

BASE TRAINING ENDURANCE RIDES 2012

This year we plan to build on the clubs traditional 8 week plan to a 12 week plan with some periodisation built in. The three month plan will be split into three blocks of four weeks with a gradual progression built into the three blocks. As we are training over winter there may be some last minute changes to the plan if inclement weather intervenes or roadworks dictate. The objective of the plan is to build base fitness for the summer season. The base period should precede a “build” phase of more quality training to enable riders to be able to peak later in the year. The plan is designed to suit the needs of most disciplines enjoyed by club members and should allow for riders to tailor it to suit their needs. In addition we hope to make the rides enjoyable and social occasions for all members.

Should the numbers on the rides become so large that we represent a hazard to traffic we may split the group to minimize disruption to other road users.

LOGISTICS

- All rides will start at 0900 sharp. Please aim to be at the start for 0850 for a briefing as to what the plan is for the day.
- The route for each ride will be posted by Thursday each week via the NFCC email group. If not subscribed please contact barry.wootten@gmail.com and an invitation will be sent out.
- If there is a last minute change of plan due to weather a text and email message will be sent out before 0800 on Saturday with either a postponement or cancellation notice. E.g. if it's icy the start time may be deferred by an hour or two or the ride deferred to the Sunday in extreme conditions. Please ensure that Barry Wootten has your mobile number, an “In Case of Emergency” number and is aware of any allergies or medical conditions that the emergency services may need to be aware of.
- Please ensure that you are carrying two suitable tubes and tools / pump. Also that you are riding with suitable tyres for winter riding and that they are in good condition. We all get punctures but it is extra important in winter to minimize them as it's easy for everybody to get cold waiting for a repair.
- Ensure that you carry enough food and drink for you to complete the ride. With the exception of the century ride we do not plan to stop.
- Ensure that your bike is equipped with working front and rear lights. Conditions can change quickly especially on long winter rides.
- Invest in some good-quality winter clothing, because getting cold, wet and uncomfortable on the bike is a great way to lose enthusiasm for cycling. With the proper kit you'll be prepared for nearly all that the winter can throw at you. Essentials are windproof gloves and overshoes, helmet and skull-cap, a windproof top and full-length bib tights.

FITNESS

We are aiming to make the training as relevant as we can for the majority of riders to prepare themselves for the season for numerous disciplines. Please ensure that you can comfortably complete the distance and average speed before joining the group rides. If you are only able to sustain the pace for a short while it is OK to join the rides for an hour for example and then drop off and return at your own pace. If you do so please let the ride leader know so that the rest of the group doesn't spend the day looking for you.

The stronger riders in the group will keep to the planned pace of the group and may do more time on the front to make their training a little harder.

GROUP RIDING

It is imperative that we ride safely and that we are advocates for cycling and NFCC in particular. Riding in club kit is to be encouraged and we will ensure that we are exemplars for cyclists everywhere. There are some key principles for which we all need to adhere to and ensure that those new to group riding are introduced to.

- We have the same rights and responsibilities as other road users. We share the road with others and must remember that at all times. We will generally ride two abreast but keep a fairly tight formation. There may be times that the road conditions dictate that we ride on single file. At such times signal your intent and move smoothly into line without overlapping wheels.
- When on the front keep the pedaling smooth and consistent. Avoid sudden changes of pace as these will be amplified down the group. When moving to the front keep the pace the same. It is not a time to accelerate. If you wish to move to the back after your turn at the front indicate your intent with a flick of the elbow. Then move clearly to the right after checking that it is safe to do so. Ease off the pace and then filter in behind the last rider.
- Point out hazards to others. Not every little blemish in the road but those that may cause damage to a wheel or require deviation from the line being taken. Do not brake or make sudden movements. The further back riders are the less time they will have to react.
- If you need to expunge any bodily fluids please move to the back so that they are not shared with fellow riders.
- Ride close but not too close to the rider in front. Take benefit from the drafting effect but NEVER overlap wheels. Keep a small gap; we are not the GB team pursuit!
- Be aware of those behind you. Let the ride leader or those in front know if others are dropping off the back. If you see people drop off the back be prepared to allow them to catch you and then pace them back to the group if possible. We will try to post a "tail gunner" on each ride to watch for this but please be aware of your fellow riders. Even the strongest and most experienced can have off days or take on insufficient fuel.
- Concentrate. Keep watching the rider in front and those around you. We are all responsible for our own safety and those of others.
- Mechanical problems / punctures. These will inevitably happen. If they do raise an arm and advise the other riders. We will then endeavour to stop where it is safe to do so and rectify the problem.

PLAN

BASE 1

	07 Jan	14 Jan	21 Jan	28 Jan
	Week 1	Week 2	Week 3	Week 4 - Recovery ¹
Distance	40 miles	45 miles	50 miles	30 or 45 miles
Pace	15 MPH average. Pace should feel comfortable. There is no prize for being "King of January!"			
Objective and method	<p>Aerobic endurance. 70% max heart rate. Ride steady. No high efforts. Try not to let effort level get too low. Steady climb in the saddle. Cadence 75-95. Make sure bike is geared to permit this type of riding.</p> <p>During each ride we'll raise the tempo for approx 10 minutes to add a bit of quality. Idea is to maintain some "quality" training. This will not be a time trial or meant to exhaust anybody. It is imperative that we don't get sweaty and then cold in mid winter.</p> <p>Ensure that everybody gains experience in group riding ready for more complex drills in Base 2 and 3.</p>			
Route	<p>"Vics Route"</p> <p>Holmsley Tea Rooms, Burley, Ringwood, Moyles Court, Fordingbridge, Ringwood, Hurn, Sopley, Burley</p>	<p>"Test Valley"</p> <p>Ashurst, Woodlands, Hill Street, Kents Oak, Timsbury, Kings Somborne, Little Somborne, Stockbridge, Houghton, Mottisfont, Kents Oak, Wellow, Furzley, Bartley, Ashurst.</p>	<p>"Deadmans Ride"</p> <p>Holmsley Tea Rooms, Ornamental Drive, Bolderwood, Fritham, Godshill, Frogham, Moyles Court, Ringwood, Crow, Burley</p>	<p>Recovery week</p> <p>Brockenhurst, Setthorns Sway Pilley Norleywood Beaulieu Hatchet Pond Brockenhurst 2nd loop option Ornamental Drive Burley Lawn Bisterne Brockenhurst</p>
Notes	<p>Try and get two other shorter rides in during the week at similar intensity either on road or on turbo / rollers. Recovery week just one extra ride.</p> <p>For those that wish to have slightly higher levels of base training add distance to and from the start but keep intensity low. It will pay dividends later in the year.</p>			

¹ To keep things fresh it's important to take every fourth week a bit easier. Taking a regular recovery week gives you a chance to recover, so that your body can super-compensate for all the training you've done. Remember it's during periods of rest that your fitness improves, not during training itself. Also, during recovery weeks it is imperative not to try and compensate for a shorter long ride with more volume mid-week.

BASE 2				
	04 Feb	11 Feb	18 Feb	25 Feb
	Week 1	Week 2	Week 3	Week 4 - Recovery
Distance	45 miles	50 miles	50 miles	30 or 45 miles
Pace	16 MPH average. Slight increase from Base 1. This should be an imperceptible change due to increase in base fitness.			
Objective and method	<p>Aerobic endurance. 75% max heart rate. Ride steady. No high efforts. Try not to let effort level get too low. Steady climb in the saddle. Cadence 75-95. Make sure bike is geared to permit this type of riding.</p> <p>Add 1 x 20 or 2 x 10 tempo efforts into the rides.</p> <p>Introduce some small intervals and drills. More through and off and catch the break drills where roads permit.</p>			
Route	<p>“Minstead Monster” Ashurst, Bartley, Minstead, Emery Down, Bolderwood, Linwood, Moyles Court, Frogham, Godshill, Nomansland, Winsor, Woodlands, Ashurst</p>	<p>“Beaulieu and Beyond” Holmsley Tea Rooms, Sway, Boldre, Bull Hill, Norleywood, East End, Sowley, Buckler’s Hard, Beaulieu, Exbury, Lepe, Calshot, Fawley, Blackfield, Beaulieu, Brockenhurst, Hinchelsea, Holmsley</p>	<p>“Long Hilly” Ashurst, Bartley, Calmore, Hill Street, Kent’s Oak, Lockerley, East Dean, West Dean, Whiteparish, Redlynch, Woodgreen, Godshill, Frogham, Moyles Court, Linwood, Bolderwood, Lyndhurst</p>	<p>Recovery week Brockenhurst, Setthorns Sway Pilley Norleywood Beaulieu Hatchet Pond Brockenhurst 2nd loop option Ornamental Drive Burley Lawn Bisterne Brockenhurst</p>
Notes	<p>Try and get two other shorter rides in during the week at similar intensity either on road or on turbo / rollers. Recovery week just one extra ride.</p> <p>For those that wish to have slightly higher levels of base training add distance to and from the start but keep intensity low. It will pay dividends later in the year.</p>			

BASE 3

	03 Mar	10 Mar	17 Mar	24 Mar
	Week 1	Week 2	Week 3	Week 4 - Recovery
Distance	60 miles	65 miles	85 miles Options to make it a century TBA	40 miles
Pace	17 MPH average. Slower for the century ride though. Slight increase from Base 2. This should be an imperceptible change due to increase in base fitness.			
Objective and method	Aerobic endurance. 75% max heart rate. Keep pace steady on the hills. Add 30 minutes of tempo riding into the rides. Might be 3 x 10, 2 x15 or 1x 30. More drills, through and off, chase the break etc.			
Route	“Forest Loop” Brockenhurst Burley Crow Ringwood Linwood Red Shoot Bolderwood Emery Down Lyndhurst Beaulieu Lepe Beaulieu East Boldre East End Boldre Sway	“70 th Anniversary Route” Brockenhurst, Sway, Beaulieu, Ipley X, Ashurst, Bartley, Calmore, Hill Street, Wellow, Fritham, Bolderwood, Ornamental Drive, Burley Lawn, Bisterne Holmsley	“Shaftsbury Century” Ashurst, Bartley, Calmore, Hill Street, Wellow, Plaitford, Nomansland, Downton, Nunton, Coombe Bisset, Stratford Tony, Berwick St John, Ludwell, Shaftesbury, LUNCH Tollard Royal, Sixpenny Handley, Cranborne, Alderholt, Fordingbridge, Cadnam, Ashurst.	Brockenhurst Ride to suitable pub to celebrate completion of winter training.
Notes	Try and get two other shorter rides in during the week at similar intensity either on road or on turbo / rollers. In addition try to get one ride per week at a higher intensity. Recovery week just one extra ride. For those that wish to have slightly higher levels of base training add distance to and from the start but keep intensity low. It will pay dividends later in the year.			

PUTTING IT ALL TOGETHER

Wiggle are running their Spring Sportive from Brockenhurst in mid April. What better chance to put into effect that base training and complete a long ride with those that you've spent three months training with. Entries are now open for the 14th April at:

<http://www.wiggle.co.uk/wiggle-super-series-new-forest-saturday-spring-sportive-epic/>

If we can get a good size group we will be able to start and ride together. This would be a great chance to ride well, display club colours and show what exemplars we are for cyclists, the club and our area.

Suggest that we enter the Saturday ride as there may be a time trial on the Sunday.

ACKNOWLEDGEMENTS

Thanks to Nick for running the programme for many years and giving us the base for this years programme.

To Peter, Graham and Patrick for their inputs and checking (and anybody else I've consulted and forgotten.

Here's to a good winter's base training. Look forward to seeing both regular and new faces in January. Also, don't forget there are usually endurance rides every Saturday at 0900 from Brockenhurst and 0845 Sundays from the Wheel Inn at Pennington.

Barry

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