

Training Guide



BELLRINGER

Georgetown University
Lombardi Comprehensive Cancer Center

Academic Health System Partner:



MedStar Health

GEAR UP: END CANCER

OCTOBER 25, 2025 | [BELLRINGER.ORG](https://bellringer.org)

Preparing for the Ride

No matter your cycling experience, it's important to train and prepare your body for BellRinger. Getting comfortable on your bike, building up your mileage, taking measures to prevent injury, and practicing riding in a group, are all important components of your readiness for the Ride. Review this toolkit, created in partnership with MedStar Health, for ideas on preparation and training, and as always, please reach out to the BellRinger team with any questions you have.



BellRinger is offering regular training rides in the lead up to BellRinger Weekend to help jump start your training.

Learn more about these rides at BellRinger.org/training

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Choose your route



MILES



MILES



MILES



MILES

BellRinger Riders can choose from four route options in 2025: 25 miles, 50 miles, 62 miles, and 100 miles. The route you choose influences your training regimen over the course of the summer and fall. When you select your route, consider several factors, including your experience level, the difficulty of the course, and climate.

You can change your route selection on your BellRinger Rider dashboard up until September 25, 2025. After that point, you'll only be able to increase your route distance.

If on Ride Day you choose to ride a shorter distance than the distance you are registered for, you will still be required to meet the fundraising commitment of the distance indicated on your registration. Feel free to contact the BellRinger team if you have any questions.



Before you Hit the Road

Before you begin your training for BellRinger, we recommend you do the following:

Check In with your Doctor

Before you start any physical training program, it's a good idea to get checked by your primary care doctor to make sure you're ready to ride.

Tune Up your Bike

Take your bike to a shop for a tune-up to ensure it's working properly. Between training and the ride itself, you will spend many hours on your bike.

Adjust your Bike Fit

Bike fit is key and will impact your comfort, speed, and efficiency as you ride. Consider investing in a professional bike fitting. A bike fit professional will review the contact points between the bike and your body—seat height and width, handlebar position, and cleat setup. A professional fitting can help you avoid injury and fatigue on your bike.

Plan your Training

Your training plan depends on the route you choose. Some cyclists use formal training plans, while others prefer to take it day-by-day. Riders who choose the longer route options will likely benefit from a more structured training regimen.

Select your Training Tools

A variety of tools are available to help you track your progress as you get ready for BellRinger Weekend. There are many popular apps, including Strava, MapMyRide, and RideWithGPS, that monitor distance and performance. You can also invest in a bike computer and other wearables that will provide additional real-time training data.



Recommended gear for your Ride:

- Helmet (required)
- Tuned-up bike with hand pump and/or two CO₂ cartridges and nozzle
- Saddle bag with tire levers, patch kit, spare inner tube, and multi-tool
- Cycling shoes, shorts, jersey, socks, and gloves
- Two water bottles
- Sunglasses
- Sunscreen and lip balm
- ID, money/credit card, and health insurance card



Physical Activity Readiness Questionnaire

Before getting out on your bike for a long ride, it's important to listen to your body and understand what you are ready for. One easy way to help determine your readiness is to use a screening tool called PAR-Q. The PAR-Q screen is a Physical Activity Readiness Questionnaire. It may help you identify if you need to see a physician prior to a longer exercise event.

Included below are questions from the PAR-Q screen. Please take a moment to read through them. If you answer yes to any of these questions, please consider seeing your health care provider prior to training. [MedStar Health's](#) sports cardiologist team is available if you need a consultation.

- **Has your doctor ever shared that you have a heart condition and that you should only do physical activity recommended by a doctor?**
- **Do you feel pain in your chest when you do physical activity?**
- **In the past month, have you had chest pain when you were not doing physical activity?**
- **Do you lose your balance because of dizziness, or do you ever lose consciousness?**
- **Do you have a bone or joint problem that could be made worse by a change in your physical activity?**
- **Is your doctor currently prescribing drugs (for example, water pills) for your blood pressure or heart condition?**
- **Do you know of any other reason why you should not do physical activity?**

Bike selection and bike fitting tips

25-mile route

Nearly any type of bike will get you to the 25-mile finish, so it's most important to have a comfortable and safe bike. Riders are less likely to have mechanical issues for the shorter distances, but having a tune-up ahead of BellRinger Weekend is highly recommended. Many Riders overlook having a bike that is set up well for their body, so we recommend stopping by a local bike shop to ensure it's fitted to you, correctly. 25-mile Riders should expect to be on the route anywhere from 2-3 hours, depending on skill level and rest time.

50 and 62-mile routes

As your duration and distance lengthen, you should be more attentive to your equipment's performance. You don't need a pro-level bike to enjoy your ride, however, a road bike will be lighter weight and more efficient than a hybrid or comfort bike. We recommend getting accustomed to the bike and how it will impact your body position, as it is in a more aggressive position than your everyday ride. You should expect to be riding for 3-7 hours, and you'll want to ensure you have stretched and prepared your body for the ride. Shoulder, back, hand, and neck discomfort can be common if not prepared.

Clipless cycling pedals/shoes are recommended for the 50, 62, and 100-mile distances. They improve efficiency and comfort significantly. They do require some skill and technique, so make sure that you practice ahead of the ride and are comfortable getting clipped in and out quickly.

100-mile route

Investing in a road bike might be worth your while for the 100-mile route. A road bike is typically lighter in weight and will help with the training requirements necessary to complete this distance. You will need quite a bit of training ahead of time to comfortably complete 100 miles. The 100-mile route has considerable elevation changes between miles 60 and 90, so we recommend specifically incorporating hill training into your regimen for this route. 100-mile Riders can expect to be riding anywhere from 6 to 8 hours, depending on skill level and rest time.

It may be beneficial to get properly fitted by a professional to maximize your efficiency on each ride. If you are having pain while training, you may want to consult a bike fit physical therapist.



General safety guidelines

BellRinger is conducted on open roads and motor vehicle traffic will be present. Be aware of what's going on around you at all times. While BellRinger has taken necessary steps to have law enforcement present and clearly mark roads so vehicles are aware of cyclists, it is your responsibility as a Rider to watch out for traffic and other Riders. When you registered for BellRinger, you agreed to abide by the following rules of the road:

- BellRinger is a ride, not a race
- Helmets must be worn at all times while riding
- Obey all traffic signs and signals at all times
- Ride single file and as far to the right of the road as is safely possible, except to pass
- Pass on the left side only
- The use of mobile phones and headphones is strictly prohibited while riding
- Ride defensively in consideration of your fellow Riders
- Communicate your movements and intentions with fellow Riders using appropriate terms
- Make left turns from the center of the road or left turn lane
- Cross railroad tracks at right angles
- Do not cross the yellow centerline at any time, regardless of passing zones
- When approaching intersections that require vehicles to yield or stop, each cyclist is responsible for verifying that the intersection is clear before proceeding into the intersection
- Ride in control of your bike at all times, including being able to stop within a reasonable distance
- Be predictable so that Riders behind you have fair warning of your actions
- When you stop, move well off the road, so you don't interfere with traffic
- When you embark after stopping, yield to oncoming traffic before proceeding into the road
- Obey instructions from all law enforcement personnel
- Obey instructions from the BellRinger team, road crew, and volunteers

Tips for Safe Group Riding

Use signals

Use hand and verbal signals to communicate with fellow cyclists and with other traffic. Hand signals for turning and stopping are as follows:

Left Turn: Left arm straight out to the side.

Slow or Stopping: Left arm out and down with your palm to the rear.

Right Turn: Right arm out to the side.

Give warnings

Warn cyclists behind you well in advance of changes in your direction or speed. To notify the group of a change in path, the lead Rider should call out “left turn” or “right turn” in addition to giving a hand signal.

Change positions carefully

Generally, slower traffic should stay right to enable all passing to happen on their left. Say “on your left” to warn the cyclist(s) ahead of you that you are passing. If you need to pass someone on the right, say “on your right” clearly, as this is an unusual maneuver.

Watch for traffic coming from the rear

Because those in front cannot see traffic approaching from the rear, it is the responsibility of the Riders in back to inform the others by saying “car back” when rounding curves on narrow roads, or when riding double. It is also helpful to warn of traffic approaching from the front with “car up.”

Announce hazards

When riding in a group, most cyclists do not have a good view of the road surface ahead, so it is important to announce holes, glass, sand, grates, and other hazards. The leader should indicate hazards by pointing down to the left or right and shouting “hole” or “bump” to alert cyclists behind them.



Watch out at intersections

When approaching intersections that require vehicles to yield or stop, the lead rider will say “slowing” or “stopping” to alert those behind to the change in speed. When passing through an intersection, some cyclists say “clear” if there is no cross traffic. Note that each cyclist is still responsible for verifying that the way is indeed clear.

Leave a gap for cars

When riding up hills or on narrow roads where you are impeding faster traffic, leave a gap for cars between every three or four bikes. This way, a motorist can take advantage of shorter passing intervals and eventually move around the entire group.

Move off the road when you stop

Whether you are stopping because of mechanical problems or to regroup with your companions, move off the road, so you don’t interfere with traffic. When you start up again, each cyclist should look for and yield to traffic.

Ride one or two across

Ride single file or two abreast as appropriate to the roadway, traffic conditions, and where allowed by law. Most state vehicle codes permit narrow vehicles such as bikes and motorcycles to ride two abreast within the lane. Even where riding double is legal, courtesy dictates that you single up when cars are trying to pass you.



Train in stages

Start Slowly

Give your body time to adjust by starting your training program slowly. This may mean riding on flat terrain for only a few miles in the beginning. BellRinger is not a race, so focus on endurance over speed. While the rest stops along the route do have open and close times, we have designed the Ride to give you ample time to finish your chosen route. If you're falling behind, Ride staff will assist you in getting to the next rest stop.

On BellRinger Weekend, you'll be riding in a group, which is a different experience than riding alone. Considering joining a BellRinger training ride to get some practice riding with others.

Access the schedule at [BellRinger.org/training](https://bellringer.org/training)

Build gradually

Once you've established your baseline, gradually increase mileage. Once you build up to 15 miles, try a 20-mile ride the following week. With each subsequent ride, increase your mileage until you have reached the full distance of your BellRinger route.

Do the same with terrain. After riding on flat roads, change up your route and add hills to strengthen your muscles. Start with shorter hills and keep practicing. Pace yourself on the climbs, so you don't lose steam before you get to the top.



Hydration and nutrition

Remember to keep yourself well hydrated before, during, and after your rides, regardless of the weather. It is critically important to avoid dehydration by drinking water and sports drinks on a schedule throughout the ride. One liter per hour is a good guideline.

Do not rely on thirst. Thirst only kicks in when you are already becoming dehydrated. It is also important, however, not to rely on water alone. Over-hydration with water can result in hyponatremia, sometimes referred to as water toxicity. This is a dangerous condition that can lead to confusion, seizures, and even death. This can be avoided by consuming sports drinks that contain a mix of sodium, carbohydrates, and other electrolytes. There will be water and sports drinks available at all BellRinger rest stops.

Carbohydrate loading helps athletes participating in endurance events maximize energy storage to improve endurance and delay the onset of fatigue. Snacking on fruits that are potassium rich and pretzels that contain sodium will also help replenish nutrients the body loses during the Ride. These and similar snacks will be available at every rest stop.



Injury prevention and recognition

The key to injury prevention is training safely and slowly as outlined above. Falls and crashes are a major cause of cycling injuries, and following the rules of the road and wearing proper safety gear will help avoid unsafe situations. Likewise, a sensible training program can help prevent chronic overuse injuries that occur when athletes do too much too soon.



Some soreness is common when beginning or increasing your training program. Still, any sharp or severe pain, or any pain that does not improve quickly after a day or two, should be evaluated by your healthcare provider. If soreness is minor and does not linger the following day after training and stretching, you can continue to progress. If your soreness is increased, go back to the level of intensity from the previous pain-free session.

Major injuries will require that you take a break from training while you recover. Physical therapy will help you rehabilitate your injury and identify the cause of it. A sports physical therapist can help you create a plan to ease back into training. Even if you do not require physical therapy, you should still return to training gradually to avoid re-injury.

If you are in need of a physical therapy consultation, feel free to reach out to **MedStar Georgetown University Hospital's Physical Therapy Group** (202.444.4180) for assistance.

Training types

The training ideas below are ideas that you can use to guide your preparation for BellRinger. The options described are just suggestions to keep you active and moving, and there are many other options not listed. Please be sure to consult with your doctor and/or physical therapist prior to beginning training if you have any questions or concerns.

Hill repeats

BellRinger will have frequent hills and elevation changes, especially for the 50 mile and 100 mile rides. Hill repeat training enables you to build comfort changing your gears and build your strength to successfully conquer changes in elevation.

Find a hill nearby that you can safely ride 5 to 8 times. Begin with a 15–20 minute warm-up on a flat road nearby the hill, and then begin your hill intervals. Try to keep the speed you are pedaling your feet—your cadence—fairly consistent while you are climbing the hill. Repeat the hill 5 to 8 times and then head back out to flat roads for a cool down to end your ride.

Tempo

Tempo training is a great way to build your endurance with different stages of intensity. There's no fixed speed for tempo training. You should identify different intensity levels that work for you. Be sure to select a safe road or trail to conduct your tempo training.

Begin with a 10–15 minute warm up where you can comfortably maintain a conversation with someone who is riding beside you. As you begin the tempo portion of the workout, you can choose from the following options:

- 1 minute HIGH tempo followed by 3 minutes of recovery; repeat 6–8 times
- 2 minutes HIGH tempo followed by 2 minutes of recovery; repeat 6–8 times
- 3 minutes HIGH tempo followed by 1 minute of recovery; repeat 6–8 times

Make sure you end your ride with a 10–15 minute cool down. Tempo rides are great for weekday rides where you aren't able to spend as much time on the bike.

Strength training

Strength training is necessary to complement your on-the-bike training as you prepare for BellRinger Weekend. Strength training improves muscle power, bone density, and injury resistance, which serves cyclists well as they prepare for a long ride. You can target strength training at the three major muscle groups that each play a critical role in riding a bike: leg muscles, core muscles, and upper body muscles.

Strength training is most effective when incorporated two to three times per week within a training program. Aim to perform 3–4 sets of 6–12 repetitions for each exercise. Be sure to rest for 90 seconds to 3 minutes between exercises as strength is the priority for this training.

See below for a set of exercises you can incorporate into a strength training regimen:

Squat Pattern:

Bodyweight squat – Goblet squat – Front squat/Back squat

Hinge Pattern:

Kettlebell hip hinge to wall – Romanian Deadlift – Deadlift from risers – Deadlift from floor

Lunge Pattern:

Reverse Lunge – Split squat – Bulgarian split squats – Walking lunges

Bridge Pattern:

Bodyweight glute bridge – Weighted glute bridge – Bodyweight hip thrust – Weighted hip thrust

Horizontal Push Pattern:

Push up – Dumbbell bench press – Barbell bench press

Horizontal Pull Pattern:

Single arm dumbbell row – Seated cable row – Inverted row – Bent over barbell row

Vertical Push Pattern:

Half kneeling single arm dumbbell overhead press – Barbell shoulder press – Push press

Vertical Pull Pattern:

Lat pull down – Assisted pull up – Strict pull up – Kipping pull up

25-Mile Training Plans—12 Weeks

This plan is one example of how you might prepare for BellRinger. You can use it as a guide and modify it to fit your training needs and preferences. This training plan suggests three days on the bike, one day of strength training, one day of walking or running, and two days of rest each week. Each week, your mileage will increase, until the week leading up to the Ride to allow for rest time before BellRinger Weekend.

	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
WEEK 1	Strength Training 30 MIN	Bike 4–6 MI	Rest	Rest	Walk or Run 1 MI	Rest	Bike 6–8 MI
WEEK 2	Strength Training 30 MIN	Bike 4–6 MI	Rest	Bike 6–8 MI	Walk or Run 1 MI	Rest	Bike 8 MI
WEEK 3	Strength Training 30 MIN	Bike 6–8 MI	Rest	Bike 6–8 MI	Walk or Run 1–2 MI	Rest	Bike 8–10 MI
WEEK 4	Strength Training 30 MIN	Bike 6–8 MI	Rest	Bike 8–10 MI	Walk or Run 1–2 MI	Rest	Bike 10 MI
WEEK 5	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 8–10 MI	Walk or Run 2 MI	Rest	Bike 12 MI
WEEK 6	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 8–10 MI	Walk or Run 2 MI	Rest	Bike 15 MI
WEEK 7	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 8–10 MI	Walk or Run 2–3 MI	Rest	Bike 17 MI
WEEK 8	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 8–10 MI	Walk or Run 2–3 MI	Rest	Bike 20 MI
WEEK 9	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 8–10 MI	Walk or Run 2–3 MI	Rest	Bike 20 MI
WEEK 10	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 8–10 MI	Walk or Run 2–3 MI	Rest	Bike 23 MI
WEEK 11	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 8–10 MI	Walk or Run 2–3 MI	Rest	Bike 23 MI
WEEK 12	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 8–10 MI	Walk or Run 1–2 MI	Rest	Bike 25 MI In BellRinger

50-Mile Training Plans—12 Weeks

This plan is one example of how you might prepare for BellRinger. You can use it as a guide and modify it to fit your training needs and preferences. This training plan suggests three days on the bike, one day of strength training, one day of walking or running, and two days of rest each week. Each week, your mileage will increase, until the week leading up to the Ride to allow for rest time before BellRinger Weekend.

	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
WEEK 1	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 10–15 MI	Walk or Run 2 MI	Rest	Bike 20 MI
WEEK 2	Strength Training 30 MIN	Bike 8–10 MI	Rest	Bike 10–15 MI	Walk or Run 2–3 MI	Rest	Bike 25 MI
WEEK 3	Strength Training 30 MIN	Bike 10–15 MI	Rest	Bike 15–20 MI	Strength Training 30 MIN	Rest	Bike 30 MI
WEEK 4	Strength Training 30 MIN	Bike 10–15 MI	Rest	Bike 15–20 MI	Walk or Run 2 MI	Rest	Bike 25 MI
WEEK 5	Strength Training 30 MIN	Bike 10–15 MI	Rest	Bike 15–20 MI	Strength Training 30 MIN	Rest	Bike 30 MI
WEEK 6	Strength Training 30 MIN	Bike 10–15 MI	Rest	Bike 15–20 MI	Walk or Run 2–3 MI	Rest	Bike 35 MI
WEEK 7	Strength Training 30 MIN	Bike 15–20 MI	Rest	Bike 20–25 MI	Strength Training 30 MIN	Rest	Bike 35 MI
WEEK 8	Strength Training 30 MIN	Bike 15–20 MI	Rest	Bike 20–25 MI	Walk or Run 3–4 MI	Rest	Bike 40 MI
WEEK 9	Strength Training 30 MIN	Bike 15–20 MI	Rest	Bike 20–25 MI	Strength Training 30 MIN	Rest	Bike 40 MI
WEEK 10	Strength Training 30 MIN	Bike 15–20 MI	Rest	Bike 20–25 MI	Walk or Run 3–4 MI	Rest	Bike 45 MI
WEEK 11	Strength Training 30 MIN	Bike 15–20 MI	Rest	Bike 20–25 MI	Strength Training 30 MIN	Rest	Bike 40 MI
WEEK 12	Strength Training 30 MIN	Bike 10–15 MI	Rest	Bike 15–20 MI	Walk or Run 2–3 MI	Rest	Bike 50 MI In BellRinger

62-Mile Training Plans—12 Weeks

This plan is one example of how you might prepare for BellRinger. You can use it as a guide and modify it to fit your training needs and preferences. This training plan suggests three days on the bike, one day of strength training, one day of walking or running, and two days of rest each week. Each week, your mileage will increase, until the week leading up to the Ride to allow for rest time before BellRinger Weekend.

	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
WEEK 1	Strength Training 30 MIN	Bike 8-10 MI	Rest	Bike 10-15 MI	Walk or Run 2 MI	Rest	Bike 20 MI
WEEK 2	Strength Training 30 MIN	Bike 8-10 MI	Rest	Bike 10-15 MI	Walk or Run 2-3 MI	Rest	Bike 25 MI
WEEK 3	Strength Training 30 MIN	Bike 10-15 MI	Rest	Bike 15-20 MI	Strength Training 30 MIN	Rest	Bike 30 MI
WEEK 4	Strength Training 30 MIN	Bike 10-15 MI	Rest	Bike 15-20 MI	Walk or Run 2 MI	Rest	Bike 25 MI
WEEK 5	Strength Training 30 MIN	Bike 10-15 MI	Rest	Bike 15-20 MI	Strength Training 30 MIN	Rest	Bike 30 MI
WEEK 6	Strength Training 30 MIN	Bike 15-20 MI	Rest	Bike 20-25 MI	Walk or Run 2-3 MI	Rest	Bike 35 MI
WEEK 7	Strength Training 30 MIN	Bike (Hill Repeats) 15-20 MI	Rest	Bike 20-25 MI (TEMPO)	Strength Training 30 MIN	Rest	Bike 40 MI
WEEK 8	Strength Training 30 MIN	Bike (Hill Repeats) 15-20 MI	Rest	Bike 20-25 MI (TEMPO)	Walk or Run 3-4 MI	Rest	Bike 45 MI
WEEK 9	Strength Training 30 MIN	Bike (Hill Repeats) 15-20 MI	Rest	Bike 20-25 MI (TEMPO)	Strength Training 30 MIN	Rest	Bike 50 MI
WEEK 10	Strength Training 30 MIN	Bike (Hill Repeats) 15-20 MI	Rest	Bike 20-25 MI (TEMPO)	Walk or Run 3-4 MI	Rest	Bike 55 MI
WEEK 11	Strength Training 30 MIN	Bike (Hill Repeats) 15-20 MI	Rest	Bike 20-25 MI (TEMPO)	Strength Training 30 MIN	Rest	Bike 50 MI
WEEK 12	Strength Training 30 MIN	Bike (Hill Repeats) 10-15 MI	Rest	Bike 15-20 MI (TEMPO)	Walk or Run 2-3 MI	Rest	Bike 62 MI In BellRinger

100-Mile Training Plans—12 Weeks

This plan is one example of how you might prepare for BellRinger. You can use it as a guide and modify it to fit your training needs and preferences. This training plan suggests three days on the bike, one day of strength training, one day of walking or running, and two days of rest each week. Week 8 is a recovery week. Other than Week 8, your miles in the saddle increase each week as you build up to the week of BellRinger. Your miles then drop off during the last few days before BellRinger as you save energy for BellRinger Weekend.

	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
WEEK 1	Strength Training 30 MIN	Bike 15–20 MI	Rest	Bike 15–20 MI	Walk or Run 3 MI	Rest	Bike 30 MI
WEEK 2	Strength Training 30 MIN	Bike 15–20 MI	Rest	Bike 15–20 MI	Walk or Run 3–4 MI	Rest	Bike 40 MI
WEEK 3	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Strength Training 30 MIN	Rest	Bike 45 MI
WEEK 4	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Walk or Run 3 MI	Rest	Bike 50 MI
WEEK 5	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Strength Training 30 MIN	Rest	Bike 55 MI
WEEK 6	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Walk or Run 3–4 MI	Rest	Bike 60 MI
WEEK 7	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Strength Training 30 MIN	Rest	Bike 60 MI
WEEK 8	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Walk or Run 3 MI	Rest	Bike 70 MI
WEEK 9	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Strength Training 30 MIN	Rest	Bike 70 MI
WEEK 10	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Walk or Run 3–4 MI	Rest	Bike 80 MI
WEEK 11	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Strength Training 30 MIN	Rest	Bike 60 MI
WEEK 12	Strength Training 30 MIN	Bike (Hill Repeats) 15–20 MI	Rest	Bike (Tempo) 15–20 MI	Walk or Run 3 MI	Rest	Bike 100 MI In BellRinger