

Rider Manual



POWERED BY KIDS!

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Rider Safety

Ride Policies

At AngelRide, there is nothing more important than the safety of all participants. We want you to join us for this event, and make it home tired, exhilarated and in one piece. Volunteers are trained to make safety the number one priority. Please make it your number one priority, too.

The first, best aspect of safety is to stay alert. Be aware of what is going on around you at all times. As your ride progresses, it will be increasingly difficult (and important) to concentrate on safety. Be aware of this, and stop *before* you are feeling less focused. Rest, hydrate, and start out refreshed when you are ready.

Please review all the safety material below, and incorporate it into your training. We will have a review prior to your ride during the mandatory Safety meeting on the first morning prior to the ride.

Safety Rules

- ❑ You have a responsibility to yourself, and to all others participating in this ride, for safety.
- ❑ Roads are not closed for this event. You must share the road with other vehicles. Use caution when cycling near motor vehicles. Be prepared to yield, even when you have right-of-way. Don't be dead right.
- ❑ Ride single file. When riders ride two, three or more abreast, safety issues start to compound. A car swerves wide to pass, creating hazards for drivers, riders and oncoming traffic. It is tempting to ride side-by-side when in a group on a road with light traffic. Don't do it.
- ❑ Unsafe behavior is cause for immediate expulsion from AngelRide.
- ❑ Helmets are required for all riders, at all times while riding. Riders must wear a CPSC, ANSI, Snell or ATSM approved helmet.
- ❑ Earphones, walkmans, MP3 players, cell phones, radios or any such device is prohibited while riding.
- ❑ Do not draft other riders or other vehicles. Drafting is riding close behind other riders or vehicles to reduce wind resistance. Do not hold on to, or attach yourself to another vehicle at any time.
- ❑ Always obey the law.
- ❑ Alcohol and non-prescription drug use is strictly prohibited, including while in camp.
- ❑ Please behave appropriately while participating in this event. We are passing through many towns, all of which have granted us permission to do so. We would like to be welcome for future rides. This also applies to camp. We are the first organization permitted to stay at The Whole in the Wall Gang Camp. Let's not make them regret that decision.

Road Rules

- ❑ By law, you bike is a vehicle with the same privileges, restrictions and obligations as any other vehicle. Laws pertaining to operating a vehicle must be obeyed at all times.
- ❑ Always wear a helmet. This is not only smart; it is a requirement for participation in this event.
- ❑ Obey all traffic signals, signs, markings, etc. You must stop at all stop signs, red lights, etc.
- ❑ Use hand signals to signal all turns, as well as when you stop or slow. If you can't signal you are slowing or stopping, call it out for fellow riders. Use "SLOWING" and "STOPPING" only. When stopping, stay to the right side of the road, and stay in single file.
- ❑ When passing, call out "ON YOUR LEFT". Don't pass when cars are present.
- ❑ When crossing to another street or other side, cross only at intersections.
- ❑ Ride single file at all times.
- ❑ Ride with traffic, not against it. When making a left turn, make it from the appropriate left turn lane.
- ❑ When passing parked cars, look for people in the driver's seat. They may open a door, or pull out suddenly. Be prepared to evade and/or stop.
- ❑ Drafting is not permitted on this ride.
- ❑ Wear bright colors when riding.
- ❑ In the event of rain, use extra caution. Roads become slick from oil, grease or other products on the surface. Leave more room between riders. Most importantly, start stopping sooner. Wet brakes are less effective and less predictable than dry. Your visibility, and that of drivers is significantly reduced by inclement weather. Stay alert and vigilant.
- ❑ Cross railroad tracks at a right angle.
- ❑ Ride predictably. Avoid excessive weaving, or wandering from the right side. Your fellow riders will appreciate it as much as other drivers.
- ❑ Your route has many hills. When climbing hills, select a lower gear before the incline. Don't weave when climbing. Stay right so other riders can safely pass. When descending hills, avoid excessive speed, and keep your hands on the bars. Downhill is not the time for taking a drink, or fiddling with your bike.

During The Ride

SAG Assistance

Vehicles will patrol the active portion of the route (anywhere riders are still on the course). In the event you need assistance, either with repairs to your bicycle, non-emergency medical issues, or are unable to continue, stop your bicycle in a safe place *on the route*, dismount and wait for a SAG vehicle to pass (they will be well marked). When they do, get their attention with a THUMBS DOWN signal. The SAG vehicle will be able to transport you and your bicycle to the next pit area or the end of the route. If you have a medical emergency, stop your bicycle in a safe place, dismount and

immediately call 911. If you don't have a phone, or if there is no cellular coverage, flag down another rider, and ask that they immediately find a phone and call 911. Take notice of where you are on the route. Any motorcycle safety member, SAG driver or safety rider will be able to assist you with contacting emergency services.

Bicycle Repair

There will be bicycle repair facilities in each pit area and at the camp. These are for emergency repairs only. Please be sure your bicycle is well maintained, recently tuned up, and that you have the parts and skills to perform your own common repairs (flat tires, etc). If you encounter trouble along the route, and cannot perform the repair safely on the course, flag down a SAG vehicle by using the THUMBS DOWN sign, and you will be transported to the next pit area.

Medical Emergency

If you have a medical emergency, stop your bicycle in a safe place, dismount and immediately call 911. If you don't have a phone, or if there is no cellular coverage, flag down another rider, and ask that they immediately find a phone and call 911. Take notice of where you are on the route. Any motorcycle safety member, ambulance driver, SAG driver, safety rider or POLICE will be able to assist you with contacting emergency services. Avoid dehydration by drinking plenty of water and sport drinks. Drink 32-44 ounces/hour, and drink frequently. If you are not stopping to urinate at every pit stop, you are probably not drinking enough. See Training for more information on hydration.

Medical Services

There will be medical staff at each pit stop, as well as at the route start and end. They will be able to assist with minor medical issues. All emergency medical should be handled as above. Some riders, designated as Safety Riders, are EMT's, as well.

Weather

AngelRide is a rain or shine event. We do not plan to cancel the event for inclement weather. Be sure to bring appropriate clothing for unseasonable cold or rain. Also remember to ride slower and leave more room for braking in the rain. In the event of major weather problems (hurricane, ice, etc), provisions will be made to get you off the course and to shelter as quickly as possible. However, it may take several hours to get everyone off the course, so it is advisable to seek shelter wherever possible, in the event of major weather. Course officials will make the final determination whether to cancel or suspend the ride. All riders must adhere to this ruling.

Ride Recommendations

Training

- ❑ Train gradually and build up aerobic strength. Start out with rides of 20 to 30 minutes 2 or 3 times per week. Don't worry about doing "big miles", focus on getting in shape, get used to riding and the miles will come in due time. You will feel your legs and lungs getting in shape and getting stronger. Make sure your seat is adjusted properly. Ask your local bike shop for bike fit assistance.
- ❑ Increase mileage and keep a "ride log" of how many miles you have ridden, the terrain you rode, the wind, and weather conditions as no two rides will be exactly alike and the differences in distances or average speed may be accounted for by varying weather and terrain conditions.
- ❑ Ride steadily, but increase the pace, working up to one-half to three-quarters of your target distance.
- ❑ Twice a week, increase your "cruising speed" with sprints along flat roads or be aggressive on hills.
- ❑ Rest at least one day per week, but stay focused (clean/repair your bike, plan your next ride).
- ❑ Think of opportunities to ride rather than to take the car (commute to and/or from work, get up early and ride before work or early on the weekends before "chores" get in the way, schedule bike riding like other daily appointments).
- ❑ A week before the ride, make sure your bike is "all set" (seat the correct height, spare tubes, pump, water bottles, check your tires for cracks, etc.). Never try new gear or wear new clothing on a long distance ride that you have not tested previously.
- ❑ Work to improve one area of riding with each training ride: improve awareness of traffic and "safety rules" to be used in heavily trafficked areas or even on rural roads; improve your climbing or descending skills; be more aware of your breathing; remember to drink lots of fluid; increase your ability to stand on your pedals when climbing hills; use of hand signals, etc.
- ❑ Use cycling gloves as they provide additional padding for your hands and may save some scrapes if you fall off your bike. They also help relieve discomfort caused by the compression and hyperextension of the nerves passing through the wrist into the palm. Change your hand position on the handlebar often.
- ❑ If your knees are sore on a ride, this may result from pedaling in "too hard" a gear. Use your gears more effectively, working to keep a pedal cadence of 80 – 90 rpm. Your seat height may also need adjustment.
- ❑ Connecticut *is not flat*. As the weather begins to moderate, you should try to gradually increase your climbing activities throughout the months of April and May.
- ❑ Keep your hands, wrists, elbows, neck, legs and shoulders relaxed. You are more likely to ride smoothly when relaxed than when tense.
- ❑ Keep your chin tucked when turning your head to see behind you. This will help to prevent you from drifting to the left or right.

- ❑ The week before the ride, take it easy and don't go on any long or challenging rides.
- ❑ Drink like a fish before, during, and after rides. (If you are not going to the bathroom at every pit stop, you are not drinking enough). Drink at least two water bottles (32 to 44 ounces) per hour in hot weather. On long rides, you need to replace electrolytes lost during the vigorous exercise. Use of Gatorade, PowerAde or other "sports" drinks can help (alternate water and sport drinks or dilute sport drinks). The minerals (sodium, chloride, and potassium) are important for muscles to work effectively. Carry a water bottle around the office, home, garden, in the car. Become accustomed to always taking in fluids. **Drink before you are thirsty and eat before you are hungry.** It's hard to recover once you "hit the wall" with regard to water and energy depletion and can be very dangerous.
- ❑ Eat high-carbohydrate foods and increase the percentage of carbohydrates in the days before the big ride. Eat rice pudding, yogurt, muffins, whole-wheat cereal and toast, oatmeal and lots of pasta. You will build muscle and have reserve energy.
- ❑ Use extra salt because you will lose a great deal of sodium when you sweat.
- ❑ If your back is sore, raise the stem on your bike until its top is an inch or two below the top of the saddle. If you are prone to sore backs, strengthen abdominal muscles by doing 'crunch' sit-ups.
- ❑ Stretch your neck before, during and after rides. Change the position as you ride.
- ❑ On long rides, become skilled at eating while riding. Do not wait until you "feel" hungry because your body will have already depleted its energy reserve. Do not eat while riding in traffic, going down hill or uphill or when out of breath as the danger of choking increases. You may want to clear your nasal passages before eating because you will need to breathe through your nose while chewing. If you need to, spit out the food rather than choke if you need to focus all your attention on riding.

Bicycle fit

- ❑ To select the correct frame size, straddle the bike. There should be about one inch between the top tube and your crotch.
- ❑ For saddle height, mount the bike while next to a wall. Put the bike straight up, and put your heels on the pedals. When you pedal backward, your leg should just straighten out when the pedal is at the lowest point. If you have to rock side to side in the saddle, it's too high. If your leg does not straighten out, it is too low. When you pedal normally, with the ball of your foot on the pedal, your leg will not fully straighten out. This is normal.
- ❑ Saddle Tilt: Typically, perfectly horizontal is best. Put a yardstick across the seat, and see if it is parallel to the top bar (if the top bar is not angled). Some riders prefer a very slight downward tilt.

- ❑ Fore and Aft saddle position. From your riding position, put the pedals parallel to the ground, with your right knee forward. Drop a weighted string from the front of your right kneecap. It should be “plumb” with the end of the crank arm.
- ❑ Stem Height: There is a lot of variation based on bicycle type, handlebar type, etc. Generally, stem height is lower than seat height. We recommend you get your stem height adjusted at your bike shop.
- ❑ Handlebar width: Generally, shoulder width is about right. More narrow means you may have trouble expanding your chest for deep breathing.
- ❑ Cleat Position: Here again, there is a lot of variation, depending on design. Most cleat systems come with a Fit Kit, or set of instructions for fitment. Consult your local bike shop.

Bicycle Condition

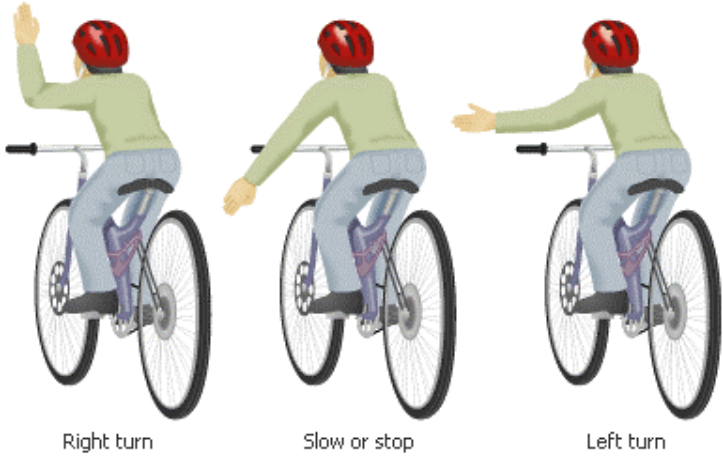
- ❑ If your bike has not been used in a while, it is a good idea to get it tuned up before you start training.
- ❑ Items to pay particular attention to are:
 - Rusted or frayed shifter and brake cables
 - Poorly adjusted, worn or dirty brakes (and their mating surface on the rim)
 - Damaged or worn tires and inner tubes
 - Loose parts, especially stem, saddle tube, handlebars, brake levers
 - Rusted, dirty or worn chain
 - Rusted, dirty or dry wheel bearings
 - All moving parts should be inspected for wear, cleaned and lubricated

Other Gear

- ❑ REQUIRED
 - Helmet. See Safety Rules
 - Water bottles. Two large water bottles, or a back-pack hydration unit
 - Tire pump and patch kit
- ❑ Recommended
 - Sleeping bags for Saturday night @ Camp
 - Fanny pack, seat or handlebar bag for carrying
 - ❑ ID
 - ❑ Money
 - ❑ Sunscreen
 - ❑ Snacks
 - ❑ Tools, patch kit, tire levers, inner tubes
 - ❑ Map clips – use binder clips or clothes pin
 - ❑ Mirror – mounted on helmet or handlebars
 - Cycling shorts and jerseys (at least 2 each)
 - Rain Jacket
 - Sun glasses
 - Cream for chafing

- Hair ties
- Watch
- Bicycle computer
- Prescription meds

Hand Signals



All Okay



Need Assistance



AngelRide is about the kids.

It's about taking your energy, dedication and precious time and giving back in a way that others cannot.

It's about fundraising first and a beautiful bike ride second.

While it is a noble endeavor to provide financial assistance to those whose lives will benefit, it is a wholly different act to ride the AngelRide. For those two days, those 130 miles, you are doing more than providing financial assistance to kids who need it. You are delivering a message to all who see - that perhaps for this brief moment I can walk alongside you on your difficult path. I can share the burden of the road ahead. By way of my struggle, I am willing to shoulder some of the weight of your life, so you can focus on more meaningful challenges. And if I have brought some brief relief to you through my efforts, we are both elevated.