



Canadian Bible Society
The Word. For Life.



 **BikeforBibles**

riding manual



“THROUGH OUR SPOKES,
GOD SPEAKS!”

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WELCOME

We are happy you have decided to take part in Bike for Bibles this year. During your trip you will have the opportunity to meet some incredible people and develop new friendships.

During your ride, there will be times when you are on an amazing “high” and other times you may wonder why you ever decided to take up and pursue cycling. This adventure will provide opportunity to give of yourself and encourage others and times when you may need encouragement yourself. Our hope is that you find this experience exciting and profitable to your spiritual and physical growth.

Long distance riding requires serious preparation, not only for your sake but for the sake of the other members of the team. Riding 5 or 10 kilometres a day to or from work or school is not sufficient. One of the goals of this logbook is to provide you with suggestions for monitoring your training as you gradually build up your stamina.

We hope that you will find the exercise and riding suggestions helpful as you train for Bike for Bibles. Keep in mind that training may not always be fun, but remember that you are a part of a special group working to bring God’s Word to all parts of the world. So keep pedalling and have fun!

The Bike for Bibles Steering Committee

BIKE FOR BIBLES HISTORY

In 1984, Australian businessman Bob Forrest was invited by his son and his friend to drive a support car for them as they rode from Sydney to Melbourne. It occurred to Bob that something like this could be used as a fundraising project. He phoned the Bible Society office and found out about a project involving literacy development in India which needed \$2,000. Bob, who hadn’t ridden a bicycle in 35 years, decided he would rather cycle than sit in the car. He found someone else to do that. The three riders succeeded in their trip and in raising the necessary funds.



Bob Forrest (left) pictured here with the founders of Bike for Bibles in Australia.

Word spread and the following year six riders raised \$10,000. In 1986, 42 cyclists rode 2,700 kilometres from Adelaide to Brisbane and raised \$55,000. Bike for Bibles was born. The wheels kept on turning; in 1989, 560 cyclists raised \$565,000 for Bible distribution in Africa.

In 1991, Bob Forrest was travelling through Canada when he was introduced to Darrell Young, Minister of Youth at First Alliance Church in Calgary. Darrell was just about to do a solo ride from Calgary to the Okanagan Valley in British Columbia. Bob introduced Darrell to



Martyn Thomas, Secretary for the Southern Alberta District of the Canadian Bible Society. Darrell was not able to arrange his trip as a fund-raiser but had plenty of time out on the highway to imagine what a future Bike for Bibles Canada ride would be like. When Darrell was back in Calgary, he and Martyn began working together, planning and pulling people into a steering committee.

The first ride took place on August 11th – 20th 1992. The trip began in Revelstoke and ended at Golden, BC. On the way, the team visited Nakusp, Kaslo, Creston, Cranbrook, Kimberley and Invermere. A day of white-water rafting on the Kicking Horse River was thrown in for more excitement.

Our Canadian cyclists experienced the privilege of having Bob Forrest come, along with three other cyclists, one roadie and two film crew members from the Land Down Under. In all, the team was able to raise over \$17,000 for Bible distribution in Russia and the Ukraine.

Bike for Bibles Canada has a short past - will YOU be part of its future?

PURPOSE OF BIKE FOR BIBLES

The Apostle Paul told the Romans: ***“Faith come from hearing the message, and the message is heard through the Word of Christ.”*** (Romans 10:17 NIV). He is making the point that if someone does not share the Good News of the gospel, people will not hear it and therefore will not be saved.

It is critical that the Bike for Bibles team remember the main focus of the rides. It is not to take part in great cycle tours (although we’ve got to those); it’s not to meet some awesome people (although that happens); and it’s not even to share testimonies in churches along the way (and we do that too). The main focus of our efforts is to make God’s Word available and accessible in all parts of the world in every language.

Every kilometre travelled and every hill conquered means more dollars raised needed to translate and distribute the Bible to those who are in need. Most of us likely have several Bibles that are rarely touched, while millions around the world pay a great price for just ONE PAGE of God’s Word. Let’s let God’s love for people be our primary motivation to Bike for Bibles. **THROUGH OUR SPOKES, GOD SPEAKS!!!**



FUNDRAISING IDEAS

Bike for Bibles is a fundraising project. The money raised will be used to provide Bibles to the people of the world in their own language. Since it is a fundraising project, one of the responsibilities of the cyclists is to raise \$1,000 per week of the cycling tour. (i.e. if the tour is 3 weeks long, \$3,000 is to be raised per rider).

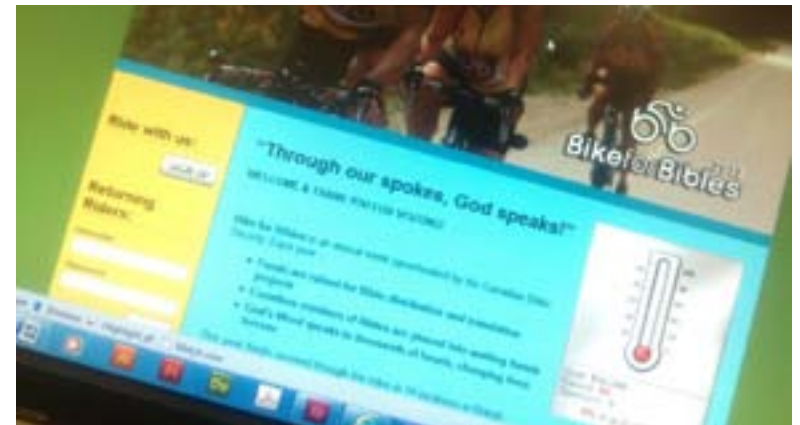
You may be thinking “How in the world will I ever raise \$1,000?” Goal setting, work and prayer on your part, you will reach \$1,000 per week of the tour. This section will give you a few tips that you may find useful. If you have difficulty, you may contact the Canadian Bible Society for assistance.

SO HOW DO I RAISE \$1,000?

1. Write letters to family, friends, neighbours, etc., briefly describing the trip, why you want to be part of it and exactly what the project is raising money for. On the same sheet as the letter, include a cut off portion for marking off the amount sponsored. A separate pledge card could also be used. It is highly recommended to send a self-addressed envelope with the letter (a sample letter is available on request). A follow up letter after the ride is crucial to let people know how it all went.
2. Show the Bike for Bibles video and/or slides to small groups and make a sponsor sign

up sheet or pledge cards available. Videos and slides are available at the Bible Society upon request.

3. Use the personal touch by approaching friends to collect sponsors.
4. Organize a Bike for Bibles service at your church to make people aware of what you are doing and provide information as to how they can support your ride.
5. Use social media tools such as the Facebook and Twitter to promote your ride. The Canadian Bible Society also offers an online tool that allows you to create your fundraising page and ask friends for support through e-mail and posts on social media pages.



NOTE:

Sponsor sheets can be used to keep a master list of each sponsor address, amounts and whether the money has been collected after the ride. They are also useful in person to person sponsorship collection. A sample sponsor sheet is attached at the back of this booklet.



TIPS REGARDING PLEDGES

1. Pledges for “\$ per kilometre” are ideal because each kilometre becomes more meaningful and “going the distance” is important. Some however, will want to give a lump sum amount and provision should be made for that option on the pledge card.
2. Cheques are payable to The Canadian Bible Society.
3. A tax-deductible receipt will be issued for donations.
4. Some sponsors will want to give you the money right away; others will pay after the ride is completed.
5. After the completion of the ride, all pledged donations should be gathered as soon as possible to facilitate the Canadian Bible Society’s actual donation to the project supported. A follow-up letter, phone call or personal contact all can be used to collect donations. However, if you feel uncomfortable approaching people in this way, you can provide a list of names, addresses and phone numbers for your sponsors to the Canadian Bible Society and they will handle the collection of funds.

If you wish, you can write down your own plan of action at the back of this booklet. If you have other ideas, feel free to share them with others who are struggling to raise their fundraising goal.

PRINCIPLES OF TRAINING

This section will provide some tips to consider when you’re training for Bike for Bibles. The information has been adapted from the log book used in Australia when their riders are getting ready for Bike for Bibles. Some of you will use it as it is, while others will find it inadequate due to extensive riding experience and current training schedules.

BECAUSE YOUR AVERAGE TOURING SPEED SHOULD BE BETWEEN 23 AND 25K/HR, YOU WILL NEED TO BE ABLE TO RIDE 48K’s IN 2 HOURS.

IMPORTANT TIPS TO REMEMBER

1. Do not neglect your warm-up exercises.
2. Do not overlook the possibility of a vitamin supplement.
3. Try to eat a balanced diet.
4. Take food and plenty of water with you when you ride.
5. If possible, train with a friend – it’s more beneficial for both of you.
6. Learn to use your gears.
7. Do not push too hard – you’ll hurt yourself.



8. Consult your doctor if you develop nagging pain in your knees, back, etc.
9. **YOUR CYCLING HELMET IS A MUST!! WEAR IT FAITHFULLY!!**
10. Cycling can be great fun, so learn to enjoy yourself.

CONSISTENCY

The only way to succeed at anything is to work at it. If you do not train for 3 days, you are going backwards. Some days you may not have the time to do 30 or 40K's due to work or study. In situations like this, try to do 10Ks.

BASE RIDE

To improve, you need to do at least one long ride of 70-100Ks per week. The rest of your week's training is done to consolidate what you gained from your base ride. This is why CONSISTENCY is the key to your success.

OVERALL DISTANCE

Set a goal to aim for. Build up to 200Ks per week and keep track of distances, time, etc. (see Build Up Programs on page 16). This will help to encourage you as you train. Due to work and study commitments you will need a flexible program. Aim at 4 rides of 25 – 40 Ks, and one ride of 70 – 80Ks to make 200Ks total.

LEG SPEED VS ACTUAL SPEED

For comfortable long distance riding, you need a smooth rhythmic leg speed of approximately 90 r.p.m. To figure out your r.p.m. (pedal revolutions per minute), count the number of times your right foot reaches the bottom of the pedal stroke in 15 seconds, then multiply by four. A low r.p.m. and the use of big gears at a low speed can create knee problems and strain on tight muscles. Avoid bouncing on your seat when you pedal as it will make you sore where you least want it.

WORK ON THOSE HILLS!

Find a long climb and consistently ride it. This will build up your stamina that will be needed when we ride through the mountains, and when we ride past the 100k-mark on the tour.



STRETCHING

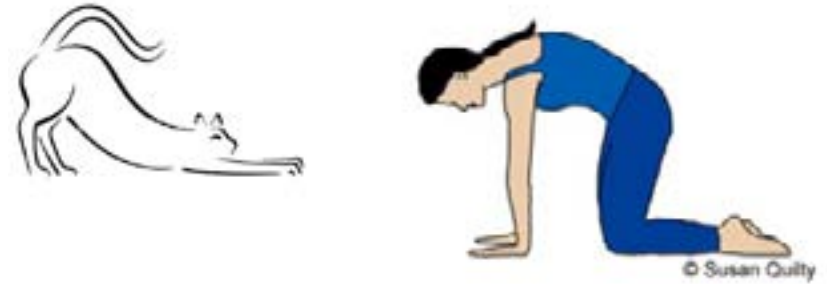
WHY STRETCH?

1. Improves muscle and joint flexibility.
2. Strong, stretched muscles resist stress better and therefore helps prevent injury.
3. Improves bio-mechanical efficiency (i.e., a flexible muscle tendon initiates a complete and strong action).
4. Decreases muscle tightness and soreness after exercise.
5. Stretching raises the muscle temperature.
6. Warming up and stretching increases circulation to the muscle and prepares it for activity.

WHEN TO STRETCH

You should stretch prior to and immediately following periods of activity. It is important to stretch **WARM** muscles. Warm muscles stretch more efficiently than cold muscles and therefore muscle strain or tearing can be avoided. Ten minutes of slow rhythmic activity (i.e., a light jog or easy cycle) will warm muscles enough to prevent injury when you do your pre-exercise stretching.

“STRETCH LIKE A CAT”



HOW TO STRETCH

1. Easy Stretch – Slowly move into the stretched position for a particular muscle group. **DO NOT HOLD YOUR BREATH!** Breathing should be regular and relaxed. You should feel mild tension **NOT** pain. Hold the stretch for 10-30 seconds. The tension should lessen during the period. If it doesn't, ease off slightly. **Results:** Reduced muscle tightness and increased readiness for development stretches.
2. Development Stretch - Move slightly further than the position attained previously. Hold 10 – 30 seconds. **Results:** Fine tunes the muscles and increases flexibility.

NOTES:

1. Avoid fast, bouncy stretches, as these movements actually cause the “stretch reflex” to act in order to protect fibres from over-stretching and injury. This method would cause muscles to tighten, not stretch.
2. Remember, pain during stretching usually means you are causing physical injury to the fibres.

Injury = Scar Formation = Loss of Elasticity.



SUGGESTED TRAINING PROGRAMS

Start building up your muscles and your stamina by doing weekly riding exercises. Use the Build Up Program chart below for your guide:

DATE	WEEK	LONGEST WEEKLY RIDE	OTHER WEEKLY RIDE	TOTAL DISTANCE
	1	25	15-10	60
	2	30	20-15	65
	3	35	25-20	80
	4	40	30-25	95
	5	45	35-30	110
	6	50	40-35	125
	7	55	45-40	140
	8	60	35-30-30	155
	9	65	40-35-30	170
	10	70	40-40-35	185

NOTE:

No distance is increased by more than 5kms at a time. If you increase distance too fast, you may suffer knee and back problems.

Remember:

CONSISTENCY IN THE KEY TO SUCCESS!

The main ride is important. The rest of the week's total may be made up any way you can (but not with just one other ride). Several shorter rides are O.K.

DATE	WEEK	LONGEST WEEKLY RIDE	OTHER WEEKLY RIDE	TOTAL DISTANCE
	1	70	40-30-30-30	200
	2	75	40-30-30-25	200
	3	80	40-30-25-25	200
	4	85	40-25-25-25	200
	5	90	40-40-30-25	225
	6	90	40-35-30-25	225
	7	100	50-40-35-35	250
	8	100	50-40-35-25	250
	9	100	70-60-35-35	300
	10	100	70-60-35-35	300



BASICS OF RIDING IN A GROUP

1. Variation of Pace.
2. Distance between riders.
3. Use of brakes.
4. Making room for riders in trouble.
5. Checking on the rider behind you before changing course.

VARIATION OF PACE

If a gap of several bike lengths open up, do not sprint quickly to bridge the gap (it is only in cycle racing you would do this). Your job is to look after the rider behind you. If they are weaker than you, they will lose the shelter you provide and have to work harder to keep up. If they are a stronger rider and sprint with you, when you have to brake to avoid running into the rider you catch, they may not react as quickly and run into your back wheel (which may cost you a new derailleur). **Gradual** increases and decreases in pace are the way to go – both for comfort and safety.

DISTANCE BETWEEN RIDERS

This will vary according to conditions. On rough roads, 4 to 5 bike lengths give you space to go from side to side to pick the best path, and be able to brake



hard without danger to other riders. Starting out slowly in the morning, extra distance between riders is safer (one full bike length minimum). When you have settled into a rhythm, half a bike length is O.K. Just remember that if you are up near the front and have to brake suddenly, the effect it produces is magnified as it travels down the group. It could cause a rider about 10 behind you to crash. Give yourself more room on downhills, roadworks, and wet roads.

USE OF BRAKES

If you get the first two points right, this will not be a problem. With a controlled pace and adequate gap between riders, only **gentle** braking should be necessary. If you find yourself in a situation where you must brake suddenly, try to move **outside** the rider in front (without swerving into the middle of the road.). This will allow the rider behind you to move into **your** position while braking a littler easier.



When riding in wet, it is a good practice to gently use your brakes now and again to drain off excess water. However, do not do this while another is behind you. Pull out on one side – brake – then regain your position.

MAKING ROOM FOR RIDERS IN TROUBLE

In point 3, the rider who would be in trouble is the one straight behind you. By moving to the side, then braking, you give him room to move. Another instance is when a rider moves into loose gravel off the edge of the road. **Move out** to allow him/her to come more directly back on to a good surface. If you try to move out of loose surface onto the broken edge of a good surface, you risk two things:

- a) Skidding and going down
- b) Rupturing the side wall of your tire

CHECKING THE RIDER BEHIND BEFORE CHANGING THE COURSE

If you decide to pull out, make sure you look **under** your arm to be sure that the rider behind you is not overlapping your back tire before you pull out. If you wish to pass someone, **pass only on the left hand side** of the rider. Be sure you look to see that there is not overlapping your back tire before you pass. In addition, give the person you are passing some warning (i.e., “Passing on your left”).

GENERAL INFORMATION

PUNCTURES

When you mend a puncture, rub some talcum powder over the patched area. This will prevent the tube from sticking to the inside of the tire.

CHAFING

Many cyclists do not wear underwear under their riding shorts because this often causes chafing. If you have chafing problems, rub Vaseline to the problem areas before riding. After showering and thoroughly drying, use Isoprophyl Rubbing Alcohol to protect against infection and to harden the skin. Applying aloe vera gel to the chafed area will also help to quickly heal the area but will not harden the skin the same way that alcohol does.

WATER

Man is a creature for whom thirst is not an accurate indicator of fluid needs. **By the time you feel thirsty, you are already partly dehydrated.** The effects of dehydration are debilitating and extremely dangerous, so it is critical to prevent this from occurring. The correct way to replace water loss and maintain normal body temperature is to drink enough fluid to replace the amount lost.

A good way to ensure that you get enough water during your ride is to take a drink about every 10



minutes, whether you're thirsty or not. If you have a watch with a timer, it's a good idea to set it to beep every 10 minutes. On roadside breaks **drink water or juice** and don't forget to **refill** your water bottles!

BREATHING

Do not hold your breath while you exercise!

Sometimes when people are concentrating on the task at hand, they inadvertently hold their breath. To increase the oxygen levels in the bloodstream, practice the art of deep systematic breathing way down in the diaphragm region. This will reduce the problems of weariness and discomfort over long journeys. As one cyclist put it: "Pretend you're a steam engine!"

AVOIDING ACHES AND PAINS

Frequently change the position of your hands on the handle bars to prevent soreness and numbness. Frequently rise off your seat for a few seconds to give your backside a rest, particularly on long flat rides. Don't forget to warm up and stretch before you ride and cool down and stretch after your ride.

AVOIDING INJURIES

Avoid injuries by having someone properly position you on your bike (i.e., right seat height, handlebar extension, etc.). Do not undertake long or hard rides until you have built a good base of fitness; do not ride big gears up hills; and most importantly, undertake everything you do on your bike **gradually**.

SUCCESSFULLY COMPLETING A BIKE FOR BIBLES RIDE

The trick to successfully undertaking long rides is to start **gradually**! You should aim to reach the halfway mark of your ride each day fresh and with energy to spare. This means taking it very easy for 3/4 each day's ride. Unless you are superman or "cheat" by drafting behind other riders, save your energy for the last part of the ride. It is better to ride the last kilometre of a day's ride with energy to spare than with your eyeballs bouncing off the handlebars and your tongue dragging on the ground.

The other trick is to build a large training mileage bank account that you can draw on during your Bike for Bibles ride. The more training you do, the larger your mileage bank account will be and hence the larger your reserves will be at the end of each day.

RELAX AND ENJOY YOURSELF!

Get this idea firmly planted in your mind: You do not PUSH a bicycle. You PEDAL it. Your feet do not go up and down but around and around. So the advice is relevant. YOU will relax and enjoy your cycling more if you learn the art of SPINNING instead of pushing.

Let's go for it! Relaxing and enjoying each other's company as we cycle to bring God's Word to those who do not have it!

THROUGH OUR SPOKES, GOD SPEAKS!





Bike for Bibles 2012

SPONSOR SHEET (Page __ of __)

Participant: _____

Ride Location: _____

Phone No.: _____

Date: _____

Scriptures for First Nation Languages

My Goal to raise is: \$ _____

NAME	ADDRESS	CITY	POSTAL CODE	PHONE #	EMAIL	AMT	PAID	RECEIPT NOW?*
<h1>SAMPLE ONLY</h1>								

Call your District Coordinator to request for your Sponsorship Sheet.

Sponsorship Sheets are also available in pdf format when you register at www.biblesociety.ca/bike_for_bibles.



PLAN OF ACTION

IMPORTANT LINKS

Here are links to site pages that you might find useful as you prepare for your ride:



Join our Bike for Bibles Facebook page at:
www.facebook.com/bike4bibles

CANADIAN BIBLE SOCIETY ON FACEBOOK
www.facebook.com/canadianbiblesociety

BIKE FOR BIBLES INFO PAGE:
www.biblesociety.ca/bike_for_bibles

RIDE SCHEDULE
www.biblesociety.ca/bike_for_bibles#schedule



CBS ON YOUTUBE
www.youtube.com/BibleSocietyVideos





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