

THE SPOKESMAN TEAM CAMBRIDGE

July 1996

As Doug is away for a few months I have been asked to produce the newsletter during his absence. In this edition are changes to Clubs Standards which should give more people something to go for. Is Tony Clarke the only person riding open's this season - how about some results and write-up's from the rest of you?
Charles Willmets

Team Cambridge Summer Social - Sunday July 14th from 4pm

Last reminder - please return booking form to Tony or Sue by Monday July 8th
(1st Claim Members and family only)

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Club Standards 1996

At the committee meeting on 10th June 1996 we agreed to amend the Club Standards to make them easier to achieve and therefore encourage more people to attempt to gain them. The original idea of the bronze standard was that it should be able to be achieved by a newcomer without exceptional ability in their first year of racing. The new rider will therefore receive some recognition of their racing at the annual prizegiving. The Gold standards are for achievement of club records.

I have therefore amended the Club Standards as shown on the table below. Most Club members should now be able to gain at least a bronze standard so enter now. Give Pauline £1.50 per distance or £7 for a block entry for all distances. Remember only rides after you have entered are acceptable but all rides in open, association and Team Cambridge club events count. So if you enter now you have the whole of the rest of the season and you will get a medal at the Club dinner.

Tony Clarke

1996 Standard Times

Mens - Solo

Class	10	25	30	50	100	12hr
Gold	20.42	0.55.25	1.11.11	1.52.08	4.24.06	232.25
Silver	23.30	1.02.30	1.18.00	2.07.00	4.42.00	217.00
Bronze	26.30	1.09.00	1.24.30	2.20.00	5.00.00	200.00

Ladies - Solo

Class	10	25	30	50	100	12hr
Gold	24.31	1.03.52	1.25.59	2.22.04	5.01.53	190.00
Silver	27.00	1.10.00	1.32.30	2.33.00	5.25.00	170.00
Bronze	29.30	1.15.00	1.39.00	2.44.00	5.47.00	150.00

Men - Tandem

Class	10	25	30	50	100	12hr
Gold	18.36	0.49.55	1.08.32	1.43.30	3.57.42	255.44
Silver	21.09	0.56.15	1.12.00	1.54.18	4.13.48	238.70
Bronze	23.51	1.02.06	1.16.04	2.07.48	4.30.00	220.00

Mixed - Tandem

Class	10	25	30	50	100	12hr
Gold	20.20	53.42	1.14.27	1.55.50	4.14.42	194.50
Silver	22.44	59.38	1.18.18	2.06.00	4.33.09	176.65
Bronze	25.07	1.04.48	1.22.35	2.17.42	4.51.09	157.50

Trike - Men

Class	10	25	30	50	100	12hr
Gold	22.325	1.00.04	1.22.28	2.04.54	4.46.01	212.88
Silver	25.23	1.07.50	1.26.38	2.17.10	5.04.33	198.92
Bronze	28.37	1.14.31	1.31.31	2.33.21	5.24.00	183.34

Barnet C.C. 10 F1/10 17 May 1996

The cold north wind that had been blowing all week was still blowing on Saturday afternoon but was mixed with drizzle to make the A1 rather slippery. I was the only Team Cambridge rider and reached the turn at a reasonable rate of knots but slowed considerable but not as much as expected on the longer return leg. Apart from the wind the other obstacle was that the nice asphalt surface that was put over the concrete stretch at St Neots to fill in the holes is also breaking up leaving asphalt edged craters instead of concrete edged craters, which probably does not make a lot of difference if you hit one. I finished with a time of 25-41. The veterans event was won on time by Dave Creese in 21-32.

Report by Tony Clarke

Luton Wheelers CC 25 F1B/25 19 May 1996

The main change from the previous afternoon's 10 was that the strong cold wind was now blowing from the south. The temperature was the same at about 7°C. Roadwork's at Brampton had forced the change to the Tempsford Baldock course which is rather hilly near the turn. Tony Hornbuckle was certainly surprised by the size of the hills when I spoke to him after the event. After a very slow ride to the turn which included one stretch on 42/18 I returned rather faster to finish in 1-6-52. Steve Briggs recorded 1-2-48 and Tony Hornbuckle 1-0-59. The event was won by Ian Cammish in 54-10.

Will summer ever arrive?

Report by Tony Clarke

Essex and Suffolk Border Combine 10 B10/33 28 May 1996

Yet another windy night with a strong wind blowing the riders out to the turn on this single carriageway course. Chris Willmets was first away for the club and returned in 29-41 to miss her club standard by 11 seconds. Tony Clarke was next away and returned in 27-19. Last rider for the trio of Team Cambridge members was Charles Willmets who managed a 29-45. The strength of the wind and the nature of the course can be gauged from Martin Pyne's winning time of 22-20. There were three entrants from the magnificent Team Cambridge who all started and finished. Another well known club in Cambridge had two entrants neither of whom even managed to start.

Report by Tony Clarke

MORE TONY'S RESULTS MORE TONY'S RESULTS MORE TONY'S RESULTS

CC Sudbury 25 B25/38 1 June 1996

Another very windy day but at least the temperature was a bit better than the last few months. I was the sole club representative as Chris Willmets did not start the ladies event due to a stomach bug. I reached the turn quite rapidly but the return leg was on the small chainring to finish in 1-5 11. Other local riders were Tony Hornbuckle 55-41 (I don't think he realised it was windy!!), Bill Clough 1-2-04 and Ted Wells 1-5-24.

The event was won by Glenn Taylor in 52-46.

Report by Tony Clarke

Southend and County Wheelers Middlemarkers 25 E72/25e 2 June 1996

An early start produced a cold morning for the first riders but at least the wind had dropped. Trevor Avis was first Team Cambridge rider and despite trying very hard he blew over the last few miles to record 1-0-26. It was still his fastest 25 for several years. Tony Clarke was the only other club rider and returned in 1-3-27 professing his usual dislike of the cold.

The event was won by S Jezzard in 57-59 who was very pleased to beat the hour in this 1-0-0 limit event. There were very few others who managed to do so.

Report by Tony Clarke

Whitewebbs CC 25 F1A/25 9 June 1996

The almost total lack of wind continued from Saturday afternoon and a reasonable temperature promised some fast times. The F1A course has been closed for some time due to roadwork's near Brampton roundabout, and this was my first ride of the year on it. I went well out to the turn but the slight head wind on the return slowed me to a 1-3-31. There were no other Team Cambridge riders. The event was won by Ian Cammish in 52-44, who had a clear minute over the next rider. The result may have been closer if Gary Dighton had started.

Report by Tony Clarke



ACHIEVING A MAXIMUM HEART RATE TEST USING A TURBO TRAINER.

BY NICK EDWARDS.

In the last Club Newsletter article entitled "The Keys to Your Heart" we talked about heart rate levels and also explored a few areas regarding MHR tests, the various training levels, resting heart rates etc. On the MHR test we described two methods of achieving your MHR, one was the mathematical age related formula and the other one involved two tests that were carried out on the open road. The problem with doing these tests on the open road is that inevitably you will never get the same weather conditions, as we all know from past experience your training morale is going to be somewhat higher on a nice sunny day rather than a cold wet windy day.

This is where the good old turbo trainer comes into its own element. As a training environment a turbo trainer can be set up to reproduce the same conditions time after time and hence this will produce a certain continuity in any future MHR tests or training sessions that you may do in the future. Also it doesn't matter if its nine below zero, pouring down with rain, or just plain pitch black the time and place indoors can literally be anytime that suits you. The following session is just something that I've put together myself through past experience and appears to work for me, if upon trying it doesn't suit you don't be afraid of being flexible and changing it to suit yourself.

MAXIMUM HEART RATE TEST ON A TURBO TRAINER.

Before we go on from here a few simple guide lines that will make life more comfortable when using a turbo trainer, they may sound like common sense but it is amazing what some people overlook some times especially number four.

1. Always use a well ventilated room, a garage or shed is ideal. I always use under the car port.
2. If you can't set up a bike purposely for turbo training cover the front of your bike i.e. the handlebars with a towel as sweat is corrosive, you will generate large amounts of it.
3. Make sure the turbo trainer is level and that your position is the same as riding on the road, if you race on Tri-bars then use them during test.
4. "HAVE PLENTY OF FLUID AVAILABLE", don't be afraid to drink during the test.
5. Consider setting up a fan to keep cool especially as the weather warms up.
6. Keep your clothing to a minimum, if its cold when you start strip off as you warm up.
7. Ideally have a computer with a cadence function.
8. A heart rate monitor is also vital to gain the full benefit.

If you haven't got a bike that you can set-up permanently and have to use your race bike every time then the following set-up procedure will help you in that you will have the same conditions every time you train it, is I suppose called calibrating your turbo before you use it, it also depends how far and how accurate you wish to take your training.

1. Always use the same tyre pressure every time (e.g. 100psi)
2. Warm-up thoroughly.

3. Accelerate gradually upto 25 mph then stop pedalling.
4. Time how long it takes your rear wheel to stop.

This is your calibration time. everytime you set up your bike on the turbo. carry out this quick and simple check then you will be guaranteed the same resistance every time you use your turbo.

YOUR MAXIMUM HEART RATE TEST.

WARMUP PHASE

For part of this test you will need to use the 220 or 226 - your age to find out what 80-90% MHR is as you will have to do a few short efforts at this level to make sure you are thoroughly warmed up. it will be the only time that you use it and as its in the warm up it won't matter that it isn't that accurate.

1. Start by spinning a small gear easy at 90-100 rpm for about 10 minutes.
2. Then do 4x15 seconds hard with 45 seconds recovery between each effort (these are short and non-damaging and are designed to make sure that your body is ready for what is to come.)
3. Then do 4x1 minute with 1 minute recovery in between at 80-90% MHR.

THE MAXIMUM HEART RATE TEST

1. Start off on the outside ring on say the 52/53x17 and pedal up to 90-100rpm, keep this rpm up from now on. if you haven't got a cadence function try using the stop watch counting rpm over 15 seconds then multiplying by 4.
2. Every two to three minutes change up a gear keeping 90-100 rpm going keeping an eye on your heart rate.
3. Keep going up through the gears until you cannot physically push yourself any harder and your heart rate will not rise any further no matter how harder you try, this will take a supreme amount of effort and will power and it helps if there is someone there to edge you on. for all you budding Miguel Indurain.s that get to the 52/53x12 you will just have to pedal and push even harder until you reach your max.
4. Then spin a small gear easy at 90-100 rpm until your heart rate comes down to around the 100-120BPM.
5. Then repeat steps 1 to 3 again and take the highest heart rate that you achieve to be your MHR.

WARMDOWN PHASE

Warm down in a very low gear at 80-90 rpm for at least 10 minutes or until your heart rate goes below 100BPM. The reason for repeating steps 1-3 again is that I have found that from personal experience that the first value is not always going to be the highest. if you can only do it the once don't despair as you will have given it your all and still achieved the aim of what you were setting out to achieve. again as I have said this has worked for me in the past but please don't take it as gospel. but all the same I hope that this at least helps some club member with their training.



ACHIEVING A POWER AND EFFICIENCY WORKOUT USING A TURBO TRAINER.

BY NICK EDWARDS.

The following session hasn't evolved from any great physiological plan involving science and technology, just plain trial and error, and it seemed to work, it also hurt so I thought I would share it with all you fellow masochists. Basically it is a Red-Line or Anaerobic workout and you should only attempt this if you are extremely fit as it hurts!!!. As we have said it will be anaerobic that is part of the time you will be operating at 90-100% MHR, you will have crossed your anaerobic threshold and will be in "oxygen debt". That is your muscles will be using more oxygen than your body will provide. At times you will feel like you cannot breathe enough oxygen and your heart feels like it wants to jump out of your chest, in other words you are training at the Max of the Max. This workout hopefully will help you to improve your power and oxygen up take at racing levels, take the session as a seriously hard session and give yourself at least 48 hours to recover those monster legs that you will soon develop. Also it is not advisable to do this more than once a week. Well lets get on with it.

WARM-UP PHASE

Start by spinning a small gear easy at 90-100RPM for about 10 minutes, then do 4x15 seconds hard with 45 seconds recovery, these are still part of the warm-up, short and non-damaging but hard enough to get your body ready for what's to come.

THE MAIN SESSION

Start of by doing 4x1 minute with 1 minute recovery in between at 80-90% MHR.
Spin a low gear at 90-100RPM for 2 minutes.

MAIN SET

Now select an upper heart rate that is 10-15BPM below your MHR, and a lower heart rate that is 40BPM below your MHR.

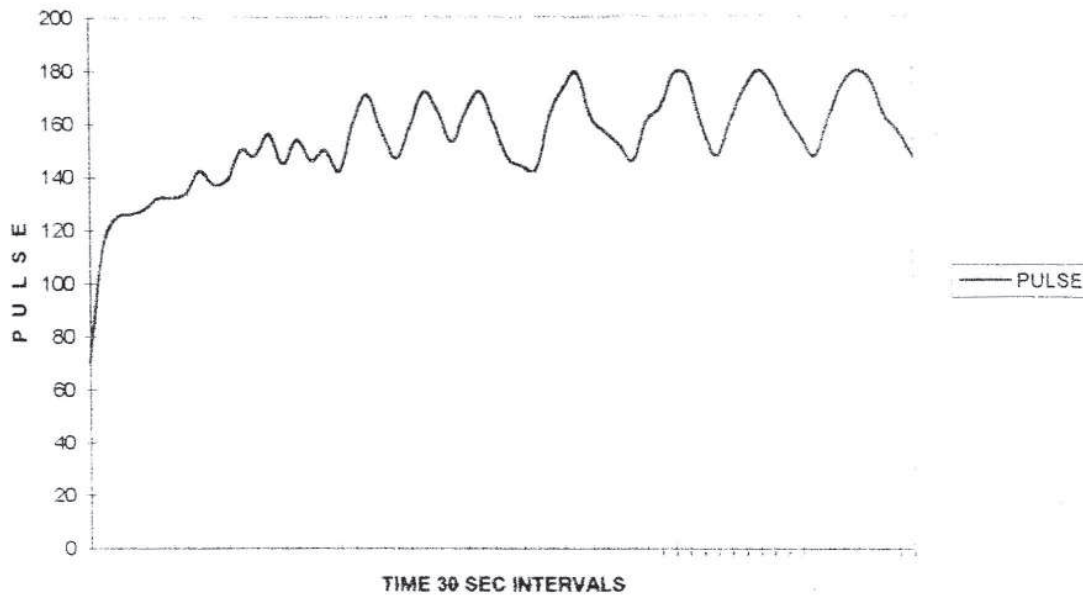
Pedal at 90-100RPM in an outside ring gear and raise your heart rate until it gets to your lower heart rate that you have selected, when you get to this level push your self as hard as you physically can even sprinting out of the saddle if you have to (change up the gears if needed) and take your heart rate up until you hit your upper heart rate, you are now in oxygen debt 90-100%MHR. When you hit the upper heart rate ease off and pedal a small gear at 90-100RPM until your heart rate drops down to the lower heart rate again, and you are ready to repeat the set again.

BEGINNERS: Try doing 2-3 sets.
EXPERIENCED: Try doing 4-5 sets.

WARM-DOWN PHASE.

Warm down in a very low gear at 80-90RPM for at least 10 minutes or until your pulse goes below 100BPM. I have tried this a couple of times and it seems to achieve what have aimed for . I have also plotted my heart rate values for the test on a graph so that you can see what really happens to your pulse rate during the session.

POWER/EFFIENCEY TURBO SESSION





TEAM CAMBRIDGE

Affiliated to RTTC BCF BCCA CCCA ECCA

Team Cambridge 1996 Standards

To: Time Trial Secretary From:

Please enrol me for the following club standard medals:-

10mile.....	£1.50	-----	
25mile.....	£1.50		} Individual entries } --- Not transferable
30mile.....	£1.50		
50mile.....	£1.50		
100mile.....	£1.50		
12hr.....	£1.50	-----	

Total £.....

Block booking (all events) £7.00 £.....

Signed.....Date.....
 (This portion to be retained
 TT Secretary.....by TT secretary)

Team Cambridge Standards

To: Time Trial Secretary From:

This is to certify that I did the following times in the following events. (Club, Open or Association event only)

<u>Dist</u>	<u>Date</u>	<u>Time/Dist</u>	<u>Standard Claimed</u>
10mile.....
25mile.....
30mile.....
50mile.....
100mile.....
12hr.....

Signed..... TT Secretary.....

(This portion to be retained by rider, and returned with result sheets to:- TT Secretary by Oct 31st 1996)