



Yeovil Cycling Club

January 2000

The Pedaller

The good, the bad and the... ...sheer effort



Welcome to the first issue of the new millennium, and to the start of yet another season. Training should be well under way already, with plenty of winter miles clocked up. Hopefully the weather will improve soon and the days start to lengthen. In this issue you will find details on all the activities for 2000, but first let's clear up the unfinished business with a review of the final event of the year, the Club Hill Climb.

For the first time in many years there were more competitors than spectators. The event should have been held on Sunday 24th October but owing to the heavens opening it was rained off (*though some riders did turn up, or at least start out, -*

the rain must have affected more than the course!). The re-scheduled event was held on a beautifully sunny morning, with 16 riders from Yeovil and the 1st Chard Wheelers competing on the usual climb at High Ham. Chris Absolom and Mike Loader were the pre-race favourites, but with three or four riders new to the event, anything could happen.

The final placings for the Yeovil riders were:

1	Chris Absolom	3.08.4
2	Toby Creighton	3.22.9
3	Mike Loader	3.33.3
4	Mark Askill	3.40.2
5	John Clemmit	3.41.4
6	Steve Pym	3.44.8

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The Club trophies find some new owners, or return to that familiar dust-free circle on the Absolom mantelpiece!

7	Jon Sharp	3.48.8
8	Neil Boxall	4.05.5
9	Simon Notley	4.05.7
10	David Notley	4.25.7
11	Olive Tabor	5.38.7

And the Chard riders:

1	Stuart Woodsell	3.23.5
2	Mark German	3.49.0
3	John Trout	4.23.6
4	Dean Ward	4.34.6
5	Dave Moran	4.40.2

The final social event of the year was the Club Buffet and Prizegiving. This too was particularly well attended with plenty of members and their families present (*it was good to see such well behaved grown-ups, a credit to their children*). Despite a slightly late start with the food, the change to the Sports Club seemed successful. The Silverware had its annual outing and even managed to

change owners this year. The trophies were awarded as follows:

Best Result in a Yeovil RR, *Mike Loader*.

Best National Championship performance, *Chris Absolom*.

Senior RR Champion, *Chris Absolom*.

Veteran RR Champion, *Nick Armstrong*.

Best 25, *Mike Loader* 54.32.

Best 50, *Dave Walters* 2.06.22.

Hill Climb Champion, *Chris Absolom*.

Juvenile BAR, *Olive Tabor* 22.612mph.

Junior BAR, *Olive Tabor* 22.727mph.

Short distance BAR, *Dave Walters* 25.02mph.

Veteran BAR, *Nick Armstrong* +3.961.

Handicap 10 TT, *Barry Whitehead*.

TT Champion, *Dave Walters* 24.183mph.

Points Cup, *Chris Absolom*.

Web Shield (for service to the Club) *Chris Absolom*, for his work as the Time Trial Secretary, keeping an event running nearly every week in a particularly difficult year.

Congratulations to all the winners.

Training not straining

Everyone has their own ideas about training, but the most essential element to any good plan is to identify your goal. Then work out what you need to do to achieve it and set about devising a suitable plan and sticking to it. Below is an article by a leading cycling coach which may help you.

By Joe Friel, M.S., coaches cyclists and author
"The Cyclist's Training Bible."

Assuming that you want to come to your first racing peak of the season in April or May, you must work on four elements of fitness in January: aerobic endurance, strength, mobility, and anaerobic endurance.

Aerobic endurance: Weekly training volume should begin to rise in January. When the weather allows, this should be on the bike and mostly at low intensities, about 30 beats below lactate threshold (LT). Stay away from groups that want to hammer. Cross-training (hiking, running, stair-climbing machines, rowing, etc.) may replace cycling on bad-weather days. You may want to combine two or more training modes into one longer session. For example, you could row for 45 minutes and run for 15 to get a one-hour workout. Be careful with running. If you don't normally run, keep durations below 20 minutes and avoid back-to-back run days.

Strength: January is the last chance

to build maximum strength in the weight room. In February strength training should shift from general to specific with more time spent riding in the hills while seated.

Mobility: Throughout the winter - in fact, all year - work on high-cadence spinning with minimal effort. On a trainer, do one- to two-minute spin-up repeats in which you steadily increase your cadence from normal to maximum without bouncing. Work on relaxing toes, ankles, calves, hands, and face; let them be effortless. When the weather is decent, include three to five downhill or downwind sprints of eight seconds each in an otherwise easy road ride.

Anaerobic endurance: In February, begin elevating your lactate threshold with twice-weekly workouts that include 15 to 40 minutes of continuous riding with heart rate 10 to 15 beats below LT. In March these will become more intense intervals done at near your LT. For now, keep them under control.

Training in March

With the first racing peak of the new season arriving in late April or early May, the serious road racer should start to increase the intensity of his or her training in March, while decreasing the volume by about 10 to 15 percent from February's high. By this time, aerobic endurance should be well established, if you were still

snowbound in February, then continue the distance training and hill work. In this case, your first peak of the season should be delayed until May at the earliest. Here are the typical components of training to work on in March. Be sure to space your hard workouts at least 48 hours apart to allow time for recovery.

Anaerobic Endurance: Once a week, work on increasing your lactate-threshold speed, and comfort at LT, by doing cruise intervals. After a long warm-up, ride three work intervals six to 10 minutes long on a mostly flat course that has no stop signs and little traffic. Start with shorter-duration work intervals, and increase by a couple of minutes weekly. Maintain heart rates on each between 10 beats below LT to three beats above. Recovery intervals are one-fourth the duration of the work intervals (following an eight-minute WI recover for two minutes).

Aerobic Capacity Intervals: Your ability to produce energy using oxygen should have improved in the last few weeks just due to training volume. In order to maximize aerobic capacity, however, you must do intense interval training. Each of the first three weeks in March include one interval session in which you do three- to six-minute work intervals, with heart rate four to 10 beats above LT. The rest interval is the same duration as the preceding work interval. The total work interval volume of this session should be 10

to 30 minutes, depending on your experience level. For example, a novice rider may do 5x2 minutes (two-minute RI), whereas a seasoned athlete may start with 5x4 minutes (four-minute RI). Start by doing fewer and shorter work intervals than you think you are capable of. Each week, add three to six minutes of additional work-interval volume. This is a hard workout and you must be rested for it.

Form Sprints: At the start one of the above workouts, include 5-8x8 12-second sprints with three- to five-minute recoveries. Do the sprints on a slight downhill or with a tail wind, emphasizing form rather than power.

Group Rides: On the weekends, ride with a group that frequently pushes the pace and simulates race intensities. Ride how you feel on any given day - don't try to be a hero and "win" every weekend workout. If you're feeling good, ride hard. If you're tired, sit in and let others do the work. A true sign of a mature rider is one who not only knows how to listen to his or her body, but also trains accordingly.

Aerobic Endurance: To maintain aerobic fitness, include one long, easy ride weekly. The duration should be the same as your longest race in the spring. If your group ride goes on Saturday, Sunday is best for this workout. Heart rate should climb no higher than 20 beats below LT and should average 30 to 40 beats below LT. This requires a flat course and an

understanding partner. Be sure to drink liberally on this ride.

After three weeks of the above workouts, separated by easy recovery spins, take one week to rest. Cut volume by 50 percent, mostly spinning easy. At mid-week do a form sprint workout, and on the weekend, a club ride. Everything else is R&R.

Training in April

In early April, the road racer should be placing great emphasis on his or her racing weaknesses. In March, workouts for these should have been done alone or with a team mate.

April is the time to develop your shortcomings in a race setting. That means working on your weakness with race-effort group rides or low-priority races. Also, at midweek, devote one workout to your weak area and another to your strong suit. Occasionally putting two hard days back to back will get you ready for Saturday-Sunday. Here are typical weakness areas with suggested workouts:

Time trialing: The muscular-endurance that time trialing produces is critical to success in road races, yet few work on it. Tempo rides 10 beats below lactate threshold heart rate to three beats above, for 20 to 40 minutes non-stop, will make you a stronger rider in situations ranging from solo breaks, to bridging, to hanging on when the going gets tough. They aren't easy, but anything

worth having takes hard work.

Climbing: If you're a big rider who finds it tough to hang on over long climbs, spend time climbing twice each week while mostly seated. You may want to set your cleats slightly farther back from the toes and check saddle fore-aft to make sure you aren't too far forward. Focus on developing the ability to apply force early at the top of the stroke. Do repeats on 3- to 6-minute hills of 4-6 percent grades with heart rates climbing to 4 to 10 beats above lactate threshold. Take long recoveries. Refine your natural hill strength - descending!

Sprinting: If by now you haven't developed the leg speed to turn the cranks at 140 rpm or higher, then it's going to be tough to become a competent sprinter this season. Leg speed is a critical ability you must work on all the time. If the speed is there, ride with a good sprinter once a week. Be well rested for these workouts. Watch how they handle their bike at the start of a sprint. Try to stay on that rider's wheel. Take long recoveries. Discover how long you can hold a sprint. Talk with good sprinters about their tactics. Watch and learn how to get on the right wheel at the right time. In races, conserve energy for the sprint.

Well, now is the time to start planning, the Spring Time Pursuits are just around the corner and the first Opens are set for March. Here's to a faster 2000!!

Summary of Account '99

Opening Balance	3706.28
Income	1893.64
Subscriptions	444.00
Race promotions	334.44
Pittards sponsorship	360.00
Clothing	720.50
Other	34.70

The items listed are only the major expenditures, full accounts will be available at the Annual General Meeting.

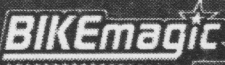
*The video camera was a one-off expense, no further major expenditure on Road Race equipment is envisaged for 2000.

**Cost to be recovered in 2000.

Expenditure	2140.69
Affiliations and Permits	464.00
Video Camera*	824.98
Clothing	708.82
Trophy Engraving	tbc
Other:	
Travell/secretarial	45.00
Advertisement	30.00
Pittards Trophy	20.67
Pre payment RTTC	
Handbooks 2000**	40.00
Newsletter postage	7.22
Loss on year	247.05
Closing Balance	3459.23

Another two for the surfers amongst us:
www.bikemagic.com
 A new site which is trying to develop a regional database of all things cycling, from riders and events through to shops and activities. Full of plenty of cycling links as well as the usual selection of advertisers and info.

For a daily dose of cycling news subscribe to the e-mail news service at
www.procycling.com




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THE TIME, THE PLACE

The 2000 Evening Time Trials will kick off on Thursday 20th April, new for this year is the mid season 50, twice round the twenty-five course. The TVCRA 4-up has moved forward a week to avoid a clash with two Opens – Chard and VC Camelot – which occur on the traditional midsummer week.

	<i>Dist.</i>	<i>Start</i>
April		
0th ...	10	19.00
27th ...	10	19.00
May		
4th	10 (2 up)	19.00
11th ...	10	19.00
18th ...	10	19.00
25th ...	10	19.30
June		
1st	25	19.30
8th	10	19.30
15th ..	25 (TVCRA 4 up) ...	19.30
22nd ..	50 (optional 25)	19.30
29th ...	10	19.30
July		
6th	25	19.30
13th ...	10 H'cap	19.00
20th ...	25	19.00
27th ...	10	19.00
August		
3rd	10	19.00
10th ...	10	19.00
17th ...	10	19.00
24th ...	10	19.00
September		
1st	10	18.45
8th	10	18.45
15th ...	10	18.45

*I wanted oversize
853 for my pram,
not 531*



A NEW ARRIVAL

Congratulations on the birth of their son, Jacob, to Darren and Sarah Edmunds, who arrived on 14th December. I suppose that was a good excuse for not making the buffet Darren, but what about the rest of the season?!

McCartNEY CONFIRM LINE-UP

Team Linda McCartney has confirmed its line-up for this year. It is: Tayeb Braikia (Den), Ben Brooks (Aus), Maurizio De Pasquale (Ita), David McKenzie (Aus), Ciaran Power (Irl), Pascal Richard (Swi), Maximilian Sciandri (Gb), Spencer Smith (Gb), Matthew Stephens (Gb), Bjørnar Vestøl (Nor). De Pasquale and Sciandri will both be in the team at the Tour Down Under in Australia from January 18 to 23.

Road Shoes for SALE

Size 42 Diadora Trivex, unused, still in box. Black and Silver. Too small, any offers?

David Notley. See back page for contact details.

What are they BCF'in about at now?

The BCF is in the process of restructuring its' organisation. A detailed analysis of the changes has already appeared in *Cycling Weekly*, but for those of you that missed it the implications for our Club are:

1. The change to *A Company Limited by Guarantee* means that the Club, (and individual members) are now confined to a liability of just £1 for the debts of the BCF should it go into receivership. (Formerly each member and Club would have been jointly responsible for all debts, without limit.)

2. The creation of new larger Divisions means the Western Division of the BCF is to be split in two. The change will not happen until 2001, but the preparations will take place this year. Somerset will join with Devon and Cornwall, whilst North Somerset joins Wessex. The practical upshot of this is that the dates for our Road Races will be dictated by other events within Devon and Cornwall, but without reference to any other clashes that could be just

Date Change

Ham Hill and Pittards Road Races, 9th April 2000 (this is a week later than originally planned and not as published in the Handbook). The John Andrews Memorial Road Race 11th June 2000.

Don't forget your entry for the RR or Open 10 before you go off to your training camp in March!

RTTC Handbooks.

Ten are on order if you would like to reserve a copy then please contact Kevin Mahon. Discounted cost is £4.50 each.

Club Levy

After years of trying the RTTC has finally managed to force through a Club levy, set at 10p per ride for 2000. Compared to the cost of the BCF membership and Racing License fee it is probably still good value, but don't blame the Club when you have to pay extra for the evening TTs!

40 miles away. Race Officials that are required for Road Races will have to come from within the Division, which may well mean the inconvenience and expense of them having to travel from long distances to our events.

From recent correspondence the Western Division would appear to be opposed to the splitting of the county, a meeting is being held in late January to listen to the opinions of the Club delegates.

If a sensible solution to these problems can be found then the new regions may have some advantages, our concerns will be expressed to the Division at the earliest opportunity. Meanwhile discussions are under way with the Devon and Cornwall Division to explore the possible benefits and problems of a merger. If you have an opinion you would like to express than please come along to the AGM in February.

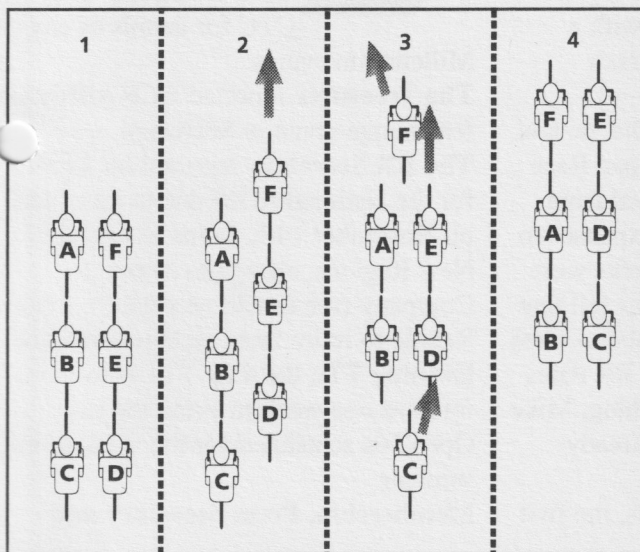
Cycling Etiquette – Group rides

Riders first encounter bunch riding when joining a Cycling Club. It demands concentration, consistency and understanding. It has it's own jargon and rules, here is a brief resume of the YCC code. First and foremost it is essential to be predicable, both in your speed and direction:

- follow the wheel of the rider in front, do not allow your front wheel to get ahead of their rear wheel
- hold your position on the road, do not swap from kerb to white line (or vice versa). Swapping or wavering is responsible for more crashes than anything else
- keep to a consistent effort, let the speed change according to the gradient.
- If you are on the front it is essential to keep you effort/pace constant. Suddenly stopping pedalling will

mean a decrease in speed and the danger of riders behind you touching wheels. When climbing too it is crucial to give a slight kick as you get out of the saddle, otherwise you will slow down relative to the rider behind you.

- Riders at the front should call warnings of hazards:
Car down – car coming
Car up – car behind
On the left (right) – hazard in road on left (right)
Single out – ride in single file
Pointing – to indicate potholes or other debris in the road.
- Stopping – If a rider has mechanical problems, call out *stopping* as quickly a possible, not only to warn those behind you but to enable the riders at the front to find a safe place to stop.
- Use your brains as well as your legs and everyone will be safer.



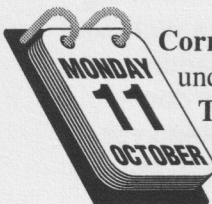
All Change

Through and off... the basic system for riders changing at the front of a bunch.

The outside line moves forward, the front rider moves to the left and the rear rider to the right. Second in the line moves up to the front, then the whole procedure repeats, the frequency depends on the pace and conditions. In a race the direction of change will vary according to the wind direction.

Committee Notes

A brief resume of the last committee meetings. Topics covered elsewhere in this issue are mentioned only briefly.



Correspondence. Dealt with under RR Sec.

The Treasurer reported income for the Evening Time trials was £166.94, a drop of £59.00 on the previous year (due to the difficulties caused by roadworks early in the year). Also received: £127.00 for clothing, £10.00 for the hire of the tea tent from Wellington Wheelers, £10 and £12 in membership fees. The RTTC levy of £20.00 had been paid and the C&G Account had been closed and the funds transferred to a Giro interest Account. The open 10 had made a profit of £30.34 which had also been passed to the Treasurer.

Evening TTs, Membership, Press Secretary and Newsletter Editor no items of interest to report.

Sunday Club runs continue with a regular attendance despite a crash caused by muddy roads.

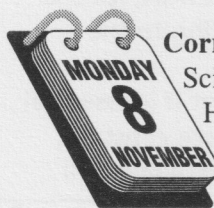
The RR Secretary reported that he had been asked to join the BCF Road Race Committee and sought approval from the Club to claim travelling expenses to attend the Meetings. The benefits were discussed but on balance it was felt that the cost – approx £2 per member – were too great. No confirmation of RR dates yet. Letter from BCF on coaching, Mike Northcott and Dave Walters already aware of contents.

Records Sec Two new records, the first

was for a Triple over 25 miles, set by John Fazakerley, Dave Walters and David Notley at 21.01, no previous record existed. The Club 10 record had also been broken by Mike Loader with a time of 20.55, set at the Open 10.

TVCRA. The season had concluded with a Race at the Open Day and a letter of thanks had been received from the Commander at the Base. There had been an average of 35 riders per session throughout the season.

Matters Arising. Very few members had responded to the offer of receiving information via e-mail. The dates for the RTTC Open events were as requested except for the Early 10 which had moved to 25th March, on a Saturday afternoon.



Correspondence. Sports Science Support at Yeovil Hospital, aimed at sports coaches. D Walters to attend. Request from CTC for details of any

Millennium events.

The Treasurer reported BCF Affiliation fee cheque given to Secretary

The RR Secretary reported on Agenda for the National AGM due to take place on November 14th. Items of interest: New Regions, change to Limited Company (see article on page 8). Roger Randle to retire from racing committee.

Evening TTs, the 4 up TTT is to move forward one week to avoid the two Open 10s scheduled for the week of mid summer.

Membership, Press Secretary and

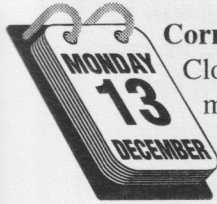
Newsletter Editor no items of interest to report.

Sunday Club runs continue with two runs, usually meeting at an agreed coffee stop.

Records Sec With the exception of Olive all record claims had been received.

TVCRA. Suggestion that the Yeovil Hill Climb be opened up to the Association, to be discussed at next TVCRA Meeting.

Matters Arising. Offer from Chard to join in a track day at Calshott.



Correspondence. TAL

Clothing brochure, CTC magazine, BCF letter on agenda amendment.

RTTC Regulations booklet. Order for RTTC

Handbooks, 10 ordered. Club levy of 10p per rider per event passed at RTTC AGM. The **Treasurer** received £36.00 in membership and £77.00 for clothing.

RR Secretary. Still no news from BCF on RR dates. Explanation on BCF change to Ltd Co. status. Secretary to write to BCF Div. expressing concerns over boundaries of new regions and their practical implications.

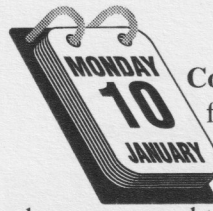
Membership. 45, with 3 new, Michael Stafford, Rob Galvin and Matt Curtis.

Runs. Continuing with a regular attendance, and no further incidents.

TT Sec, TVCRA no report.

Newsletter. To be published in January.

AOB. The Club buffet made a small profit of £7.21. GM attended the Sports Council presentation at Yeovil Council Offices on Sports funding.



Correspondence. Letter from the RTTC and WTTA inviting ideas as to how more people can

be encouraged to ride TTs. General opinion was that riders are only interested in standard distances and fast courses, prizes and points systems were not liable to attract new riders. Unless results are related to a standard for each course the situation will not change.

Treasurer received £97.00 for clothing. £10 affiliation to WTTA paid.

RR Secretary. Dates for RR confirmed. Still no formal acknowledgement of receipt of Levy.

Membership, TVCRA, Records Sec. no report.

Runs. Size of groups increasing slowly.

TT Sec. reported that he may have to stand down at the AGM, as he was unable to guarantee he would have transport each week in order to put up the warning signs. It is hoped to find a volunteer at the meeting or to arrange a rota of people to set out the signs.

Newsletter. To be published in January.

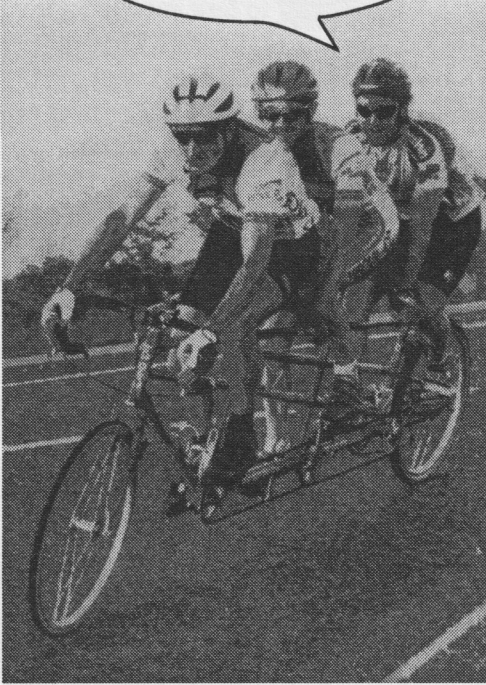
AOB. Officials discussed. Subscription could remain unchanged unless the Treasurers Report shows an imbalance of income over expenditure, no major expenditure anticipated for 2000.

Club Clothing

Road vests long and short sleeved, Training Tops, Thermal Jackets, Shorts, Skinsuits and Bib shorts are all in stock. I also have some spare material, in green, if you need to make minor repairs *David Notley.*

Notice of Annual General Meeting 2000

John, I
think we've dropped
Mike Loader!



The 73rd Annual General Meeting of Yeovil Cycling Club will take place on Monday 21st February 2000 at the Yeovil Sports Club, Johnston Park, Yeovil – a week later than normal to avoid a clash with Valentines Day. The meeting will commence at 8.00pm.

Any formal resolutions for the meeting should be submitted in writing to Kevin Mahon by 7th February 2000. Agendas will be available on the evening, or seven days prior to the meeting upon request.

The meeting is open to all members of the Club, and is your opportunity to express an opinion as to how the club should move forward into the next Millennium.

Grants of up to £5000 are available to help Clubs promote cycling, with a view to reaching new members. Items, for which we might apply for grant aid, have been discussed these include *leaflets*, a *web site*, *training courses*, and *come and try rides*.

It is also the time at which Officers of the Club are elected, most of the Committee are prepared to stand for re-election but that does not exclude anyone volunteering or nominating someone for any of the positions. If you have an opinion on what the Club should, or indeed should not, be doing then please come along.

CLUB CONTACTS

CLUB SECRETARY AND ROAD RACES

Kevin Mahon 01935 472178
21 Park Gardens, Yeovil

MEMBERSHIP

Mike Loader 01935 410790
3, Poppy Close, Brympton, Yeovil, BA22 8US

RECORDS SECRETARY

Mike Northcott 01458 273576
8 Laburnum Drive, Somerton

TIME TRAILS (Evening events)

Chris Absolom 01935 477965
54 Heather Way, Brympton, Yeovil

NEWSLETTER & CLOTHING

David Notley 01963 440291
Oakley, Church Road, Sparkford.