

10 Years Edition
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Mallorca 6Points Cycling Challenges Rider Playbook

How We Ride. What We Expect. How To
Arrive Ready

Produced on behalf of 6Points Cycling Challenges

By

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1. Our Ethos

6Points is a self-supported charity ride, not a race.

We are here to ride well, ride safely, and ride together. Speed happens when the group is calm and organised. It is never chased, forced or extracted.

Our priorities are simple: safety, smoothness and support, in that order.

We do not reward hero efforts that destabilise the group. We value predictability, awareness and control. A strong rider who rides smoothly adds to the group. A strong rider who surges subtracts from it.

Every decision flows from one principle: right rider, right group. When riders are placed correctly, everything becomes easier, pacing, communication, morale and safety.

2. The Non-Negotiables

There are standards that apply to everyone, regardless of group or terrain.

We ride two abreast when the road is wide enough and it is safe to do so. We immediately move to single file on narrow, winding or busy roads, and always on climbs and descents.

When a Ride Leader calls for single file, the transition is immediate and smooth. No braking spikes. No panic movements. Just a clean adjustment.

We regroup at the top of climbs and at the base of descents. These are structured reset points. They allow riders to eat, drink and re-establish the group before moving on.

All hazards are called clearly and repeated down the line. If you hear “car back”, “hole left” or “gravel”, repeat it so the message reaches the tail.

Headphones are not permitted. Phones remain off the bike except in genuine emergencies.

We do not half-wheel. We do not overlap wheels. We do not surge unpredictably. We do not sprint town signs.

If the group begins to stretch, you will hear: “Soft pedal 30.” Ease your effort for roughly 30–60 seconds and allow the group to compress naturally. This is a reset, not a brake check.

Needing a pee stop is natural. You must use extreme discretion as this is a major issue within the Mallorcan population. You were the brand, your Ambassadors, don't be “that guy” (or girl).

We do not litter, not even a banana skin. We leave no trace.

3. Group Structure & Placement

Our groups are organised by sustainable cruising speed, not peak power. Each tier has a ceiling. It is not a target to chase.

You should be able to sit at the bottom of your chosen group comfortably, without repeated surges to hold wheels. If you are repeatedly spiking your effort to stay attached, you are in the wrong group.

Valles groups: Espresso (fast, controlled), Cappuccino (steady, conversational), Latte (social, no-drop), Smiles & Miles (gentle, skills-focused).

The Valles route is defined by rolling interior roads, exposed sections and long, steady kilometres where effort regulation is more important than gradient tolerance. There are climbs, but they are typically shorter and layered into continuous undulation rather than long mountain ascents.

The challenge is managing cumulative fatigue across repeated rises without surging on every incline. Wind can play a significant role on open plains, requiring calm positioning and steady power rather than reactive speed changes. Groups must remain organised and disciplined, particularly in crosswinds where smooth pacing protects weaker riders. Valles rewards aerobic steadiness, group awareness and durable pacing.

Riders who hold consistent pressure, fuel early and resist the temptation to chase speed will finish strongest.

Muntanas groups follow the same structured philosophy, but the terrain dictates how the day unfolds. The route is defined by sustained, rhythm climbs through the Tramuntana where pacing discipline matters more than peak power. Climbs are ridden at individual rhythm, there is no expectation to hold a wheel uphill and we regroup at the summit before rolling on together.

Descents are technical in places and always ridden single file, with controlled speed and clear spacing; we regroup at the base before navigating junctions or changes of direction. Muntanas tests climbing composure, descending confidence and steady effort over repeated elevation gain. Riders who pace conservatively early, fuel consistently, and remain smooth through towns and narrow mountain roads will finish stronger than those who surge. It rewards patience, awareness and controlled execution rather than aggression.

Everest is a single group designed to test durability more than outright strength. It exposes how well a rider can manage sustained climbing layered over accumulated fatigue, how disciplined they are with pacing early in the day, and how consistent they remain with fuelling and hydration when tired. It also tests descending control and mental focus late in the ride, when small errors carry greater consequence.

Regardless of route choice, all 6Points riders will ride to the Lighthouse at Cap de Formentor. It is a shared focal point of the event and a defining stretch of road on the

island. The approach demands attention, especially in wind and on exposed sections, but it rewards riders with one of the most iconic coastal views in Europe. We regroup at the Port de Pollença. It is a moment of unity across all groups, different routes, one destination.

Placement rule of thumb: if you cannot hold the bottom of a tier without surging, move down a tier. If you sit on the front effortlessly, you may be advised to move up at the next stop, never mid-sector.

Group changes happen at crew stops or lunch unless safety demands immediate change.

There is no stigma attached to moving down. There is no prestige attached to moving up.

The correct group is the one where you ride smoothly and confidently.

4. Ride Leaders

4.1 Their Role in your Event

Ride Leaders are experienced cyclists with strong local knowledge. Their decisions are made with safety and flow in mind. When instructions are given, they are not suggestions.

They are there to provide structure, not control. Their responsibility is to manage pace, safety and group cohesion so riders can focus on riding well. They are not there to police effort, but they will intervene when behaviour destabilises the group.

The Front Ride Leader manages route direction, pace discipline and hazard calls. They will decide when to single out, when to ease, and when to regroup. They are thinking several kilometres ahead, about terrain, junctions, traffic and group condition.

The Rear Ride Leader protects the tail of the group. They ensure no rider is dropped unintentionally, monitor gaps, and communicate forward if the group stretches. If you are struggling, the Rear Ride Leader is often your first point of contact.

Ride Leaders will:

- Call formation changes clearly
- Regulate pace when needed
- Make decisions at junctions and in towns
- Adjust group placement when appropriate
- Manage incidents calmly and decisively

They may ask a rider to move group if pace or control is affecting the stability of others. This is done to protect the group, not to single anyone out.

4.2 Expectations of You as Rider

You are expected to arrive prepared, ride predictably and communicate early. That means choosing the correct group, managing your fuelling, and holding your line without constant correction.

If a Ride Leader calls for single file, a pace adjustment or a regroup, the response should be immediate and smooth. Hesitation creates risk. Debate can wait for a stop.

You are expected to call and repeat hazards clearly. Communication is shared responsibility. Silence from the middle of the group is as problematic as silence at the front.

If you are struggling, speak early. Do not wait until you are detached. Leaders can adjust small issues quickly; they cannot fix large gaps retrospectively.

If asked to move groups, accept it professionally. It is about rhythm and safety, not judgement.

Finally, Ride Leaders expect maturity. That means no half-wheeling, no surprise accelerations, no ego decisions and no riding beyond your current level of control.

The group works when everyone contributes to its stability.

Trust the structure. It allows the event to run smoothly.

5. Arrive Ready, Prerequisites (and “Smiles & Miles” Policy)

6Points works best when riders arrive with a baseline level of competence.

Before joining Espresso, Cappuccino or Latte groups, you must be comfortable drinking from a bidon while riding in a straight line. You should be able to remove and replace the bottle without looking down and without drifting across the road.

You should be able to ride one-handed confidently, including signalling and looking over your shoulder without changing your line.

You must be able to transition smoothly from two abreast to single file without sudden braking or overlapping wheels.

You should be capable of riding at steady endurance pace for two to three hours without repeated surges or erratic effort changes.

If you are not yet confident in these skills, you will ride in Smiles & Miles until you are. This is not a downgrade. It is a development space where you can build confidence, practise safely and move up smoothly when ready.

- Hydration is a safety skill.
- Line discipline is a safety skill.
- Effort regulation is a safety skill.

Right rider. Right group.

6. Pre-Event Practice Drills

Please practise these before you arrive. You don't need a group of ten, two riders is enough, but choose a quiet road and keep it controlled.

Drill 1, Bidon confidence: ride at about 18–20 kph on a quiet lane. Remove and replace your bottle without looking down. Keep your eyes forward and your line steady. Repeat until it feels boring.

Drill 2, One-hand control: ride straight for 20–30 seconds one-handed. Practise signalling left and right. Add a shoulder check without drifting.

Drill 3, Single-out and reform: with a partner, ride two abreast, then move smoothly to single file on a verbal cue, then reform two abreast. No braking spikes. No surges.

Drill 4, Elastic management: on small rollers, practise easing slightly over the crest rather than accelerating. Learn to close gaps without panic efforts. This is the skill behind “soft pedal 30”.

Drill 5, Roundabout discipline (quiet junction): rehearse holding your lane, staying predictable and exiting cleanly. The objective is calm control, not speed.

Scenario practice, over-excited moments: decide in advance what you'll do if someone surges for a sign, accelerates through a town, or dives inside on a descent. The correct response is simple: stay predictable, let leaders handle it, and keep yourself safe.

7. Pacing & Regroup Discipline

Pace is controlled and sustainable for the group. Riders are expected to choose a group where they can ride smoothly without repeated surging or falling off the back. If a rider repeatedly cannot maintain the agreed pace and consistently drops behind, they will be asked to move to a slower group at the next break or when it is safe to do so.

This is not a punishment. It is about protecting the stability, safety and rhythm of the group.

On climbs, ride your own rhythm. There is no expectation to hold a wheel. We regroup at the summit before continuing.

On descents, we ride single file, controlled and aware. No overtakes on the inside. Regroup at the base before junctions or turns.

On flats and rolling roads, aim for steady effort rather than chasing speed. Wind, surface and traffic change speed; effort should remain smooth.

If you begin to struggle, communicate early. Small adjustments early prevent bigger problems later.

8. Support, Stops & Responsibility

Support vehicles typically meet the group around every 25 km, terrain dependent. These stops are planned so riders can refill bottles, eat and manage clothing without surprises.

Use regroup points and crew stops to fuel. Waiting until you feel weak is too late. If you're new to managing nutrition, tell a Ride Leader early, we'll help you keep it simple.

A rider kitty may be used for group lunches and café stops. Respect the volunteers and the support crew, their work makes the event possible.

9. The Routes, Main Highlights

6Points Mallorca is built around three signature routes: Everest, Muntanas (Mountains) and Valles (Valleys). All are long and rewarding, but they ride very differently.

9.1 Everest — The Full Island Challenge

The Everest route is approx. 533 km with over 8,900 metres climbing. Note that it is not an extended Muntanas (see below). It is a different level of demand. This route combines the mountain spine with additional sectors, repeat climbs and accumulated elevation that approach the height of Everest itself. It is designed for highly fit, seasoned riders who are comfortable managing fatigue across sustained, repeated climbing blocks.

These are not single efforts. They are layered into a route that already contains the Andratx–Gramola sector, the Deià road, the approach through Sóller, and the northern Tramuntana spine towards Pollença, plus a few cheeky Monastery climbs on the way back to Port Adriano.

Everest is characterised by:

- Repeated sustained climbs
- Significant cumulative elevation
- Technical descents
- Long hours in the saddle
- Minimal margin for pacing error

The challenge is not any one climb. It is the accumulation. Riders who surge early will pay later. Riders who mismanage fuelling will unravel gradually rather than suddenly. Riders

who descend aggressively when fatigued increases the risk to themselves and others in the group.

This route rewards:

- Deep aerobic conditioning
- Conservative early pacing
- Descending confidence under fatigue
- Disciplined fuelling and hydration
- Emotional steadiness over long duration

Everest is not a development route. It is reserved for riders who:

- Have proven durability over long mountain days
- Are comfortable riding technical descents when tired
- Can self-regulate effort without constant instruction
- Understand that finishing strong requires restraint early

There is no prestige in starting Everest. There is only discipline in finishing it well.

Choose it only if you can contribute to the group rhythm for the entire duration and avoid if you are joining primarily for status rather than suitability or signing up due to ill-conceived peer pressure.

Everest is reserved for riders who have already demonstrated they can handle this level of load, not those testing whether they might be able to handle it; or think they could at a push.

Choosing wisely protects both you and the group.

Right rider. Right route. Right group.

9.2 Muntanas – The Mountain Spine

Muntanas approx. 415 km, 5,800+ m climbing) follows the Tramuntana range and includes sustained climbs, technical descents and narrow mountain roads. It rewards steady pacing and calm descending.

This route is defined by:

- Long sustained climbs
- Technical descents
- Repeated elevation gain
- Narrow mountain roads
- Big views and exposed sections

The climbing is not violent, but it is persistent. Gradients are generally steady rather than extreme, which rewards pacing discipline. Riders who surge early often fade later.

The descents demand focus. Corners tighten unexpectedly, surfaces vary, and wind can move through exposed sections. Smooth braking and single-file discipline matter.

Key highlights include:

- The Andratx to La Gramola sector
- The Deià road before Valldemossa
- The approach towards Lluc
- The roll towards Pollença

Through Sóller and other towns, the group must ride compact and controlled. Traffic, pedestrians and narrow streets require precision.

This is a route for riders who enjoy rhythm climbing and technical descending. It rewards patience and steady effort far more than aggression.

If you are unsure about descending confidence or sustained climbing, choose your group conservatively.

9.3 Valles – The Island Loop

Valles (approx. 373 km, 4,100+ m climbing) loops more of the island's interior and southern roads. It features rolling terrain, exposed sections and long steady kilometres. It rewards aerobic steadiness and good wind management.

This route is characterised by:

- Rolling terrain
- Shorter climbs
- Open agricultural roads
- Exposed crosswinds
- Longer steady sections

The difficulty here is less about gradient and more about durability. The terrain rolls constantly. Effort management becomes critical. Riders who push every rise gradually accumulate fatigue.

Wind can play a significant role on the open plains. Holding steady effort — rather than reacting to speed fluctuations — is essential for group cohesion.

There are still meaningful climbs, particularly early in the route, but overall the elevation is more distributed and less concentrated than Muntanas.

This route rewards:

- Aerobic steadiness
- Good group rotation discipline
- Calm crosswind handling

- Consistent fuelling

It is often underestimated. Over 300+ kilometres of rolling terrain can be as demanding as a mountain day if ridden poorly.

10. What Type of Rider Thrives Where

Different riders are suited to different terrain. Choosing well is about self-awareness.

Everest is suited to highly fit, seasoned riders who have already proven their durability over long mountain days and can manage sustained climbing without ego or pacing errors. It suits riders who fuel and hydrate consistently without prompting, descend confidently even when fatigued, and remain steady late in the day when others begin to fade. Everest rewards aerobic depth, emotional control and mature decision-making. It is not for those testing their limits for the first time, but for riders who already understand them.

Muntanas suits riders who are comfortable riding sustained climbs at steady effort without chasing wheels, and who descend confidently in single file with smooth braking and good line choice. It rewards patience and disciplined pacing.

Valles suits riders who can hold steady aerobic effort over long rolling kilometres, stay calm in crosswinds, and resist the temptation to surge over every rise. It rewards durability and consistency.

Choose the route where you can ride smoothly, communicate clearly and contribute positively to the group dynamic. Fitness matters. Control matters more. Right rider, right route, right group.

11. Mallorca Awareness (Towns & Key Turns)

Mallorca rewards smoothness and punishes distraction. Stay alert, especially when the group is stretched or moving through towns.

Through towns we ride as one compact unit. Hold your line, avoid gaps, and reform two abreast only once clear of town.

Some junctions are known 'traps'. Ride Leaders will manage these, but riders must stay attentive and follow instructions promptly: Andratx / bottom of La Gramola; before Valldemossa (onto the Deià road); near Lluc (left to Pollença).

If you are separated, stop somewhere safe and share a live location to the Ride Leader group. Do not chase alone into unknown roads.

12. If You're Struggling

Struggling is normal. Silence is not helpful.

If you feel yourself fading, tell a Ride Leader early. We can adjust pace, shorten pulls, increase regroup frequency, simplify nutrition, or move you to a different tier at the next stop.

Moving groups is not failure. It is intelligent pacing. The goal is not to survive the event in the wrong group, it is to thrive in the right one.

13. If Something Goes Wrong

If you have a mechanical, call "Mechanical!" clearly. Keep rolling past the hazard and stop somewhere safe. Avoid stopping on blind bends or narrow roads.

If there is a crash, stay calm and follow Ride Leader instructions. Do not crowd the scene. Create space, keep the road clear, and help only if asked.

If you, or someone else is unable to continue, inform your Ride Leader(s) who will request your Support Crew to return to you (send a WhatsApp live location) immediately as they have trained First Aiders and a full First Aid kit in the support car.

Note that if you volunteer to leave your Group without informing the Ride Leader you are creating a safety risk and may forfeit assistance from your Support Crew.

In any incident, calm behaviour prevents escalation and keeps everyone safer.

14. The Morning Brief (What You'll Hear)

Each day begins with a short briefing. It reinforces structure and sets expectations.

For example : "Two abreast when safe; single file on my call and on all climbs and descents. We regroup at the top of climbs and the base of descents. Pace is social, the slowest rider sets it. Call and repeat hazards. No headphones, phones off the bike. If you're struggling or separated, tell us early and share location. We finish together."

15. Final Word

You are Ambassadors for the 6Points Cycling Challenges organization. It works because riders arrive prepared and ride with intention.

Smooth riding is skilled riding. Skilled riding is safe riding. Safe riding is fast enough.

We set standards not to restrict you, but to protect the group and make the event exceptional.

Arrive ready. Ride well. Finish together.