

 American Diabetes Association®
TourdeCure®

TAKE THE RIDE OF YOUR LIFE



CYCLIST GUIDE



To learn more, visit diabetes.org/tour
or call 1-888-DIABETES.



Team Captain's Guide

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This **Cyclist Guide** is an essential resource to ensure that all riders have a safe and enjoyable Tour de Cure[®] experience. It contains basic information on training, hydration, safe riding tips, and what to expect on the route. Additional information on each of these topics can be found on our website at diabetes.org/tour. Your safety is our first priority, so we encourage you to train for the route distance you are planning to ride. Whether you'll ride 10 miles or 100 miles, you'll enjoy it more if you are properly prepared. Let's ride!

Please keep this Cyclist Guide handy and refer to our other resources:

- The Fundraising Guide – for information on how to meet and exceed your fundraising goals
- The Local Route Guide – provides specific information on the local Tour event in your area
- The Team Captain Guide – provides tips and tools for recruiting riders and organizing your team
- The Step-by-Step Online Fundraising Guide – shows you how to use the easy online tools
- Our Website, diabetes.org/tour, for downloadable documents including training guides
- Our local Tour staff at 1-888-DIABETES to answer questions and provide support



Top 10 Things You MUST READ AND KNOW Before You Can Ride!

Please bring:

10

A completed Emergency Information Form (a copy will be provided to you by the ADA)

9

Your Collection Envelope containing any donations.

8

Your helmet. No helmet, no ride!

7

A well-tuned bike. Pack a spare tube, patch kit, pump and tire tools.

6

A well-trained body and any medications or diabetic supplies you will need. Carry your personal ID and insurance cards.

5

Clothing appropriate for the weather. We ride rain or shine!

4

A water bottle and a second bottle for sports drink to ensure you stay well-hydrated.

3

A parent or guardian if you're under 18. Minors must be accompanied by an adult at all times. This includes riding in the Support and Gear (SAG) vehicle.

2

\$200-\$250 or more turned in on or before the day of the Tour in order to participate. Check your local Tour's webpage at diabetes.org/tour for your local fundraising minimum.

1

Willingness and excitement to have a great ride, and to help us Stop Diabetes!



Team Captain's Guide

Exercise & Diabetes

Although most people with diabetes can exercise safely, exercise involves some risks. To shift the benefit-to-risk ratio in your favor, take these precautions:

- Have a medical exam before you begin your exercise program.
This is especially important if you have not engaged in a serious exercise regimen for a number of years! Have it include an exercise test with EKG monitoring, especially if you have cardiovascular disease, are over age 35, have high blood pressure (hypertension), elevated cholesterol levels, smoke, or have a family history of heart disease.
- Inform all of your doctors of your fitness plans and goals.
- Discuss with your doctor any unusual symptoms that you experience during or after exercise.
- If you have diabetes-related complications, check with your diabetes care team about special precautions.
- Learn how to prevent and treat low blood glucose (sugar) levels (hypoglycemia). If you

take oral agents or insulin, monitor your blood glucose level before, during, and after exercise.

- If you have type 1 diabetes and your blood glucose is above 250 mg/dl, check your urine for ketones. Don't exercise if ketones are present.
- Always warm up and cool down.
- Pay special attention to proper footwear. Inspect your feet daily and always after you exercise.
- Drink plenty of fluids: any elevation in blood glucose levels can cause a greater loss of water due to the increase in urination (polyuria).
- Take precautions when exercising outdoors when the weather is too hot and humid (see hydration above) or too cold.
- Always have diabetes identification on you, whether it's a medical bracelet or necklace, or a card that states you have diabetes.

“ Shift the benefit-to-risk ratio in your favor. ”



What To Expect on the Route

You'll see many people and things on the Tour de Cure® route, all there to make your ride a better—and safer—one.

SAG Wagons – Standing for Support and Gear, these vehicles will be clearly marked with signs in the windows and often times on the outside of the vehicle as well. Their main purpose is to patrol the route and assist the weary, broken down, or injured cyclist. In addition, they will bring up the rear to make the pack of cyclists more visible to motorists.

Mechanical Support – Mechanics will be available on the route to help if you break down, but we do recommend that you bring a few basic items such as a tool set and a spare tube. The mechanics may be delayed in reaching you if there are several people needing flats changed, and they will not have supplies to give as handouts. Please bring cash with you in case you need to purchase anything along the route to help fix your bike.

Amateur Radio Operators – Known as the eyes and ears of the route, these individuals will be placed at each rest stop and/or in SAG vehicles on the route. With the help of their communications equipment, we will monitor where cyclists are on the various routes, where assistance may be needed, and the location of the first and last cyclists.

Medical Volunteers – This valuable group was selected for their ability to assist a cyclist in a

variety of crisis situations. They bring an added sense of safety and security to the ride in the unlikely event of an injury or emergency.

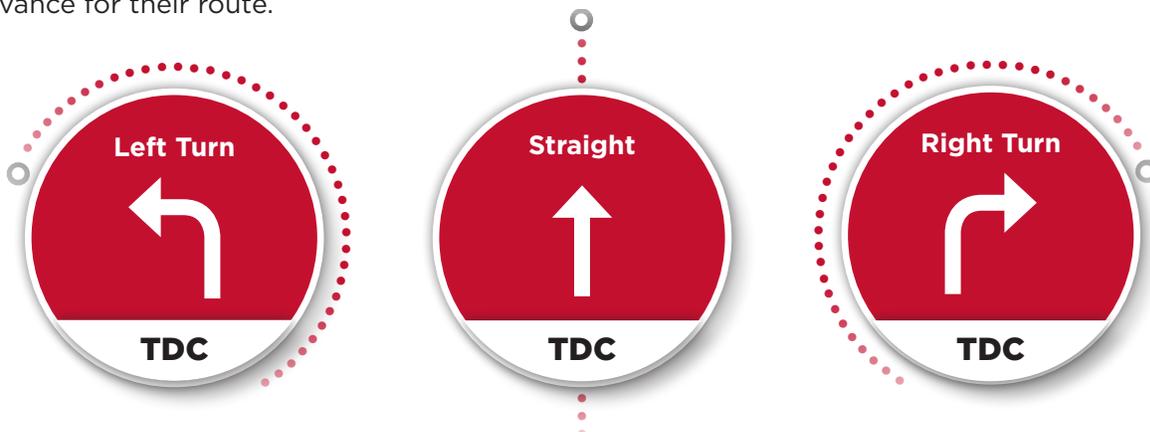
Police Escorts – All local municipalities will be contacted and their assistance secured when possible. You will more than likely see local police slowing traffic at busy intersections, leading cyclists along the route and giving the okay to turn when sight distance is limited.

Directional Signs – Directional signs will be alongside the road. Each turn will be preceded by a sign and will be followed by a confirmation to reassure you that you did in fact make the correct turn. On occasion, you may be on a road for a long stretch without having to make any turns. When this occurs, a straight ahead sign (accompanied by a straight ahead road marking) will be placed every mile. There will also be signs to provide both you and approaching motorists with necessary information about the road ahead, such as “Rest Stop Ahead” or “Caution/ Cyclists on Road.”

Rest Stops – Rest stops are conveniently located every ten to twelve miles and will be fully stocked with fruit, snack bars, water, and sports drink. They are staffed by at least one volunteer with transportation, an amateur radio operator, and a medical volunteer.

Road Markings

Road markings, in addition to signs, will be used on each route to help riders better follow the route. Routes are typically color coded and riders should follow the color designated in advance for their route.



Team Captain's Guide

Safe Riding Tips

With regards to safety, there are two important facts that you should not forget while on the ride:

1

The bicycle is legally considered a vehicle in most states.

With that in mind, you have full rights and responsibilities on the roadway and are subject to the regulations governing the operation of motor vehicles where applicable.

2

The Tour de Cure® route is not closed to traffic.

Thus, the only time you should ignore signs or traffic signals is the same as if you were in a car: only when a police officer is directing you to do so. Our volunteers on the route are only there to alert you to traffic and road conditions, NOT to direct traffic for you.

With these two things in mind, here are a few safety tips:

- OBEY ALL TRAFFIC SIGNS, SIGNALS, and directions from TRAFFIC OFFICIALS. Stop at all stop signs. Signal all turns. Cross only at intersections.
- Ride in a straight line, predictably and in control. Avoid excessive weaving back and forth.
- Ride single file on the right, with traffic, a couple of feet from the edge of the road.
- Warn others when stopping or turning by giving required hand signals with the left hand.
- Pass on the left only. When passing another cyclist, call **“on your left.”** When you hear someone calling out, don't turn around. Ride straight and steady.
- Keep a safe distance: do not follow too closely behind other cyclists or cars. Never draft behind cars.
- Never make abrupt stops. Slow gradually, and when stopping to rest, move completely off the path of other cyclists.
- Keep clear of road-edge hazards such as sand, gravel, trash drains, and parked cars.
- Cross railroad tracks with your tire at a right angle to the tracks.
- Talk to your fellow cyclists. Call out details like **“car back,” “car up,” “on your left,” “stopping,” “road kill,” “gravel,” “potholes,”** or **“tracks.”**
- Do not ride in a pace line if you haven't trained in one! Always pull out of a pace line before slowing.
- Speed must be reasonable for control with regard to weather, traffic, road, and light conditions.
- Do not bring MP3 players with headphones. They are not permitted because they interfere with your ability to hear traffic sounds around you.
- Use extra caution when riding in the rain. Roads can become slick and cars won't be able to see you as well.
- Be vigilant when going fast downhill. Keep your hands on the handlebars for more stability.
- Wear bright clothing that can be easily seen and avoid loose fitting apparel that could get caught in the spokes or chain. Don't forget your helmet (required to ride).
- Be aware that dogs are unpredictable. If a dog does decide to pursue you, the best course of action is to squirt it with your water bottle. It will startle the dog and give you time to get away. Do not kick a dog that chases you!



Visit www.bikeleague.org for more information and cycling safety courses near you.

Training Basics

We encourage you to train for the route distance you're going to ride. Whether you'll do 10 miles or 100 miles, you'll enjoy it more if you're properly prepared. Cycling is a great year-round activity to keep fit and can help you avoid health problems, including developing type 2 diabetes, so get started today if you haven't already!

Where do I begin?

- Assess your current state of fitness and cycling ability.
- Use one of our online training guides available at www.diabetes.org/tour under Training in the menu to determine what kind of training you'll need to do to reach your distance goal. We provide training plans for distances from 30 miles to 100 miles.
- Always consult with your physician before beginning any new exercise program.
- Plan your schedule to make time for training.

Training Basics

- Find your base mileage. Go for a ride on your bike and see how far you can go comfortably now. This is your base mileage for your weekly long ride.
- Every week or two, increase that distance by no more than 10-15 miles, or less if your base mileage is less than 20 miles.
- Continue building your longest ride to date until you've reached your target distance, ideally at least two weeks before the Tour.
- Ride a combination of long distances at a moderate pace and shorter distances at a more strenuous pace and incorporate some hill climbs.

Training Tips

- Pace yourself; increase your mileage and build endurance slowly.
- Hydrate before, during, after rides for better performance and recovery. A good rule of thumb is to drink 16-20 ounces of water in the hour before you ride, at least 20-24 ounces of fluid every hour while you ride, and at least 16-20 ounces of water in the 2 hours following your ride.
- Cross train with other cardiovascular workouts. Strengthening your core muscles with ab crunches, yoga and Pilates will reduce stress on your back and neck while riding.
- In inclement weather, cycle indoors on a trainer or join a local spin class! Many of our markets offer indoor cycling trainings throughout the winter to their Tour riders. Check your local Tour's website for details.
- Be safe, have fun and enjoy your training!

For additional information on stretching, nutrition and hydration please visit our Training page at www.diabetes.org/tour.



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Sample Training Program

This training program was designed for someone who can already cycle 10 miles at a 10 mph pace without difficulty. It is only a guideline. If you cannot currently cycle 10 miles then start with 3 miles, build up over the next two weeks to a 10-mile ride, and then start the program. If you can ride much further than 10 miles then you can skip down the program and start at your current mileage. The key is to listen to your body. If you feel pain during or after a training session then you may have done too much and should stop training and rest for three days. If things do not improve seek medical advice from your primary care provider. If you have less time than the schedule allows and can do the week's longest ride without pain the next day, then you can progress down the program at a faster rate. These training programs are geared to increase cardiovascular fitness and muscular endurance over 8, 10, or 12 weeks. Choose the program that is closest to your goals, timeline, and level of fitness and adjust accordingly. Increasing your cycling mileage is the most important part of your training, but to be comfortable and efficient you will also want to work on your strength on and off the bike. Here are some general terms to help you understand the training plans on the next page.

REST – This is a day with no exercise to let your muscles catch up from the hard work you have done. Be sure to stretch on your rest days.

EASY – You should feel like you are holding yourself back when you ride your bike easy. Easy rides are great for recovery. They get you moving without straining your muscles.

STEADY – Riding pace where you feel comfortable but can tell you are doing something. This is the pace you want to use for all of your long rides.

HARD – A hard pace feels like you are going up a hill. You should only go hard for short periods of time (15 seconds to 1 minute) and only after consulting your primary physician. When training calls for hard work first warm up for 8-10 minutes and then do several short hard efforts – start with no more than 3 – and follow each hard effort with 3 to 5 minutes of easy riding. Spend the rest of the ride going steady. Never do more than 8 hard efforts in any workout and remember to listen to your body between every hard effort.

CROSS TRAINING (Cx Train) – This is essential for increasing your muscle strength and endurance while decreasing the risk of overuse injuries. Any activity that increases your heart rate and involves using your whole body qualifies as cross training. This includes walking, jogging, the elliptical trainer, swimming, in-line skating, Pilates, yoga, or dance. Duration of the activity is what we are focused on, not the intensity or type of activity. Remember, these programs are guidelines. If you can't fit the entire training schedule into your week, do as much as you can. The important thing is to increase your mileage safely and consistently.



Sample Training Programs

8 Weeks to 30 Miles

Week	Mon	Tues	Wed	Thur	Fri	Sat	Sun
1	Rest	20 min. Steady	Rest	20 min. Steady	Rest	10 miles Steady	Cx Train 10 min.
2	Rest	25 min. Steady	Rest	25 min. Steady	Rest	12 miles Steady	Cx Train 10 min.
3	Rest	30 min. Steady	Rest	30 min. Steady	Rest	15 miles Steady	Cx Train 15 min.
4	Rest	20 min. Easy	Rest	20 min. Easy	Rest	18 miles Steady	Cx Train 15 min.
5	Rest	20 min. Hard	Rest	20 min. Hard	Rest	21 miles Steady	Cx Train 20 min.
6	Rest	25 min. Hard	Rest	25 min. Hard	Rest	24 miles Steady	Cx Train 20 min.
7	Rest	30 min. Hard	Rest	30 min. Hard	Rest	27 miles Steady	Cx Train 25 min.
8	Rest	20 min. Easy	Rest	20 min. Easy	Rest	Ride your 30 mile	Tour de Cure

10 Weeks to 60 Miles

Week	Mon	Tues	Wed	Thur	Fri	Sat	Sun
1	Rest	20 min. Steady	Rest	20 min. Steady	Rest	10 miles Steady	Cx Train 10 min.
2	Rest	25 min. Steady	Rest	25 min. Steady	Rest	12 miles Steady	Cx Train 10 min.
3	Rest	30 min. Steady	Rest	30 min. Steady	Rest	15 miles Steady	Cx Train 15 min.
4	Rest	35 min. Steady	Rest	35 min. Steady	Rest	18 miles Steady	Cx Train 15 min.
5	Rest	20 min. Easy	Rest	20 min. Easy	Rest	22 miles Steady	Cx Train 20 min.
6	Rest	20 min. Hard	Rest	20 min. Hard	Rest	26 miles Steady	Cx Train 20 min.
7	Rest	25 min. Hard	Rest	25 min. Hard	Rest	32 miles Steady	Cx Train 25 min.
8	Rest	30 min. Hard	Rest	30 min. Hard	Rest	40 miles Steady	Cx Train 25 min.
9	Rest	20 min. Easy	Rest	20 min. Easy	Rest	50 miles Steady	Cx Train 30 min.
10	Rest	35 min. Hard	Rest	35 min. Hard	Rest	Ride your 60 mile	Tour de Cure

12 Weeks to 100 Miles

Week	Mon	Tues	Wed	Thur	Fri	Sat	Sun
1	Rest	20 min. Steady	Rest	20 min. Steady	Rest	10 miles Steady	Cx Train 10 min.
2	Rest	25 min. Steady	Rest	25 min. Steady	Rest	12 miles Steady	Cx Train 10 min.
3	Rest	30 min. Steady	Rest	30 min. Steady	Rest	15 miles Steady	Cx Train 15 min.
4	Rest	20 min. Easy	Rest	20 min. Easy	Rest	18 miles Steady	Cx Train 15 min.
5	Rest	20 min. Hard	Rest	20 min. Hard	Rest	25 miles Steady	Cx Train 20 min.
6	Rest	25 min. Hard	Rest	25 min. Hard	Rest	32 miles Steady	Cx Train 20 min.
7	Rest	30 min. Hard	Rest	30 min. Hard	Rest	40 miles Steady	Cx Train 25 min.
8	Rest	20 min. Easy	Rest	20 min. Easy	Rest	50 miles Steady	Cx Train 25 min.
9	Rest	35 min. Hard	Rest	35 min. Hard	Rest	62 miles Steady	Cx Train 30 min.
10	Rest	35 min. Hard	Rest	35 min. Hard	Rest	75 miles Steady	Cx Train 30 min.
11	Rest	35 min. Hard	Rest	35 min. Hard	Rest	90 miles Steady	Cx Train 30 min.
12	Rest	20 min. Easy	Rest	20 min. Easy	20 min. Hard	Ride your 100 mile	Tour de Cure

Team Captain's Guide

The ABC Quick Check Is an Important Pre-Ride Safety Check

If you are in the habit of riding every day you do this check automatically as you ride. But if you don't ride daily, run down the ABC checklist before you ride to be sure you have air, brakes and to see that your drive train (chain, crank and cassette) are all properly working.

**Before you start -
do you know the parts
of a road bike?
Answers are below!**

“

Every time you throw a leg over your bike, do a simple 'pre-flight' check.”



Parts of the Bike Identified

- | | | |
|--------------------|----------------------|--|
| 1. Saddle | 8. Cranks | 15. Headset |
| 2. Seat post | 9. Pedal | 16. STI dual function
brake and shift lever |
| 3. Seat stay | 10. Front derailleur | 17. Fork |
| 4. Brake | 11. Seat tube | 18. Wheel rim |
| 5. Rear derailleur | 12. Down tube | 19. Tire |
| 6. Chain stay | 13. Top tube | 20. Tire valve |
| 7. Chain | 14. Stem | |

Do You Have a Routine to Check Your Bike for Mechanical Safety?

The ABC Quick Check of your bike's fitness should be followed before each ride. Timely bicycle maintenance can prevent a serious crash.

A is for Air, Check tire pressure

Tires should be inflated to the rated air pressure noted on the sidewall (pounds/square inch). Check inflation with a tire pressure gauge. While checking the pressure take a moment to check for damage to the sidewalls and/or tread. Damage to the sidewall is common if the brakes are not adjusted properly. If the tire casing is showing through the tire tread, the tire should be replaced.

B is for Brakes, Check the brakes for:

Pad wear and adjustment by visually checking the brake pad. If there is less than 1/8" of rubber showing at any place, replace the brake pad. Make certain that the pads are parallel to and aligned with the side of the rim when applied. Cable and housing: watch to make sure the cables travel smoothly and are not frayed. Frayed cables should be replaced. If the cables stick, apply lubrication at the ends of the housing and work it in by applying the brakes until it feels smoother.

C is for Cranks, Check the Cranks

When you do this check, you are checking the bottom bracket, the crank arms and chainrings. To do this check, take the left and right crank arms in your hands and attempt to move them sideways. If both move, you have a loose or worn bottom bracket. If only one moves, the individual crank arm is loose and must be secured. Never ride with a loose crank arm.

QUICK is for Quick Releases

Your bike may have quick release (QR) levers holding the wheels to the bicycle. QRs feature a lever on one side and a nut on the other. Check to ensure that the wheels are clamped securely in the drop-outs before each ride. To clamp the quick release, first pull the lever open. Make sure

the wheel is firmly in the drop-out (the interior of the fork end in front or frame in the rear.) Open and close the QR lever with your left hand while gradually tightening the adjusting nut with your right hand in a clockwise direction. Tighten the nut until you feel resistance on the lever at the point when the lever is parallel to the hub. Grip the fork and use the palm of your hand to close the QR lever. Always lift the lever up first to close it, never just rotate or spin it closed.

CHECK is for a brief, slow ride to check that your shifting and everything else is working properly.

Many items of the ABC Quick Check can be accomplished visually; others require a brief minute to physically check. If you determine that adjustments are necessary and beyond your ability, enlist the help of a mechanic at your local bike shop. There are additional bicycle maintenance issues that must be addressed on a weekly, monthly or annual basis to keep your bike in top fitness. These include lubricating the chain and checking that the headset is properly adjusted. It is also a good idea to become attuned to mechanical abnormalities that may happen while riding, such as rattles, soft tires or looseness in your bike's components, such as grips, pedals or bolts.





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