

# CYCLIST GUIDE



**Active for Life**  
[diabetes.org/tour](https://diabetes.org/tour)

**TOUR<sup>®</sup>**  
**de CURE<sup>®</sup>**  
American Diabetes Association.

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## Leading the Pack for a Great Cause

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

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

1. The Fundraising Guide—for information on how to meet and exceed your fundraising goals.
2. The local routes and descriptions listed on your local event website for information on the day of event routes.
3. The Team Captain Guide for tips and tools on recruiting riders and organizing your team.
4. Our website [diabetes.org/tour](https://diabetes.org/tour) for downloadable resources.
5. Local Tour staff contact information listed on the local event website to help provide personalized support.

# BEFORE YOU CAN RIDE...

## Please bring:

- Your helmet. No helmet, no ride!
- A well-tuned bike. Pack a spare tube, patch kit, pump, and tire tools.
- A well-trained body and any medications or diabetes supplies you will need. Carry your ID and insurance cards.
- Clothing appropriate for the weather. We ride rain or shine!
- Two bottles for water or other liquids to ensure you stay well-hydrated.
- A parent or guardian if you're under 18. An adult must always accompany minors. This includes riding in the Support and Gear (SAG) vehicle.
- \$250 or more in fundraising turned in on or before the event day to participate. Check your local Tour's webpage at [diabetes.org/tour](https://diabetes.org/tour) for more information and event details.

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**Willingness  
and  
excitement  
to have  
a great  
ride!**

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## **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:

- Talk to your health care provider about having a medical exam before you begin your exercise program.

This is especially important if you have not engaged in a serious exercise regimen for several years! 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 your health care team of your fitness plans and goals.
- Discuss with your health care provider any unusual symptoms you experience during or after exercise.
- If you have diabetes-related complications, check with your health care team about special precautions.
- Learn how to prevent and treat low blood glucose (blood sugar) levels (hypoglycemia). If you're at risk for low blood glucose, you should monitor your blood glucose level before, during, and after exercise.

- If you have type 1 diabetes and your blood glucose exceeds 250 mg/dl, follow your treatment plan or check your urine for ketones. Don't exercise if ketones are present.

- Always warm up and cool down for at least five minutes.

- 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 more significant water loss due to increased urination (polyuria).

- Take precautions when exercising outdoors when the weather is too hot and humid (see fourth bullet point above) or too cold.

- If you have diabetes, have diabetes identification on you, whether it's a medical bracelet, necklace, or a card stating you have diabetes.

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**Shift the benefit-to-risk ratio in your favor.**

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# WHAT TO EXPECT ON THE ROUTE

You'll see many people and things on the Tour de Cure route to make your ride better and safer.

**SAG Wagons** – Standing for Support and Gear, these vehicles will be marked with signs in the windows and often on the outside. Their primary purpose is to patrol the route and assist weary, broken down, or injured cyclists. 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 recommend you bring a few essential items, such as a tool set and a spare tube. The mechanics may be delayed in reaching you if several people need flats changed, and they will not have supplies to give as handouts. Please bring cash if 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 in SAG vehicles on the road. 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 is selected for its ability to assist a cyclist in various crises. They bring an added sense of safety and security to the ride in the unlikely event of an injury or emergency.

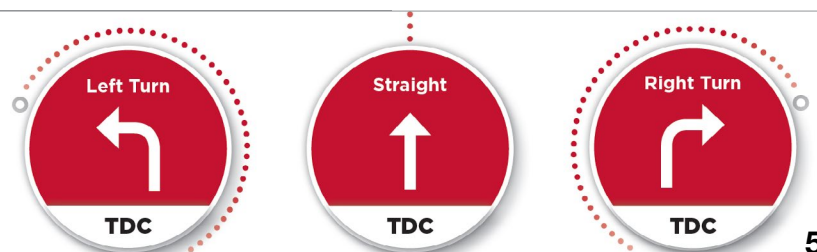
**Police Escorts** – All local municipalities will be contacted, and their assistance will be secured when possible. You will likely see local police slowing traffic at busy intersections, leading cyclists along the route, and giving the okay to turn when sight distance is limited.

**Directional Signs** – Directional signs will be alongside the road. Each turn will be preceded by a sign followed by a confirmation marking to reassure you that you made the correct turn. On occasion, you may be on the 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 drinks. They are staffed by at least one volunteer with transportation, an amateur radio operator, and a medical volunteer.

## ROAD MARKINGS

Road markings and 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.



# SAFE RIDING TIPS

Regarding safety, there are two important facts to remember 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 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 behind other cyclists or cars too closely. Never draft behind vehicles.
- Never make abrupt stops. Slow gradually and move entirely off the path of other cyclists when stopping to rest.
- 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,” “roadkill,” “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.
- Do not wear 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!

# TRAINING BASICS

We encourage you to train for the route distance you're riding. Whether you do 10 or 100 miles, you'll enjoy it more if you're adequately 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 the sample training programs outlined in this guide for distances from 30 to 100 miles.
- Always consult with your health care provider before beginning any new exercise program.
- Plan your schedule to make time for training.

## Training Basics

- Find your base mileage. Go for a bike ride and see how far you can go comfortably. This is your base mileage for your weekly long ride.
- Every week or two, increase that distance by 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 ones at a more strenuous pace, incorporating hill climbs.

For more information,  
visit [diabetes.org/tour](https://www.diabetes.org/tour)

## Training Tips

- Pace yourself. Increase your mileage and build endurance slowly.
- Hydrate before, during, and after rides for better performance and recovery. A good rule of thumb is to drink 16–20 ounces of water within an hour before your ride, at least 20–24 ounces of fluid every hour while you ride, and at least 16–20 ounces of water in the two 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.
- Be safe, have fun, and enjoy your training!



# SAMPLE TRAINING PROGRAM

## Training Tips

This training program was designed for someone who can already cycle 10 miles at a 10-mph pace without difficulty. If you cannot currently cycle 10 miles, start with three miles, build up over the next two weeks to a 10-mile ride, and start the program. If you can ride further than 10 miles, you can move down the program and start at your current mileage.

Always listen to your body. If you feel pain during or after a training session, 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, you can progress down the program faster.

These training programs are geared to increase cardiovascular fitness and muscular endurance over 8, 10, or 12 weeks. Choose the program closest to your goals, timeline, and fitness level, and adjust accordingly. 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 your hard work. Be sure to stretch on your rest days.

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

**STEADY** – Ride at a pace where you feel comfortable but your heart rate is elevated. This is the pace you want to use for all your long rides.

**HARD** – A hard pace feels like you are going up a hill. It would help if you only went hard for short periods (15 seconds to 1 minute). When training calls for hard work, warm up for 8–10 minutes and make several short hard efforts— start with no more than three – and follow each hard effort with three to five minutes of easy riding. Spend the rest of the ride going steady. Never do more than eight 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. The duration of the activity is what you 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 possible. 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

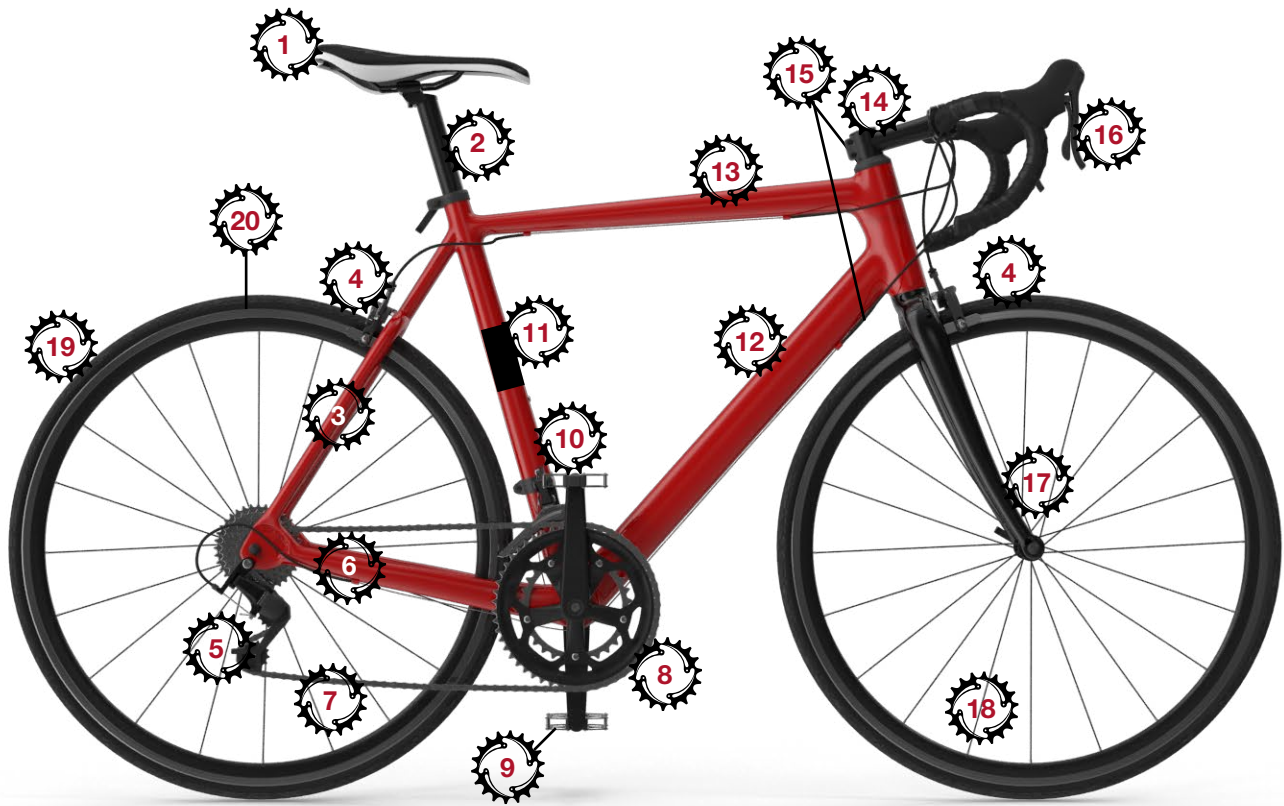
Week	Mon	Tues	Wed	Thur	Fri	Sat	Sun
1	Rest	20 min. Steady	Rest	20 min. Steady	Rest	10 miles Steady	Cx Train 10 min.
2	Rest	25 min. Steady	Rest	25 min. Steady	Rest	12 miles Steady	Cx Train 10 min.
3	Rest	30 min. Steady	Rest	30 min. Steady	Rest	15 miles Steady	Cx Train 15 min.
4	Rest	35 min. Steady	Rest	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

## THE ABC QUICK CHECK IS AN IMPORTANT PRE-RIDE SAFETY CHECK

If you are in the habit of riding every day, you probably do this check automatically as you ride. However, if you don't ride daily, run down the ABC checklist before you ride to ensure you have air, brakes, and your drive train (chain, crank, and cassette) are working correctly.



### Parts of the Bike

- |                    |                      |  |
|--------------------|----------------------|--|
| 1. Saddle          | 8. Cranks            | 15. Headset                                    |
| 2. Seat post       | 9. Pedal             | 16. STI dual-function<br>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 severe 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 tread. Damage to the sidewall is typical if the brakes are not adjusted properly. If the tire casing shows through the tire tread, the tire should be replaced.

## B is for Brakes

**Check the brakes.** Inspect pads for wear and adjustment by visually checking the brake pad. If less than 1/4" of rubber shows at any place, replace the brake pad. Ensure that the pads are parallel to and aligned with the side of the rim when applied. For the cable and housing, watch to ensure 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 using the brakes until it feels smoother.

## C is for Cranks

**Check the cranks.** When you do this check, check the bottom bracket, the crank arms, and the chainrings. 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. Ensure the wheels are clamped securely in the drop-outs before each ride. To secure 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 the 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 first to close it, never just rotate or spin it close.

**Check is for a brief, slow ride to check that your shifting and everything else is working.** Many items of the ABC Quick Check can be accomplished visually, others require a brief minute to check physically. 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 working properly. These include lubricating the chain and checking that the headset is adjusted correctly. It is also good 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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