

ORGANISATION

PERSONAL PERFORMANCE ENABLERS

Each team member planning to complete the **e2e** ride is set on a mission that requires paying attention to 'performance enabling' aspects. The basic of these are:

🚲 **Dedication:** Dedication and commitment to your training plan.

🚲 **Mental Preparation:** This requires goals to be set - goals must be SMART, i.e.:

- Specific. E.g., take 10 minutes off your personal best to complete a favourite circuit.
- Measurable. E.g., ride 40kms in 1 hr 8 mins (rather than 'beat my training partner')
- Agreed. Goals set with a coach or training partner need to be agreed by both parties.
- Realistic. E.g., it is pointless setting the goal 'to ride 100 miles every day for ten days' if you're struggling to find time to train regularly.
- Time based. Goals set throughout your training plan for both short and longer term.

🚲 **Nutrition:** Make sure you eat a plentiful supply of carbohydrates, with moderate amounts of protein and small amounts of fat. Drink plenty of a good isotonic sports drink.

🚲 **Management around outside influences:** Time management (family, job and social demands) can be vital. You could try and work your weekend training in with your family time (meet me in Durbuy).

🚲 **Recovery:** Recovery is a very important enabler of improved performance.

🚲 **Self-Assessment:** Assess your strengths and weaknesses at the end of every week. Train out your weakness, don't just train your strengths.

🚲 **Training:** Training should take you from where you are now (physically and mentally), to where you need to be to meet your goals.

YOUR TRAINING PLAN

You should have determined how many hours you can devote to training and have entered this into the top right hand box in the 'Custom Training Plan V2.xls'. The spreadsheet will calculate your weekly 'Defined Training' time' as well as the 'Flexible Z2' time per microcycle. You will need to complete the white boxes and work out your weekly schedules.

To improve as a cyclist, an increase in duration and intensity of training is required. But, if you were to simply increase duration and intensity day in and day out, you would suffer burn-out. The Custom Training Plan is geared to eliminate this problem – it allows you to plan your training workloads, to eliminate any weak points, and, to plan your recovery – recovery (or recuperation) is an essential ingredient in any successful training programme.

A BIT ABOUT TRAINING ZONES

Intensities of exercise, or training zones, are as follows:

Z1 = 65 - 75% of LT. Warm-ups and recovery between harder efforts

Z2 = 75 - 85% of LT. Basic aerobic training to improve body's transport of oxygen

Z3 = 85 - 90% of LT. Trains the body to use and replace carbohydrate stores

Z4 = 95 - 105% of LT. Body learns to eliminate lactic acid

Z5 = 110% of LT. Power bursts at max effort trains body's CP (creatine phosphate) system

A complete cycling training programme combines intensities of exercise (Z1 to Z5) in a specific mix to achieve an optimal performance level. The type of events in which you want to compete will dictate your specific mix of exercise intensities. For us, Z2 and Z3 intensity levels are most important, and there will be those long climbs that will demand a Z4 intensity.

In a group of riders with varying fitness levels, all riding at the same pace, some would be

operating at lower levels of intensity whilst others would be operating at higher levels. For those having to push themselves to keep up, their bodies would be demanding more use of stored glycogen than stored fat. Fat reserves last many hours whereas glycogen reserves last only about two and a bit hours. Athletes experiencing glycogen depletion say that they 'hit the wall' or have the 'bonks'; the symptoms are weakness, cold sweating, and loss of bike control.

During physical exercise, the body avails itself of that fuel that can best be taken with the given intake of oxygen. When riding at an endurance pace (Z2/low Z3), our muscles use oxygen, and our energy source is predominantly fat. As we transition through Z3 to low Z4, we continue to use oxygen but use less fat and more carbohydrate. From mid Z4, once we go into an anaerobic state, our muscles are not receiving oxygen fast enough to convert fat into energy, our muscles then run off stored glycogen (from carbohydrates) - the by-product of this is lactic acid, and, as lactic acid accumulates, we slow down. (Proteins have to take a long route in the body before being available as a fuel therefore they are not the most economical fuel.)

OUTLINE OF WEEKLY EXERCISE ROUTINES

Although the base, build and peak macrocycles will vary in the types of exercises emphasized, the basic model for the weekly schedule is consistent throughout the year in that the higher intensities of exercise are always completed before the lower intensities and endurance exercises; i.e., train for sprints before intervals and train for intervals before endurance.

<i>Weekday</i>	<i>Description of exercise routine, assuming a fast competitive ride on Sunday</i>	<i>Typical routine you should build up to</i>
<i>Monday</i>	Rest and recovery day	1 to 2 hour recovery ride or day off
<i>Tuesday</i>	Train for sprints (the whole year round). Add another workout in the afternoon if you're up to it - possibly intervals or a less intense workout, depending on what your needs are	2 to 3 hours with: <ul style="list-style-type: none"> • 1 hr at Z1 and a cadence of 90 to 100 rpm • Two sets of five uphill reps in a big gear at 60 rpm, intense working time 1 to 2 minutes; rest 3 mins between reps and 6 mins between sets (don't look at your HR) • 40 minutes on the flat spinning at 100 to 110 rpm with HR no more than low Z2
<i>Wednesday</i>	Train at a level of intensity <i>below</i> what you did the day before	2 to 3 hour group ride at Z1 to low Z4, with most time spent in Z2/low Z3. Some efforts at Z4 for 2 to 6 minutes.
<i>Thursday</i>	Long endurance ride	3 to 5 hours with: <ul style="list-style-type: none"> • 1 hour at low Z2 • 30 mins Z3/low Z4 on flat at 90 to 100 rpm • Three reps of 10 mins uphill at Z4, last min all out; easy riding for 5 mins in between • 30 minutes spinning on the flat at Z1
<i>Friday</i>	Recovery ride. If you're not doing a fast competitive ride on Sunday, and you feel fresh enough from the previous three days, do a sprint workout	1 to 2 hour recovery ride or day off
<i>Saturday</i>	Endurance ride complemented by several sprints and several minutes of an effort similar to race pace. If you're not doing a fast competitive ride on Sunday, do a workout similar to Wednesday	2 to 4 hour group ride at Z1 to low Z4 with most time spent in Z2/low Z3. Some efforts at Z4 for 2 to 6 minutes.
<i>Sunday</i>	Fast competitive group ride	3 to 5 hour group ride with race simulations: <ul style="list-style-type: none"> • tempo climbs Z4 • intermediate sprints • tempo on the flat, low Z4, big chain ring. • fast finale