



the outriders

----- CYCLE CLUB

News

Sometimes one has a quiet moment to just sit and reflect and I am lucky enough to be in that position at the moment.

I am sitting at Cape Town International Airport about to embark on a bucket list of a trip to France and the weird thing is that I am sitting here feeling that I am going to miss not riding with the club for the next two weekends.

One has to ask why and I found the answer on WhatsApp. Many people send messages after a ride commenting on the fact that we are a special club with a fantastic membership. They are right!

The Outriders is a club that has enabled all of us to meet very different people to our normal social circles and from that develop some very strong friendships. It has enabled us to meet and mix with stronger riders, weaker riders and people from all walks of life-that broaden our respective outlooks for the better. I have learned to ride easier and take myself less seriously from some members and simultaneously learned to take my training more seriously from others at different times. Both are great!!!

The club is enjoying a tremendous growth spurt and surge of enthusiasm for our sport amongst members. Lets embrace that and keep it rolling in a BIG way. Lets welcome and continue nurturing our new members and above enjoy all our riding because it is definitely all about the bike J

Enjoy Saturdays ride and enjoy the coffee afterwards. A very good weekend to you all.

12 Training Tips for an Ultra-Distance Ride

By: John Hughes

Ramp Up Correctly

You should train up to a ride of $\frac{2}{3}$ to $\frac{3}{4}$ the duration of the planned event. Your speed for a double century will be slower than for 100 miles because of the cumulative fatigue. If you can ride a comparably hilly century in seven hours, then your first double century will probably take 16 hours or more. So you should build up to a peak training ride of 11 to 12 hours.

When you train for a century you probably ramp up with a longer ride each week, 3 hours, 3:30, 4:00, 4:30, 5:00, etc.. This ramping pattern will also work for a 200K.

However, when training for a double century, if you ramp up the duration of your rides every weekend you may have a hard time recovering physically and mentally from one weekend to the next. Once you are fit for a century follow a see-saw pattern from weekend to weekend: 7 hours, 2:00, 8:00, 2:30, 9:00, 3:00, 10:00, 3:30, 11:00, 4:00.

Ride the longer weekend rides (7:00, 8:00, etc.) at the pace at which you expect to ride the second half of your double century. This will help you dial in your pacing.

Ride the shorter weekend rides at a brisker pace than you'll be riding the double to build your cruising speed.

Train by Time

Train by time rather than miles because how far you ride in X hours will depend on how hilly the course is, whether it's windy, if you are riding with a good group and other factors.

Include Intensity

Every week, include an intensity ride during the week to build power. Warm up, do a [mixed intensity workout](#) and then cool down. The mixed intensity portion should include very hard riding and easier recovery spinning. You can do structured intervals, hill repeats or just sprint with friends to different points on the ride. During the weeks with the shorter weekend rides, you can add a second intensity ride.

Peak and Taper

Plan your peak training ride two to three weekends before your double century. Then taper with shorter rides of just three to four hours on the last weekend to be sure you are fully recovered. Continue one or two short intensity rides each week to maintain your leg speed.

Figure Out Your Nutrition

You can tough it out for 100 miles even if you aren't eating properly, but riding a double century that way gets ugly! When you ride you burn a combination of glycogen (from carbohydrate) and fat for energy. We all have enough fat for the ride but only enough glycogen for several hours of hard riding. If you run out of glycogen, you bonk (your brain feels fuzzy) and hit the wall (dead legs).

On your training rides experiment to see what tastes good and sits well in your stomach. You should eat primarily carbohydrates. Sports drinks and bars, fruit, low fat granola bars and cookies, bagels with peanut butter and jelly are all good. Your tastes may change during the long ride so experiment to find a number of satisfying foods.

Find out what the event organizers will be serving and test all your nutrition on your long rides. If you don't like what they provide, bring your own. Nothing new on the big event.

Eat Every Hour

Eat 240 to 360 calories of carbohydrate every hour plus a little protein and fat if you like. Taking on fuel at regular intervals is critical—set your watch to beep every 10-15 minutes to remind you.

Consume Fluid and Sodium

Drink enough fluid to satisfy your thirst and so that you are urinating with a good clear stream every couple of hours.

Sodium is the main electrolyte lost in sweat and sodium losses can cause cramping. Sports drinks don't have enough sodium so you also need to eat salty snacks such as pretzels, pickles and deli turkey.

Get Comfortable on the Bike

What's annoying on a century could become a showstopper on a long ride. If you haven't had a professional bike fit recently, get one. Tell the shop mechanic that you'll be doing a long ride. For ultra distance the bike fit is different—comfort becomes more important than aerodynamics.

Pay particular attention to the points of contact: butt, hands and feet. Discomfort at any of these points will result in pain by the second half of the long ride.

If a saddle fits correctly your weight should rest on your sitz bones and there should be no pressure on the soft tissues. Stand every 10-15 minutes to relieve pressure on the sitz bones. To prevent friction use pure petroleum jelly, which is as effective as more expensive products.

Pressure on the nerves in the palms of your hand will cause pain and numbness. Your core should be strong enough that your hands rest lightly on the bars like you are typing. Move your hands every few minutes to different positions on the bars.

On long rides you may develop hot feet, which result from pressure on the nerves rather than heat. Loosen your shoes and ankle a bit more at the bottom of the stroke. At rest stops take your shoes off and walk around in your socks while flexing your toes.

Pay Attention to Recovery

All the time on the bike puts a real overload on your body. If you don't work on your recovery your body will remain in a broken-down state and you won't be able to train effectively nor ride well. After a ride:

- Be sure to drink enough non-alcoholic beverages after a ride. Weigh yourself before and after a ride and for every pound you've lost drink a pint of fluid.
- Eat high-quality carbohydrate to replace the muscle glycogen that you've burned and eat a salty snack if you have sweated a lot.
- Elevate your legs to get the blood flowing. Stretch after the ride to loosen up tight muscles and continue stretching most days while you train.

Focus on Short-Term Goals

An ultra-distance ride always has at least one mentally tough section. For me it's the ugly middle. I start out fresh and excited by the ride and then I start to get tired. It's a long way to the finish and I can't imagine riding that far! Finally, I can smell the barn and my energy revives. In between is the ugly middle!

When you get to the ugly middle don't think about how far you have to go. Focus on just riding to the top of this climb...or the next 10 miles...or the next rest stop. Bite off and chew one chunk of the ride at a time.

Practice Pacing

Practice pacing yourself on your long rides. You should always be able to talk! Even on the climbs you should be able to talk in short sentences, although not sing or whistle. Learn to expend your energy evenly throughout the day rather than going too hard and then fading.

Learn Not to Stress Out

Learn to focus on the rhythm of your breathing. When you get too stressed, your breathing tends to get ragged, which disrupts your smooth, efficient pedal stroke.

If something unexpected happens such as a strong headwind, mechanical problem or upset stomach, just focus on your breathing and relax for a minute or two. Then ask yourself "How bad is this really?" "Is this something in my control (fixing the mechanical) or something I'll just have to put up with (the headwind)?"

The Koeberg Sunset Cruise News

Just a reminder that the Sunset Cruises officially ends on 15 August. With the days getting longer from 22 August the entry & exit rules are more relaxed and there is no need for strict group riding as we are doing with the Sunset Cruises. I trust that everyone who participated so far has had an enjoyable time and to those who have not made it yet – from next week there are only 4 more Sunset Cruises left over. The Sunset Cruises have been great and its truly really encouraging to see how everyone bought into the group riding, stayed together and respected the rules

The current riding format plus meeting times are working well so the proposal is that from 22 August the times of 16H30 at the wall and from 17H00 in the parking lot will remain. We would recommend that those cycling from the wall to Koeberg and back still ride with their lights for the homeward journey. From 22 August we will advertise the Koeberg rides on the Dirty Derailleur WhatsApp Group and you will only have to RSVP on the day. Please contact me if you need to be added to the Dirty Derailleur Group.

If there any riders who want to meet later then let everyone know as there might be more that would like to join you. Remember that the general thumb rule is that it should be lightish for about a half hour after Sunset subject to cloud cover. You should however be off the reserve roads by Sunset.

Thanks to Adi & Erica who assisted with the famous list when I could not make it, to all who supported the Sunset Cruises and here's looking forward to lots more Koeberg rides.

Regards

Michael de Kock

072 699 7458

**Cycles Direct - Outriders Deal Of
The
Month July 2018**

CYCLES DIRECT OUTRIDER DEAL OF THE MONTH JULY

Specialized Thermal Arm Warmers – RRP R415 Outrider Members R349

Specialized Thermal Leg Warmers – RRP R640 Outrider Members R549

THERMINAL ARM WARMER

Advertised MSRP 415.00



Black

FEATURES

Arm warmers fully made of soft and stretchy Lombardia fleece.

- Fully made of soft and stretchy Lombardia fleece. Unisex. Silver logo.
- Elastic band at the top with internal anti slip feature.

THERMINAL LEG WARMERS W/ZIP

Advertised MSRP **640.00**



Black

FEATURES

Fleece leg warmers for both men and women (available in small sizes) with ankle zipper.

- Fully made of soft and resistant Lombardia fleece which stretches in two directions for comfort and easy care.
- The jacquard elastic band at the top keeps the warmer in place. Ankle zippers for easy on and off.

PPA Calendar

EVENTS AT A GLANCE

Please see the [PPA website](#) for more information on these events.

Please note that PPA Marshals are there to secure the safety of our riders at events so please remember to bring your own tubes and spares when participating in an event as the PPA does not supply these to riders.

Date	Event	Category	Location	Distance/Notes
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Sat 04 Aug	2018 Worcester Rotary MTB	MTB funride	Celmor Winery	77 km; 47km; 25 km; 7 km
Sat 11 Aug	2018 Wolseley MTB	MTB funride	Mountain Ridge Wine Cellar	60 km; 40 km; 25 km; 8 km
Sun 19 Aug	2018 Backsberg Dischem Rotary MTB	MTB funride	Backsberg Wine Estate	45 km; 30 km; 15 km; 5 km
Sun 26 Aug	2018 Tiletoria Elgin Valley MTB	PPA-own MTB funride. All welcome	Paul Cluver Wine Estate	70 km; 45 km; 30 km; 15 km
Sat 1 Sep	2018 Tip Trans Cederberg Experience	MTB- listed event	Citrusdal	105 km; 65 km; 45 km; 15 km Trail Run
Sun 9 Sep	West Coast Express	Road funride	West Coast	TBC
Sun 16 Sep	Cyclo Sportif #5	PPA-own Road	Simonsvlei Cellar, Paarl	98 km; 38 km
Thu 20 – Sat 22 Sep	Buco Dr Evil Classic	Other	Plettenberg Bay	Stage 1: 72 km; Stage 2: 45 km; Stage 3: 51 km
Sat 5 – Mon 7 Oct	Cpe Duo Challenge	Other	Wellington	125km, 65km, 50km and 40km
Sat 13 Oct	Java MTB	MTB funride	Van Loveren Wine Estate	80 km; 45 km; 20 km; 6 km and 10 km Trail Run
Sun 14 Oct	Cyclo Sportif #6	PPA-own Road	Perdeberg Winery, Paarl	109 km; 38 km
Sun 28 Oct	2018 PPA One Tonner	PPA-own Road	Stellenbosch High School	170 km team and ind 109 km and 42 km

Club Rides

Club Rides : All club rides will leave from in front of Cycles Direct (Builders warehouse car park) on Sandown Road

Ride Times:

Saturdays - 7:30am from in front of Cycles Direct

Sundays & public holidays - 7:30am from in front of Cycles Direct

Saturday
Leg Breaker

7.30AM +/- 60km @ an average of +/-32km/h
Out on R27 to Link road, Turn left onto N7, take Philadelphia turnoff, back onto N7 south link, Link rd, left onto R27

Saturday
Leg Shaker

7.30AM +/- 50KM @ an average of 28km/h
Out on R27 to Link road, Turn right. At the top (N7) Turn around, back down Link, left onto R2

Saturday
Leg Loosener

7.30AM +/- 40km @ an average of +/-26km/h
Up the R27 to Duynfontein and back.

Saturday
Leg Warmer

7.30AM +/- 35km @ an average of +/-22km/h
Up the R27 to Melkbos/Duynfontein and back.

Tuesday & Thursday
'Mothers & Others'

8:00AM (Meet at Beachfront Opposite Doodles) - Join a very social group for a relaxed ride to 1 or N7 Link Road and back. This group can advise on all the local coffee shops better than Platte about local wines!

Wednesday Koeburg
ride (MTB)

5pm Meet at the top car park

Sunday 22nd July 7:30AM

Scone ride to Pepper tree (bring R20)

Sundays &
Public Holidays

Long ride

Head north on R27 to Mamre hill, turn south to Atlantis, down Dassenberg Road, towa Philadelphia. Return via Van Schoors, N7, Link road R27 +/-90km

Slightly shorter route

R27, link rd, left onto tree lined to Philadelphia. Return via same route as long route +/-7

Club Details

Web site: <http://www.outriderscyclingclub.co.za/>

Bank account details: The Outriders ABSA (632005)

Acc No. 90 97 10 54 56

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The Outriders Cycling Club
PO Box 50115
West Beach 7449

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