



Plomesgate Cycling Club

November 2015

Editorial

It was a blustery November evening around the Whelan's where I learned my fate. At the AGM I volunteered to take the reins from Trevor in producing the periodic PCC newsletters. I don't really plan to change the format from previous newsletters, but if anyone would like anything to be added please let me know at:

(stuartfairweather@yahoo.com) I aim to produce them monthly but if life or work gets in the way they may be slightly less frequent. I'm kind of reliant on people providing information and I'll try to keep on top of things, but if there's something you want to mention or share a result, then please email me.

It's been a great year for PCC with a number of members producing some great results and notable performances throughout the year. In March Jack Hardwicke, in Ipswich colours, won the IBC Spring Scramble Road Race from a solo breakaway. He also won the CC London Spring Road Race. Jack also gave an impressive performance in the Junior Tour of Ireland, this time for Strada Sport, where he finished 19th out of 103 starters and also helped his team mate secure the Points Classification. For full details see: <http://www.juniortourofireland.com>.

Nick Partridge has given some notable performances in the PCC Club 10s by breaking the club record for the B10/9 and winning a number of trophies. Nick also posted an impressive time of 20:35 on the B10/38 at the SDCC open.

In June, Chris Tye attempted something I could never dream of doing (I don't do more than 10 miles!) he took on the 12-hour time trial, where he notched up 255.06 miles! Chris gives a full account

of his ride and preparation later in the newsletter.

For details on the 2015 club trophy winners, see further on in the newsletter.

PCC members have also produced some excellent time trial performances where many people have made significant improvements over last season, meaning PB's have been smashed and club records have been tumbling all summer.

2015 has been great year for the PCC time trialling scene which has proved ever-more popular with members and other local riders. So much so that the capacity for the total number of riders that can catered for on club nights has been increased. Hopefully Jim H and Trev F will have an injury and illness free winter so they can start 2016 on a good footing. Later in the newsletter Marshall provides us some information about training over the winter and preparing for next season.

For a bit of fun this article may ring true with some people: <http://goo.gl/cZiglb> (I'm not a Daily Mail reader BTW).

As it's my first newsletter a bit about me I suppose - well I've got 4 bikes, 2 young boys, 23 tropical fish and a wife.

Thanks,

Stuart Fairweather

From the Chairman

Where does your Plomesgate Subs go ?

OK, so you pay your £15 subs for the year, but what does the club do with it ?

Our running costs are quite low, so only a few pound a year for postage as most of the communi-



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cations within the club or with others is now via email, so that leaves about £14.99.

We have to affiliate to CTT (Cycling Time Trials) to be able to run our evening and Open events. This costs £30 a year. To do it under British Cycling would cost an awful lot more per event, and members would have to be British Cycling members as well. For our members to ride British Cycling events at a competitive level, then we affiliate to BC for £70. So from the total income £100 has already gone. If we were a sponsored club or even displayed our website address on club kit, then the affiliation fees for both organisations rise again.

Every time you sign on for a club TT event, we have to pay £2 to CTT as a levy. This year we had 352 riders in total, including guests and those from other clubs. If you ride 7 or more evening events, then all your subs effectively goes to CTT. The £3 that guests or those from other clubs pay helps subsidise the events slightly.

The Open events we run will bring in a small profit, which again helps cover the evening TT levy costs, so at the end of the year we generally come out slightly on top as some members don't ride many of the evening TTs. We could do the same as other clubs and charge everybody £3 a ride for evening TTs, but that hasn't been the ethos that Plomesgate has had since its inception and it would be nice to keep it that way.

Pete

Next article where do your Open event entry fees go?

AGM

The AGM was held on the 12th November 2015.

Key points from the meeting were that officers remain unchanged for 2016 and there have been changes to the BAR rule. AGM minutes on request. The officers are:

Chairman/General Secretary - **Pete Whelan**

Treasurer - **Trevor Figgitt**

Racing Secretary - **Jim Hardwicke**

Committee - Bev Whelan, John Vidler, Marshall Crowe, Trevor Caley, Nick Partridge & Stuart Fairweather. If you wish to become a committee member then please speak to the Chairman.

PCC Annual Dinner and Prize Presentation

If you're not already going to the PCC Xmas Meal, where the 2015 club trophies will be presented, then maybe you're not too late.

Date: Saturday 5th December 2015

Time: 7:15pm for 7:45pm

Place: The Table, 3 Quay St, Woodbridge IP12 1BX

Cost: 2 courses £19.50, 3 courses £24.50

Contact Steve Beaumont (stephen.beaumont@bt.com)

Trophies

Winners of the club trophies for 2015 are:

David Bott Trophy – **Nick Partridge**

10 mile Champion – **Nick Partridge**

Veteran Champion – **Evert Wijnberg**

Handicap Champion – **Neil Grout**

Womens Champion – **Aimee Canham**

Club BAR – **Chris Tye**

Senior Road Race – **Stephen Beaumont**

Youth Handicap – **Fleetwood Daniels**



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Club Events for 2016

The dates of the club's 3 open events have been released, more information nearer the time:

10 Mile TT - 19/03/2016

25 Mile TT - 04/06/2016

Grass Track - 03/07/2016

Time Trialling

The PCC time trialling scene looks to be going from strength-to-strength and we're getting in excess of 20 riders for the club nights. What could be better than pushing your threshold on a warm summer's evening through Tunstall Forest? As a result of its popularity, the number of riders for club TT's has been upped to 40 to scale with potential increased riders wanting to ride. The number of 10 mile TT's has been increased by substituting two 5 mile TT's, so still providing some 'come and try it' events.

This means throughout the season there will be two occasions where there are three 10's in a row. There will also be a club 25 on a Saturday afternoon enabling members to get some practice before the open event. Details of the club nights are at the end of the newsletter.

2016 looks to be a promising year for Plomesgate time trialling with a number of riders posting PB's and good placings in 2015. We look to have a good team and should hopefully be pushing for fastest team in local events. To achieve this we need to ensure we have a good presence at some of the events if we're to push for team results. The new club skin suit is available to allow us to all 'look the part' - see the club kit section for more information.

In the next newsletter there will hopefully be some details about the 2016 time trial events in the East-

ern region and SpoCo East, once they've been confirmed. There's only one event currently on the CTT web site - anyone fancy the CC Breckland 10 on 01/01/2016?

Saturday Training Ride

The Saturday training ride has welcomed some new riders over the last few weeks. This has made the ride more interesting and will hopefully attract some new members, although they're not obliged to ride. Cycling is more popular than ever and there are many riders (we see them all the time) in the Plomesgate area riding on their own—we're trying to reach out to them to see if they want to join us. Mostly this has been a 'word of mouth' approach but we've also created a Strava club (more details later in the newsletter) and reached out to Framlingham CC (as we go through their patch!) to see if any riders wish to join us.

During the spring and summer the club TTs seem to be the real life-blood of the club, where we all get together and ride. During autumn and winter, when the TTs are a distant memory, or a training target for the future, the Saturday rides are great for meeting up with other club members and getting some training in.

We ride out at 08:20 from Melton Cross Roads.

All welcome - this is not an official PCC club ride and you do not have to be a member.

All participation is at the rider's own risk.

Obey the Highway Code at all times.

It is recommended that you carry 2 spare inner tubes and have the tools to repair your own punctures (although I'm sure others will help if re-



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quired).

Route

Melton (08:20) - Wickham Market - Framlingham
(09:00) - Saxmundham - Snape - Sudbourne - But-
ley - Rendlesham Forest - Bromeswell - Melton



(and back to Framlingham if that's where you start-
ed!)

Approx. 18mph average speed as a group until
Snape. Progressively faster in a through-and-off
session until Melton. Try and stay with the group as
long as possible and prepare to be dropped - this is
where your gains will be made and you'll stay a
little bit further next time! If you are dropped then
you'll need to make your way back to Melton, alt-
hough it's likely you won't be dropped on your
own, so work with that person to complete the rest
of the ride. You don't have to work on the front if
you don't want to.

For those who haven't ridden in a group before or
are a little daunted by riding 'through & off' as the
pace quickens. Check out these excellent GCN
YouTube videos explaining some of the basics.

<http://www.plomesgate.org.uk>

[Group Riding - An Introduction](#)

[How to ride in a group](#)

[Group Riding Etiquette](#)

[How to ride Through and Off - Chain Gang](#)

Hope to see as many of you there as possible -
let's get some winter miles in! It's a great workout
and you'll see improvements in your fitness and
speed!

Club Kit

The new club jersey is here. Price is £27.50 - con-
tact Pete with your order or more information. Old
jerseys are still available at £20.00.



From the Coach

The Training Year – The Preparation Phase

The Recovery phase has long ended with the onset
of winter. The Preparation phase is where the vol-
ume work is done. This is where your riding effi-
ciency is built up to provide a strong solid base for
more intensive training later in the year. Many in-
experienced riders are tempted to short-cut this
phase and go straight into high intensity training.



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To do this is the equivalent of building a house without foundations. It may look good from the outside and even work for a while but eventually this approach will fall apart and implode once the going gets tough.

The Preparation phase is what was traditionally known as 'getting the miles in' – long rides at low intensity usually in Z1/Z2, best done in company. The sociable club run is a good example of this effort level – you should still be able to hold a conversation and keep going all day at this sort of pace. Sportive effort while riding on the level is another example of the kind of effort level involved.

So what is happening physiologically during this level of riding? The answer is that no one knows with any great surety. The muscle fibres are thought to increase in density within the legs, blood capillary numbers are increased for more efficient transport of oxygen into the muscles. As with all endurance exercise the body is trained to burn fat and you will be leaner without necessarily losing weight. One thing is certain, riding efficiency is improved. This is why you will see elderly riders who are able to hold a high cruise speed in a time trial. They have developed their efficiency over decades from riding these long miles. They can no longer sprint fast or reach high terminal speeds but they can turn out a very fast '10', '25' or '50' time. There are other factors which come into play with the ageing process but efficiency is the main reason for seeing this.

What else should you be doing in the Preparation phase?

Learning to pedal is a classic winter mile-munching objective. Ride lighter gears, raise cadence to improve endurance and pedal circles to maximise effi-

ciency. Some riders will switch to a fixed wheel to promote higher cadence (not on hills) and efficiency.

Other things to be developing in the Preparation phase are new skills – riding in a group, ride etiquette, through and off, echelon riding, learning to 'hold a wheel'. Gym work is very important for building strength and power. If you want to be a match sprinter you will need to be lifting serious squats and derivatives. These are also very useful for endurance riders as you need strength to be able to develop high power levels. Psychologically, long distance rides will build your confidence to know that you can keep going for long distances/durations. Experience gained on riding different terrains and into strong head and side winds will make you a more intelligent rider – you will know how to pace yourself and will recognise the signals that indicate you are starting to fatigue e.g. when riding a hill too fast.

So, don't neglect the vitally important Preparation phase. Enjoy getting the volume miles done, preferably in the company of other like-minded riders so that you stay motivated with the miles passing quickly under wheel.

Marshall



Club Photo

Here's a photo of some of the club members before the Saturday Morning Ride with Robin Pivett, of Woodbridge Rotary Club, when he presented a cheque for £100 as 'thank you' for helping plan routes etc. for the charity ride they held in September.



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Chris Tye's 12-Hour Time Trial

In Chris's own words he gives us a full description of his training and ride.

Newbury RC 12 Hour time Trial, June 14 2015

Pre Race Plan

This was to be my first 12 hour time trial and would be more of an experiment than anything - would I like this sort of extreme long haul time trialling, what would I learn and obviously how far could I go. It was never an 'A' race, but having said that right from the start my target was at least 240 miles. This would net a nice sounding average speed of 20 mph.

Plans changed with pre race withdrawals and non availability of some friends, so I would now be racing this solo and unsupported, adding to the logistical and mental challenge. The host club had a manned feed station that would hold pre labelled drinks, bars etc. so I planned to use that. On the day the feed station was excellent, although you inevitably lose time stopping to reload drinks, and I carried the extra weight of two bottles to reduce the number of stops.

I have never had raced this distance before, in fact

never ridden longer than about 7 hours/125 miles so decided to do a bit of research and planning, as the potential for disaster was obvious. I googled an excellent article by Malcolm Firth, which formed my pacing strategy: [Link \(roll over me to see where I go\)](#)

This uses predictions based on recent 100 mile TT's on similar roads, so my 100 mile TT on 24 May on the same roads was more than useful. I had recorded 4:10:27 at that race, averaging 24mph, 135bpm and 215watts. The predicted distance based on that was 259 miles, but there were also other indicators such as you will average 10 bpm lower over the 12hr, than for the 100. The suggested pacing was to take the target distance and use that pace for the middle 25 miles. For each 25 miles nearer the start, deduct a minute for the time and for each after add a minute. Thus your pace drops throughout the 12 hours, but you should end up at the target distance.

I usually run marathons with a negative split, but since this was the unknown decided to follow the plan, but use a conservative target of 245 miles. Pace for each 25 mile block started at 21.9mph, then 21.6, 21.3 with the final ones at 19.x mph. I would keep an eye on the HR with a target average of 125bpm, 10 lower than the 100. I decided to take little notice of power, as I had no reference point to aim for.

Other than it was the usual rules I have learned racing Ironman: you will have good patches and you will have bad patches. Both will end. When you are in a bad patch keep moving forwards and keep taking nutrition. When you are in a good patch enjoy it but do not go mad and ruin your



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race and, of course, keep taking nutrition. Also energy conservation is key, getting as much speed for as little energy as possible. This means being light on the pedals, no surges or sharp accelerations – just ease up to race pace, spinning the hills and keeping aero.

I had no real taper – a 4.2km swim on Friday and a season best park run time on Saturday.

The day dawned cool, still and misty with slight dampness but overall it looked a decent day. A bizarre field assembled, everything from top end BBAR challengers like Adam Topham/Mark Holton and the usual mad old boys on steel frames who have been doing these for 25 years. There was even a tandem trike.

First 100 miles:

The start was strange as I was not properly warmed up and as a consequence struggled to get into a good rhythm and dialled into race pace. The first 25miles was off pace and I wondered if this was going to be my day. However I did not force it, and chase – the day is far too long for that. Soon I was settled and moving well and had recovered the early lost pace without increasing perceived effort.

The annoying thing was I had too much pre race coffee due to the early start, and was having to have a loo stop every lap, which was costing time. Not good, I need to back off the coffee in future, just stick to the one, not my usual 3.....

However the first 100 ended around 4:40, 21.5 mph average, dead on pace and with HR nicely in the low 120's. Best of all, the schedule now said all

future 25 mile blocks were below 21mph, so I could drop the pace. Target paces in mph for this first 100 were 21.9, 21.6, 21.3, 21.0 and I recorded 21.5, 22.0, 20.9, 21.2. I felt pretty good, but aware that this was still early in the race. 100 miles done, and still early in the race....insane!!

2nd 100 miles:

Now into the meat of the race....and after the first 25 miles of this section I realised I was cycling further than I ever had before. This was a great 100 miles. I was fully settled and comfortable, nutrition was working and I felt great most of the time. My pace settled and there seemed no need to slow any more - the pace splits were 21.3, 21.4, 20.4 (long feed stop), 21.4. This felt like an all day pace, fortunate when your race does last all day. The feed stop was a bit longer than usual as I did feel an energy crash coming, so finished my on board stuff and had jelly babies and peanuts at the next stop, as well as reloading bottles and bars onto the bike. This staved off any problems.

As ever with endurance events it is as much mental as physical – sticking to the plan, concentrating, remaining positive. The 8 hour point was interesting. The optimist in me was saying 'nearly there, 2/3 done'. The pessimist was saying, 'still another 4 hours/80+ miles to go, that's a long ride in itself, tired and sore already, can't do it'. I flipped between these views for the next hour, but at about 9 hours the optimist won...I was going to finish, and finish well. Each 25 miles without slowing was putting me further ahead of schedule. The marshalls and other competitor's crews were fantastic in giving support and encouragement to all riders.

200 miles clicking up on the Garmin was a great



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moment, I got there at 9hrs 25 so the 2nd 100 were just 5 mins slower at 4:45. At this point I was pretty certain I could manage another 40 miles, so started to look at holding the 21.x pace and shooting for 250. If nothing else trying to work out the revised pacing required in my head was a welcome distraction.

Final 55 miles:

Things were still holding up pretty well on the final two and half hours. I was watching ludicrous mile-ages clicking up on the Garmin...210...220....230....etc, while holding pace. Shoulders/neck were sore, as was my backside but not as horrendous as I was expecting/fearing. 21.3mph for 220-225 and then 21.1mph for 225-250. I considered stopping at 250, as I knew my final 5 miles would take me right to furthest end of the course leaving a 10 mile slog back to HQ, but when you've gone that far already it would be rude not to empty the tank. Final 5 miles were at 22.7 mph, glorious.

The finish is odd, you pass 12 hours on the elapsed time, but have to continue to the next marshall and they calculate your distance based on average pace between the last marshall before the 12 hours, and that one. I stopped my Garmin at 12:00, and it showed 255 miles. But it is very hard to keep going at that point with 12 hours are already done. You just want to stop. I ground on until I reached the next marshall which was about another 1.5 miles and then I could finally relax. The 10 miles back to HQ after were the hardest of the day. There were some guys sat at the side of the road, unable to pedal any further.

You are acutely aware that you left HQ at break-

fast, and it's now dinner time. The entire day is gone and all you've done is sat on your bike, pedaling.

My final distance was 255.06 miles. The winner, Mark Holton, had gone over 60 miles further but narrowly missed the national record and the effort destroyed the rest of his season. I recovered after an easy week and lots of nappy cream. I am really happy with the outcome and race execution, but no idea whether I want to do one of these again. So anyone who says 'what about a 24 hr' can well, disappear... 😊 . But it was a great experience and challenge and one I look back on with immense satisfaction.

2016 Club TTs

All events to be held on a Thursday evening (unless otherwise stated). 10 mile events to use the B10/9 course and 5 mile 'Come & Try It' events to use 'B5/9' course (using the start of the B30/9R and then following the B10/9 route, finishing opposite the start). In the event of road-works in Tunstall village, etc., we have an alternative 7.8 mile loop we can use via Wantisden, Butley, Chillesford. The 25 mile course uses the B25/2R route.

All start times 19:00, except the first and last events which are 18:45, and the Saturday event which start at 14:00.

FREE for Plomesgate Club members, £3 for non-Plomesgate riders.

We need volunteers for time keepers and pushers to help these nights run smoothly - so please help if you can. Full training for both roles can be given.



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Date	Time	Distance	Course
21/4/16	18:45	10	B10/9
28/4/16	19:00	10	B10/9
5/5/16	19:00	5	B5/9
12/5/16	19:00	10	B10/9
14/5/16	14:00	25	B25/2R
19/5/16	19:00	5	B5/9
26/5/16	19:00	10	B10/9
2/6/16	19:00	5	B5/9
9/6/16	19:00	10	B10/9
16/6/16	19:00	5	B5/9
23/6/16	19:00	10	B10/9
30/6/16	19:00	10	B10/9
7/7/16	19:00	10	B10/9
14/7/16	19:00	5	B5/9
21/7/16	19:00	10	B10/9
28/7/16	19:00	10	B10/9
4/8/16	19:00	10	B10/9
11/8/16	19:00	5	B5/9
18/8/16	18:45	10	B10/9
25/8/16	18:45	5	B5/9

Plomesgate CC Strava Club

We've created a club page on the popular GPS cycling and run tracking app to provide another way for us to communicate, attract members and advertise the Saturday Training Ride.

Remember you don't have to have to post your rides, but if you decide to, you can mark as private if you want to 'keep your powder dry'.

Join up, it's here: <https://www.strava.com/clubs/162269>

- END -