

RIDE THE ARTHRITIS FOUNDATION'S

CALIFORNIA COAST CLASSIC

presented by
AMGEN[®]

CALIFORNIA DREAMIN'
★ 15TH CALIFORNIA COAST CLASSIC ★
"DAY 3: MONTEREY TO BIG SUR"



2015 TRAINING HANDBOOK



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I. WELCOME

The California Coast Classic Bike Tour, presented by Amgen, is a scenic bike ride that takes place over 8 days and covers 520 miles along the coast on Highway 1. The tour starts in the heart of San Francisco and ends just above the iconic Pacific Coast Highway in Los Angeles. The “CCC”, as it is affectionately known, is a full-service ride, which provides the framework for one of the most incredible experiences of a lifetime.

To help you prepare for this epic journey, we have put together this training manual that will ensure you have the tools necessary for a great experience. Please take a few minutes to read it over. If you have questions, call or email us, we are here to help. We look forward to being on the road with you in September!

II. 5 STEPS TO CONFIDENT CYCLING!

The League of American Bicyclists recommends these 5 steps to make the CCC Bike Tour experience that much more enjoyable and to reduce the risk of crashes or injury. Here are their tips for making all involved 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 communicate your intentions to drivers and other cyclists. Let them know you are slowing, turning, stopping or merging.

2 - BE VISIBLE

- Ride where drivers can see you.
- Wear brightly colored clothes at all times.
- All riders are required to be off of the road by dusk on the CCC.
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3 - BE PREDICTABLE

- Ride in a straight line and don't swerve between parked vehicles
- Make eye contact with motorists to let them know where you are.
- Never ride on sidewalks!

4 - ANTICIPATE CONFLICTS!

- Be aware of traffic around you and be prepared to take evasive action. Be alert at intersections
- Learn proper braking and turning techniques to avoid crashes (see section III for more detail)

5 - WEAR A HELMET!

- Make sure that the helmet fits on top of your head so that your forehead is also protected, do not have it tipped too far back or forward.
- Wear your helmet at all times when on your bike, even in camp!
- After any impact with your helmet on the ground, replace it immediately even if cracks aren't visible.

We encourage you to visit www.bikeleague.org for more information and cycling safety courses near you.

III. PROPER BRAKING AND TURNING

All of the safest riders out on the road have one thing in common – efficiency. Skills like gear selection and proper pedaling techniques coupled with good body position and on-road nutrition will improve your comfort on the bike and your performance on the road. Two of the most important skills to master are braking effectively and turning, which keep you upright on your bike and manages your energy levels throughout long days in the saddle. Here are some essential techniques to bring with you on every ride:

Fingers ready. Any time you are in a descent, rest your fingers on the brake levers. This way, you'll be able to brake quickly and minor slowdowns won't develop into emergency-stop situations while your hands find the brakes.

Keep it equal. In 99 percent of braking situations, you want to apply pressure evenly to each brake lever so that both tires share the load. This helps maintain stability and control. Practice on a grass field, sprinting up to speed then slowing as fast as you can without skidding. You'll need to modulate finger pressure on each brake lever, much like ABS on a car, to stop individual tires from skidding.

Turn smart. Always brake before a turn. As you near the curve, apply equal pressure to the brakes to reach a manageable speed, and then release the levers before you begin the turn to let your speed carry you through. Braking in a turn wreaks havoc on momentum, but if it's necessary for safety, then use the rear brake only--remember "right rear" to keep them straight in your mind (unless you've reversed the cables), because a front-tire skid guarantees a crash. Skidding the rear may raise your heart rate, but it will allow you to steer out of trouble.

Learn to stop hard. When you master the emergency stop, you'll have greater overall stopping confidence because you'll know this move is there when you need it. For more braking power, put your hands in the drops. Then, for added stability, push your weight back behind the saddle by shifting your butt and straightening your arms. Practice on the grass, with a goal of not skidding. Remember: Fresh brake pads greatly increase stopping performance--replace them regularly, consulting with your bike shop if you're not sure when you need to.

Mind the Terrain. Look for and avoid sand, rocks or cracks that could cause you to slip. After you know what the riding conditions are in a particular corner, you can slowly increase your speed each time.

Apply Pressure. Do all your braking before the turn. Weight distribution is critical: To keep from sliding out, weight the front wheel by putting your hands in the drops of the handlebar with your elbows bent. Next, exert pressure with your outside hand and foot, creating angulation like you would in a ski turn. Don't try to pedal in a corner.

Lean the Machine. Release the brakes and start the turn by leaning the bike—not your body—into the turn. This can be accomplished by pushing lightly with your inside hand; some call this counter-steering. If the turn is tight or your speed increases, lean the bike farther in, and vice versa.

Aim for the Inside. Carve a smooth arc through the apex of the turn: Start at the outside of the corner, near the center line. Aim toward the inside of the turn, then exit as far to the outside as possible. Do not cross the double yellow line.

Keep Looking. Always look in the direction you want to go. This will help you maintain a smooth line.

Make Your Exit. As you come out of the turn, gradually straighten the bike until it's upright, then start to pedal again.

Mind the Rain. Painted lines, manhole covers and oily pavement become slippery in wet conditions. Wet roads exaggerate everything you do: Braking while the bike is leaning will cause you to skid more easily, and sudden turning can make your wheels slip. So slow down in wet weather.

IV. 5 RULES FOR CHOOSING A BIKE

Fit/Sizing. If riding in the CCC means you're purchasing your first road bike, we say congrats! The most important thing about getting the right bike is making sure it's the correct frame size for you. We're all different in reach, length of legs and torso and your comfort level is determined by your fit on your personal bike. This what your local bike shop is for. They'll be trained in proper fit and sizing and then the fun part begins.

Frame Material. Have your local bike retailer explain the differences between the strengths and weaknesses behind each material that bike frames are made from. Carbon, titanium and aluminum (or a mixture) are what you'll see on the road. Carbon is your lightest material but often times having a heavier material that is more grounded and less responsive or a combination of carbon and titanium for a first bike can be more comfortable. It's all about what feels good to you when you're testing those bikes out at the bike shop. Go with what feels the best when you ride it.

Budget. Have an idea of what you'd like to spend and try to stick to it. Realize that you'll have many other items to purchase to complete your bike package (if you don't have these items already). Naturally, the cost of the frame materials (all carbon bikes being the most expensive) will drive the overall cost of your bicycle. Road bikes can be anywhere from \$600 to \$10,000+ dollars and it's an important initial investment. Choosing the right bike that matches your needs and skill set means you'll have a bike that will last for a long time.

Test Drive. Ride, ride, ride! Ask questions, have retailers make adjustments for you with each one and see how the different bikes feel. We'd encourage you to go on-line and compare different makes and models so that you feel more confident when you head into your local shop. Check out their specific website online to see what they carry. Talk to friends that are fellow cyclists to see what they've preferred over the years on their bikes. The CCC Facebook page is a great resource for asking what your fellow tour members like – post your questions to <https://www.facebook.com/#!/groups/CACoastClassic/>

Invest in the Basics. These include a pump, saddle, wheels, tires, and a patch repair kit bag. Outside of a good fit these are the most important things to help you maintain comfort and keep you on the road. Take a free ‘how to fix a flat’ seminar at your shop, watch instructional videos at home and practice inflating your tires and changing a tube.

V. TRAINING

Introduction.

The ride you will be embarking on might well be one of the most challenging and rewarding experiences of your life. This training handbook is one of many “tools” to help you get into shape.

We strongly encourage you to set aside considerable time to train for the ride. You may think you can handle it and that you don’t need to train. But the more you train, the more you’ll be able to enjoy the ride. If you don’t train at all, or don’t train very much, you could be in for some pretty long, painful days - especially at the beginning of the ride. So, start thinking about training now! This training kit will help prepare you for this epic journey, no matter what your beginning fitness level.

Our route was carefully selected by our veteran ride staff to provide the best all-round bicycling experience possible. While it features some of the best roads and backdrops that California has to offer, it is still a very challenging event due to the long riding days and varied terrain. Your pre-ride training will play a big role in your overall experience on the ride, and the payoff in the end will be an accomplishment like none other you have undertaken.

The California Coast Classic is now in it’s 15th year and we are very excited to have you join us on the tour. Leading up to the CCC, we will have past participants leading some rides, and information will be coming soon in monthly ride flyers that will be emailed to you. The rides listed should be used as training rides and they are your best bet possible for getting into shape. You will meet lots of other people training for our event as well as other events, in addition to meeting those just cycling for fun. These rides vary in distance and terrain, giving you the best approximation of what to expect on the CCC. You’ll also learn some riding and safety techniques, experience group riding, see parts of your city you’ve never seen and have some fun. Go on a few rides and you’ll find yourself beginning to look forward to waking up at 7am to fill up your water bottles for your 60-mile Sunday jaunt. Really!

Please remember one important thing: the California Coast Classic Bicycle Tour is not a race. During your training and the ride, take the time you need, get off your bike to stretch and rest from time to time, but most of all, enjoy yourself! By maintaining a PMA (Positive Mental Attitude), a good level of fitness, and a willingness to accept a few aches and pains, you'll do just fine.

Principles of Training.

Before beginning any training plan, you'll want to assess your current cycling abilities. Ask yourself the following questions:

What is my current state of fitness?

- Do I have any physical limitations that will require special attention while I train for the California Coast Classic Bicycle Tour, or during it?
- How well do I ride a bicycle now, and how much time in the saddle can I endure before I have to get off?

Determining what your cycling ability is now will help you to determine what training you'll need to do. In an ideal world, we would have all the time in the world to devote to training but the pressures of daily life and the demands of personal and work commitments, compete for this time. Using the ride calendar as a guide, plan your schedule from now until the ride so that you can fit in time for training. Leave entire weekend days free several months before the ride to do longer rides. Cycling 80, 90 or 100-mile rides, if you've worked up to them, will help tremendously. You'll also need to do a few back-to-back longer rides, so leave a few weekends open for those.

Important: Do not wait until a month or two before the ride to start training. Your body needs the chance to build up endurance to keep going for up to eight hours. That's possible only if you start training early. Start training now!

Of paramount importance is a good bicycle that runs well and fits you properly. Poor bicycle fit leads to enormous discomfort over long rides and can cause injuries in the knees, upper and lower back, neck and arms. It is definitely worth the time, effort and money to take your bike to a reputable bike shop for a proper fit. If your bike isn't the right size, there are parts that can be altered.

Training Your Heart. Although you will need to combine the training calendar with your current time commitments, we urge you to follow it as much as you possibly can. Consistency is the foundation of any training program and training for the ride is no different. Aerobic conditioning on and off your bicycle is the key to getting in shape,

and you should strive for a minimum of four and a maximum of six aerobic workouts each week. As your fitness level improves, the length of your training rides and workouts should get longer, and you should try to increase the difficulty level. Don't be content in August doing the same training you were doing in June.

Most of the aerobic training you do must be on a bicycle, on the road, and preferable on the bike you'll be using for the ride. There is no substitute for in-the-saddle training. The ride is a combination of long mileage and lots of rolling hills. Keeping that in mind, there are two important components to stress when you train:

1. Focus some of your workouts on long and increasingly longer distances cycled at a moderate pace
2. Other rides should emphasize shorter distances, but with intensive hill-climbs.

As a general rule, by the time you depart for the CCC, you should be comfortable cycling two 65 to 70 mile days back to back, with some climbs in each of those rides.

If you are a beginner, you cannot possibly start out doing long, challenging training rides and enjoy them. In any training program, you start and build your mileage base through consistency and dedication. Generally speaking, plan to increase your mileage (or cycling time) by 10% each week. To do less will inadequately prepare you, and to do more will lead to over-training and overuse injuries.

Pacing. Take at least one or two days off from training per week to let your body rest and recover from your efforts. This is extremely important. Most of the injuries any one of us is likely to experience as we train for the ride will come from over-training. Over-training pushes our bodies beyond what they are capable of doing without adequate recovery time, to the point where tissue breaks down more rapidly than it can be repaired. Pace yourself when out on long rides; don't let yourself be goaded into riding faster than your ability. The end result of pushing too hard will be pain, overuse injury, exhaustion and lost training time. Remember, this is a tour, not a race, have some fun with this!

Stress quality and not quantity in your training. If your time is limited, you would be better served by doing hard, shorter rides that emphasize hill climbing or speed than you would be by doing a longer distance that presents no other challenge than its number of miles. Sure it sounds good to say that you did a 50-mile ride, but 25 hilly miles might prepare you better.

How to Build Endurance. The key to building endurance is to systematically increase your training base. What is the best way to do this? Plan one increasingly longer ride each week at a slow, long-distance pace. The slower pace here is important so that you don't burn or stress your body so much that it can't recover from this effort. In addition to this, do one shorter but more challenging ride on another day where hills or speed work, or the combination of the two, are stressed. On your other rides or workouts during the week, maintain a pace or intensity somewhere between these two training rides. Remember, you cannot push flat out constantly without paying for it - you'll burn out physically, mentally, or both. Make sure to stress quality and not quantity in your workouts. Consistency pays off.

Consider this: during the ride, there are only so many hours of daylight to ride your bike. Speed workouts once a week will help to increase your average speed. Aim to work up to an average speed of 10-15 miles an hour over a day's ride. You want to make sure you will be able to finish riding before the sun goes down.

We have provided you with a training calendar to suggest consistent training guidelines. Use it as it stands, or as a tool to help you develop your own training plan and rides. Remember, these training guidelines formulate an ideal plan. If you can't fit it all into your schedule, don't get so discouraged that you avoid riding altogether - just doing as much as you can will help your training quite a bit. At minimum, approach your training by working your way up to riding 80 - 100 miles in one day and being sure that you feel OK the next day to be able to ride again.

Skills and Techniques. When you are cycling a long distance in a single day, it's crucial that you conserve energy. You'll need something left in your lungs and legs for those last few miles. If you push flat out from the start you'll exhaust yourself. For those of you just starting out, we recommend that your first couple of rides should be used to familiarize yourself and become comfortable with your bike and how it works. Taking the time to be comfortable on your bike will lead to increased confidence and good riding habits. Confine yourself to bike paths and lanes only, practice shifting your gears, riding a straight line, turning, climbing and descending. Once you have the basic techniques down, your road skills will develop the more you ride.

Cross-training. As you will notice, on the training calendar we have suggested that you use some days to cross train when you cannot get on your bike. Other types of aerobic conditioning can be used effectively to train for the ride. Spinning, running, swimming, hiking, aerobics, or any other activity that elevates your heart rate consistently for at least

twenty minutes per workout will improve your aerobic condition and your stamina. Stair climbing is also a good way to strengthen your legs for hill climbing, and in-line skating is an excellent cross-training activity because it uses similar muscle groups used when you cycle.

Don't forget upper body strength and your core! Strengthening your leg and buttocks muscles will increase your cycling power. Cyclists also benefit from strengthening their abdominal, back, shoulder and chest muscles as well. Strength in these body parts really pays off when hill climbing.

The importance of cross-training will vary depending on how much time you dedicate to cycling. Don't fool yourself. Cross-training should not take the place of getting out on the road and cycling – it should merely supplement your training efforts. Because of the hefty mileage on the ride, the time spent on your bicycle on the road is extremely critical for adequate preparation for the ride.

As mentioned earlier, cross training is an effective way to train if you can't cycle four times a week. It's also a good idea because it lessens overuse injuries by working other muscle groups while you increase your aerobic training base. Cross-training also lessens boredom by varying your workouts. Your body and your mind stay motivated to train as the months fly by.

Fuel Your Cycling. It is critical to make sure you are eating and drinking enough before, during and after you ride. There are an array of sports drinks and foods available on the market. These supplements are extra helpful in sustaining energy. Consider experimenting now to find ones that best suit your needs and tastes; the last thing you need on the ride is to find you've brought along three kinds of powdered drink that tastes like antacid.

Before you start buying food supplements by the case, make sure your regular diet is well-balanced. It's important that your body gets the quality fuel it needs to perform extra work. Complex carbohydrates are the best source of fuel for your muscles – pasta, beans, rice, whole grains, fruits and veggies, too.

The Bonk. The oldest advice for cyclists is still the best advice: Eat before you are hungry and drink before you are thirsty. "Bonking" occurs when you have completely depleted the glycogen store in your muscles. When this occurs, less fuel reaches your muscles and brain. You feel weak, disoriented, suffer from headaches and loss of body and bike control. This can be a very serious situation. If it happens to you, get off your bike and

start eating and drinking to replenish your fuel stores immediately. To avoid bonking, nibble food throughout your ride if you'll be cycling for 2 hours or longer.

The same holds true for adequate hydration. Never leave home without plenty of liquids. Cycling causes fluid loss through perspiration and respiration, so you must protect yourself against dehydration, a major contributor to fatigue. A good rule of thumb is to get into the habit of drinking every 15 minutes, consuming at least one 20-ounce bottle of fluid per hour.

Replenish, Replenish, Replenish. As you increase training mileage by adding longer rides, you need to eat a special way off the bike too. The reason for this is simple. Even though you are nibbling food as you pedal, a ride of two hours or more will deplete your muscle glycogen. This gives you a great opportunity to make your next ride a strong one because it opens your "glycogen window". This refers to the short period following lengthy exercise when your muscles are ready and able to be maximally refueled. To take advantage, you must eat or drink carbohydrate-rich foods during the hour following a ride. Sooner is better. After an hour, the window begins to close and you'll gain less and less benefit. If you do it right, your muscles will be topped off with glycogen, giving you the energy to feel great the following day. Keep a post-ride food stash handy (energy bars, sports drinks, fruit, bagels, etc.) or eat a carbohydrate-rich meal.

Injury Prevention. Most cycling injuries are preventable. The most common causes are:

- poor bike fit
- inadequate training and conditioning
- over-training
- insufficient rest and recovery time
- "bonking"
- poor flexibility
- exposure
- equipment failure or inadequate equipment maintenance
- inadequate nutrition

The remedies for some of these are obvious. If your bike fits you correctly and is adequately maintained, it should not contribute to injuries. Likewise, if you train wisely and consistently and don't overdo it, injuries from inadequate training or over-training can be prevented. Stretching regularly will avert injuries caused by poor flexibility.

And again, try spinning, which means keeping your revolutions per minute (RPMs) at 90-100 per minute. This will ease stress on your knee joints and allows you to pedal further, when necessary. Spinning in a low gear while climbing is a great way to conserve energy and also protects your knees over time. Don't save your gears!

Stretching. Tight muscles hurt and perform less efficiently. They are also more prone to injury. The more you strive to prevent muscle tightness, the better off you'll be. Stretching regularly before and after your training rides and workouts will help attain and maintain flexibility in your muscles and joints. This will have tremendous payoffs for you later during the ride - muscle pain, stiffness, injuries, and fatigue will all be lessened. The enclosed stretches (from Bob Anderson's stretching) can be incorporated into your weekly training schedule now. The stretches, which take about 10 minutes, should be done before and after riding.

VI. RIDING TECHNIQUES

Rules of the Road and Group Etiquette. A bicycle is considered a vehicle by law so it is of utmost importance that you obey all traffic rules of the road. You are subject to the same fines and penalties as the driver of an automobile. This includes stopping at red lights and stop signs. Any rider not obeying traffic laws or riding irresponsibly will be asked to leave the ride.

Be verbal! Cycling is a social sport and communication is extremely important. When riding in a group or with another rider, cyclists should always call and/or point out any hazardous road conditions such as potholes, sand, broken glass, metal grates, etc. Signal your fellow riders and call it out if you do anything to change your direction or pace (slowing down, stopping for lights, stop signs, turns, drinking water, etc.).

Shifting. The idea is to learn to shift smoothly, matching the shifting of your gears with the cadence of your pedal strokes. The goal will be to keep shifting your gears so that you can keep your feet turning the pedals from 70 to 100 revolutions per minute. The 'ultimate' is to maintain 90 rpm on almost any terrain (with the exception of long steeper climbs). Riders are known to 'save' a gear on a climb for an emergency. All of the gears on your bike are meant to be used, not saved.

When shifting to a harder gear to get more resistance, keep pedaling smoothly so as not to grind metal or drop your chain. Use the harder gears mostly for flats and descents. If you need or want to stand on your bike, try shifting one or two times to a harder gear to give you more resistance. You will need this resistance to support your weight when you stand.

Pedaling on the Flats. While on the flats, scan at least 20 feet or so in front of you. This requires concentration. Looking ahead will help you maintain on a straight line, avoid hazardous conditions, and allow you to enjoy the scenery! Pedals should be either clipless (where the shoe has a cleat which clips right onto the pedal), or have toe clips. A cyclist loses at least 30 – 40% of his or her power by using a regular pedal.

Climbing. Always anticipate the climb. Shift into an easier gear BEFORE you have to. Position your body toward the back of the saddle to allow for the fullest extension of your legs and place your hands on top of the handlebar for greater leverage. Pull gently on the handlebars, but keep your arms, shoulders, and upper body as relaxed as possible.

The most efficient way to climb is to stay seated and spin your legs, however, on a longer, steeper climb it is very beneficial to alter your position from time to time by standing, with your bottom out of the saddle.

Descents. The descent can be ridden with hands placed either on the brake hoods or the drop part of the handlebar. By staying more upright on the brake hoods, your body will naturally slow you down as it adds resistance to the wind. Apply both front and rear brakes (at the same time) intermittently to slow yourself down.

Before entering a turn, keep your eyes up and visualize your route and go easy into the turn. Anticipate your speed in the turn by braking BEFORE entering the curve. Try to brake as little as possible while in the curve. Be aware of sand or debris on the road in the turns. If you end up on loose sand or debris DO NOT brake hard as this could cause you to lose control of your bike.

As you practice these techniques and tips and start thinking about the challenge ahead, let one thought rise above the rest - we are all on this ride together. This is an epic cycling experience that is meant to be shared with the communities we ride through and with your fellow tour participants and volunteers, all in the name of finding a cure for arthritis. The CCC can be a life changing event and we are thrilled that you are part of this journey. We salute you!