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SINGAPORE

TRAINING GUIDE - CYCLING

To Santa

**CYCLE FURTHER,
FASTER & MORE
EFFICIENTLY**

Written by Dave Lee, Physiotherapist & Triathlete





1. SMOOTH CORNERS

Make sure you slow down before you turn - be careful not to brake while turning as you will lose traction and run the risk of crashing. Also, make sure your tires have a good connection with the ground, and remain steady by pushing your outside foot down on the pedal.

2. HAND POSITIONS

Switching hand positions every so often is recommended as it prevents your back and neck from getting stiff, and helps you generate more power in certain situations.

- Tops - when going uphill so you can open up your lungs and sit back on the saddle.
- Hoods (most common) - for standing and cycling on flat roads and rolling hills. Here you have easy access to the breaks and decent control.
- Drops (lowest part of curved handlebars) - for sprinting, going downhill, and situations when you want to establish a more aerodynamic position.

3. DRAFTING

Riding directly behind someone can help create a slip-stream effect, which makes cycling a lot easier! On average, you can save around 35% of total energy expenditure, compared to riding the same speed alone or at the front. But it can be a difficult skill to master. To get comfortable with riding closely behind another cyclist, you will need to practice with cyclists you trust. At the start, try to stay about 1 bike's length behind the rider in front, then gradually decrease the distance to about the width of a wheel when you become more confident.

Pay attention to the wind too - if the wind is coming from your right, aim to stay slightly to the left of the bike in front. This is safer and a lot easier! Finally, avoid staring at the wheel in front of you - try to look around the person in front of you, so you have a clear view of what's coming up.

We recommend you do not try drafting during the challenge unless you are an experienced cyclist.



4. CADENCE (PEDALLING RATE)

If you have a cycling computer that tracks cadence, check it while you're cycling so you can see what rate you are spinning at. If you don't have one, you can use a timer for 1 minute and try to count the rotations per minute (rpm) that you're pedalling.

Getting comfortable with the right cadence is important, as it will improve your ability to cycle over long distances. Try to maintain a cadence of around 85 to 95 rpm - anything over 100 is impressive! However, every person is different and you should experiment with a variety of cadences during training to find the one that's right for you.

If the cadence is too high with too little resistance you may find yourself bouncing on the saddle. Drop to a heavier gear if this is the case.

5. HILLS

One of the common mistakes new cyclists make is waiting too long to shift to an easier gear when approaching a climb. To keep more speed and forward momentum, shift early before the hill starts!

You should aim to cycle up a hill with a cadence of around 70rpm. Make sure you remain in the saddle and keep your arms relaxed. Don't pull on the handlebars, pedal in smooth circles, and try to fight the tendency to keep shifting gears as the hill steepens as you will find yourself losing momentum.

6. BIKE SAFETY

- Wear a helmet and wear bright, highly visible clothing
- Ride with the direction of traffic, not against it.
- Make sure you follow the traffic rules and patterns, and stay alert to changes in your surroundings.
- Communicate your intentions to drivers and other cyclists as much as possible, and try to make eye contact with drivers.
- If you are riding in a group, learn the appropriate hand signals to communicate with one another regarding traffic lights and potholes.
- Wear a headlamp and a rear light when riding at night

For more safety tips, check out [**Sport Singapore's Safe Cycling Guide.**](#)