

# REDDING VELO NEWS

A Monthly Publication of the Redding Velo Cycling Club



## 2008 Time Trial Training Series Clinic Schedule

**Stage 1: Millville Plains** **May 18<sup>th</sup>**

A flat, fast course for the sprinters

**Stage 2: The Wildcat Climb** **June 15<sup>th</sup>**

A climber's cruise from the base of Ash Creek/Wildcat junction to Shingletown Ridge Rd.  
- No TT Bikes

**Stage 3: Whitmore Road** **July 13<sup>th</sup>**

The Keith Ritter and John Oakes inaugural course full of roller climbs and descents

**Stage 4: Millville Planes** **Aug. 24<sup>th</sup>**

Final stage, compare your improvement with Stage 1

**Each stage will start at 9:00 A.M.**



### Why is it called the race of truth?

- Race of truth because you can't hide
- Race of truth because you're not afraid to give it your all and you're not afraid to show it
- Race of truth because there's no one to blame except you
- Race of truth because it takes courage to test yourself to the limit and beyond

### Why TT?

- It's a great resource to use for breakaways or chases in road racing
- Good alternative if you don't like racing in packs
- Builds mental toughness
- Going fast is fun and cool
- The mutual respect from fellow competitors is incredible
- You really learn the limits of suffering

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## Introduction to Time Trialing

By Ed Condit

The time trial, referred to as the "race against the clock" as well as the "race of truth", is a challenging discipline of competitive cycling. The upcoming series offers a variety of courses that provide an opportunity for you to test your skills on the flats, on a hill climb, and on a roller course. Add some wind and you too will be a complete time trial rider! In this article the focus will be introducing the time trial with some basic tips and strategies sans all the bells and whistles.

While there are few in Shasta County who are specialist time trial riders with time trial bikes and full kits, many are not. So, for the most part, it will be an equal playing field. I say that because in time trial it is also a chance to test yourself to see how far you can dig in achieving your personal goals in addition to competing.

### GETTING STARTED: EQUIPMENT

#### -Clip-On Aero-Bars, Position, Practice-

It's all about reducing drag and being aero. As you increase your speed, resistance increases. Anything you can do to reduce drag will allow you to use your energy more efficiently and it will permit you to channel your power in order to maintain a higher speed. In this case the single and most effective means of achieving this is through your BIKE POSITION more than anything else.

In order to achieve this one should invest in what is called clip-on aero bars that can be placed on your road bike; otherwise plan on riding and staying in your drops with the exception of the hill climb, of course. *Profile Design* makes a variety of bars and is very popular as does *Zipp*, *Oval Concepts*, *Easton*, *Vision Tech*, etc. Implicit in the aero position is getting a bike fit either with your local bike shop

See TT on Page 4

## April Race Schedule

### Road Racing

4/5	Ward's Ferry RR	Tuolumne
4/5	Martinez Bay Front Crit	Martinez
4/6	Santa Cruz Classic Crit	Santa Cruz
4/11-13	Madera Stage Race	Madera
4/17-19	Sea Otter Classic	Monterey
4/26	Wente Vineyards RR	Livermore
4/27	Wente Vineyards Crit	Livermore

### MTB Racing

4/2	PCRS #1	Prairie City
4/5	Boggs III	Cobb
4/6	CCCX XC #5	Monterey Co.
4/6	Big Sandy Race	New Auberry
4/9	PCRS #2	Prairie City
4/13	Napa Valley Dirt Classic	Angwin
4/13	CCCX Spring DH #3	Monterey Co.
4/16	PCRS #3	Prairie City
4/17-20	Sea Otter Classic	Monterey
4/23	PCRS #4	Prairie City
4/26	Lemurian Classic	Whiskeytown
4/26	Lake Sonoma #2	Geyserville
4/27	Glory Hole	Angels Camp
4/30	PCRS #5	Prairie City

For the most up to date schedule, and registration information visit [www.ncnca.org](http://www.ncnca.org)

## March Race Results

### Road Racing

#### Landpark Criterium

Gary German	Mstr. Cat 5	1 <sup>st</sup>
John Oakes	Mstr. Cat 5	2 <sup>nd</sup>
Gina Lowe	Wm. Cat. 4	10 <sup>th</sup>
Brandon Dillard	Jr. 10-18	27 <sup>th</sup>

#### Bariani (Zamora) Road Race

Gina Lowe	Wm. Cat. 4	17 <sup>th</sup>
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#### Ronde Van Brisbeen-Brisbane Marina Criterium

James Heth	Cat. 4	40 <sup>th</sup>
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### MTB Racing

#### Mountain Bike Challenge #3

Steve Tetrick	Expert 50-59	1 <sup>st</sup>
Tom Dillard	Sport 40-49	11 <sup>th</sup>
Brandon Dillard	Junior	1 <sup>st</sup>



*Landpark Criterium: Gina Lowe and the "Tetrick Phenom" who won the overall Women 4 Bariani Trophy! 3<sup>rd</sup> at LP and 1<sup>st</sup> at Bariani*

## Local Cycling Events

4/7	Bike Maintenance Class	4:00-6:00 P.M.	Amphitheater by Turtle Bay	Pat Shearer
4/14	Redding Velo Meeting	6:00 P.M.	Round Table Pizza on Lake Blvd.	
4/26	Shasta Lemurian Classic		<a href="http://www.shastalemurian.org">www.shastalemurian.org</a>	
4/27	Chico Wildflower Century		<a href="http://www.chicovelo.org">www.chicovelo.org</a>	

Please send your 2008 race results, race reports, articles and photos to [g.lowe@hughes.net](mailto:g.lowe@hughes.net) for submission in the monthly newsletter!

# April Ride Schedule

All **Saturday** rides start at Sue’s Java Café at 1712 Churn Creek Rd. at 9:00 A.M.

All **Wednesday** rides start at Holiday Market/Starbucks at Placer Rd. and Buenaventura at 5:00 P.M.

(Please park in slots by Buenaventura to not impact close-up business parking.)

**Please arrive early so the ride can start on-time!**

<b>Day Date Start Time</b>	<b>Ride leader</b>	<b>Route Miles/style/total climb description</b>
Saturday April 5 9 am	Dale Wright	A tour of the westside See route link <a href="#">here</a> 38 miles 3000 feet climb
Saturday April 12 9 am	Keith Ritter	Ride to Igo and Anderson via Placer and Gas Point Roads Route link TBA Approx 55 miles, 2000 feet climb
Saturday April 19 9 am	Tony Lewis	Ash Creek/Wildcat route See map route link <a href="#">here</a> 67 miles. 3000 feet climb
Saturday April 26 9 am	Steve Pitman	Our resident CPA leads a not-too-taxing route around the eastside to celebrate end of tax season. 42 miles 1500 feet climb See map route link <a href="#">here</a>
Every Wednesday 5 pm	Keith Ritter (Leading the “B” group. If you ride fast and don’t stop to regroup – you’re on your own)	Wednesday night route 37 miles/2500 feet climb. Shorter options. See route link <a href="#">here</a>



*Landpark Criterium: John Oakes, Gary German and Brandon Dillard*

Have a question?  
 Want to schedule an additional ride?  
 Contact **Keith Ritter**, Ride Coordinator at 244-7819 or  
[rdgveloschedule@gmail.com](mailto:rdgveloschedule@gmail.com)  
 Now looking for Mav rides and leaders!

*TT Continued from Page 1*

or by experts who specialize in time trial positions. If you choose to establish your own **position**, utilize a digital camera to photograph your position while you are on a bike stand/trainer. Generally speaking, upper arms above the elbow should be nearly vertical which serves to support the upper body. Forming a 90 degree angle with the fore arms, you want to position your arms on the aero pads; that places your weight solidly on the base of your handlebars. This takes some experimenting since you have to consider the comfort vs. discomfort factor. While one strives to have a flat back for aerodynamics, how you position your saddle in the fore/aft sense impacts the delicate balance of delivering power and having a good aero position (there are rules that govern this position in national championships and UCI events). Bear in mind, this all depends on your specific body mechanics, so this is deliberately kept general in nature as you will have to test a variety of positions if you chose to do this on your own. It must be said; by getting a fit by a professional, you will reduce the possibility of injury!

If you have never used aero-bars consider the following: **practice** using them on a quiet road, stay relaxed, have your upper body weight firmly on the aero-pads, never steer by turning the ends of the aero-bars (very unstable), and never use while riding in a pack of riders.

The key in turning is shifting your weight for the turn and leaning while counter steering slightly by applying pressure on the inside of your aero-bar (lightly). Bear in mind, I am chiefly addressing medium turns not greater than 45 degrees. Sharp ninety degree turns in most cases will require you to come off the aero bars to maintain a safe control of your bike. Keep your weight on the aero-pads at all times. Practice and get comfortable with this as this will give you confidence. Never let your guard down and be aware of your surroundings by looking ahead so you can get off the bars quickly or brake should the need arise.

Additionally, crosswinds can be tricky and a sudden gust can be enough to put you off balance, so be wary of crosswinds and when in doubt, ride off the aero-bar. (Let's say I've almost lost it in a strong left crosswind when a fast moving truck passed me because of the combination of the crosswind and his wind blast while on the aero-bars.) Overall as you gain confidence with the bars, you will soon use it as leverage as you apply big time force to the pedals.

Realizing most of you are not riding a time trial bike, it is nevertheless very important to train at least once if not twice a week in the TT position on your aero bars, if you have them. This will help your body get accustomed to the position as well as increasing your confidence in riding this position.

**-Heart Rate Monitor-**

If you don't own a heart rate monitor, consider purchasing one in order to train properly whether for pleasure or racing in general. You will be able to track and monitor your fitness, performance, and it will be your friend in avoiding overtraining/injury. *Polar* makes a variety of monitors that are suitable to all levels of riders. The more advanced monitors have speed and cadence sensors and together with software, you will be able to download a wide variety of parameters associated with your workout as well as track your overall training.

**-Aero Helmet-**

One final option is to consider the purchase of an aero helmet. The time savings here can also be significant.

**-Bike in Good Working Order?-**

Finally, concerning your bike, make sure it has been fully serviced at least once a year to have it checked by a bike shop replacing gear and brake cables, brake pads, etc. I also recommend replacing inner tubes which can take a beating with our heat and cold and overall use. Mechanical mishaps are a real drag and having a well maintained bike will give you confidence with the way you ride.

**TRAINING**

"Conventional wisdom says to know your limits. To know them, you must find them first."—Drew Marold. This, in a very simple way, summarizes my approach to time trialing. And in order to time trial well, you gradually have to train your body to test and learn the limits of suffering and use that experience as a powerful and familiar resource in competition.

Most of you by now have a base level of fitness or have already embarked on your next phase of periodization to the build period where intervals and intensity increase. The goal of intervals is to train at threshold limits in order to build anaerobic endurance, defined by Joe Friel in The Cyclist's Training Bible, as the ability resulting from the combination of speed skills and endurance allowing the athlete to maintain a high cadence for an extended period of time. This can be achieved by a variety of intervals. Creating a build training program really depends on how many days you can train and what

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your individual goals are. So, permit me to be general.

#### –Estimating Heart Rate Threshold–

Assuming you have purchased a heart rate monitor, you need to figure out a working or functional threshold limit, which is a limit you can maintain for a sustained period of time (for the purposes of this discussion I will not be going into your max heart rate). Aside from a lactate threshold test in a sports lab, there are a variety of ways to estimate this. Joe Friel, again in [The Cyclist's Training Bible](#), recommends a simple test where you ride a 30 minute time trial alone after warming up. Ten minutes into the time trial start a split with your HR monitor and ride as hard as you can. Then review your data for your average heart rate for the last twenty minutes and now you have a loose limit which he refers to as a “functional threshold”. This number is the HR you can be expected to maintain potentially in your TT distance. You can repeat this on another day to refine this number. You can do this going up Whitmore Road or up Wildcat road. The slight uphill will help ensure you get your heart rate up. Use this number in your threshold workouts and cruise intervals.

#### –Sample workouts that help in time trialing as well as road racing–

As far as potential workouts are concerned here are two examples. **One** example that I personally like is to work on my **threshold building** on Wildcat Rd. Again, make sure you are fully warmed up. In addition to the solitude, it offers a consistent 4–6% gradient which will get your heart rate up. On your road bike, do 3x12min once a week for a month increasing 2 min. each week to a max of 20 minutes. Riding at a cadence between 70–80 RPM, start the first 5–8mins at upper tempo (90–93% of your threshold) to sub threshold, then transition to your upper threshold limit that you determined earlier or higher. So if my threshold is 156HR, I'll start the first part between 145–150HR, and then after 5–8mins, transition to 150–160HR and hold it to the end. This workout also keeps you from starting too fast, a common mistake in the beginning of a time trial, by holding you back slightly in that first 5–8mins. The **second** and also important workout is to get out on the Plains with your TT setup and start with **cruise intervals**. Again, with training levels that vary with all of us, start with 3–5 intervals (more if you are advanced) depending on your fitness level. The idea is to go right into your effort that will take you to your functional threshold. In this case, do 3–5 six minute cruise intervals with a 2–3min recovery. Do this at a cadence of 95–105 RPM if your body is accustomed to this.

Concentrate on being smooth with your pedaling and try to minimize rocking side to side on your saddle which will save you energy. (If you are not so used to this cadence level, one method is to practice this higher cadence rate as a separate workout at a lower or medium intensity level by doing 3x15minute intervals/5 min recovery focusing on smooth pedaling). Lastly, develop rhythmic and full deep breathing.

These are some of the workouts that all time trial riders do in various forms. Of course the long rides on Saturday will maintain and improve your aerobic capacity and the Wednesday Night Ride accelerations will improve your anaerobic endurance. Many will do trial TT efforts every 2 weeks at race distance in advanced training. Yes, there are a variety of workouts out there; give them a try and see what works for you.

#### –Perceived Rate of Exertion–

As you do these workouts, think and take note of the effort you are making and what it FEELS like. This is important because you need to identify this and use this in order to time trial well. Knowing what it feels like to go strong, to very strong, to very, very strong relate to Perceived Rate of Exertion (PRE):

- 0 nothing at all
- 0.5 very, very weak
- 1 very weak
- 2 weak
- 3 moderate
- 4 somewhat strong
- 5,–6 strong
- 7, 8, 9 very strong
- 10 very, very strong, maximal

I say this because far too many riders get distracted by looking down at their monitors too much during an actual time trial which can negatively affect or interrupt a consistent EFFORT. I try to rely more on PRE on race day because that is my chief focus and motivation in staying fully committed to my effort. HR monitors are also subject to other influences like anxiety, lack of sleep, or heat and will show potentially higher values. These values may need or not need to be respected when you factor in your PRE. Also the monitor will lag and will show your effort later rather than sooner. While the monitor has its strong points in an actual time trial and I do check it out during a race, like looking at your split at a turn-around, you should also learn to ride knowing your limits through PRE. So, as you do intervals in general, do some repeats by covering up your monitor or by not looking at it and compare your results with your PRE and recorded HR data.

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**-Finally-**

Remember in training for the time trial, the goal is to train your body to sustain as much power as possible at your threshold while also training your mind to accept the high intensity and work load.

Redding Velo hopes you enjoy the upcoming Series. We hope it encourages riders to participate in time trial events both in and out of the local area. In the next newsletter, I'll discuss pacng strategy, race day planning, proper warm up, drills, and

some final tips.



Thanks for reading, ride well, ride safe, Ed Condit

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