



**the [your name here]  
7/24 challenge ride**

**prospective sponsors' pack**

# **ride the 7stanes. all of them. in one wild ride. on one wild weekend. we challenge you.**

*'At five minutes past eight on the morning of Sunday 19<sup>th</sup> June, Janet Andrews-MacKay of the Stewartry Wheelers team rode back into the trailhead at Glentress Forest, Peebles, to complete the inaugural running of the 7/24 Challenge Ride in a blistering 21 hours five minutes.*

*The challenge ride, two hundred and eighty miles including ninety miles off road and incorporating red or black grade routes at all of the 7Stanes centres, is ridden as a relay by teams of four cyclists. This year's event was a trial run and entry was deliberately limited.'*

OK, so we did it. We had a brilliant ride, and we proved the concept of a relay event over the 7stanes. We'd like to open it up; to 40 teams in 2006, to perhaps more in future years. But if we're to do this, we're going to have to have help. Which is where you come in. This document is intended to persuade you that this is an event with a lot of potential, an event which is going to attract a lot of interest, and that having your name associated with it is going to enhance your brand in a key marketplace - young, active people with money to spend.

But we don't just ask you to help us.

**we challenge you**

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## Summary

### The Concept

The Forestry Commission's 7stanes routes, at seven centres across southern Scotland, are standard-setting venues for mountain biking in Britain. Because they're in a restricted geographic area, it's possible to use all of them in a single event. Because they aren't adjacent, you need some means of transport to get from one to the next.



And it just so happens that southern Scotland is excellent road cycling country, as well, with quiet roads, terrific scenery, and some real climbs.

7stanes. Seven off road routes at seven centres, use road bikes between: how fast can you do it? The answer is you can do it in 24 hours. Actually, a crack team could probably do it in much less than 24 hours, and a really tough solo rider could manage it by themselves in 24 hours. But for teams of four ordinary club cyclists, 24 hours is a tough – but achievable – challenge.

Seven centres. Twenty-four hours. 7/24: we challenge you.

### The Opportunity

People, increasingly, like challenges: like tough participatory events in which ordinary people can by extraordinary effort, experience a sense of real achievement. The really challenging mountain bike events in Britain, like endurance events in other sports, attract a lot of interest. Furthermore, a lot of people have ridden one or two of the 7stanes; fewer have ridden all. 7/24 is a simple concept, simple to understand, to grasp. It's something a lot of people will aspire to do. It's a concept people will remember. To associate your brand with this event will associate it with values of challenge, of fitness, of fun; it's got to be a winner. Furthermore, cyclists are a good market to target even if you aren't in the cycle industry – cyclists are on average better educated and better paid than the population as a whole.

### Coverage

An event like this is going to attract a lot of interest. By now you'll have seen the nine page article about this year's pilot event in issue 23 of Singletrack magazine, Britain's premier mountain biking magazine, as well articles in the local press. A full on event with 40 teams – with 160 participants – will attract far more coverage. As well as press coverage we will seek to attract television coverage at least of the start.



## What we want from you

### The name sponsor

We need one name sponsor – one sponsor whose name will appear on all publicity and in all press releases as part of the name of the event. From that sponsor we want £5,000 principally to cover:

- Publicity budget
- Insurance
- A full time event organiser for four weeks prior to the event, and two weeks after
- Hire of mobile toilets
- Race numbers and signage

For full budget please see appendix one.

### The telecoms sponsor

At at least one of the control locations – Newcastleton – there is no mobile phone network coverage, and no land line. At other control locations there are no land lines. Where there are land lines, they mostly belong to the Forestry Commission who may or may not be prepared to make them available. Somehow we need to patch together a telecoms system for the event, which allows the control team to communicate and keep the results system up to date. We also need a loan of at least some equipment to make this system work. We're looking for a telecoms sponsor to provide connectivity and loan of equipment. The telecoms sponsor will be acknowledged with a logo on all publicity material and an acknowledgement in all press releases.



### The baton sponsor

We don't see the 7/24 as a race. We don't particularly want to be giving prizes for winners. We see it as a challenge, from which everyone will come away with something. And the something we want them to come away with is a nicely made relay baton, which, if they complete the challenge, will, at the end, have a collection of rings on it representing each stage completed. The batons, as we conceive them, are made of standard bicycle components – lengths of steerer tube, headset stacker rings, headset top caps. Quite a few specialist engineering companies in the cycle industry make these things, and many more supply them. Indeed, any small engineering shop could make these up for us. We want someone to do that. And what you get for that is your logo on the publicity material, an acknowledgement in all press releases, and, most important of all, your logo on the end caps of the baton itself, and, if you like, on each of the rings.

### The Forestry Commission

This whole thing doesn't work, of course, without the active support of the Forestry Commission. We need the Forestry Commission to welcome us onto their property, of course. But we need more from you than that.

- We need to be able to section off some of your carparks for control and competitors' cars

- We need land to use as overspill and spectator car parking
- We need land to place temporary toilets
- We need access to phone lines, where possible.

Obviously, we'd be extremely happy to accept further support from the Forestry Commission, and we're eager to co-operate with you in any way you'd like to suggest, but these things only you can provide.

## Background

The Forestry Commission's 7stanes project, now coming to completion, has produced many of Britain's flagship mountain bike facilities; most of them are up with the best purpose built cross country tracks in the world. They're worthy of celebrating, and they're worthy of riding. Additional exposure and publicity for the tracks also helps to bring additional tourist spend into economically deprived areas of remote rural Scotland; VisitScotland have identified mountain biking as the key target area for marketing their adventure sports campaigns, throughout Britain and beyond. While short events may bring day visitors, a 24 hour event requires teams coming from outwith the area to spend at least one night in the area, adding to the tourism potential.



## Long distance and 24 hour mountain bike events



At the same time, long distance 'epic' or 'enduro' mountain bike events are becoming more popular. Examples include the Merida Mountain Marathon (100Km); Saab/Salomon Mountain Mayhem 24 Hour; Kona Sleepless in the Saddle (24 Hour). What all these events share in common are that they are multiple laps round a limited course, the riders going round, and round, and round. By contrast some of the continental events (such as the Trans Alp Challenge, which has entries limited to 1,000 riders) are run over genuine distance routes.

By providing a distance route over a number of control points, 7/24 can provide a much more interesting experience for riders than existing UK challenge and enduro rides.

Sleepless in the Saddle is ridden as a relay by teams of four or five. Mountain Mayhem allows solo riders but is primarily ridden as a relay by teams of four or five. Thus the concept of 24 hour team events is established.

## Multi-disciplinary events

In the meantime Audax – long distance road cycling – events are becoming more popular, as are multi-disciplinary events such as Dalbeattie's own Hardrock Challenge and increasing numbers of mountain duathlon and triathlon events. Where the 7/24 challenge concept is unique – in the UK at least - is in combining road and off-road cycling stages into a single event.

## Route

The route ridden in the 2005 event was

1. Glen Trool – Kirroughtrie (off-road): see appendix two

2. Kirroughtrie – Dalbeattie (road): see appendix two
3. Dalbeattie (off-road): no route sheet, follow red route
4. Dalbeattie - Mabie (road): see appendix two
5. Mabie (off-road): no route sheet, follow red route
6. Mabie - Ae (road): see appendix two
7. Ae: no stage, trails not open yet
8. Ae - Newcastleton (road): see appendix two
9. Newcastleton (off-road): no route sheet, follow red route
10. Newcastleton - Glentress (road): see appendix two
11. Glentress (off-road): no route sheet, follow red route

This route was generally successful. No route section was rated as 'too tough' by all the riders who rode it, and with two minor problems which can be corrected for next year, all the route sheets worked. Only one section (see below) was rated as 'too tough' by any rider. For the majority of the route – Talnotrie Hill, Kirroughtrie, through to the end at Glentress – no changes seem necessary from the 2005 route.

## 2006 Route

We propose to make a minor change to the start of the route for the 2006 event. Instead of starting at Bruce's Stone, we propose starting at Glentool visitor centre which has parking for about 40 cars, and other parking could be made available reasonably nearby. It is convenient for the Caldons Wood campsite and for Glentool Holiday Park. It is also much more accessible by road than the Bruce's Stone start and should avoid congestion on the road up the glen. Instead of taking the Old Edinburgh Road, which was felt to be 'too tough' by some riders in 2005, the route would follow the Glentool Orange route clockwise (i.e., via Loch Dee and Craigenallie) to Talnotrie Hill, and then switch to the Kirroughtrie Black Route. From Talnotrie Hill, the route would be identical to that ridden in 2005, except that it would include the Ae Red Route (not open when the 2005 event was run).

## Waymarking and route marshalling

While the 7stanes routes are generally well waymarked, the road sections are, often, not. The road sections mainly follow very minor public roads, and signposts are few and often inadequate. In particular the minor road from Gatehouse of Fleet to Twynholm is not signposted, and the road from Locharbriggs to Ae and those between Ae and Lockerbie are inadequately signposted at junctions. Prior to the event it would be extremely useful to erect clear waymarking signs at about a dozen junctions.

The route crosses major roads, and, for two or three short sections, actually runs on them. From the west:

## NCN7/A75

Leaving Kirroughtrie, the 2005 route followed the National Cycle Network route 7 to Creetown. This route runs along the course of an old railway, and then descends very steeply to meet the road into Creetown. This descent is dangerously steep and narrow with very poor sight lines, and, at present, an exceedingly slippery surface. In the view of both the riders who rode this stage in 2005, it is very dangerous; neither was able to stop safely on the

slope, and both were skilled and experienced cyclists. However, the only alternative to this route is the main A75.

Options here are

1. Erect additional hazard signs before the descent;
2. Marshal the descent (preferred);
3. Route onto the A75.

## A75

Between Gatehouse of Fleet and Twynholm, the route crosses the A75 at a staggered junction. Sightlines are good and this is not a particular hazard. Nevertheless marshalling this junction might be desirable.

## A7, Langholm

In the town of Langholm the route runs on the A7 for about quarter of a mile. This is within the town limits. However the turn off the A7 is to the right. It is likely that teams will be extremely well spread out by the time Langholm is reached, and it is likely to be late evening or night, when traffic is relatively light. With adequate lighting this should not be a particular hazard. 'Cycle event' signage might be helpful. Marshals do not seem to us to be necessary, but this is open to discussion.

## A7, Hawick

In the town of Hawick the route joins the A7 and runs on it out of the town limits, turning off it to the right. Again, this section will be reached in the middle of the night or the early hours of the morning when traffic is relatively light, and there should be no particular hazard. 'Cycle event' signage might be helpful. Marshals do not seem to us to be necessary, but this is open to discussion.

## A72, Glentress

The route follows the A72 from Cardrona for approximately 1.9 miles. Riders will reach this section well spread out, and the overwhelming majority will reach it in daylight on Sunday. The road has very good sightlines but traffic speeds are high and arriving riders will be very tired. 'Cycle event' signage would be helpful. While team cars may shepherd their riders through this section, a marshal in a motor vehicle suitably signed would also be a good thing.

**Volunteers needed for:** marshalling at Creetown descent and at major road crossings. Two people at each location, six to twelve in total.

**Sponsorship needed for:** waymarking.



## Facilities

Glentool, Kirroughtrie and Glentress 7stanes centres already have visitor centres with good car parking, toilets, and cafe facilities. Car parking at Glentool is a little limited and an overspill carpark may be needed. Dalbeattie and Mabie have reasonable carpark facilities; Mabie has a bike shop and may by 2006 have a cafe. Ae has excellent car parking but no cafe. Newcastleton has extremely limited facilities. The car park is extremely small; there are no toilets and there is no cafe or even potable water. Dalbeattie has no toilets or cafe, although the town is nearby.

## Additional facilities

The following additional facilities would need to be provided for the event:

At Glentool: additional car parking; possibly two additional toilets.

At Kirroughtrie: none.

At Dalbeattie: possibly additional car parking; four toilets; drinking water bowser; refreshments concession.

At Mabie: possibly two additional toilets; depending on status of cafe, drinking water bowser and refreshments concession.

At Ae: four toilets; drinking water bowser; refreshments concession.

At Newcastleton: additional car parking; four toilets; drinking water bowser; possibly refreshments concession

At Glentress: none.

**Sponsorship needed for:** toilets; drinking water bowsers.

## Organisation

### Event control

Running an event over seven centres does pose problems for event control, especially since at least two centres (Glentool and Newcastleton) appear to have no mobile phone coverage. For safety reasons it is desirable that the control team should know which teams are on which stages, and, in particular, which teams have not yet completed which stages. It is also desirable that someone, somewhere should have a complete overview of what is going on. On the weekend an event control office should be set up, ideally at Glentress, possibly in a caravan. A central, web-accessible database should be accessible on the day from a control station at each of the 7stanes centres.

**Volunteers needed for:** manning control points – at least two volunteers at each centre, plus at least one additional at Glentress.

**Sponsorship needed for:** event control office/caravan; communications links especially at Glentool and Newcastleton, and to the event control office/caravan; loan of laptops/computers for the day; database system; generators for at least Dalbeattie and Newcastleton.



## 'Floating' controls

There is no particular need to verify that riders follow the road routes exactly, since the road routes have generally been chosen to be as short as possible. However, it is necessary to verify that riders follow the off-road routes exactly, since very substantial shortcuts are possible. In order to do this there must be, in addition to the seven control points at the centres, at least two additional control points at locations on the off-road routes whose locations are not pre-announced.

**Volunteers needed for:** manning floating controls, two to each control, total four to six.

## Relay batons

A relay baton – or something very like one – is an essential guarantee that a team has completed an uninterrupted journey from one end of the course to the other. But we envision the relay baton as being rather more than that – as being both a means of tallying the control points a team has passed, and the 'prize' or memento which teams will take away at the end of the event. What we'd like to see is an aluminium or carbon fibre tube of the same diameter as a standard 1.125" steerer tube, with a fixed end-cap on one end and a secure but removable cap on the other end. At each control point passed, the team will be given a ring similar to a headset stacker ring to add to the baton. For each stage, a silver-anodised ring would be given to the first team through the stage. For each stage, a gold-anodised ring would be awarded at the end of the event to the team that was fastest through the stage. Otherwise, each team would receive one black ring at the end of each road stage and one green ring at the end of each off-road stage. In the event of a penalty (e.g. stage not fully completed, riding without lights after lighting up

**stewartry wheelers**  
**7/24 challenge ride**  
 ride the 7stanes. all of them. in one wild ride.  
 on one wild weekend. we challenge you.  
 glen trool to glentress, 18-19 june.  
<http://www.stewartry-wheelers.org/7/24/>

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time) a red ring would be awarded instead of the green or black ring. A blue ring would be given to each team as it passed a floating control. Ideally, the green, black, silver and gold rings would all be engraved with the name of the stage for which they were awarded. A team which has correctly passed all control points would at the end have a completely full baton, with no room for further rings. For the 2005 event, each baton contained a miniature bottle of whisky. It would be nice to continue that feature.

**Sponsorship needed for:** manufacture and supply of batons and rings.

## Promotion and Advertising

To attract riders to the event, advertising must begin as soon as possible and in any case not later than December 2005, both through advertisements in magazines such as Singletrack and through posters in bike shops and at the 7stanes centres.

**Sponsorship needed for:** advertising and promotion.

## Secretariat

Over the month leading up to the event and the two weeks after it, a secretariat would be useful to chase up volunteers, signage, waymarking, toilets and all the other minutiae of bringing the event together. It would be useful to have funding to retain an event secretary/organiser, and to pay for stationery, supplies, and telephone to support that person.

**Sponsorship needed for:** secretariat.



## Appendix one: Projected costs

### 7/24 2006: Major cost headings

	Unit	# of	At	Total	Sponsored by	To find
<b>Administration</b>						
Organiser	Weeks	6	£500	£3,000		£0 £3,000
Team docs	Copy	100	£4	£400		£0 £400
Control docs	Copy	12	£5	£60		£0 £60
Website	Design+host	1	£1,000	£1,000	Scaffie Ltd	£1,000 £0
<b>Control</b>						
Telecomms	Sites	9	£50	£450		£0 £450
Software	Development	1	£3,000	£3,000	Scaffie Ltd	£3,000 £0
Laptops	Hire	10	£100	£1,000		£0 £1,000
Waymarks	Each	16	£5	£80		£0 £80
Tabards	Each	40	£5	£200		£0 £200
Batons	Each	40	£20	£800		£0 £800
<b>Infrastructure</b>						
Toilets	Hire, each	10	£50	£500		£0 £500
Water bowsers	Hire, each	2	£50	£100		£0 £100
Caravan	Hire, week	1	£500	£500		£0 £500
First Aid cover	Team	4	£250	£1,000		£0 £1,000
<b>Advertising</b>						
Magazine	Insertion	4	£100	£400		£0 £400
Poster	Each	100	£1	£50		£0 £50
<b>Total</b>				£12,540		£4,000 £8,540

### 7/24 2006: Major income headings

<b>Entries</b>						
Entries	Team	35	£120	£4,200		
Sponsorship				£4,000		
<b>Total</b>				£8,200		
<b>Projected profit/loss</b>						<b>-£4,340</b>

## Appendix two: 2005 route sheets

### Route sheet: Glentool to Kirroughtrie

(Miles)	(Km)	Narrative	Signage
0	0	From Bruce's Stone NX415802 follow footpath north to road (100 metres).  Turn right onto NCN7 (offroad); tarmac ends within 50 metres.  Continue on NCN7 (offroad) for 15Km. Landrover quality track.  Note: After passing Loch Dee, beware locked barrier at the end of straight descent NX491793.  Note: At junction after Craigencallie Outdoor Centre turn left following NCN7 signage onto tarmaced surface NX503774	NCN7
9.32	15	Immediately after small stone bridge at extreme southwest corner of Clatteringshaws Loch turn right onto footpath NX535753. 2-300 metres, landrover quality track.	Lillie's Loch 2 miles
9.51	15.3	After a short climb go straight across unsigned junction with new forestry road and continue on landrover quality track (Old Edinburgh Road) for 3Km to quarry at NX511742.  Continue straight through the quarry onto extremely poor quality track (Old Edinburgh Road) for 1.5Km. CAUTION: Sharp descent with large boulders and difficult surface. Several	
11.18	18	fords. Helmet definitely advised.  At ford across Tonderghie burn NX499732 the old track disappears and there are two possible onward routes. A very overgrown pathway goes left down the hill. This is probably the correct path but it has not been scouted and I cannot guarantee it goes through. If you take it (and it	
12.12	19.5	does get through) that definitely is not cheating...  What definitely does get through is: follow well marked footpath right, climbing rapidly up hill for 2-300 metres to junction with new well made	
12.12	19.5	forestry road.	
12.3	19.8	Turn left onto forestry road and descend rapidly to west end of Black Loch	
12.61	20.3	Turn right onto Old Edinburgh Road	Old Edinburgh Road

14.29	23	Turn left onto Kirroughtrie Black Route. CAUTION: Flowing singletrack with difficult rock sections. Ride with care. Helmet strongly advised.	Talnotrie Hill
		At junction with A712 turn right onto A712 for 200 metres.	
		Turn left onto well graded forestry road following black route signage.	
		Continue to follow black route signage until you encounter red route signage (sign says 'Black route rejoins Red Route'). Continue on to follow red route signage to Kirroughtrie visitor centre. CAUTION: Beware skull-and-crossbones marked section signed 'Hissing Sid'. Flowing singletrack with many extremely difficult rock sections.	Hissing Sid
		At Kirroughtrie Visitor Centre there should be a manned control near exit from carpark.	
		End of Stage.	

## Route sheet: Kirroughtrie to Dalbeattie

(Miles )	(Km)	Narrative	Signage
0	0	Out of visitor centre left onto NCN7	NCN7
0.7	1.13	At crossroads straight on	NCN7
0.9	1.45	Over bridge turn right	NCN7
1.9	3.06	Half right up onto former railway (tarmaced cycle path). CAUTION: cattle grids; beware very steep descent at end of section.	NCN7
4	6.44	Turn left onto public road	NCN7
4.5	7.24	At Creetown town clock turn left onto High Street	Gem Rock Museum, NCN7
9.8	15.77	At Cullendoch turn right	Gatehouse 6, NCN7
15.7	25.26	In Gatehouse, ignore NCN7 signage at Riverside	
15.8	25.42	In Gatehouse, turn left onto Fleet Street	Borgue, Kirkcudbright B727
16.5	26.55	Turn left at minor road junction, second junction on left after Laurieston junction	

19	30.57	Cross A75 at staggered junction	(Unsigned)
19.9	32.02	In Twynholm, by kirk, straight on at crossroads	(Unsigned?)
20.5	32.98	Straight on at crossroads	Tongland 2
21.4	34.43	Straight on at junction, over bridge (River Tarf)	(Unsigned)
21.5	34.59	Right at junction (grassy triangle in junction)	(Unsigned)
22.2	35.72	At Tongland, Turn left	Castle Douglas A711
22.5	36.2	Immediately past power station, turn right	Culdoach Road
27.6	44.41	In Rhonehouse turn right	Gelston 2 ½
27.9	44.89	At junction turn left	Gelston 2 ½
29	46.66	At junction turn right	Gelston 1
30.1	48.43	At Gelston turn left	Dalbeattie B727
30.7	49.4	At staggered junction straight on	Dalbeattie B727
33.2	53.42	At Hardhills Smithy turn right	Dalbeattie A745
35.5	57.12	At Craignair quarry turn left across bridge (traffic lights)	Dalbeattie, Dumfries A711
35.8	57.6	Immediately into Dalbeattie turn right	Solway Coast A710
37	59.53	Turn left into Richorn Trailhead	Richorn Trailhead
		End of Stage	

## Route sheet: Dalbeattie to Mabie

(Miles )	(Km)	Narrative	Signage
		0 Turn right out of Richorn trailhead carpark	
		1 Turn right onto Dalbeattie High Street	Dalbeattie Town Centre
		2.1 Before Clydesdale Bank turn right Name changes to Southwich Road and then Moss road	Museum
		3.6 Turn right onto B793 Continue on B793 to its junction with A710	Sandyhills
		14.1 Turn left onto A710 Continue on A710 through Kirkbean and New Abbey	New Abbey, Dumfries
		32.8 Turn left into Mabie Forest carpark	Mabie Forest, 7Stanes
		33.5 Arrive at Mabie Forest carpark; manned control point near entrance	

End of Stage

## Route sheet: Mable to Ae

(Miles )	(Km)	Narrative	Signage
0	0	Leaving Mable Forest carpark	Unsignposted
0.43	0.7	turn left onto A710	Unsignposted
4.1	6.6	Turn right onto A780	A780 (?Dumfries)
		Follow bike lane on road, over bridge through town centre to Traffic lights next to Dumfries	
4.78	7.7	Academy	
4.85	7.8	Proceed straight on through lights	
		proceed through next set of traffic lights 100	
4.91	7.9	yard further on	
		Proceed for approx. 1/4 mile going over railway bridge and around bend on road (PAST nunholm road)	
		Take Caledonian cycle path on Right (MARKED	
5.22	8.4	approx. 100 yards past bend)	Caledonian Cycle Way
5.22	8.4	After 50 yards turn left at cycle path junction	
		Follow cycle path for 1/4 mile (path shared with Pedestrians)	
5.47	8.8	cross road and continue along cycle path	
		Go over foot bridge and proceed along Caledonian cycle path for approx. 3 miles, crossing another main road	
		At end of cycle path turn left onto minor road	
8.51	13.7	through locharbriggs (Quarry Road)	Ae
14.54	23.4	At Ae village, turn left	
		Arrive at turnoff for Ae Forest carpark. As there is no mountain bike stage at Ae there is no need to drive to the carpark, the stage ends where the	
14.6	23.5	track to the carpark leaves the public road.	
		End of Stage	

## Route sheet: Ae to Newcastleton

(Miles )	(Km)	Narrative	Signage
0	0	Leaving Ae Forest carpark turn left onto public roads	Unsignposted
0.43	0.7	Just before Ae village turn left  Blue cycling route 10 sign	Kirkmichael church, Parkgate
0.68	1.1	After forestry offices bear right with road	Unsignposted
3.17	5.1	At Parkgate turn left onto A701. CAUTION: Busy road	
3.48	5.6	Take first right	Barony, Templand
8.64	13.9	At Templand straight on up hill	Unsignposted
9.32	15	At junction bear right	Millhousebridge (?)
9.94	16	At junction turn left over bridge  In Millhousebridge straight on	Millhousebridge ¼
11.5	18.5	Flyover over M74  After flyover turn left and immediately left again  At roundabout straight on	Lockerbie
13.86	22.3	Turn left	Lockerbie A709
13.92	22.4	Turn left onto Dumfries Road, Lockerbie	Lockerbie A709
14.04	22.6	At post office turn left	Langholm B7068
14.17	22.8	At war memorial turn right  Follow B7068 to Langholm	Langholm B7068
31.88	51.3	In Langholm turn right at police station	B7068
32.06	51.6	Over bridge turn left. CAUTION: Busy road	Hawick A7
32.56	52.4	Climbing out of town turn right. CAUTION: Severe climb  Continue on high, singletrack road to Newcastleton.	Newcastleton, McDiarmid Memorial
42.07	67.7	In Newcastleton turn right at Bank of Scotland onto So Hermitage Street  Just outside village turn left over bridge  Straight on, then left, then right, following yellow '7Stanes' signs	Whithaugh, Dykecrofts
42.87	69	Arrive at visitor centre. End of Stage	

## Route sheet: Newcastleton to Glentress

(Miles )	(Km)	Narrative	Signage
	0	Depart Newcastleton visitor centre and retrace 0 route down hill to Newcastleton	
0.5	0.8	Over bridge turn right	Newcastleton B6357
2.3	3.7	Turn left onto B6399	Hawick B6399(?)
	0	Continue on B6399 to Hawick	
20.44	32.9	In Hawick, turn right onto Tower Knowe	A7
20.57	33.1	At roundabout, take first exit	Carlisle A7
22.18	35.7	Turn right onto B711	B711 (?Roberton, Buccleuch)
26.41	42.5	Turn right, remaining on B711	B711(?Buccleuch)
36.16	58.2	At Crosslee, turn right onto B709	B709 Innerleithen
36.72	59.1	Turn left remaining on B709	B709 Innerleithen
49.83	80.2	In Traquair, turn left onto B7062	B7062
53.06	85.4	At Cardrona, take second turn on right	(?A72 Peebles)
53.06	85.4	Immediately, take first exit from roundabout	(?A72 Peebles)
53.25	85.7	At roundabout, take second exit	(?A72 Peebles)
53.38	85.9	Turn left onto Horsbrugh Ford	(?A72 Peebles)
	53.5	86.1 Turn left onto A72	A72 Peebles
54.68	88	Turn right into Glentress Forest	Glentress
54.93	88.4	Arrive at the Hub cafe; stage ends.	