attempts - consideration should be given to bike rotation during the event.

If you need to hire a support vehicle for your attempt, ensure with the hire company that it can be taken into Paris. There is usually no difficulty hiring a vehicle that can be taken across to France but

travelling into Paris in a UK hire vehicle is complicated by new anti-pollution laws – more information on this is available in the “Paris Anti Pollution Zone Advice for Athletes” document found at [Enduroman.com/resources](http://Enduroman.com/resources).

If you have any questions on the suitability of your vehicle or hiring a vehicle then please contact Enduroman, we will be very happy to discuss any concerns you have.

Please note that your support vehicle must be adapted for driving on French roads in the usual way - GB sticker, headlight converters, high viz vest, warning triangle and spare bulbs.

You now also need to obtain an anti-pollution sticker to drive your vehicle into Paris. This has to be done online and is mailed to you, so aim to do this several weeks before your attempt. The website address is [www.certificat-air.gouv.fr/en/](http://www.certificat-air.gouv.fr/en/).

## Cameraman/video crew

Please note that no TV, film, or video crew or other broadcast media representative may accompany you or cover the challenge itself without prior written permission from Enduroman. This is usually given provided arrangements are made so that the presence of a film crew does not impact on the smooth running of the attempt or on the athlete’s safety.

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# ACCOMMODATION

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It is your responsibility to book any accommodation needed before the start and for rest and recovery after each stage of the challenge. This also includes accommodation after the run and swim stages for the Enduroman official, who is part of your team for the duration of your attempt. Note that Enduroman travel to Marble Arch and from the Arc de Triomphe independently of you and your support crew, unless agreed otherwise beforehand.

There are plenty of accommodation options in Dover, Calais and Paris but please bear in mind when booking that you may require a 24 hour check-in service and also a flexible cancellation policy as your start may be postponed due to the weather. Below is a list of accommodation successfully used by Arch to Arc athletes on previous attempts.

## Dover area

All the hotels listed below offer free cancellation on the morning of arrival, provided a flexible rate is chosen at booking. One tactic is booking each day individually for the whole of the period you may need accommodation and then cancelling as necessary. We do not recommend booking one of the many guesthouses or bed and breakfasts as they tend to have restrictive arrival times.

Travelodge Dover, St James Retail and Leisure Park. Brand new.

Premier Inn, Dover Central Eastern Ferry Terminal.

Best Western Plus, Waterloo Crescent.

## Calais

Hotel Ibis, 2 Rue Greuze, Calais. Cheap, friendly, around 3 miles from swim disembark point/bike start.

Youth Hostel (Centre Européen De Séjour - Auberge De Jeunesse), Rue du Maréchal de Lattre de Tassigny, Calais. Cheap, within 0.5 mile of swim disembark point/ bike start.

Holiday Inn, 6 Boulevard des Alliés, Calais. More expensive, within 0.5 mile of swim disembark point/ bike start.

## Paris

If you wish to stay in Paris after the finish, the big chain hotels near Paris airport are better value for money than those in central Paris and generally offer parking.

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# LOGISTICS OVERVIEW

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## General

Enduroman will liaise with you from the moment of signing your contract to assist you with the preparation for your attempt. On the day, an Enduroman team member is with you during each stage of your challenge to ensure the routes and mode of travel along those routes are adhered to and also to act as an official witness to your achievement. Enduroman liaises with your boat pilot and support crew to ensure the smooth running of your attempt.

Please note that it may not be the same Enduroman team member who accompanies you on each stage of your challenge.

## In the weeks leading up to the start

Our advice is to organize the logistics before the final month leading up to your attempt. These last couple of weeks pass very quickly. Make sure you have everything ready for your attempt, keep things as simple as you can for you and your crew and (most importantly) delegate as much as you can and rest. Try to avoid having to run around and organize things at the last minute as you ideally want the final weeks to rest and prepare mentally.

Finalize your support crews, support vehicle and driver. Ensure you have what you need to modify your support vehicle for French roads. Remember that an anti pollution sticker is now required to drive into Paris. Consider your accommodation needs for before, during and after your attempt but please contact Enduroman before finalizing any hotel bookings and ferry or tunnel crossings. The weather is unpredictable and the departure date may change several times. Often ferry/tunnel crossings are booked at the last minute during the run down to Dover.

In the days leading up to your slot Enduroman will be in regular contact with you and your boat pilot. Once a suitable weather window for the swim is identified, a time for meeting your boat pilot at Dover

marina prior to the swim start will be confirmed. From this work back with the time you estimate for the run stage and recovery to calculate your run start time. Athletes are allowed a maximum of 48 hours from when they start the run to the swim start time (20 hours for a relay attempt).

Expect less than 24 hours notice to start your run – you need to know how long it takes to get from your chosen waiting place to meet the Enduroman official at Marble Arch. You must be prepared to start your attempt during any day of your booking.

## The run and recovery

You and your support crew make your way to Marble Arch – aim to arrive about 30 minutes before the run start. The support vehicle can be parked right at Marble Arch itself for this short period of time. If you need to park your support vehicle for longer there is underground parking very near to the Edgware Road (at Kendal St Car Park, Conaught St, W2 2DP. Height restriction 2.05 m, tel +44 (0) 207 2628459). Alternative parking is also available at APCOA Oxford Street (West) car park, W1H 7AB.

An Enduroman official will meet you at Marble Arch and give you and your crew a safety briefing. After this, at the agreed run start time, you set off, the clock starts and your adventure begins.

For the run out of central London you may be asked to use a gps device with the route downloaded onto it, or you may be led out by Enduroman. Once clear of the central area you can then maintain close contact with the support vehicle, which leapfrogs you all the way to the finish at the seafront at Dover harbour. From the run finish your support crew then takes you to your pre booked accommodation to rest as necessary before the swim.

Hotels used in previous attempts are given in the Accommodation section of this guide, although many other options can obviously be found through Google, Airbnb etc. but we do not recommend booking one of the many guesthouses or bed and breakfasts in Dover as they tend to have restrictive arrival times.

Each athlete has their own recovery strategy. The Enduroman official presiding over your attempt will liaise with your pilot and support crew to arrange a meeting time with the boat. Please remember your passports (yes, they have been forgotten!).

## The swim and recovery

You and your boat crew will meet your pilot and the Enduroman official for the swim stage at Dover marina – the exact meeting location will be communicated to you nearer the time. The boat is loaded and paperwork formalities completed before setting off for the location of the swim start. Enduroman will conduct a swim safety briefing before you start your swim.

The pilot sets your course and you follow the boat at all times during the swim. Position yourself 3-5 m from the side of the boat. In general you swim so that you can see the pilot and he can see you. Being able to breathe bilaterally is an advantage here as you can then be positioned on either side of the boat to catch the sun, avoid diesel fumes or use the boat as protection from waves. Depending on your pace and conditions the boat might sometimes have to go into neutral or will pull ahead slightly. Don't worry, just keep swimming.

When you near France it can be tempting to swim straight towards the nearest visible land - don't! Again, trust your pilot and just keep following the boat unless otherwise instructed. After landing the swim, you travel with the boat to Calais harbour where you are met by your support crew for the bike stage. In general, your swim support crew returns to Dover with the boat. If you wish them to continue onto the bike stage and see you finish in Paris Enduroman needs to be notified before your attempt starts.

You are permitted a maximum of 12 hours to recover after arriving at Calais harbour before starting the bike stage. We recommend the youth hostel at Calais for this purpose - they are friendly and used to providing rooms for Arch 2 Arc athletes needing to shower and sleep.

## The bike

Enduroman liaise with you and your crew to agree a bike start time. The bike stage starts by the wall of Fort Risban, near Calais harbour. The Enduroman official for the bike stage gives you and your crew a safety briefing prior to the start and will then travel in the front passenger seat of the support vehicle to aid with navigation and ensure the smooth running of the bike section. As in the run, the support vehicle "leapfrogs" you until you reach the outskirts of Paris. From there you have to cycle at the speed of the support vehicle which navigates the route into central Paris and onto the finish at the Arc de Triomphe.

## After the finish

Congratulations and welcome to the Enduroman family! After finishing most athletes either return to the UK or to pre booked accommodation in Paris with their support crew. The Enduroman official returns to the UK directly from the Arc de Triomphe.

## Compulsory safety equipment

Below is a list of compulsory safety equipment. It is your responsibility to make sure that these items are in the support vehicle or available on the boat as applicable.

### Run

- High viz vest
- Small red light that can be attached to the back of your clothing
- Head torch
- Mobile phone/pouch to carry it in

### Swim

- Small green adventure light for attaching to goggles
- Light stick to attach to back of costume/wetsuit zip
- Towel
- Warm clothes including a wooly hat for after swim
- Clear goggles for night swimming
- Survival bag/bivvi bag or similar

### Bike

- High viz vest (note that the law in France requires all vehicles to carry a high vis vest for every person in a vehicle in case of breakdown)
- Helmet to be worn at all times with chin strap secured
- Strong front and rear bike lights
- Spare batteries and charging cables. Spare lights
- Mobile phone

## Suggested additional equipment



- Warm dry clothing for emergency change during event.
- First Aid kit with items appropriate to the event.

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# NUTRITION

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Without energy and adequate hydration everything eventually comes to a stop.

Many athletes arrive at Marble Arch with nutrition plans that are abandoned during the event. Be willing to improvise and take advice if your plans start to break down. Enduroman have overseen over 100 attempts - ultimately our aim is the same as yours - we want you to succeed.

You may have your own nutrition strategy or be working closely with a coach or nutritional advisor. For those athletes that don't or who would like advice, we have given suggestions below based on what has worked in our experience of Arch 2 Arc attempts. Whatever you decide to use on the day, particularly during the swim, make sure you have tried it out extensively in training first.

## The run

Our advice is to finish the run as hydrated and nourished as you can, ready for the swim and to adapt your pacing and feeding strategy accordingly.

Because of the length of Arch 2 Arc we strongly suggest trying to take on some real food and not relying solely on sugar-based sports drinks and gels. Carbohydrate based snacks with some protein and fats work well. Have a variety of foods available in the support car and remember that you may need to adapt your strategy depending on conditions – taking on more fluids and possibly electrolytes if it's very hot, for example. Try to eat small portions but frequently.

You will pass through towns and villages on the route where, depending on the time of day, your support crew may be able to purchase hot food for you to eat.

## The swim

Try as many different foods as you can during your long training swims. In general you should give your boat crew a feeding plan for your swim detailing times of feeds and what you would like. During the swim this will inevitably be adjusted but it's a starting point. There is a lot of literature and differing opinions on ideal nutrition for Channel swims. People have swum the Channel using all sorts of food ranging from sugar drinks to blended full English breakfasts. Our advice is therefore to use your

training to discover what works for you during long sea swims and remember that what seems great at 6 hours will not necessarily work at 8 or 10 hours and beyond.

Swim feeds are generally liquid as they are quicker and easier to get down while treading water. Some swimmers manage very well on maltodextrin drinks (such as CNP profuel) but others find that relying solely on maltodextrin can make them bloated, sick and give them diarrhea. This seems to be more of a problem on very long swims – and Arch 2 Arc swims do tend to be long as the athlete starts their swim with some fatigue from the run stage. UCAN is a carbohydrate alternative to maltodextrin that tends to be better tolerated – it is absorbed differently and does not promote an insulin response. You do not get the same boost from UCAN, but neither do you get the blood sugar dips.

As the swim section of Arch 2 Arc is just one part of a longer challenge, again try to take on some real food during the swim. Foods that have worked in the past include oat based drinks (think blended porridge), tinned peaches, warm spaghetti hoops ... It's all very individual, just make sure you've thoroughly tested your nutrition during training in long sea swims. Avoid foods that require chewing, such as malt loaf, as these will slow down your feeds. Little treats are very good and give a good mental boost. Favourites include things like jelly babies, milky ways and jaffa cake biscuits. Bear in mind that these are just little treats and not intended to be your main source of food – they give you something to look forward to at feed times and make a change from drinks and seawater in your mouth. It is good practice to swill and spit the first mouthful of drink so less salt from inside the mouth is ingested. Avoid electrolyte drinks as inevitably you will have ingested plenty of salt already.

Black tea is a good idea to have available on the boat. If you start to feel bloated, sick or have trouble peeing then a feed of black tea can help to flush your system through before resuming normal feeds again. New research suggests that it is possible to trick the body into thinking it has had a carbohydrate hit by swilling the mouth with a maltodextrin drink. The drink is then spat out rather than swallowed so the body does not experience the associated insulin response and subsequent blood sugar dip. This may be worth trying if you are feeling bloated.

## Feeding in the channel

We recommend using an empty 1 pint milk container with a handle for your feeds. It's the perfect size and easy to drink from while treading water in rough sea. Attach a reel of crab fishing line or strong cord to the handle of the container so your crew can throw it to you at each feed.



A separate snaptop container can be used to get solid foods to you in the water.

It's a good idea to have all your feeds premixed to double strength before starting the swim - it can be tricky mixing drinks on a rocking boat - and this is a good job for your crew while you rest after the run down to Dover. During the swim your crew can then dilute the mix with hot water to give you warm feeds as needed. A large pump action flask is useful to bring on the boat to keep topped up with hot water - it saves having to boil the kettle for each feed.

## The bike

By the time you get to the bike stage you will be tired and probably have a sore mouth and throat from the Channel swim. Try to have a variety of foods to hand in the support vehicle and get into a pattern of eating and drinking regularly to keep your energy levels good for the ride into Paris.

Shops and cafes tend to have shorter opening hours in France and there are several bank holidays during the summer season where many businesses close completely so ensure you that have some supplies of food and water in the support vehicle.

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# SWIM PREPARATION

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## Mental preparation

Swimming the Channel is as much a mental challenge as a physical one. It can be painful, demoralizing or just plain boring. Hopefully during your training you will experience lows and find ways of dealing with them. They happen to everyone and you can come out the other side by continuing to feed and swim. Complaining to your crew and stopping frequently will not help you reach France. Stopping to get your head together will cost you far more dearly than a break would on the run or bike - in the Channel you will get cold and may add hours and hours to your swim because of the way the tides work. So learn to get through the low points while keeping swimming.

Remember, the Channel will play tricks with your head if you let it. Don't look for visual clues, for hours France will never seem to get any closer. In fact, swimming on a strong tide you may not see any land for most of your swim. Then once you do get close and see the French coast clearly (after you've been swimming for hours and you're tired) it can suddenly recede away again as you get pulled by the tide. The best thing you can do is trust your pilot, get your head down and keep swimming alongside the boat until you reach France. If you can maintain your pace enough to make forward progress your pilot will get you there.

## Strategies to cope

- use a mantra such as "yes", "I will" or "I am" on each stroke. Filling your head with a single positive command like this stops your brain dwelling on negative thoughts and doubts. The simpler you keep it, the more effective it is, especially when you're tired.
- focus on your stroke. This brings you fully into the present moment and what you're doing rather than allowing your brain to wander off in a negative way.
- some people get through the low times by dissociating completely and singing songs or rerunning old films through their head until they feel better. Again, this keeps the negative thoughts out.
- tell yourself that if you keep swimming and feeding it will get better. You only have to do this once.

It's individual and part of your training is discovering which strategies work for you.

## Suggested lubricants

Seawater is abrasive and long sea swims can lead to very nasty rubs. Before any long swim be sure to apply a lubricant to areas prone to chafing – you will very soon work out where these areas are in training! Different swimmers have different favourites. Again, make sure whatever you use on the day has been tried out during your long training swims in salt water.

Despite being described as wetsuit friendly Bodyglide is not recommended for the Channel or long salt water swims in general. Our experience is that Vaseline and lubricants other than Bodyglide can be used on wetsuits without damaging them – their lifetime is more likely to be limited by the amount of swim training you are doing rather than by anything else! Possible suggestions for lubricants include

- Making a mix of 40% anhydrous lanolin, 40% Vaseline and 20% sudocreme (or similar).
- Liberal use of Vaseline.
- Sudocreme.
- Antiseptic cow udder cream which has a lanolin base.

## Peeing

Train yourself to pee while in the water. It's an important skill as swims have had to be aborted due to an inability to let go. Some swimmers find it easier to go during a feed when their muscles are relaxed. If you're struggling to go and feeling bloated let your crew know. A feed of black tea can help to flush out your system.

If you're in a wetsuit and need to pass solid waste then do it. Any mess can be sorted out at the end of the swim - if possible mention it before you climb back on the boat. It won't be anything new. Take a bin bag to put the wetsuit in and hose it down in the garden when you get home if necessary.

## Night swimming

It's likely that part of your swim will be during the night. Swims often start in the early hours of the morning while it is still dark or finish during the night.

Bring 2 types of light to wear during your swim, both of which are available online. One light (an adventure light, ideally green) is attached to your goggle strap and the other (a light stick activated

by snapping) is attached either to your wetsuit zip or the back of your costume with a large nappy type safety pin. The lights make you easily visible to your crew.

The boat also has a spotlight that can be directed onto the water at night so that you are swimming in a pool of light. In general it is not pitch black and you will be able to see your boat and crew. Avoid using dark tinted goggles for your Channel swim as you will have trouble seeing during the dark hours, clear or polarized goggles are a better choice.

## Jellyfish

There are jellyfish in the Channel and it is possible you will see them or get stung. Usually they are slightly deeper than you and won't cause a problem. Mostly, jellyfish stings are like being whipped by nettles and the pain fades quite quickly. It's worth having antihistamines on the boat just in case you have a reaction.

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# TRAINING

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Arch 2 Arc athletes have different levels of experience and goals for the challenge and may also already have their own training program and/or coach. As with all training there is no one way of training for Arch 2 Arc that fits all.

However for those athletes who would like some guidance, we have included some general pointers below based on our years of experience of the event.

## The swim

**Successfully completing Arch to Arc is (nearly) all about the swim, we cannot emphasize this enough.**

Most of the athletes who have failed their attempt at Arch 2 Arc have done so in the Channel - very few have withdrawn during the run down and almost no one has abandoned the bike. So pay careful attention to your training for the swim and ensure that all aspects of your run down to Dover (pacing, hydration, nutrition and recovery) are planned to leave you as fresh as possible for the Channel. With or without a wetsuit, it is one of the toughest marathon swims in the world.

It's hard to generalize, but our advice is to complete an 8 and 10 hour swim in the year of your attempt, as well as regular 6 hour base swims.. As well as building your swim endurance this will give you the chance to experience the mental and physical dips that come in long swims and also to find out what nutrition works for you swimming in salt water. After completing your longest swim maintain your swim fitness with short, fast pool or sea sessions and your endurance with regular 6 hour swims in open water if possible.

Try to train in varying sea conditions if at all possible. Get used to swimming in choppy water and learn to adjust your stroke and breathing to adapt to the state of the sea. Swims will not be started if conditions are rough but the weather in the Channel is unpredictable and can change during the course of a swim. The ability to stay happy and relaxed in the water and deal with changes in conditions is a useful one to develop. Get comfortable with being uncomfortable.

A night swim with a boat before your attempt is also a good idea so that you are completely relaxed with starting your Channel swim at any time of the day or night and with the idea of swimming into the dark hours when tired.

## The run

The training goal is to get through the 87 mile run in as fresh a state as possible in readiness for the Channel swim. For most athletes, this means walking the large hills, at least, and keeping effort levels low while running. Reflect this in your training. Your key sessions will emphasize time on your feet and overall strength. A useful session is to follow an overnight hike/run with a cold open water swim the next day – the tiredness and cold you feel in the water will help you to develop a suitable run pacing strategy.

## The bike

Unless you are trying to break a record, the ride to the Arc de Triomphe is a celebration stage. Long training rides in the year before are obviously a good idea but their priority is much less than the swim and run training. Pay attention to your bike fit. In general, a less aggressive set up works better, especially after the swim.

In general, think specifics when planning your training – Arch 2 Arc is about time on your feet, time in the water and time on the bike. It also involves eating, drinking and being awake at times you'd normally be asleep, and conversely resting at times you'd normally be awake (we suggest earplugs and an eye mask for recovery between the stages).

We are very happy for any athlete to contact us for more advice on training.

Enduroman also run training camps which are strongly recommended for the knowledge gained as well as for the opportunity to complete long training swims in the sea. Please see the Enduroman website or contact us directly for more details.



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# PAPERWORK AND PAYMENTS

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The aim of this section is to set out the deadlines for the paperwork associated with an Arch 2 Arc attempt. Our main advice is to keep things as simple as possible and be organized so that you avoid last minute panics.

## 12 - 15 months before your attempt

At this point you have already sent your signed contract and deposit to Enduroman to confirm your slot, or are very close to doing so.

Once Enduroman has received your contract and deposit we will allocate you a boat pilot from a list of authorized Channel crossing pilots. Enduroman informs your pilot of your booking. Although you are contracting your pilot separately to escort you during the swimming section of the Arch 2 Arc challenge, Enduroman remains in contact with your pilot throughout this process.

Your boat pilot will email your boat pilot contract to you as soon as it is available, usually sometime towards the end of December or early in the new year before your attempt. Return the completed contract by post to your boat pilot and email a scanned copy to Enduroman.

## The calendar year of your attempt

### January

By 31 January (or 6 months prior to your attempt, whichever is later), pay the balance of the Enduroman fee, an amount of £1,750.

The body governing swims across the Channel will email you to say they have been notified of your attempt by your boat pilot (Enduroman work with the CSPA for wetsuit attempts, or the CS&PF for non wetsuit swims). They will direct you to their website to complete the membership, medical and swim application forms required prior to your attempt.

CS&PF swimmers (non wetsuit) - book an appointment with a doctor for your swim medical - not all doctors are willing to sign off swimmers and those that are may not have much availability so do not leave this until the last minute.

CSPS swimmers (wetsuit) – download/fill out the medical disclaimer to self certify.

## April

The swim application form has to have been completed and returned to the CS&PF (non wetsuit) or CSPS (wetsuit) by 30 April, at the very latest, with a scanned copy sent to Enduroman. Relay team captains send in all forms for their team together.

## 31 July or 2 weeks before your slot, whichever is earlier

Ensure your qualifying swim (6 hours for solos, 2 hours for relays, in the year of your attempt) has been completed and the paperwork sent to the CSPS (wetsuit) or the CS&PF (non wetsuit), with a scanned copy emailed to Enduroman. We emphasize that completing the qualifying swim does not mean you are ready to swim the Channel, it is to demonstrate that you have an idea of what you are attempting. Solos should have completed multiple 6 hour swims in training (possibly some of these on consecutive days) and ideally also an 8 or 10 hour swim.

This is also the deadline for returning your membership forms and completed and signed swim medical forms / self certification disclaimers to the CS&PF (non wetsuit) or CSPS (wetsuit), with scanned copies to Enduroman. Relay captains to send in all forms for their team together.

## The week of your slot

Once the run start is confirmed, ideally pay the final instalment of your boat pilot fee to your pilot by bank transfer. It is possible to pay cash when you meet your pilot just before the swim start but paying just before means one less thing to worry about during your attempt.

## Table of paperwork deadlines

DATE	ACTION	HARD DEADLINE?
Approx 12 months before	Within 14 days of receipt, return completed Enduroman contract by post and pay £1,750 deposit	Yes to confirm your slot.
Approx end of calendar year before your attempt (actual deadline will be confirmed separately to you by your boat pilot)	Return completed contract to your boat pilot and pay first instalment of your boat pilot fee	Yes
31 January year of attempt (or 6 months prior if later)	Pay £1,750 balance of your Enduroman fee	Yes
	Book appointment for swim medical (only required for non wetsuit attempts)	No but don't leave until the last minute
30 April year of attempt as applicable	Return of completed CSPA or CS&PF swim application form, with a scanned copy to Enduroman	Yes
1 month before attempt	Logistics organised and support vehicle ready for French roads, anti pollution sticker ordered	No, strongly advised
31 July or 2 weeks before the start of your tide, whichever is earlier	Qualifying swim assessment form and membership form completed and sent to CSPA or CS&PF as applicable, with a scanned copy to Enduroman  Completed disclaimer or swim medical form (as applicable) sent to CSPA or CS&PF as applicable, with a scanned copy to Enduroman	Yes
Before leaving for Marble Arch	Pay final instalment of your boat pilot fee to your pilot	No, but this must be done before you can swim

This information is intended for guidance purposes and may be subject to change.