

THE DAVID EALES MEMORIAL RIDE

LONDON TO
AMSTERDAM

A MANUAL



*For David, who showed us all how much we can do
if we simply get up and do it.*

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Each year we organise a charity cycle ride from London to Amsterdam in memory of the late David Eales. This manual is a guide to those participating, based on experience from past rides. It will help you and your team prepare, and has a basic outline of the official route.

This ride began as an official fundraising event organised by the **London Cycling Campaign** in 2016. When that event was cancelled, some of the riders re-organised into a less structured trip. David Eales helped with some of the higher-level planning, and intended to participate on a recumbent tricycle.¹

That Summer, David was suddenly and unexpectedly taken from us by Stevens-Johnson syndrome. The rest of us dedicated the journey to his memory, and added the **SJS Awareness** charity to our fundraising efforts.



lcc.org.uk

¹ David was well-known for his collection of novel cargo bicycles and tandems!



sjsawareness.org.uk

A Good First Long-Distance Tour

The core of the trip is a four-day stretch through Belgium and The Netherlands. The terrain is flat and the roads far more comfortable than London's. While no one sets any speed or endurance records, riders do spend a full day in the saddle.²

² With regular breaks for lunch and coffee, of course!

³ It could be a good fit for e-bikes; although as of 2023, no one has tried.

This ride has been popular with upright city commuter bikes, recumbent tricycles, Brompton folding bikes, and basically anything roadworthy.³ We hope to keep this ride accessible to people who wouldn't otherwise have tried an international tour!

Table 1: Ride statistics

Average Daily Distance	60 miles (100km)
Average Speed	10 MPH (16kph)
Daily Time in the Saddle	6-8 Hours

Don't worry about the numbers too much: think of it as four days with two social rides each!

Figure 1: Two teams comprising eight of the thirteen 2017 riders pose at the finish.

You can join the ride's Telegram chat at t.me/+audGxuqb2SdKNTJk



Forming Your Team

The ride itself is organised by its participants. All of the logistics of scheduling, the route, lodgings, food and budgeting will be negotiated and agreed upon within your team.⁴ The original 2016 ride was successfully planned in a hurry by six people, most of whom knew one another already.

We believe the best teams are 4-6 riders, as that allows for quick discussions and easy bookings. It's easier to keep track of all riders if there are only four of you. Once a team reaches 8 people, it's probably wise to officially split into two groups (even if both ride together).

Everyone's needs are different, and each of us finds different things more important than others. If a group can't accommodate your needs, it may be worthwhile to switch teams or found a new one. You may find lots of other riders that are more like you, but were waiting to find the right group!

The core of the ride is a four-day trip through Belgium and the Netherlands, but there are plenty of options for how to run the UK side of the trip. Your team should make sure its plans line up for all members.

Make sure everyone in your team can keep pace. One rider having to slow down to stay with the pack isn't



⁴ Don't worry, though: you will have help from veterans of the ride!

i The optimum team size is 4-6 people.



Teams may generally be characterised as **Tortoises** or **Hares**.

Hares often linger, confident in their ability to catch up with the schedule.

Tortoises will be first to depart, ensuring a minimum of wasted time threatens their arrival before dark.

⚠ Get buy-in on quality, price, and dates for accommodations from your entire team.



⚠ Book early!

too much of a problem, (and it could provide excellent opportunities for a full-time scout and photographer) but one rider holding back the rest can be frustrating. Try to go on social rides together, and organise a long-distance Summer test ride in your local area.

Look up event schedules in each destination. The 2017 ride arrived in Rotterdam right as a major triathlon event had taken over the city, so our favourite hostel was booked solid. Consider lodgings further out, and contact the ride mailing list if you need help with your route.

Booking places to stay along the ride is the culmination of all the logistical details your team has to deal with. You'll need to commit to paying an agreed-upon price for a specific type of accommodation on a specific date. Most groups book hostels, but some may wish to stay in campsites, book AirBNB, or more luxury hotels. Make sure everyone's expectations on lodgings are compatible.

Figure 2: Cycling infrastructure alongside a Dutch main road.





Figure 3: Cycling past a Windmill near Rotterdam. Photo ©2019 Casey Abaraonye



Figure 4: A Navigator checks the route against a paper map at a coffee stop.



Figure 5: A Mechanic replaces a pedal before its bearings seize up.



Figure 6: A Marshal calls for a rest stop and hands out sweets.

Rider Roles

The 2016 ride revealed some important roles that the riders played at various points. We encourage teams to make sure that each of these roles is provided for. Your team is all but guaranteed to perform tasks requiring each one of these skill sets during the ride.

This does not mean that you must have exactly one of each, but that you have *at least one of each*. Your only Marshal may turn out to be your best Mechanic, and that is fine. The only exception is that your Navigator cannot also be your only Lookout or Marshal.

If your group cannot agree on roles before the ride, just make sure that you have at least one Navigator and one Mechanic.

i Navigator and Mechanic are the essential roles.



i Navigators study the route and stay on top of maps and GPS traces.



i Lookouts keep an eye on the surroundings.



i Marshals work to keep the riders healthy and safe.



i Mechanics are prepared to tackle minor faults.

Navigator

There should be one person with a working GPS device that displays the route (see page 13). The most critical role for the Navigator is not to keep the team from getting lost, but rather to have enough understanding of the area to get *back* on track after a wrong turn.

Lookout

The Navigator's attention is focused on a bird's-eye view of the roads, so Lookouts focus on the street signs and cycling infrastructure. They may have more opportunities to photograph or video the other riders.

Marshal

Ride Marshals are similar to the role found in local social rides. Marshals should be nimble cyclists who can relay messages between distant riders, run ahead to scout the route, and position themselves defensively to protect team members on sub-standard road layouts.

Marshals also keep an eye to the riders themselves, suggesting breaks and looking for cafés and other rest stops.

Mechanic

Mechanics know enough about bicycles to make minor field repairs and diagnose more serious problems. The ride does not spend much time far from bike shops, so it is difficult to justify the weight of too many tools, but a Mechanic should have a portable tool set and materials for the more common technical mishaps.

Personal Preparations

Assuming you have a team to ride with, now you need to get ready for the trip! As this is not typically an aggressive ride schedule, the main limiting factor is time spent in the saddle. You need to make sure that both you and your bicycle will make it through the 4-6 days of constant travel.

Prepare yourself for saddle sores.

The first thing to do is to make sure that you can manage a typical day's ride. Take a day with no obligations and reasonable weather, and try to cycle as long as you can with a goal of 60 or 65 miles.⁵ This can be a repetitive loop around a known safe track, or it can be a long journey out into the countryside. Your experience of this will help you understand what you're about to attempt, but keep in mind that there are few hills on the Continental part of the trip.

It is also essential to ensure that your bicycle can make the trip. Have your bike serviced, and explain to the mechanic that it's going to be used for a long trip over relatively level and well-maintained paths.

Since punctures can take up valuable time on the ride, this may be a good time to upgrade your tyres to something more durable. Many swear by the Schwalbe Marathon Plus tyres, which are not inexpensive but will last for ages.



i Consider packing padded shorts and chamois creme.

i Make sure you can do 60 miles of riding in one day.

⁵ 100 kilometres

i Have your bike serviced.



Figure 7: The near-indestructible "Marathon Plus" tyre from Schwalbe.



i Use a separate small bag for valuables.

i Bring pannier bags, and pack light.

i Dress in layers that hand-wash easily.

i Bring sunblock, lip balm, and chamois creme.

i Bring water and snacks.

i Bring locks and lights.

i Each rider should have a puncture kit.

i Get an EU roaming deal or a second SIM for your phone, and consider a battery pack.

! Be sure to share your phone number with other riders!

Packing

For a journey of this length, it is essential to travel light. Most riders will carry everything they need in panniers attached to their rear racks. Shouldering the weight of a rucksack is not likely to work for long, and few front baskets are rated for more than a few kg.

Bring clothes that are easy to wash in the sink, and easy to layer. The weather can shift dramatically from baking sun to a sudden rain shower, so be ready to adjust during the ride. A good sweat-wicking base layer can help all of the other layers do their job more effectively, and will hang-dry well after a wash in a hostel sink.

Your skin will feel the effects of sun, wind, and constant movement. Remember to bring ointments and salves to protect yourself from the elements.

The ride will not always be near open shops when a rest stop is needed, so be sure to bring vessels that can hold 1-2L of drinking water. Also bring snacks to share with other riders: candies are traditional for quick boosts of energy, but dense granola bars or oat biscuits go down well when dinner is still miles off.

The Mechanic should be sure to have a decent set of travel-sized tools and a sturdy tyre pump, but it's worth each rider carrying a basic puncture kit. If you have a trusty set of travel tools you can bring along, consider packing it if it's not too heavy.

Mobile roaming is no longer free within the European Union for UK phones. You may wish to call your mobile phone service provider before the trip, and see if you can get a good deal on roaming service for the duration of the ride.

GPS Wayfinding

The Navigator should be able to verify the team's rough position along the route at a glance. GPS is universal now, but it is helpful to have paper maps as a backup.

Experienced touring riders often already have mounted navigation devices that can load the route. But any smartphone (with an optional external battery pack) can run  **Organic Maps** or  **OSMAAnd** loaded with the route and a set of offline maps.

Lodgings

Aside from meals, the greatest expense will be lodgings. The most common plan is to stay at hostels in the evenings.

David Eales had wanted to camp outdoors, but if your team does this you will need to carry your bedding on your bike. As of this printing no one has planned for this option, so we can not yet make recommendations on campsites. The current route assumes cities as evening destinations, so the ride schedule would need adjustment as well.

Hostels

Given that riders travel light and spend only one night in each town, hostels are a great fit. Sometimes you can book an entire room. Most of the time, however, you'll find yourselves rooming with strangers.

Each city on your trip will need a booking. Assign each city to someone on your team, and have them research and book the beds a month before the ride. If the prices seem high everywhere, check for local events in the area, and consider lodging outside the city.



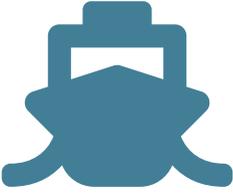
Figure 8:  **Organic Maps** night-time route navigation view, showing an off-line map of Amsterdam and turn-by-turn directions. Available from:  [omaps.app](#) or your app store.



 Bring an extra lock to secure your belongings in hostel rooms.



Figure 9: The Cube Hostel in Rotterdam.



⚠️ Remind everyone to book their own stay in Amsterdam

⚠️ Remind everyone to book their own return passage to the UK.

ℹ️ An overnight ferry can be good value for money.

⚠️ If you decide to take the Eurostar, plan ahead so you aren't racing through border control in a panic trying to disassemble your bike.

⁶ The ticket agents at Harwich may be able to help you book a space for your bike on the commuter trains at Manningtree.

Return Trip

Typically on arrival in Amsterdam, everyone has their own plans. Some may wish to return to the UK immediately, some may book hostels or hotels, and some may stay with friends.

“The Man in Seat 61” is the best site for information on routes back from the Netherlands:

🔗 seat61.com/Netherlands.htm

Returning from Hoek van Holland by ferry is a convenient way to get your bike back to the UK. If you do this on an overnight run, you gain the added benefit of a bed and shower, saving you the expense of a night's hotel room.

The trains from Harwich back to London sometimes run with bus replacement service, which does not accept bikes.⁶ Check ahead, and either book a car or plan to take a more circuitous route (such as via Cambridge).

Eurostar service to Amsterdam has had a rocky history, and the most reliable option has been from Brussels. See

🔗 seat61.com/bike-by-train.htm for current advice.



😊 Don't be nervous about putting your hand out: just describe what you're planning to do on the ride, and share updates with people you know. You will be pleasantly surprised by the results!

Fundraising

As this is a charity ride, you will be asked to raise funds for a charity associated with the event. To get started, created an account at [JustGiving](https://www.justgiving.com), and then click the “Start fundraising” button at 🔗 [justgiving.com/campaign/london-to-amsterdam](https://www.justgiving.com/campaign/london-to-amsterdam).

Fundraising pages tend to do well with friends, family, and co-workers. Many feel uncomfortable asking people for money, but a well-crafted mail announcing what you're attempting can encourage support without needing to explicitly ask for anything.

Cycling on the Continent

The first, and possibly the most obvious difference after crossing the channel is that traffic drives on the right-hand side of the road. Give way to your right at unmarked junctions, even when going straight through an unmarked T-junction. British bicycles have brakes arranged to make right turns easier, so take care when indicating left.

Roundabouts

This also means that when entering a roundabout, traffic gives way to the left, and proceeds anticlockwise around it.

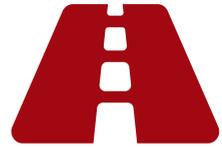
Cycleways

In the Netherlands (and to some degree in Belgium), the official colour for a cycleway surface is a dark red. This means that if you have a choice of where to ride, the red area is usually best.

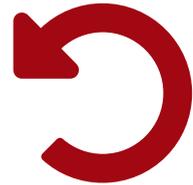
A dashed centre line will indicate a bidirectional path, and the absence of one typically means you must ride “with flow” on the right-hand side of the road.

Shark’s Teeth

Belgium and the Netherlands use a special type of give-way marking known as the “shark’s teeth”: a series of white triangles which border most junctions. If the points of these “teeth” are aimed at you, then you must give way. If you are riding along the flat sides of the triangles, then you have priority. If there are no markings, then give way to traffic coming from your right.



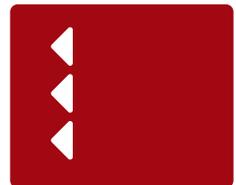
- ⚠ Keep right.
- ⚠ Overtake on the left.
- ⚠ Give way to your right.
- ⚠ Take care indicating left.



- ⚠ Give way to your left at roundabouts.
- 📍 Red tarmac means a cycle path.
- ⚠ Keep right on cycle paths, as well.



- ⚠ Give way when the triangles point at you!



- 📍 You have priority when riding along the backs of the triangles.
- ⚠ Give way to your right at unmarked T-junctions.

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Figure 10: The route from London to Amsterdam

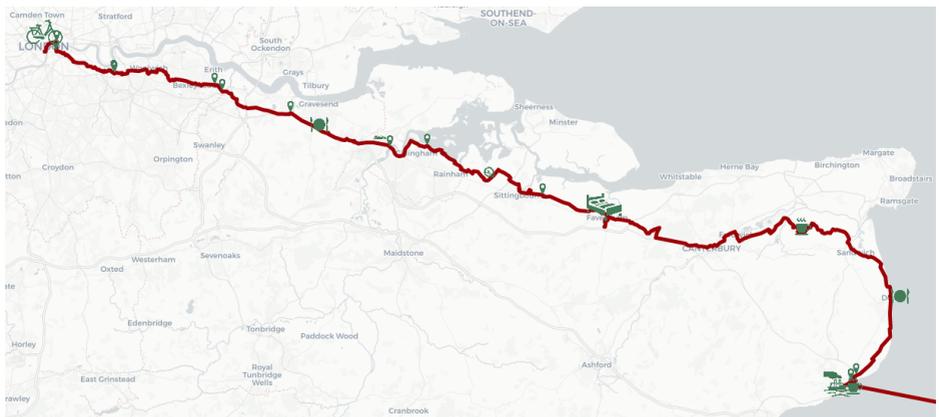


Figure 11: The route from London to Dover

The Route



Day	Lunch Stop	Destination
5 August	Gravesend	Canterbury
6 August	Deal	Dunkerque
7 August	Nieuwpoort	Bruges
8 August	Ghent	Ghent
9 August	Sint-Niklaas	Antwerp
10 August	Roosendaal	Rotterdam
11 August	Delft (optional)	Rotterdam
12 August	Hazerswoude	Amsterdam

Table 2: Schedule for the 2023 ride from London to Amsterdam

A GPS route file is available for team navigators to use:

zork.net/amsterdam/2023-Eales-Ride.gpx

In the event that GPS navigation is unavailable during the ride, this manual lists alternatives using signposted routes, including the *knooppunten* network in Belgium and the Netherlands. The *knooppunten* are a network of locations, marked by signs such as the one in Figure 12. Each node (or “knooppunt”) is identified by a two-digit number, and the signposts give directions to each of the adjacent locations.



Figure 12: Knooppunt **71** with direction arrows pointing the way to **39** and **21**.

For an example of the path described via this node, see page 15.



Figure 13: Waiting in the queue to board the ferry at Dover in 2017.

- CYCLEWAY 56
- CYCLEWAY 5
- CYCLEWAY 14
- CYCLEWAY 4
- LONDON CYCLE NETWORK ROUTE 19
- LONDON CYCLE NETWORK ROUTE 18
- NATIONAL CYCLE NETWORK ROUTE 1

- NATIONAL CYCLE NETWORK ROUTE 177
- NCN1

- GREAT STOUR WAY

- NCN1
- SKYLARK TRAIL



⚠ Be sure to have your passport and travel documents ready before crossing the channel.

The United Kingdom

The route from London to Dover is an optional ride, with a few different possibilities that can be tailored to suit riding ability.

6 days to Amsterdam: London to Dover

Those riding from London will depart from Parliament Square. We take **CYCLEWAY 56** over Westminster Bridge to **CYCLEWAY 5** and **CYCLEWAY 14**, and then head to Greenwich via **CYCLEWAY 4**.

From there the ride takes **LONDON CYCLE NETWORK ROUTE 19** toward Welling, and cuts through Bexleyheath to link up with **LONDON CYCLE NETWORK ROUTE 18**. From there a combination of **NATIONAL CYCLE NETWORK ROUTE 1** and **NATIONAL CYCLE NETWORK ROUTE 177** provides a reasonably straight route along the A2 to Rochester, and features a recreational cycle track that has a lovely “Cyclocafé” where you can stop for lunch.

Continuing along **NCN1** will take riders to Faversham, where we turn south around Brenley Corner and head down Selling to Chilham, and take the **GREAT STOUR WAY** for a mostly level route to Canterbury.

Take **NCN1** out of Canterbury the next morning, riding for Deal. From there it’s up and over the **SKYLARK TRAIL** to Dover.

Dover and the Channel Crossing

At Dover, one can ride on a tarmac cycleway along the beach and roll into the traffic lanes that feed into the ferry terminal. Although the Stena Line claim there is no real

price benefit over simply turning up and buying a ticket on the day, we have always booked ferry tickets in advance.

The ferry from Dover to Dunkerque has a single “toast-rack” stand on one end of the lower deck where the larger lorries tend to park for the crossing. You will be required to cycle up the rather steep gangway to reach it, but sometimes cycles are sent to the front of one of the boarding lanes. Be prepared to take all your bags to the upper decks, and head down to your bike when the call goes out to return to your vehicles.

If you arrive at Dunkerque after dark, be ready to ride alongside a large number of enormous lorries. Be reassured, however, that they tend to be extremely well-behaved in this area.

Take the **ROUTE DE LA MAISON BLANCHE** to the first roundabout, and take the fourth exit. At the second roundabout, take the fourth exit onto **RUE CHARLES DE GAULLE**. There is a hostel to the left of the first mini-roundabout after that, but continuing straight ahead will take you into Dunkerque itself where other hotels may be booked.

4 days left: Dunkerque to Bruges

Upon waking in Dunkerque, the next task is to find your way to the Belgian border and join the knooppunten network.

Following **EUROVELO 4** (also named **EUROVELO 12** here) will get you to your first knooppunt:  **39**. From there, the sequence to Veurne is  **39**, **1**, **84**, **9**. Don't worry if you missed a node behind you. You can always follow the signs to almost any number on your current sequence, because the numbers don't repeat for at least 10 miles.



Figure 14: The trip to the nearest hotel is short, but involves cycling on lorry-heavy roads after dark. It's a good idea to arrive earlier and stay closer to town.

-  It's worth ensuring that someone goes early to check in at the hotel.
-  Take the *fourth* exit from each roundabout!
-  **ROUTE DE LA MAISON BLANCHE**
-  **RUE CHARLES DE GAULLE**



Figure 15: Riders in Veurne

-  **EUROVELO 4**
-  **EUROVELO 12**

 **39**  **01**  **84**  **09**

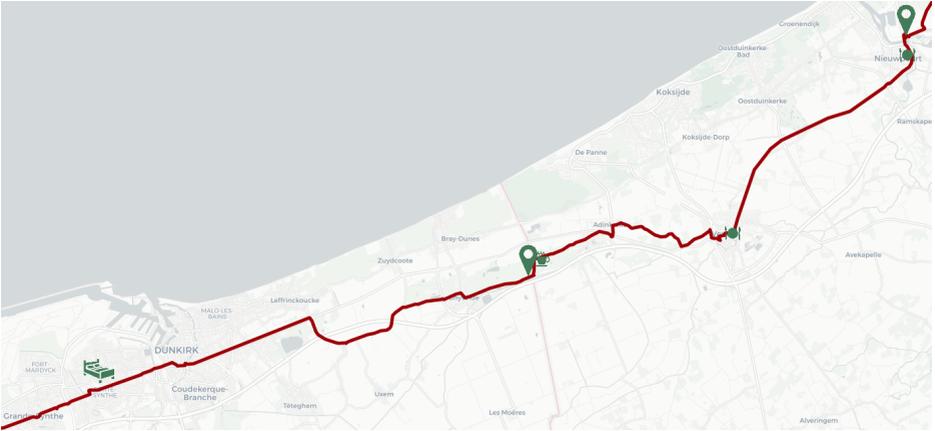


Figure 16: Dunkerque to Veurne and Nieuwpoort
 ⚠ Restaurants around here close their kitchens early!

- 75
- 86
- 06
- 98
- 07
- 08



Figure 17: WW1 Memorial on the Ganzepoot.

- ➡ LF1
- ➡ NIEUWPOORT-PLASSENDALE CANAL
- 61
- 12
- 02
- 19
- 84
- 83
- 58
- 94
- 60
- 29

Figure 18: The route from Veurne to Bruges is as simple as following two canals.

The next leg of your journey is a knooppunten sequence that will take you to Nieuwpoort, which is a good lunch spot if the riders are not yet hungry on arrival at Veurne:

➡ 75, 86, 6, 98, 7, 8.

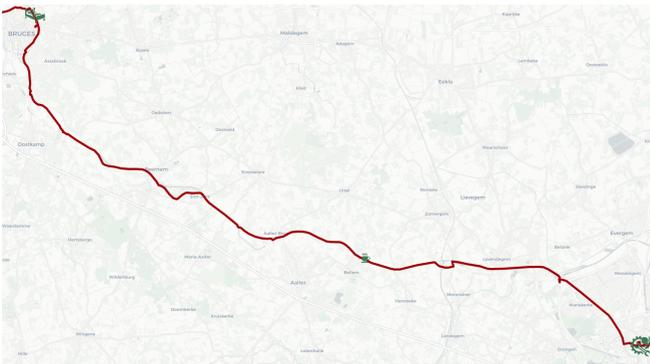
Leaving Nieuwpoort involves traversing the *Ganzepoot*, which is a system of locks connecting to the Yser river.

You can follow the LF1 signs along the NIEUWPOORT-PLASSENDALE CANAL via the following sequence: ➡ 61, 12, 2, 19, 84, 83, 58, 94, 60, 29.



Turn right and cross the cycle-only bridge onto the **GENT-BRUGGE-OOSTENDE CANAL**, but mind the cobbles! The next sequence is: 🚲 66, 47, 40, 30, 21, 65, 36, 04, 27, 23, 03.

3 days left: Antwerp



The next waypoint on the journey is a lunch stop in Ghent, after the following sequence: 🚲 05, 69, 71, 76, 88, 59, 93, 98, 97, 94, 87, 81, 02, 18, 55, 54, 51, 50. Ride the canal that surrounds Bruges, following the signs posted for **LF5**, which will take you on the **GENT-BRUGGE CANAL** all the way to Ghent.

Follow **LF5** off to the left and cross the **PREDIKHERENBRUG** over the River Leie. This road is just south of the Korenmarkt, which has a large number of shops and restaurants.

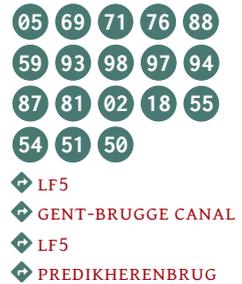
Ghent passed a transport plan in 2017 that made large parts of the city centre a Low-Traffic Neighbourhood. Be aware of the trams running near the Korenmarkt, and take care that your wheels do not get lodged in the tracks!



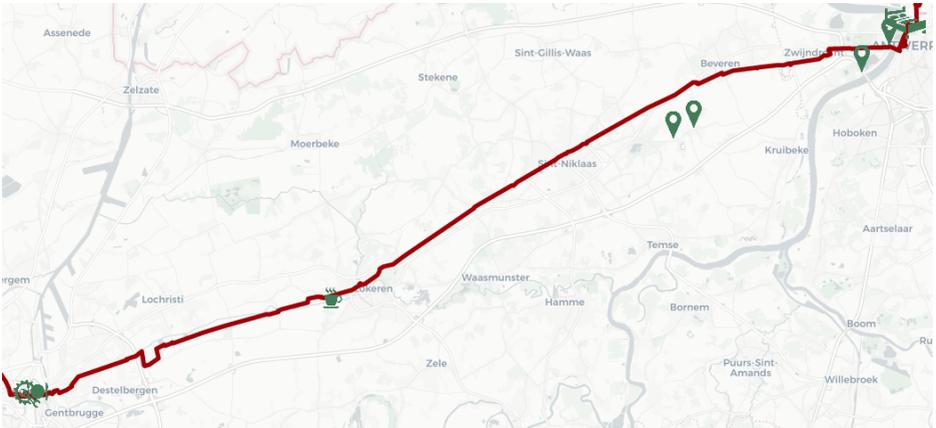
Figure 19: The route to Ghent is another simple canal journey.



Figure 20: Trams and Bikes in Ghent



⚠️ Take care that you don't lose too much daylight enjoying the city.



- 02 31 85 33 73
- 35 36 08 09
- F4
- 94
- 86 24
- 26 31 33 34 36
- 03 04
- 50 53 99
- VERBRANDENDIJK
- 27 57

Leave Ghent via the following pattern: \equiv 2, 31, 85, 33, 73, 35, 36, 8, 9. From here you will pick up **F4** alongside the railway. This route will take you past partial sequences: \equiv 94, then \equiv 86, 24, then \equiv 26, 31, 33, 34, 36, then \equiv 03, 04, and finally \equiv 50, 53, 99.

Turn right onto **VERBRANDENDIJK** and follow the main road east to the entrance to one of the tunnels under the river Scheldt. \equiv 27, 57 will take you across into Antwerp proper.

2 days left: Rotterdam

- 57 56 54 96
- F14
- SINT-MARIABURG STATION
- 77 76

Leave Antwerp along the shore toward the railway via \equiv 57, 56, 54, 96. By this point you're on the **F14** route, which will dump you out at the bridge over **SINT-MARIABURG STATION**. Cross that and proceed to \equiv 77, 76 and then follow the railway to Essen.

The F14 route will diverge to the east of the tracks onto **KALMTHOUTSESTEENWEG**. Bear left into **OUDE BAAN** and follow that road straight on. You will cross the border into the Netherlands in a remarkably calm residential street, and head up through suburban tract homes past **94** until the road you're on becomes **PASSENBERG** and runs parallel to a road with a high amount of motor traffic.

Follow this road north into Roosendaal, and re-join **LF2** on **LAAN VAN BRABANT** into a cycle-friendly pedestrianised shopping area for lunch.

From here, the GPS trace is far more direct than the printed route, but is more complicated to describe. So if you find yourself without digital navigation, you can re-join the route from Roosendaal via the following sequence: **3, 2, 1, 70, 6, 7, 28, 27, 26, 24, 62, 29**

The sequence to cross the vast bridges over the Har- ingvliet and continue on is: **29, 50, 09, 10, 11, 13, 24, 22, 20, 19, 27.**

The **TWEEDE HEINENOORDTUNNEL** linking **19** and **27** is the oldest bored tunnel in the Netherlands. Be sure to take the correct side for cycles, and ride the lift up to street level at the other side. If your GPS navigation equipment isn't working, then follow: **27, 28, 16, 33, 34, 40, 46, 47, 62, 61, 60, 69, 37.**



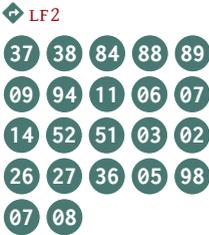
- ◆ KALMTHOUTSESTEEN- WEG
- ◆ OUDE BAAN
- 94
- ◆ PASSENBERG
- ◆ LF2
- ◆ LAAN VAN BRABANT



Figure 21: The lift at the north end of the Heinenoordtunnel.

- 03 02 01 70 06
- 07 28 27 26 24
- 62 29
- 29 50 09 10 11
- 13 24 22 20 19
- 27
- ◆ TWEEDE HEINENO- ORDTUNNEL
- 27 28 16 33 34
- 40 46 47 62 61
- 60 69 37

Last day: Amsterdam



⁷ Hazerswoude Dorp and Hazerswoude Rijndijk



- ↖ JACHTHAVENWEG
- ↖ AMSTELVEENSEWEG
- ↖ VONDELPARK
- ↖ STADHOUDERSKADE
- ↖ RIJKSMUSEUM

The ride leaves Rotterdam via **LF2** , along the following sequence: **37, 38, 84, 88, 89, 09, 94, 11, 06, 07, 14, 52, 51, 03, 02, 26, 27, 36, 05, 98, 07, 08**. This takes you through two hamlets named Hazerswoude, noted for their apple pie.⁷

At long last, the final leg of the journey! Ride along greenhouses and lagoons past Schiphol via this sequence: **19, 11, 12, 47, 48, 49, 86, 40, 28, 09, 10, 05, 04, 03, 94, 91, 89, 86, 85, 83**.

Follow the **JACHTHAVENWEG** under the motorway and up through the tram repair yard. Ride along the **AMSTELVEENSEWEG** and turn right into the **VONDELPARK**. At the far end, turn right onto the **STADHOUDERSKADE** and ride toward the **RIJKSMUSEUM**. Take a right turn to ride up and cycle through the tunnel built between the museum building’s arches.

Pose for a group photo in front of the Rijksmuseum, and have a stroopwafel: you’ve done it!

Figure 22:



Listings



Name	City	URL
Premier Inn	Faversham	premierinn.com
Premiere Classe	Dunkerque	premiereclasse.com/en/
Bauhaus	Bruges	www.bauhaus.be/youthhostel
City	Antwerp	antwerpcityhostel.be
Cube	Rotterdam	stayokay.com/en/hostel/rotterdam

Table 3: Recommended places to spend the night

Name	Location	URL
Cyclopark Café	Gravesend	cyclopark.com/park-eat
't Spaans Tolhuis	Oudenburg	fb.com/tSpaansTolhuis
Bakkerij Johny	Bellem	fb.com/BakkerijJohnyBellem
't Schippershuis	Numansdorp	restaurantschippershuis.nl
Appelkaatje	Hazerswoude	appelkaatje.nl
Café de Hoek	Rijndijk	cafedehoek.nl

Table 4: Recommended stops for coffee or meals.

Transport Link	URL
Dover to Dunkerque Ferry	www.dfsseaways.co.uk
Hoek van Holland to Harwich Ferry	www.stenaline.co.uk
Taking your bike by train	seat61.com/bike-by-train.htm

Table 5: Cross-channel transport options. See seat61.com/Netherlands for more.

Name	URL
 LCC	membership.lcc.org.uk/join-lcc
ETA Breakdown Cover	eta.co.uk/bicycle-insurance/cycle-rescue/
 Ride Chat	t.me/+audGxuqb2SdkNTJk

Table 6: Services and memberships that should be useful

Name	Purpose	URL
 Organic Maps	Map and GPS Wayfinding	omaps.app
 Telegram	Group Communication	telegram.org
 OSMAnd	Map and GPS Wayfinding	osmand.net

Table 7: Recommended smartphone apps

Ride Preparation Checklist

-  Your team has a designated Navigator.
-  Your team has booked lodgings for each night of the trip.
-  Everyone has booking reference numbers for your lodgings.
-  You have arranged for you and your bike to return home.
-  You have read and understood the rules of the road on page 11.
-  You have ridden close to 60 miles in one day.
-  You have had your bike serviced.
-  You have packed your panniers with easily hand-washed layers of clothing.
-  You have packed your valuables in a separate small bag.
-  travel documents
-  proof of vaccination
-  water and snacks
-  sunblock and chamois creme
-  locks
-  lights (front and back)
-  euros
-  Your Navigator has the GPS route for the journey.
-  You have a fundraising page set up, and are spreading the word.
-  You have EU roaming or a second SIM.
-  You have everyone's contact details.

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For more information,
please visit

 zork.net/amsterdam





Figure 23: Brian Smith's SusTrans-branded panniers struggle to clear a SusTrans-installed barrier on NCN177.

