



TO LEARN MORE,
VISIT DIABETES.ORG/TOUR
OR CALL 1-888-DIABETES

20 YEARS RIDING STRONG
Tour de Cure
American Diabetes Association.

**CYCLIST
GUIDE**



CYCLIST Guide

This Cyclist Guide is an essential resource to ensure that all riders have a safe and enjoyable Tour de Cure® experience. It contains information on training, hydration, safe riding tips, and what to expect on the route. 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!

Table of Contents

1	Top Ten Things to Know	
2	What to Expect on the Route	
3	Safe Riding Tips	
4-10	Training Resources	
	Training Basics	4
	Sample Training Program	5-6
	Stretching, Nutrition & Hydration	7
	Exercise & Diabetes	8
	Before You Ride: The ABC Quick Check	9
	5 Steps to Confident Cycling	10

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 Route Guide – provides specific information on the local Tour event in your city
- The Team Captain Guide – provides tips and tools for organizing your team
- The Step-by-Step Online Fundraising Guide – shows you how to use the easy online tools
- Our Web site, diabetes.org/tour, for downloadable documents
- Our local office staff at 1-888-DIABETES to answer questions and provide support



We hope you read this entire guide attentively, but if you read nothing else, here are the **Top 10 things you MUST READ before you can Ride!**

PLEASE BRING:

- 10** The completed Emergency Information Form.
- 9** Your Collection Envelope containing any donations by check. (Please convert cash or coins to a check payable to the American Diabetes Association).
- 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** \$150 or more turned in on or before the day of the Tour in order to participate.
- 1** **EXCITEMENT TO HAVE A GREAT RIDE AND TO HELP US STOP DIABETES!**



Calling All Volunteers!

As the Tour de Cure® grows each year, we need more volunteers to enable us to provide the high level of service our cyclists have come to expect. Family and friends make the best volunteers—so please ask yours to join us this year.

Areas where we need help include:

- Check-in/registration
- Medical
- Bicycle Mechanics
- Rest Stops
- Route Marshals
- Support-and-Gear (SAG) Drivers
- Cheerleaders!

For more information, please contact your Tour Coordinator at **1-888-DIABETES**, or visit the “Volunteers” page on diabetes.org/tour.



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. Their main purpose is to patrol the route and assist the weary, broken down, or injured cyclist. In addition, they will lead the way in order to slow down any approaching vehicles and 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.

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 are painted on the right-hand shoulder of the road to indicate turns as follows: (varies by location)

Left Turn



T.D.C.

Straight



T.D.C.

Right Turn



T.D.C.

SAFE Riding Tips

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

- **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.
- **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 become more 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).

Other Important Safety Tips...

Watch for Dogs

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!

For the Fun of It

Remember, this is not a race. You will be riding with cyclists of all levels and abilities. Be courteous to other cyclists as well as motorists with whom you share the road. Most important, have fun!



TRAINING Basics

We encourage you to train for the route distance you're going to ride. Whether you'll do 20 miles or 100 miles, you'll enjoy it more if you're properly prepared. Cycling is great year-round exercise to keep fit and help you avoid health problems including diabetes, so get started today if you haven't already!

Where do I begin?

- Assess your current state of fitness and cycling abilities.
- Use the following guide to determine what training you'll need to do to reach your distance goal.
- 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 with hill-climbs.

Training Tips

- Pace yourself; increase your mileage and build endurance slowly.
- Stretch and hydrate before, during, and after rides to maintain flexibility and avoid fatigue, stiffness, and injuries.
- 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 in spin classes.
- Be safe, have fun, and enjoy your training!



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 2 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 3 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 below.

- **REST** – 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) 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 Program (continued)

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

Stretching, Nutrition, & Hydration

Stretching

Stretching is extremely important in keeping your muscles flexible and injury free. Keep the following in mind when stretching:

- Make sure you warm up first—walk in place for three to five minutes. It is always better to stretch warmed-up muscles.
- Stretch muscles equally on both sides of your body. Don't focus your attention on one side or the other.
- Don't bounce while stretching. Take it slow and steady. Bouncing can cause injury to your muscles.
- Be sure to stretch your entire body—not just your legs. Include your arms, back, hips, shoulders, and neck.
- Stretch every time you get off your bike during a ride. Give yourself an extra five minutes of stretch time at each rest stop.
- Don't forget to stretch after you ride and before getting in the car for a long drive home. Stretch at home before going to bed. Your muscles will thank you the next morning.
- Visit diabetes.org/tour for a diagram of cycling stretches.

Nutrition

It's important that your body gets the quality fuel it needs to perform the extra work of cycling. Complex carbohydrates are the best source of fuel for your muscles—pasta, beans, rice, whole grains, fruits, and veggies. Consult with your physician or registered dietitian for advice.

Hydration

Fluids are crucial to your performance and sense of well-being. You've heard it before—drink, drink, drink! But it is amazing how few cyclists heed this advice. They forget to drink because of the excitement of the ride, and then they wilt before the end.

Dehydration is a common problem among cyclists, especially in warm weather, and can lead to serious problems. To prevent this, you must drink plenty of fluids while you ride. Keep the following in mind:

- Pre-hydrate. Drink a bottle of water and/or 16 ounces of sports drink an hour before the ride. If you need that cup of coffee to wake up be sure to drink water to balance the dehydrating effects of caffeinated beverages.
- Consume at least one 28-ounce bottle of fluid per hour. How much you need depends on body size, temperature, intensity of the ride, etc. Experience will help you judge your fluid needs.
- Don't wait until you're thirsty to drink. Your body begins to lack fluid before you feel the sensation of thirst.
- Drink during the ride. Make it a habit to reach for your bottle every 15 minutes and take a couple of big swallows. Alternate drinking water and sports drink.
- Restore sodium levels. The salt you sweat out needs to be replaced. Your sports drink should contain at least 100mg of sodium per 8 ounces (check the label).



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.



BEFORE YOUR RIDE: The ABC Quick Check

So... you're going for a bike ride. Your body will get a workout, and so will your bike. Have you checked your bike for mechanical safety? Timely bicycle maintenance can prevent a serious accident. Here is the "ABC Quick Check," which you should do every time you ride.

A is for Air.

- Check tire pressure. Tires should be inflated to the rated pressure noted on the sidewall (pounds/square inch). Use a gauge to verify you have reached the recommended rate.
- Check for damage to the tire sidewalls and/or tread. Sidewall damage is common if the brakes aren't adjusted properly. If the bands of the tire are showing below the surface, you need a new tire -- now!

B is for Brakes.

- Check the brakes for pad wear and adjustment. Visually check the brake-block pad. If less than 1/8" of rubber shows at any place, replace the brake-block/pad assembly. Make sure the brake blocks are parallel to and aligned with the side of the rim when applied.
- Check cables and housing. Cables need to travel smoothly. If the cables stick, apply lubrication at the ends of the housing and work it in by applying the brakes several times. Frayed cables should be replaced.

C is for Crank Set.

- Check the crank set. The crank set consists of the bottom bracket, the crank arms, and chain rings. 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 problem with the bottom bracket. If only one moves, the individual crank arm is loose and must be secured. A loose crank arm should never be ridden.

QUICK is for Quick Releases.

- Quick-release hubs need to be tight, but not too tight. The proper pressure is obtained by pushing on the quick-release lever so it leaves an impression on the palm of your hand. The closed lever should face up and back to minimize the chance of catching on anything while you ride.
- Quick-release brakes, which are opened when removing or installing wheels, need to be in the closed position. When closed, check to make sure the brake pads aren't rubbing the rims.
- Quick-release seat clamps, on mountain bikes and some hybrid bikes, need to be in the closed position. Check to be sure your seat is at the correct height.

CHECK is for a Brief, Checkout Ride.

- This is when you ride to check that your derailleur and shift levers are working properly.
- Many items of the ABC Quick Check can be done visually; others require just a brief physical check. If you find that your bike needs adjustments beyond your ability, enlist the professional mechanics at your local bike shop.

From the League of American Bicyclists – learn more at bikeleague.org



5 Steps to Confident Cycling

The League of American Bicyclists recommends these 5 steps to make your Tour de Cure® experience that much more enjoyable and to reduce the risk of crashes or injury. You can easily be a responsible, confident and safe cyclist.



1. Follow the Rules of the Road

- Ride with traffic and obey the same laws as motorists.
- Use the rightmost lane that heads in the direction that you are traveling.
- Obey all traffic control devices, such as stop signs, lights, and lane markings.
- Always look back and use hand and arm signals to indicate your intention to stop, merge, or turn.

2. Be Visible

- Ride where drivers can see you.
- Wear brightly colored clothes at all times.
- At night, use a white front light or reflector. Wear reflective tape or clothing.

3. Be Predictable

- Ride in a straight line and don't swerve between parked cars.
- Make eye contact with motorists to let them know you are there.
- Do not ride on the sidewalk.

4. Anticipate Conflicts

- Be aware of traffic around you and be prepared to take evasive action.
- Learn braking and turning techniques to avoid crashes.
- Be extra alert at intersections.

5. Wear a Helmet

- Make sure that the helmet fits on top of your head, not tipped back or forward.
- After a crash or any impact that affects your helmet, visible or not, replace it immediately.



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



DIABETES.ORG/TOUR

1-888-DIABETES