

Welcome and Contents

Welcome!

Dear Rider,

Welcome to the Fuller Center Bicycle Adventure! Since the creation of this event, we’ve learned that the Bicycle Adventure is not only a way to help those in need, but also a life-changing experience for our cyclists, as we push ourselves to reach higher in service than we thought possible.

I hope this guide will help you prepare for your time with us. Should you have any further questions, concerns, ideas, or just feel like chatting, please do not hesitate to contact us via email at bike@fullercenter.org or by calling the Fuller Center office at 229.924.2900.

See you on the road!

Courtney Fields

Bike Adventure Coordinator

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A Note on Safety

Every activity has its hazards, and cycling is no different. Our ride will spend the majority of its time on public roads with automobile traffic, so special caution will be needed throughout. One need not feel a sense of fear of cycling, however, and certain riding techniques can help to significantly lower your risk.

It is the obligation of every rider who participates to be familiar with safe cycling methods **prior** to attending any part of the Fuller Center Bicycle Adventure. Wearing a helmet is required for our trip and is the starting point of bike safety, not its end point.

A simple internet search for bicycling safety will bring a flood of worthwhile reading material on the subject to get you started. Talking with and asking for tips from other cyclists in your area or at your local bike shop can be very valuable, and of course actual time spent on your bike prior to your participation will only help you become better prepared.

I highly recommend you take a few minutes and begin reading some tips online. Here are a few sites to help get you started:

- NHTSA Basic Bicycle Safety Tips: www.youtube.com/watch?v=jdrxlPQpt4
- GCN's Helmet fitting guide: <https://www.youtube.com/watch?v=lyhyrITHDgw>
- More details on riding in traffic: www.bicyclesafe.com

Take a look at our safety pledge on page 5 as well for more details on the safety principles we will follow on the ride.



Volunteer Conduct Covenant



NAME: _____

Riders of the Fuller Center Bicycle Adventure serve as important goodwill ambassadors for the work of the Fuller Center. In order to foster positive, Christ-honoring relations amongst/within our team as well as between our team and those whom we meet, we have put together this conduct covenant. It outlines not only the behavior expected of you, but also the behavior you should expect from every other volunteer during your time with us.

During my time with The Fuller Center Bicycle Adventure, I pledge to follow and uphold the word and spirit of this covenant to the best of my ability:

- I will treat all neighbors, homeowners, partner families, volunteers, employees, visitors, hosts, and riders with respect and courtesy, seeking to be loving and just in my interpersonal relationships.
- I will follow Fuller Center safety instructions on the worksite and while riding.
- I will respect the instructions of Fuller Center staff members or other supervisors.
- I will not bring or consume alcohol on the worksite, at host sites, or while riding. I will not participate in drunkenness, use of drugs, riding under the influence of alcohol, or other illicit behavior.
- I will seek to maintain a positive attitude, giving input and constructive criticism as appropriate but minimizing complaining and eliminating whining.
- I will participate or attend designated group activities, such as group meetings, prayer before meals, chore times, time with our hosts, group presentations, group devotions, etc.
- I understand that simple meals and basic accommodations in places like churches or camping out is part of the adventure, and I will seek to make the best of every situation.
- I will seek to leave every space (church host, rest stop, etc.) as good or better than we found it.
- I will honor God and be respectful to others with the use of my mouth by eliminating out-of-place or threatening language such as crude conversations or profanity, racial slurs, and sexually explicit or suggestive conversations.
- I will respect and control my sexuality in a way consistent with a Christian ethic.
- I will attempt to "Live Simply so that others can Simply Live."
- I will encourage and be inclusive with other riders, recognizing each of us as part of one body, one team.

I have read and understand the volunteer conduct agreement and agree to abide by the letter and spirit of the agreement to the best of my ability, with God's help.

Volunteer Signature

Date

The Fuller Center Bike Adventure Safety Pledge

*The Fuller Center Bicycle Adventure is all about having fun, experiencing new things, and raising awareness and funds for the work of the Fuller Center, but most importantly it's about arriving safely to every destination. Below is a safety pledge that outlines the safe riding practices we follow during the trip. **All riders** must follow the pledge to ensure a safer ride for themselves and the rest of the group!*

1. I will always ride defensively, maintaining awareness of riders, vehicles and pedestrians near me. 2. I will use common sense and courtesy toward motorists and other cyclists while I am on my bike.
3. I will ride single file when a vehicle is approaching from behind me.
4. On the road, I will ride as far to the right as practicable, except when making a left turn, or when going straight at a right turn only lane.
5. I will be vocal in calling out potentially hazardous situations to riders around me
 - a. I will call out "Car Back" to the rider in front of me and "Car Up" to those behind me.
 - b. I will point to road hazards and/or call out to riders behind me: "Gravel," "Hole," "Tracks."
 - c. I will call out my intentions to riders immediately behind me: "Slowing," "Stopping," "Turning." I will use traffic hand signals when appropriate.
 - d. I will call out to riders I am about to pass: "On Your Left." I will never pass on the right. I will be extra cautious when passing on a bike trail. I will never pass when going around sharp turns, blind spots, and when there are oncoming cyclists.
6. I will wear a helmet *every time* I ride my bike, even for 5 feet. I pledge to replace an impactcompromised helmet, and submit to fitting adjustments made by the Trip Leader during random helmet checks. I understand that these checks are to ensure that my helmet functions properly.
7. I will ride a taillight of 30+ lumens, with a flashing mode, that securely points toward traffic behind me. I understand that I might be assigned an FCBA taillight if mine doesn't meet these standards.
8. If I stop for any reason, I will get far off to the side of the road. I will remember to call out "Stopping".
9. I will not ride my bike after dark. If I have not made it to our destination by sunset, I understand that the van will pick me up, and I will not be able to complete that day's ride.
10. I will not wear headphones while riding my bike as they block out audible cues important for safety.
11. I acknowledge that riding in pace lines or tight groups increases the likelihood of an accident, and if I choose to ride in one anyway, I will limit the size of the group to 6 as to properly share the road with vehicles and reduce the risk of a bike-to-bike accident.
12. I understand that by law my bicycle is considered a vehicle, just like a car or truck, so I will follow all the same traffic rules as those driving motorized vehicles.
13. I understand that I will be asked to ride in the van and face other repercussions if I repeatedly and/or flagrantly violate this safety pledge.
14. I understand that I will be asked to leave the ride without refund or compensation if I continue to violate this safety pledge and endanger not only my life but the lives of other riders around me.

I have read / fully understand the FCBA Safety Pledge, and agree to comply completely on this ride.

Printed Name

Signature

Date

Simple Living

"We buy things we don't need with money we don't have to impress people we don't like." –

Dave Ramsey

For morning devotions one day a few summers ago, one of our riders spoke about her realization that each cup of coffee she bought at Starbucks was \$3 less that she could have been giving to help someone in need. She decided to give up coffee and challenged the other cyclists to think about what they might be able to forego.

Her actions exemplify our commitment to the principle of Simple Living. Living simply allows us to escape unnecessary distractions so that we have the opportunity to focus on one another, the people we meet, those with whom we serve, and the work at hand. As we try to "Live Simply so that others can Simply Live," we encourage the participants to try to do without many of the luxuries in our ordinary lives that most of the world cannot enjoy.

For instance, to live simply in community we:

- shower and stay in churches and community centers
- sleep on the floors (with camping pads), couches, or cots of local churches
- reduce our time watching TV, playing video games, or using the internet
- try to "live off the land" by eating food that is donated or provided by our hosts before purchasing food
- create our own fun, rather than organizing expensive tours in the cities we visit.

Besides the philosophical reasons, there are some very practical results. Living simply causes us to be more creative than we otherwise would be, and to bond together as a group. It lowers the cost of the trip, which directly allows us to help and serve more people around the world. It moves our focus from entertaining ourselves to engaging the community and world around us.

To make the most of this special experience, we will be encouraging you to take this opportunity to challenge yourself to live more simply. Enjoy the chance to unplug from overstimulation, and dive deeper into relationship with those on the team, and the people that we meet along the way. As one of our riders says, "every day is a holiday, every meal is a feast". Realizing that we are fortunate gives us the perspective to appreciate a simple life, and find great joy in it.

"For you know the grace of our Lord Jesus Christ, that though he was rich, yet for your sakes He became poor, so that you through his poverty might become rich...Our desire is not that others might be relieved while you are hard pressed, but that there might be equality. At the present time your plenty will supply what they need, so that in turn their plenty will supply what you need." – 2 Corinthians 8:9, 13-14

"I have learned to be content whatever the circumstances. I know what it is to be in need, and I know what it is to have plenty. I have learned the secret of being content in any and every situation, whether well fed or hungry, whether living in plenty or in want. I can do everything through him who gives me strength." – Philippians 4:11-13

Training Guide

When training for an extended ride like the Fuller Center Bicycle Adventure, it's important to remember that the most challenging part of any long-distance tour is the daily repetition of riding. This is also the most important obstacle that spending time on your bike and training can help overcome. Additionally, factors such as age, previous cycling experience, and personal training condition can help or hinder one's ability to prepare for an extended ride.

However, before you get discouraged, remember that with a little work, a lot of determination, and the support of an awesome team behind you, nearly anyone can ride a bike for the distances we'll be covering this summer!

Fuller Center Bicycle Adventurers range from beginners to seasoned cyclists, young and old—you can totally do it! Here are some of our training tips to get you ready to ride safely and comfortably:

- First, if you're been away from cycling or exercise for a while, or have any health concerns we suggest that you talk about your plans with your physician before starting a training program.
- **Bike Fit:** Make sure your bike is fit well to you and the type of riding you're planning to do—a long distance supported tour. You can do your own research on proper bike fit (there's a lot of information online), or talk to a professional at your local bike shop. A professional bike fitting can be expensive, but many people find they make a big difference in their riding comfort... plus if you tell your bike shop what you're up to they may even give you a discount (it never hurts to ask)!
- **Start small:** You should start your training at a distance and speed that you're comfortable with and work up to longer rides and the minimum average speed (12 mph). You won't need to put in the sort of mileage we'll do on the trip. In fact, the only occasion most people have the time to bike 4-8 hours every day is when they're on an epic journey like the Fuller Center Bicycle Adventure, and that's ok! Some of your "training" will actually come while you're on the ride itself—after a week or two your body will begin to adapt and things will get a little easier. A good minimum goal is to complete a ride that's at least about 2/3 the length of longest ride you'll do on the trip, and log some back-to-back long rides on consecutive days to get used to spending time in the saddle.
- **Know yourself:** Keep in mind that training needs can vary greatly between individuals and can depend on a lot of factors, including age, experience and current physical fitness. We have learned that those who are older (especially if inexperienced in cycling) typically require a greater amount of training to obtain the needed level of speed and endurance. In fact some of our successful older riders have told us they logged as many as 2,000 miles in training, while other younger riders who are in good shape from other physical activity have been successful with as little 500 training miles. We generally leave it to each rider to determine for themselves whether they will be in adequate physical condition for the event, but if you have questions don't hesitate to give us a call!
- **Cross-training:** Basic cardiovascular fitness and strength is very important to the successful completion of the ride, and can be developed through many different kinds of activities (running, swimming, etc.). However, of equal importance is the ability to just be "in the saddle" for hours every day. For that reason, the focus of your training should be cycling, but if you'd like, you can add other endurance activities into your training. Exercises that strengthen core muscles like crunches, planks, or yoga can also be beneficial.
- **Indoor vs. Outdoor:** You can also incorporate some cycling indoors into your training, especially if it helps you train through cold winter months, or if you're able to fit it more easily in your schedule. You can get a training stand to ride your bike indoors which is a great way to log more time in your saddle. Some of our past riders

have also found spinning classes or training on a standard exercise bike to be beneficial. Make sure you do at least some of your training out on the open road, though! It'll help you get used to what the ride will be like, and give you an opportunity to practice some key cycling skills listed below.

- **Be consistent, but avoid overtraining:** With any training plan, consistency is the key. Create a training routine you can stick to and train regularly from week to week. Consistency also means don't make up for lost time. If you do miss a few of your planned workouts, start with your training plan again where you left off—trying to cram missed training into a shorter amount of time will put you at greater risk for injury. Similarly, try to avoid overtraining. Don't push your body to its limits with every workout, and try to finish most of them feeling like you could have done more. Be sure to take your rest days seriously as well. During rest your body adapts to training and it's when you'll experience the biggest gains in strength!
- **Don't forget the most important thing... have fun!** Try finding a group to ride with—talk to your local bike shop or search online for bike clubs or group rides. Riding with a group can make the miles fly by, help motivate you to train a little harder and more consistently, and help you learn more about some of the key cycling skills listed below. Try searching for fun new routes to ride on websites like mapmyride.com or using the google maps bike routes feature, ask your friends or family to come out and support you with snacks and encouragement on your longer rides, or sign up for an organized event for that big training ride!

A note on speed: As you've probably gathered, we require that riders be able to keep a minimum average speed of 12mph on the summer adventure. We believe that, with training, this speed should be an accessible goal for beginning riders.

On the other end of the spectrum, we do not set an absolute maximum speed. However, it's important to us that this ride is accessible for cyclists of a range of abilities, and this means we have to look out especially for the beginners. For those more experienced cyclists who can keep a higher pace, you will be expected to stay within at most 20 miles of the back of the pack to ensure that our rest stop system works for everyone. This may mean decreasing your pace a little or spending more time at rest stops. Remember that the Fuller Center Bicycle Adventure is not a race, but an invitation for all who have the drive and courage to be involved in our mission to end poverty housing... and know that your skills and expertise will be an incredible asset to the team!

Training Plans

For riders who are just beginning to get into cycling, here are a couple helpful links to get you started!

[Beginner Cyclists: Tips and advice to get you off to the best start](#)

[How to Fix the Most Common Causes of Cycling Knee Pain](#)

Past riders have prepared for this adventure in so many different ways! Some follow a very strict training plan while others just start biking when they have time. Again, this is where it's important to know your own body, physical fitness, and cycling experience level. Here are a few training ideas that we've found to be a helpful starting point, but don't let them limit or intimidate you. Do what works for you and your schedule, and remember, any training is better than none! Get out and ride!

The "Give Up Your Car" Plan

Total training mileage = 500 miles

Try biking instead of taking your car on trips to work, school, the grocery store, etc.! You could stick to just leaving your car at home, add in a few true training rides, or join an organized ride to get some experience with higher mileage (50-75 miles). To add a little more structure, try keeping track of the miles you ride and aiming for a goal of biking 50-100 miles per week and / or a total of about 500 miles before the start of the trip.

Beginner Training Plan (2-3 days/week) Total training mileage = 500 miles

This plan is a good starting point for riders who either have some riding experience or are physically fit from other athletic activities. It works up to a 75 mile ride (which is about 3/4 the distance of our longest ride on the trip) and includes a couple of back-to-back long rides.

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Total
Intensity	Easy	Optional	Brisk	Rest	Optional	Pace	Pace	
Week 1	5		10	Rest		20		35
Week 2			10	Rest		20		30
Week 3	10			Rest		30		40
Week 4			10	Rest		35	20	65
Week 5	10			Rest				10
Week 6	10			Rest		45	35	90
Week 7	10			Rest		55		65
Week 8			10	Rest		30		40
Week 9	10			Rest		75		85

Week 10			10	Rest		30		40
Rest Week				The adventure begins !				0

Beginner Training Plan (3-4 days / week) Total training mileage = 750 miles

This plan is a good starting point for riders who have minimal riding experience. It works up to a 75 mile ride (which is about 2/3 the distance of our longest ride on the trip).

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Total
Intensity	Easy	Optional	Brisk	Rest	Optional	Pace	Pace	
Week 1	5		5	Rest		20	10	40
Week 2	7		8	Rest		25		40
Week 3	10		10	Rest		30	20	70
Week 4	10		15	Rest		35		60
Week 5	10		10	Rest		40	20	80
Week 6	10		10	Rest		45		65
Week 7	10		15	Rest		50	35	110
Week 8	10		15	Rest		60	30	115
Week 9	10		15	Rest		75		100
Week 10	10		10	Rest		30		50
Rest Week	10		10	The adventure begins !				20

Intermediate Training Plan Total training mileage = 1300 miles

This plan is for riders who have been able to maintain a schedule of riding about 50 miles per week for at least about 3 or 4 weeks and can devote a little more time to training (about 10 to 15 hours per week). It also works up to a 100 mile (century!) ride to provide a little more confidence at that distance.

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Total
Intensity	Easy	Pace	Brisk	Rest	Pace	Pace	Pace	
Week 1	6	10	5	Rest	10	30	10	71
Week 2	7	11	8	Rest	11	35	15	87
Week 3	8	13	10	Rest	13	40	25	109
Week 4	10	14	15	Rest	14	45	20	118
Week 5	10	15	20	Rest	15	50	20	130
Week 6	10	15	25	Rest	15	55	25	145

Week 7	15	15	25	Rest	15	65	30	165
Week 8	15	15	25	Rest	15	75	20	165
Week 9	15	15	25	Rest	15	100	20	190
Week 10	15	15	25	Rest	10	30	5	100
Rest Week	10	Rest	10	The adventure begins!				20

(Training plans adapted from www.bicycletouringtales.com/training2%20info.html)

Definition of Intensity Levels:

Optional = You can choose: rest, take an easy spin for no more than 10 miles, or cross-train (run, swim, yoga, etc.).

Easy = This is a recovery ride and you should barely break a sweat (unless you're training in the south Georgia heat like we are)! Ride a speed at or below your goal pace.

Pace = Ride at the speed you want to maintain during the trip (about 12 to 20 mph).

Brisk = Bike 2 to 5 mph faster than you plan to ride on the trip.

Key Cycling Skills

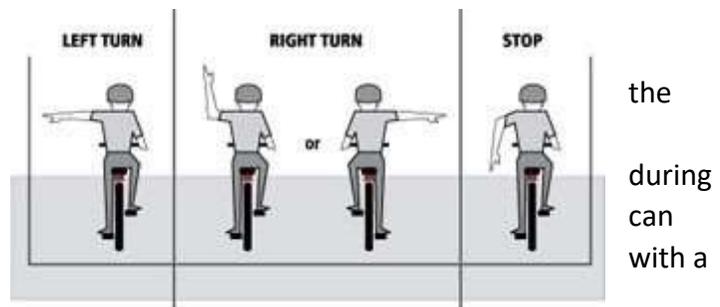
The Basics

Some of the fundamental skills you should practice as you're training:

- Riding through turns, crossing railroad tracks, and avoiding obstacles
- Drinking water while riding
- Getting in and out of "clipless" pedals
- Riding safely in traffic, and safely turning your head to watch for traffic coming behind you
- Changing flats or making small repairs on the road (we'll also go over this during orientation, and you'll be an expert after a few weeks on the ride!)
- Warding off dogs (ride long enough and you'll meet some!)

Hand and Voice Signals

There are a number of signals we'll use out on road to communicate both with cars and fellow cyclists. We'll go over these in detail again during orientation, but here's a quick overview so you can begin practicing while you're cycling in traffic or group.



source: www.virginiadot.org/programs/bk-laws.asp

- *Right turn, Left turn, Slowing or Stopping:* See the image at the right for the appropriate hand signals, and be sure to call out "Stopping" or "Slowing" when in a group!
- *Road Hazard:* point down to the right or left at the hazard, and announce it ("Pothole up" for example).
- *"Car up":* announce a car approaching from the opposite direction
- *"Car back":* announce a car approaching from behind.
- *"Car left / right":* announce a car approaching from the left / right.
- *"Passing" or "On your left":* announce when passing another cyclist or pedestrian. Never pass on the right!

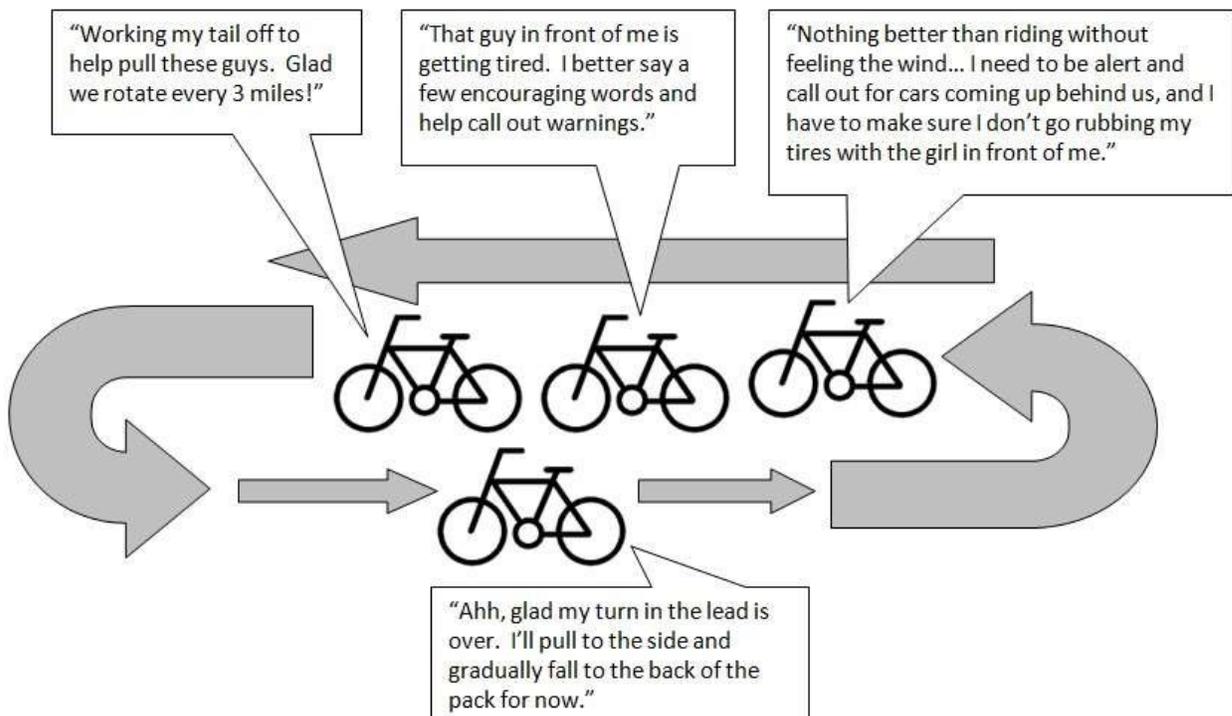
Drafting

Many cyclists choose to practice an energy-saving riding style called "drafting" because with practice, and constant alertness to other riders, this method of following in another rider's slipstream can be a rewarding and leg-saving practice. However, because of the increased risk, we do not encourage drafting,

and you'll never be required to draft during the trip. If you do choose to however, here are some basic drafting etiquette and safety guidelines:

- When riding in close proximity to other riders take extra care to call out road hazards such as "hole!"... "road kill!"... "car back!"...or "slowing!"
- Stay to the right of the white line when possible and ride single file.
- While leading a pace line, make a conscious effort to hold a steady speed that those following you can maintain. Watch your computer if necessary.
- If at all possible, do not use brakes in a pace line, instead anticipate decreases in speed and do something called "soft-pedaling" where a rider keeps spinning the pedals, but without applying power. This allows a rider to easily resume the previous pace of the group without rapid decelerations or accelerations. However, keep your hands on your brakes and be constantly vigilant of both the other riders and traffic in case there is a need to suddenly slow down or avoid a collision.
- Share the work load. No one wants to lead or be led all the time. Take a turn pulling at the front of the line and then signal to the next rider and peel off the front (when it's safe and traffic is clear) and slow down slightly to gradually drop to the back of the line. (See diagram below.) This rotation is the great thing about a pace line: the work is shared!

Here's a graphic to help illustrate a simple pace line:



Fuller Center Bike Adventure Natchez Trace Fundraising Guide

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The 10 steps to raising \$10,000 or more

1. **Fear not.**

"I don't want to raise money."

"I feel bad asking people."

"I don't think I can do it."

If that's how you feel before you start, you're not alone. Time after time we see our riders start like that, but they rarely finish that way.

Remember, you're not asking for yourself, you're literally changing lives. You're giving people a fantastic opportunity to share in your journey and impact a family forever. No one gives until they decide they can and want to, so do not feel bad about asking nicely!

Embrace this opportunity to do something good! If you follow these 10 steps, you really can amaze even yourself.

2. **Learn.** Take a few minutes to learn all you can about The Fuller Center for Housing. Become knowledgeable. Get inspired! Read up at www.FullerCenter.org, listen to a speech or two by Millard Fuller www.fullercenter.org/speeches, and check out our Facebook page at www.Facebook.com/fullercenter.
3. **Gather your names.** Create a list of your supporting community -- friends, relatives, current or past co-workers, teachers, neighbors, church members, etc. This step is crucial, the more the better! You will be amazed later to see who gave for you. Hunt down email and mailing addresses for all of them.
4. **Customize your fundraising page.** Your Bike Adventure fundraising page was automatically created during your registration. Look in your email for a confirmation email with the subject 'Getting Started with Your Fuller Center Bicycle Adventure.' This email will contain your login credentials. Login [here](#), and see page 8 for more instructions and customization tips.
5. **Make a personal gift.** This isn't a trick. Making a nice gift of your own isn't required, but it lets your supporters see that you're putting your money where your mouth is and lets you start from somewhere other than that dreaded \$0.

6. **Send out your first bulk email.** Guess what? It doesn't have to ask for money! See our sample. The purpose here is to warm up your audience and invite them into what you're doing, not to broadside them into a fundraising shake-down.
7. **Send regular bulk email updates.** It's time to start asking! Make use of the contests and challenges that we have along the way, and make the email more than about asking for funds. But don't shy away from the ask. If you don't ask, they won't give! Make sure your fundraising goal, your progress, and how to donate are very obvious. See our templates and samples of previously used asks for some ideas.
8. **Personalize it.** To the top people on your list (if not everyone), send personal emails separate from the bulk emails. Consider calling, offering to meet up, or making a presentation. Also, always give a personal reply as quickly as possible to anyone who replies to your messages in any way.
9. **Mail letters.** Let's face it, emailing is easy, sending mail is hard. But that's exactly why it works. The best news is that we can help! We'll actually print and mail letters for you. See the sample letter and details later in this guide.

After seeing your email messages for months, and now feeling your letter in their hand that you took the time to write and personalize, your supporters can't help but want to say yes.

Note that those who gave a small gift are likely candidates to give again -- and bigger -- if you mail them a letter.

10. **SAY THANK YOU!!** Every gift deserves a prompt, personalized thank you, and don't stop there. For example, send a post card during the ride, thank your people publicly on Facebook, or write their names in sharpie on your bike helmet. If you thank people right, they'll be thrilled to participate again next year!

A final word: This isn't the only way to do it. Phone campaigns, in-person meetings, direct appeals to your church, taking your rich uncle to breakfast, bake sales, you name it! Sometimes you have to get creative.

Sponsorship Opportunities

Sample Costs of Materials

To give donors an idea of how much their funds can buy, here are some approximations of what each level of funds can purchase.

\$50 - Large box of nails to hold the home together

\$100 - 5 gallons of paint to make the home beautiful

\$250 - The front door to welcome the family and their guests

\$500 - The bathroom toilet and fixtures to make the home healthy and sanitary

\$1,000 - Energy efficient replacement windows to increase comfort and save costs

\$2,500 - A new roof to protect the family's home for decades to come

\$5,000 - Substantial home renovation in the U.S., or a new house internationally that will change the lives of a generation

United States

Roof Replacement or Repair: \$2,500

Major roof repair or replacement is a huge economic burden for low-income families. Beyond the inherent challenge of being rained on in your home, leaky roofs cause water damage to the house itself and the things in them, and damp conditions cause illness. A bad roof also means a leaky *house*, creating energy inefficiency and high utility bills for families already in financial straits.

Rehab of an Existing Home: \$5,000

Millions of Americans—many of them elderly or ill—cannot afford the repairs needed to keep their homes safe, stable and cheery. A Fuller Center rehab project allows families on limited incomes to stay in their own homes without refinancing or incurring the burden of heavy debt. The Greater Blessing Program supports repair work for other families and offers those in need the opportunity to give back.

A New Home: \$50,000

Despite a seeming myriad of options to finance a home, for many working-class families, there is no such thing as an affordable mortgage on the conventional market. The Fuller Center for Housing helps hardworking, decent people set up reasonable, no-interest payments and “sweat equity” strengthens the sense of true ownership of their simple, decent home. As their payments are recycled

to help more families, Fuller Center partner families spread the joy and benefits of homeownership to others.

International

Armenia – New House: \$10,500 / Repair of an existing home: \$2,900

Following the devastating earthquake of 1989, thousands of families were moved into Soviet shipping containers called domiks. Nineteen years later, thousands still live in what were supposed to be temporary shelters. The UN estimates that 40,000 Armenian families lack permanent shelter. Many of these people own land and have started to build homes they can't afford to finish. Due to breakdowns in the economy following independence and political instability, families in Armenia need capital - not charity - to move from hot, crowded, deteriorating domiks to safe, modest homes.

Also, like most former Soviet countries, Armenia is dotted with huge apartment complexes. Since independence, many of those apartments have been privatized, but many are in disrepair. The Fuller Center in Armenia helps families in these apartments refurbish their homes and make them safe, sound and hygienic.

The Democratic Republic of the Congo – New house: \$6,000

Sponsorship of a home in the DRC, formerly Zaire, is particularly meaningful because it is where Millard and Linda Fuller began their visionary mission to eliminate poverty housing 40 years ago. The Fuller Center is working in remote Bolomba, reachable only by a six-hour riverboat ride. The people live off the river, without electricity or technology, in great connection with their environment.

El Salvador – New house: \$6,500

Most families we work with in El Salvador do not own land and only have seasonal incomes from working in cane fields. They are part of a large, hardworking underclass that lacks the money, education and opportunities to lift themselves out of poverty. Multi-generation families often live in one-room dwellings, lowering hammocks from the ceiling in order to sleep at night. We are building a community of about 100 homes, but need additional funds to complete it. Each new home will have 3 bedrooms, running water, electricity, and flush toilets -- all things that most of the families will have for the first time in their lives.

Haiti – New house: \$5,500

We started in Haiti in response to the 2010 earthquake that devastated the capital city, building over 150 homes. Now the work continues in this impoverished nation, building permanent homes, employing workers, and even opening a hardware store to help families have access to the materials that they need to improve their own homes.

Nepal – New house: \$4,000

The devastating earthquake in April 2015 put our homes that we had built right near the epicenter to the test -- and they passed with flying colors while 80-90% of all other homes in the area crumbled. Now we have increased the pace of our construction to respond to the earthquake, and to prevent the next one from causing such a terrible disaster.

Nicaragua – New house: \$6,500 / Room addition: \$4,000

The community of Zaragoza in the city of Leon is inhabited with hard working families who own their land, but have no access to the capital and construction expertise to move out of their wood, metal and plastic shacks into permanent homes. After building over 100 homes in the nearby indigenous fishing village of Las Penitas, we are now starting work there in Zaragoza to build homes with running water and flush toilets.

Peru – New house: \$5,500

The La Florida project outside of Lima is nearing its 100th home: more than 500 people housed! Most families are migrant farm workers with low, seasonal incomes, living in portable huts made of woven reed panels. Those in traditional houses suffer from miserable overcrowding.

Sierra Leone – New House: \$5,000

Sierra Leone, recovering from a deadly and disastrous civil war that ended in 2002 and the Ebola crisis of 2014, has one of the lowest United Nations Development Index scores in the world and yet receives almost no international attention. We are working in an area just outside of the capital of Freetown where large extended families of 10-15 people, often including war orphans, live in houses of mud and tarps. Without a secure and dry dwelling place, the people are highly susceptible to crime and disease. We have an acre of land, with more available, and are poised to build as many homes as we can fund.

Sri Lanka – New house: \$3,500, Repair of existing home: \$1,500

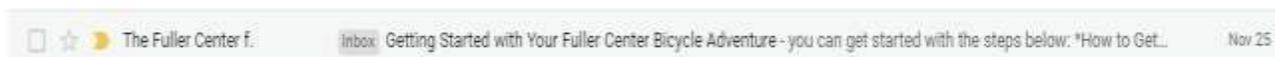
Sri Lanka is a small island nation that has struggled through decades of civil war, which recently ended, and an onslaught of natural disasters such as the 2004 tsunamis and massive flooding in 2016 and 2017. The Fuller Center is helping neglected families near the urban capital of Colombo as well as in the countryside.

Although poor, the country of Sri Lanka has a high rate of home ownership. However, due to an economy destroyed by the natural and man-made disasters, struggling homeowners can't afford to turn dilapidated or damaged houses into decent, safe places to live.

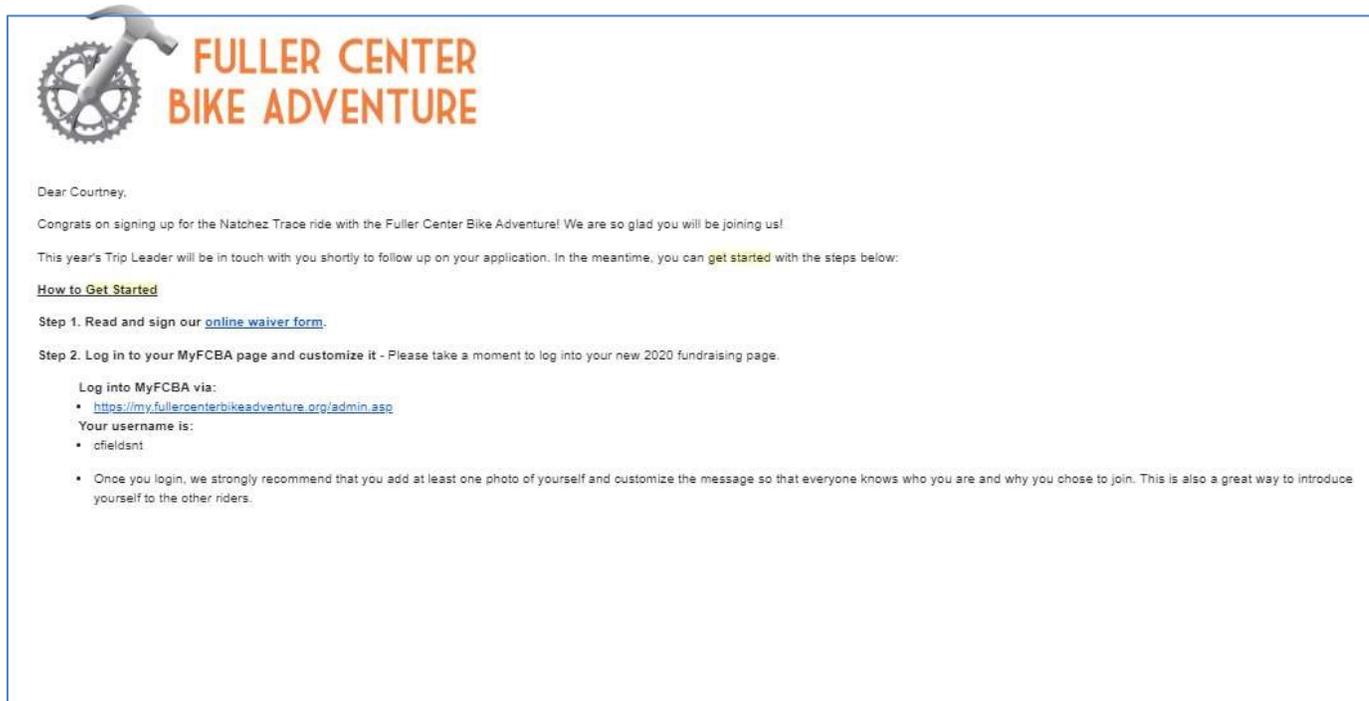
Your New Fundraising Page

Bike Adventure Fundraising Page

Upon your registration, you will receive an email confirming that your fundraising page has been created for you. The email will look like this:



...and opened up:



When you login to your fundraising page through the URL provided in the confirmation email, you will be brought to your page. For details on how to edit your fundraising page, check out 'Your Fundraising Page' on the [Tools for Riders](#) page.

Email Campaign Samples

Sending monthly or bi-monthly emails to large groups of friends and family is a very effective way of involving others in your Adventure, and giving people the opportunity to donate or otherwise engage further. The most important aspect of your email campaign is to convey your excitement, and warmly invite others to take part in your journey however they can. There are several You can view these templates on your fundraising page:

- Introduce Your Adventure
- Birthday Message (and Follow Up)
 - March Madness
 - Ride Update
 - Mid-Ride Update
 - Ride Completion
 - Thank You
- Seasonal Message

Mailing Letters – We Can Help!

For most people, mailing real letters is still the best way to raise money. But let's be honest: it can take a lot of work to get those letters together. Thankfully, we can help!

Here's how it works:

1. Gather all the addresses you can – really dig deep. Try to find everyone you know that you can think of – you'll be surprised who ends up giving. Ideally these are people you have already been emailing. Enter them into a simple spreadsheet with seven columns: First Name(s), Last Name, Address, City, State, Zip, and Salutation.
2. Write your own fundraising letter – we've made this easy by including a sample letter in this Fundraising Guide. Just change it a bit to fit your fancy and you'll be all set.
3. Email us your list and letter to bike@fullercenter.org. Let us know if you'd like us to provide the stamps or if you can do that yourself.
4. We'll print the letters on letterhead customized with each person's name and address. Then we'll address and (if needed) stamp the envelopes. We'll also create Fuller Center return envelopes for your donors and then mail you the entire stack.
5. Simply personalize and / or sign the letters, put them in each envelope, and take them to the post office right away. You're done! (Just remember to follow-up and thank everyone.)

Send us your list and letters no later than one month prior to the ride!



[Space for Full Name]

[Date]

[Space for address]

[Space for City, State, Zip]

Dear [Name],

[Personalize opening sentence(s)].

As you know from my emails, I am going to be part of a very challenging bicycle ride called the Fuller Center Bicycle Adventure. I am writing to personally invite you to share in this mission with me.

I will be riding about ____ miles from _____ to _____. I now have my bike, all the supplies that I need, and as for training? Well, let's just say it's a work in progress.

I'm really looking forward to the journey, but the real purpose of all this is to help change lives through The Fuller Center for Housing, which is a Christian non-profit that builds and renovates homes as a helping hand in partnership with those in need, not as a hand-out.

My personal goal is to raise at least \$ _____. So far, some amazing friends like you have already supported me in raising \$ _____. Every dollar moves a family closer to having a lifechanging home, would you support The Fuller Center with me?

Checks can be made out to "The Fuller Center" with "bike ride – [your name]" in the memo section. Send it in using the included return envelope or by mailing it to the address at the bottom. You can also give online via my personal fundraising page at: [my.fullercenterbikeadventure.org/_____](http://my.fullercenterbikeadventure.org/).

With your support, and my determination to ride, we can make a great impact on the affordable housing movement. Thank you so much!!

With sincere appreciation,

[your name]

Trip Mileage Estimates

Some fundraisers like to correlate sponsorship to parts of their ride. For more detail on how the mileage splits out, view the estimated schedules below.

Nashville, TN to Natchez, MS

By Day

NATCHEZ TRACE DAY-TO-DAY SCHEDULE		
FRIDAY	BUILD/ARRIVAL	OPTIONAL BUILD IN NASHVILLE, ALL RIDERS ARRIVE BY 7PM
SATURDAY	37 MILES	ORIENTATION, THEN BIKE DUCK RIVER, TN
SUNDAY	55 MILES	CHURCH IN DUCK RIVER, THEN BIKE TO COLINWOOD, TN
MONDAY	90 MILES	BIKE TO SALTILLO, MS
TUESDAY	42 MILES	BIKE TO HOUSTON, MS
WEDNESDAY	BUILD DAY	BUILD DAY IN HOUSTON, MS
THURSDAY	76 MILES	BIKE TO KOSCIUSKO, MS
FRIDAY	62 MILES	BIKE TO JACKSON, MS
SATURDAY	103 MILES	BIKE TO NATCHEZ, MS
SUNDAY	DEPARTURE	RIDERS DEPART (FCBA ARRANGES VEHICLE TRANSIT)

Formula: _____ x _____ = \$ _____
 miles \$/mile sponsorship amount



Fuller Center Donation Pledge Sheet

Fuller Center Bike Adventurer: _____

Name	Phone	Email	Amount Pledged	Paid?
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

Thank you for supporting the work of The Fuller Center for Housing! www.fullercenterbikeadventure.org
 Questions? Email bike@fullercenter.org or call The Fuller Center at 229.924.2900

Suggested Gear List

For each rider we offer to carry ONE bag of less than 4,000 cubic inches / 40lbs

Note: If you chose to bring a laptop it can be carried separately in a small laptop bag to help prevent damage.

Ordinary Clothing:

- 4 pairs underwear
- 1 or 2 T-shirts we'll provide you with 1 orange tshirt (or 2 t-shirts if you're joining for 2 or more weeks) when you arrive—you'll wear it a lot!
- Women: 3 sports bras, 1 nonsport
- 3 pairs socks
- 2 pairs shorts (incl. 1 that is good for worksites)
- 1 pair of pants (jeans, etc. – good for church)
- Shower bag (something you can easily carry for days we walk to showers)
- 1 pair closed-toed shoes (required for worksites)
- * • Sandals / flip-flops (use for shower shoes) *
- Sweater/Sweatshirt
- Pajamas +
- Hat #
- Bathing suit
- Pillow +

Cycling Clothing:

- 3 pairs cycling shorts *
- Cycling clip-in shoes *
- Fuller Center jersey #
- Cycling gloves +
- Leg warmers or tights +
- Arm warmers +
- 3 pairs cycling socks
- Rain jacket

Personal Items:

- Toiletries
- Sunscreen
- Quick-dry towel
- Camera +
- Book or journal
- Saddle cream*
- Cell phone *
- Personal Laptop +

Personal Equipment:

- Sleeping bag ~
- Thermarest self inflating camping pad #~
- Sunglasses
- Flashlight or headlamp

Cycling Equipment

- Helmet (Required)
- Rear bike light (Required)
- Road Bicycle *
- Pump to carry on your bike/CO2 inflation*
- Water bottles #
- Cages for bottles *
- 3 tire levers *
- Patch kit *
- Rearview mirror *
- Multi-use bike tool *
- Bike lock +
- Clip-in pedals *
- Spare inner tubes *
- A good bike seat *
- Seat bag *
- Cycling computer *
- Chain lube *
- Hydration pack (i.e. Camelbak) *
- Spare tires *
- Route sheet holder (like this, or devise your own system!) +
- RoadID+

* Note: You will be required to wear a Fuller Center Jersey every riding day. This helps us appear as a team and is part of our mission to spread the word about the Fuller Center for Housing while we ride! Remember, we'll do laundry about every

3 riding days, but if you'd like to purchase additional jersey(s) contact the trip leader.

KEY:

+ optional

*recommended

provided

~ can be stored separately

Tips for “making it fit” and “making do”

Not sure of the size of your bag? Measure the length, width, and height in inches, and then do the math: $Length \times width \times height = bag\ volume\ in\ cubic\ inches$. Make sure it's about 4,000 or less. Your bag may not weigh more than 40 pounds.

Why do we want you to bring such a small bag?! Well, for one thing, it helps make the trip happen—space will be tight in the trailer, and the less we have to pack every morning the quicker we can get on the road. However, we've also found that we just don't need much while we're on the ride and having less stuff to keep track of means there's more room to take in all the incredible experiences! For inspiration you can read through our simple living philosophy (on page 5 of the Rider Guide), and know that your efforts to pack light will be appreciated by the chore team in charge of packing the trailer every morning 😊. Here are some of the ways past riders have made it work:

- Ask yourself two questions: What are the chances I will need this? And unless I am sure I will need it, could I easily pick it up along the way?
- Our packing list is conservative, listing more than you may actually need.
 - Planning to wear sandals most nights? Just bring 3 pairs of cycling socks, leaving ordinary socks behind.
 - Don't mind wearing a t-shirt more than one day? Just bring one. We'll be giving you one (or two if you're joining for two or more weeks) of our awesome orange t-shirts when you arrive, and you'll want to wear it most of the time anyway!
 - Use the camera on your cell phone as a camera.
 - Wear ordinary clothes (shorts, t-shirt) in place of pajamas.
- Use a “soft” bag rather than a hard suitcase. Not only will it make it easier when you have to haul it to/from the host site each day, but it seems one can always squeeze one more thing into one of those soft bags.
- Substitute a sheet and dense blanket for a sleeping bag. If you bring a blanket, it must be in your bag. If you bring a sleeping bag it may be left outside of your bag if necessary, but needs to be secured in a stuff sack. The thermarest camping pad that we provide does not need to fit in your bag. (we'll store those separately in the trailer). You may bring your own air mattress, but it must be contained in the manufacturer's bag.
- If you're bringing a pillow, bring a camp pillow that can be put into a stuff sack, or one that you can inflate with your mouth and deflate in your bag. One rider used a \$2 inflatable pool toy.
- Limit toiletries to what's really needed.
 - We will be bikers this summer, not beauty queens (besides, the sun will aid us with nice tans). Past year's female riders report that they never dried their hair or wore make up and promise you won't care what you look like on the road.
 - Use smaller travel-sized items—you can re-stock along the way as needed.
 - Some can substitute soap for shaving cream, or use the same soap for both body and hair.

- Pillow cases also work great as quick-dry towels. They don't offer much privacy, but they dry fast and fold up small!

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A. Pre-ride questions

1. How is the ride in 2020 different from previous years?

The Natchez Trace Ride will be the route, but this year we will ride the whole 442 miles! Different from previous years, we will only build with one Covenant Partner along the Trace, adding a ride day, and keeping the same great hosts from year's past! The dates are also later on in the year, increasing the possibility of good weather for a nicer ride.

We're excited to go back and spend time with all the friends we've made along the way the past nine years, and enjoy the natural beauty and awesome cycling on the Natchez Trace Parkway.

This change of plans will make the drive back to Nashville on Sunday a bit longer, but we still commit to getting folks to their cars by 6:30 PM.

2. The Fuller Center is a Christian organization, but I don't consider myself Christian. Am I welcome to participate in the ride?

Absolutely. While The Fuller Center is unashamedly Christian, we welcome all people regardless of faith to support and participate in our work, and we place no religious requirements on our beneficiaries. We build with and for Hindus in Nepal, Buddhists in Sri Lanka and Muslims in Africa.

One should note, however, that for the sake of community, all riders are expected at least to be present for a number of faith-based aspects of the trip, such as morning devotions, Sunday worship services with our church hosts, prayer before meals, etc. As such, riders should at least be comfortable with these types of activities and surroundings.

3. How much training do I need to do?

All riders are responsible for getting themselves physically prepared for the ride. While the Bike Adventure is a great place to learn from more experienced riders, we hope that all participants bring a baseline of prior experience to the ride. It is our recommendations that riders complete this training checklist on the bike they will bring to the ride:

- Tour de Florida riders should complete 150+ miles of cycling ahead of the ride
- In that training, you should aim to complete a ride of 60+ miles

For a more comprehensive planning tool, see our Training Guide on our Tools for Riders page.

4. What kind of bike do I need? Does the Bike Adventure provide any help with getting one?

A road bike is strongly recommended, although riders in the past have used touring-style bikes and completed the ride. Recumbent riders have also completed the cross-country trip, although we do ask that you contact us directly at bike@fullercenter.org if you plan to ride a recumbent bike or a trike. These bikes may place a few extra demands on our support team, so giving us a heads-up will ensure that we can accommodate you! If you really want to join the ride, but you don't have a decent road bike –we understand, and better yet... we can help you! By fundraising a little extra through our [Bike Assistance Program](#), we can get you setup with a nice new ride at a price which is even nicer. Please note that the Bike Assistance Program is intended for those who truly need help getting a bike. If you already have a serviceable road bike, then we recommend that you use that one..

5. Do I need to be a super-avid cyclist and/or highly skilled builder?

No. Many of our riders have had very little experience cycling, and we want this event to be accessible for cyclists of a wide range of abilities. Also, while skilled volunteers on the work-site are incredibly valuable, even unskilled people can learn and contribute.

6. When and where do I need to arrive?

We ask that riders plan on arriving to our first host church between 4-7 p.m. on Friday. Information on where to arrive will be made available as the day draws near.

More specific details on arrival timing and location for each ride will be emailed to registered participants well in advance of the arrival date.

7. How do I get to my starting point/home from my end point?

Each rider is responsible for arranging his or her own transportation for where they join/exit the trip. The trip support vehicle will be shuttling people from transportation hubs to the church in Nashville, and will be helping folks get where they need to go from Nashville at the end. You can also consider carpooling with another rider(s), which you can coordinate through your ride's Facebook group that we set up.

Detailed information about all transportation logistics will be emailed to riders as the ride draws nearer. With any questions ahead of time, email bike@fullercenter.org.

8. How do I get my bike to my starting point?

Most airlines, trains, and buses allow you to bring your bicycle with you for a fee. Airlines usually allow you to check your bike as luggage for a fee and as per their packing specifications. Check your airline's baggage policy and/or call them ahead of time, and then bring your evidence (printed policy) with you to avoid any extra hassle from the attendant.

As your arrival date nears, we can also send you a shipping address to which you can ship your bike using any standard carrier (UPS, FedEx, Postal Service, etc). Take a look at our [Shipping Your Bike](#) page to learn about all the options you have when it comes to transporting your bike.

Due to space restrictions, you may ship your bike in a hard case or reusable box, but the carrying device must be shipped elsewhere after your arrival. No cases or reusable boxes will be carried in the trailer.

9. How much stuff can I bring with me?

Room in our support trailer will be very tight, so unless you want to strap it to your back or to your bike (not recommended), each rider can bring 1 bag of about 4,000 cubic inches but no more than 4,500 cubic inches / 40lbs. Not sure the size of your bag? Measure the length, width, and height in inches, and then do the math:

Length x width x height = bag volume in cubic inches

Keep in mind you will be receiving two t shirts and at least one jersey, which you wear wear for most of your trip. We will make every effort to do laundry every 3rd day. The rider with the heaviest bag may or may not be required to carry a water bottle full of pennies with them on their bike, so pack carefully.

One exception: People bringing laptops may bring them in a separate laptop case/bag.

10. Do you have a need for any non-cyclists on the trip to support the riders?

Yes! In general, our team is self-supported – we do daily chores like cooking, laundry, etc. as a team. However we do need volunteers to do a couple of jobs that the cyclists can't, and in the right situation we're open to other ideas as well. Below are a couple of opportunities. If you're interested, [contact us!](#)

Communications / Multimedia Intern:

Each summer we look for individuals to accompany us on our trips who will document the journey and tell our stories through videos, blog posts, photos, social media, etc. They'll also help build local connections by contacting key media outlets along the way. This is a wonderful opportunity for someone looking to gain some hands on experience in the multimedia and communications field ... and to have the adventure of a lifetime! Spreading awareness is one of the main purposes of the ride, which means this person will play a very important role in the overall success of this trip, and is a valued member of the team.

Drive our van:

We need someone to drive our van and trailer across the country this summer. You'll be a member of the team and get to see all the same sights and have the same awesome journey of faith ... just with a lot less strokes of the pedal!

Drive your own vehicle along with us:

In the right situation, we'd love to have you drive along with us for either the summer ride. It's a tremendous help to have extra support out there on the road; whether it's an extra snack, a ride in a rainstorm, or just an extra word of

encouragement for a tired rider, it makes a huge difference on a journey like this. You'll be a big part of our mission, and an important member of the team ... plus you'll get to see this beautiful country and meet all the amazing folks we come across along the way! This support person would be responsible for their own expenses, such as the cost of gas for their car. We'd love to talk with you about how it works, and invite you to join us for the adventure! Know that you would be loved and appreciated!

Interested? Visit our page to learn more and/or contact bike@fullercenter.org.

B. Ride Logistics

11. Is the ride fully-supported?

Yes...by you! While we do seek support volunteers (whom we love and adore!), the ride is truly carried by each member of the team. We have chore groups to spread the load of cooking, laundry, packing, cleaning, etc. Sometimes we have to rotate riders spending a day helping with the support vehicles. In other words, the ride is fully supported because we support each other. Perhaps a better term would be "community-supported."

Do note, however, that a support vehicle pulling a small trailer will carry all our individual and group gear to our destination every day. See "How much stuff can I bring with me?" for baggage size limitation information.

Along the route, you need not carry any luggage on your bike, and we will have rest stops with snacks and water every 20 – 25 miles.

12. Should I expect to ride literally every mile from Nashville to Natchez?

Probably not. As a team-focused ride, sometimes we have to give up personal goals for team goals. Riders may need to travel some miles by van due to weather, mechanical issues, safety concerns, speed/time issues, etc. It may help if you think of yourself as joining a team adventure rather than conquering a personal feat.

13. Who drives the support vehicle?

Glad you asked. We hope to find a volunteer to drive the vehicle along with us for the whole trip (see "Do you have a need for any non-cyclists on the trip to support the riders?").

14. How do we do laundry?

Laundry will be one of the tasks of the chore groups. We'll typically do our laundry in Laundromats every three days.

15. Where do we stay at night?

We will typically stay in churches, church camps or other community centers. We live simply in this way to ensure that as many dollars as possible go toward the mission, and sleeping within the community also is consistent with our ideal of being a grassroots ministry.

The trip will provide Thermarest air/foam mats on which to sleep.

16. How far do we go per day and how fast do we ride?

Our average distance is about 65 miles with some days shorter and our longest being around 100 miles. We do not need to ride as a giant pack all day every day; riders are free to ride alone (but not alone at the back) or to break up into groups as they choose.

Speed Requirements

- 12 mph – moving average
- 10 mph – including stops

In order to keep the group relatively together, and advancing at a reasonable pace, riders joining for a segment or more should be able to maintain a moving average of at least 12 mph and be able to go 20-25 miles without long rests. After accounting for breaks at rest stops, riders should be comfortable with an elapsed time based average of 10 mph, meaning a 60 mile ride should take no more than 6 hours from start to finish. This pace allows for at least 20 minutes of rest for every 20 miles that you ride with the moving average of 12 mph.

Our speed requirements are not intended to be exclusive, but are meant to set transparent expectations in order to best accommodate the needs of the entire team. Maintaining the 10 mph elapsed time average pace affords the support crew the ability to meet the needs of the team as a whole during and after the ride, with rest stops, shuttles to showers, and timely arrival to dinner. Trip leadership may ask riders to start from the first rest stop, or skip a 20 mile segment between rest stops in order to keep the support crew moving at the minimum pace.

Note for riders gifted with speed: very fast riders may find that you reach the designated rest stop location ahead of our support vehicles, which await the final riders at the previous rest stop before departing. Fast riders should be prepared to

wait at rest stop locations or self-support towards the end of long ride days. However, since this is not a race, but a team on a mission to change the world, we hope our ride is an opportunity to bond together as a team for a common purpose!

17. How many of the meals are provided? What do we eat?

Meals are prepared by rotating chore teams, or by generous hosts. Breakfast and lunch typically consist of cereals, bagels, bananas and other simple foods. Peanut butter is a real staple of the diet. The cost is covered by the trip.

Our trip commits to ensuring that dinner is provided by churches or chore groups 5-6 nights a week. Riders should anticipate the need to purchase their own dinner once or twice a week.

BONUS: If I'm vegetarian / vegan / gluten free / allergic to peanuts, will I starve?

We do our best to accommodate riders with varying dietary needs or restrictions. However, since many of our meals are provided by our generous church hosts, and since dietary needs vary widely even within a single trip, there may not always be the exact foods you'd choose for yourself to eat available at every meal. For those who abstain by choice, we would encourage you to eat what is served as much as possible.

If your dietary restrictions are extremely stringent, please let us know so we can discuss the best way to accommodate them, and know that you may have to plan to supplement your meals on your own.

Peanut butter and bread are regular staples of our rest stop food (lunch). We can typically supplement with other foods, but if your allergies are highly sensitive such that any contact or traces of them can cause you to have a severe reaction, please know that we cannot totally control all cross contamination on the road. In such cases, please discuss with us carefully ahead of time so that you can determine if or how you may be able to safely participate. Of

18. Are there chores or other responsibilities?

Yes. In preparing mentally for an event like this, the team aspect can be easily overlooked. To reach our goal, however, we need to work together; divide and conquer the task before us.

Some riders may be asked to serve as full-time "experts" on a certain area (such as route planning, bike maintenance, etc.), while others will sign up for a specific chore team for the week.

19. What do we do about showers?

When possible, we try to find hosts that have showers onsite. Other times we will arrange for the team to use showers at a local school or community center, and occasionally participants may have to pay for showers at YMCAs or other public facilities. The types of showers can range from the bathroom in a local church member's home to the typical gym shower, and when all else fails, we look for a garden hose to let people "hose off." (That's why we call this an "adventure"!)

20. What happens if I am unable to complete one of the day's rides?

No problem. The support vehicle should be able to pick up you and your bike. We are not going to abandon you! Of course, for logistical reasons, we need our riders to participate expecting to be able to complete the mileage.

21. How much free time will we have?

Define "free time." Every day, you will get to spend hours just riding a bike. As for how much time will you have for relaxing, exploring, etc., it will depend on a number of factors. For instance, the length of the day's ride, the speed at which we completed it, the number and length of rest stops along the way, the amount of tire or mechanical issues that may have slowed down the group, how many pictures we stopped for, etc.

There will be group activities in the evening, like dinner, a presentation, chores, weekly group meeting, etc., but we do make it a priority to allow folks to just "do their thing."

22. What does a typical ride day look like?

We will first start off by saying that there really isn't a typical day on the Bike Adventure as each day presents new and exciting challenges. Also, with factors like weather, terrain, riding distance, shower logistics, church hosts, etc., it's always hard to give exact times or details regarding the day so riders need to remain flexible. With all that said, here is an example of a ride day which should give you a general idea of what to expect.

6 a.m.: Breakfast is served. Complete your morning chore tasks (clean church, pack coolers, etc.) and get your bike ready to go.

7 a.m.: Gather outside for route meeting, brief devotion and general overview of the day.

7:15 a.m.: Depart for the day's adventure! Rest stops will be set up every 20-25 miles for riders to get snacks, refill water bottles and take a quick breather.

Ride your bike!

2:30 p.m.: Arrive in town. Many people stop for milkshakes and burgers.

3 p.m.: Arrive at host location. Help unpack trailer, unload coolers and get ready to head to showers.

3:30 p.m.: Head to showers! Generally within walking/biking distance or a short van ride away.

6 p.m.: Supper is served either by church hosts or chore group. If the church is providing supper, they will generally allow us to give a little presentation on our ride and the Fuller Center.

9:30 p.m.: Lights out!

23. Will I get to go to a church of my choice on Sunday?

We understand that this is an important and sensitive subject to folks, and we try to be as accommodating as possible within our logistical constraints and desire to be with our hosts.

Typically, all of our riders will be strongly encouraged to attend church with whoever happens to be hosting us. For many, it has proven to be an opportunity to explore branches of the Christian faith to which they have never before been exposed. On Sunday, we will wake up at Shady Grove United Methodist Church in Duck River, TN. Our church hosts will cook us breakfast, and in years past, we all attend the service. If you are interested in attending another service, please contact your Trip Leader so we can plan with you (bike@fullercenter.org).

24. What do we wear during the ride? Can I wear my own jersey?

As part of the registration fee, riders will receive one Fuller Center jersey. (You are on your own for shorts/spandex.) Also if you reach the \$1,000 fundraising level before January 1st you will get an additional jersey for free!

You also have the option to purchase another one for \$40 during registration.

Riders joining our team for more than a day must wear the Fuller Center jersey. It makes us easily identifiable, helps us spread the word and makes us look like a team.

You may also purchase a Bicycle Adventure jersey from a past ride for lower prices.

25. Do I have to stay the nights with the group or can I just find local hotels?

Riders should stay with the group to allow for seamless communication amongst the team and to foster community spirit.

26. How can people stay in touch with me during the ride?

There are a number of ways your friends and family can follow the journey and stay in touch!

- All the trip riders will rotate in posting to a trip blog this spring and summer, which can be found [here](#).
 - They can find us on [Facebook](#), [Instagram](#), and [Twitter](#)
 - We will try to set up designated mail stops — places where friends or family can send mail for you along the way. We will keep you posted as the ride nears.
-

C. Fundraising / costs

27. What's the cost, and how much do I have to raise?

We try to keep the ride as affordable for the cyclist as possible, so the registration fee for those joining for a segment or the whole way starts at an “early bird” rate of \$200. The registration fee increases to \$250 on January 1st and to \$300 on March 16th. Signing up early will save your spot and some cash!

In addition to the food and support along the ride, paying the fee also means that you'll receive one Fuller Center jersey and a t-shirt. (You are on your own for shorts/spandex.) Keeping in mind that we will do laundry every three days, riders can opt to pay an additional \$40 for another jersey.

To ensure that our ride impacts those in need, all participants must meet a minimum fundraising requirement to participate.

	Riders 27+	Riders 26 and Younger
Natchez Trace Fundraising Requirement	\$850	\$700

(Note that or if you are participating in our Bike Assistance Program, your fundraising requirement will be higher than the figures listed above)

Remember that each rider sets their own fundraising goal, so you may want to consider choosing an amount even higher our minimum! High goals help you and your supporters think big.

Our team goal is to raise \$350,000, which would bring the total raised by FCBA since 2008 to over \$3 million — so we need everyone to come through if we hope to reach it!

To show our appreciation for your fundraising efforts we will give you an additional 2020 Fuller Center Jersey for free if you hit the \$1,000 fundraising level before January 1.

For help, check out our [Fundraising Guide](#).

28. How much should I expect to spend along the trip?

Individual costs along the trip should be relatively low, since the trip will be finding the sleeping quarters and providing nearly all the food.

Plan on the trip providing 5-6 dinners a week, with participants needing to pay for their own meal once or twice a week. (Other purchased food — like stops for ice cream, coffee, etc. are on your own.) The trip will try to make it as affordable for you as possible to complete the journey, but it is not an absolute all-expenses-paid trip.

Your biggest personal costs will come from getting yourself to/from the trip and your personal biking-related purchases, such as spare tires and tubes, gloves, handlebar tape, helmet, pedals and shoes, etc. We have some suggestions for [Ways to ship your bike](#), and if you don't have a road bike for the ride yet check out our [Bike Assistance program](#).

29. How do we send in and get credit for our donations?

Checks should be made payable to "The Fuller Center" with "bike – [rider's name]" in the memo section of the check and mailed to:

The Fuller Center for Housing

Attn: Bike Adventure

P.O. Box 523

Americus, GA 31709

Donations can also be made online by going to the trip's [Meet the Riders](#) page, and you can edit your very own fundraising page on our website [here](#).

30. Are donations tax-deductible?

Yes! The Fuller Center is a 501(c)(3) organization and meets all 20 Better Business Bureau Charity Standards. All contributions that we receive are deductible against federal income taxes. Please note that we can only send the recognition receipt to the writer of the check we receive.

The Fuller Center will send a receipt and donation recognition for any amount \$10 or over. Even still, you will want to thank your supporters more personally.

31. How will I know who has donated for me and how much I have raised?

Your full donation report will be kept on your personal fundraising page, which will be set up for you upon your registration. If you would like to get a report of your donors' emails and mailing addresses, or have any other questions about your fundraising, please contact bike@fullercenter.org.

32. Where does the money we raise go?

All the funds go to support the work of the Fuller Center for Housing. Thanks to our simple living on the road, the support of churches and countless volunteers, historically only about 3% of the fund raising is needed to cover the cost of the ride. The rest is covered through the registration fees.

Since we work with the numerous Fuller Center partners most closely, the default and our preference is for funds to go to the sites where most needed. If you have a particular Fuller Center location you are passionate about, though, we do

allow you to designate your funds raised for that project. To do so, you must email us at bike@fullercenter.org within 2 weeks of registering.

33. How will I ever be able to raise all that money?

You can do it! And we can help. Download the fundraising guide from our [Tools for Riders page](#), or email bike@fullercenter.org to ask for more help.

34. What if I've registered but can no longer participate in the ride? Can I get a refund?

Registration fees are non-refundable, but may be transferred to another ride that year. If you cancel but would still like to register for a different ride in the same calendar year, you may transfer your registration and fundraising total to a later ride. If you're unable to ride in the same calendar year, please contact your trip leader.

e.g. John signed up to ride Ocean to Ocean Segment 2, but then had a family emergency and wasn't able to participate. He still wanted to ride with FCBA though, so he then signed up for Parks & Peaks Segment 8 without paying a separate registration fee. His fundraising total was also carried over to his 'new' ride.