



TOUR O THE BORDERS YELLOW JERSEY TRAINING PLAN 2018

WEEKS 3 & 4

WELCOME TO WEEKS 3 AND 4 OF THE 2018 TOUR OF THE BORDERS YELLOW JERSEY TRAINING PROGRAM

Hopefully you have managed to start your Yellow Jersey Training? If not, there is still time to start. Click [here](#) to see weeks one and two.

Weeks 3 and 4 have slightly longer training sessions during the week, but are still focused on improving strength and power. The weekend rides, again are longer, so food and hydration are even more important.

The tip for these two weeks relates to riding in big groups safely. This is something you can practice before the tour in September.



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TRAINING ZONES

I will refer to training zones for each ride. Normally it will be one zone, but on longer rides there may be a mix of zones. The table below will help you gauge how you should feel whilst riding in a particular zone. It also provides you with an indication of your heart rate and FTP levels.

ZONE	EFFORT	YOU CAN...	IT FEELS LIKE...	USE IT FOR...	% HR MAX	% FUNCTIONAL THRESHOLD POWER	PHYSIOLOGICAL ADAPTATIONS AT THIS TRAINING ZONE
1	Easy	Chat easily	Warming up	Warm-up, cool-down, recovery	60-65%	56-75%	Muscles become looser and body temperature gradually increases
2	Steady	Speak one sentence at a time	Riding along with a bunch on the flat	Long rides	65-75%	76-90%	Primary oxidative energy systems working. Muscle glycogen storage increases
3	Brisk	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10-20 minutes	75-82%	91-105%	Oxidative and glycolytic energy systems are both in use. The body is working just below threshold level
4	Hard	Say one word at a time	Really pushing like a hill climb	Hard efforts of 2-8 minutes	82-89%	106-120%	Blood lactate levels start to rise. Hypertrophy of slow-twitch muscle fibres
5	Very hard	Unable to chat, gasping	Flat out sprint	Very short max out efforts of 10 secs to 2 minutes	89%-Max HR	121%+	Heart rate, blood lactate levels and other physical parameters start to reach maximum levels

About Phil Mack

Phil Mack is a Specialist Sports Physiotherapist and Sports Scientist. He has six sports injury and peak performance clinics located in Edinburgh and Peebles www.thephysiotherapyclinics.com

Phil was previously Strength and Conditioning Coach to the South African Triathlon Team, South African Springboks, Leicester Tigers and Ulster rugby teams, to name a few. He has developed a global reputation in both strength and conditioning and sports injury rehabilitation.

As a triathlete and duathlete, Phil has represented both Great Britain and South Africa. He is also a keen climber and enjoys mountaineering.



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WEEK 3	RIDE 1 30km or level 3 chain gang tempo ride	RIDE 2 60-70 mins Hill repeats. After a 5 km warm up, 4-6 hill reps. each repeat should be around 6-8 minutes long with an easy roll back down the hill for recovery. Level 4	RIDE 3 80-85km Undulating ride. Level 2-3 with occasional level 4. Aim to tackle one or two longer hills of 8 minutes+ in length
	RIDE 1 30km or level 3 chain gang tempo ride	RIDE 2 60-70 mins Hill repeats. After a 5 km warm up, 4-6 hill reps. each repeat should be around 6-8 minutes long with an easy roll back down the hill for recovery. Level 4	RIDE 3 90-95km Undulating ride. Level 2-3 with occasional level 4. Aim to tackle one or two longer hills of 8 minutes+ in length

NOTES

Rides 1 and 2 are interchangeable

Make sure you take sufficient food and fluids with you on the longer ride and make a note of what you consume (see tips on energy for long rides)



TIPS FOR WEEKS 3 & 4

Learn how to safely ride in a big group

Part of the fun when riding a sportive, especially one on closed roads, is riding with other people and being part of a large group. However, when riding in big groups, all riders are responsible for each other's safety. Following a few simple rules can help keep everyone safe and add to an enjoyable experience.

- There is a universal language rider's use to communicate dangers. Riders at the front and back of a group are especially important to communicate potential dangers like traffic, parked cars, road narrowing, potholes and other obstacles like traffic islands
- If you are not experienced in riding with big groups, start off with a few mates and practice riding close to each other, especially on the kerb side
- Typical shout-outs like "car up" or "car front", "on the left" or "on the right" and "hole" are the most common terms used to alert riders to potential dangers. If you are going to manoeuvre around a pothole, for example, call out "hole" and even point it out if you can safely do this, prior to changing your line to go around the hole
- Accidents can occur from sudden swerving or breaking by a rider in front, so smooth riding and good communication will keep everyone safe
- Riders will regularly stand out of their saddle. What this often does is causes a slight slowing up of their bike. Watch out for riders standing and you will be able to anticipate the slowing up, especially important if you are close to the wheel of the standing rider
- If you are not confident, stick to the outside of the group where you have a bit more space
- Avoid overlapping your wheel with the rider in front as this is a common way to cause an accident if wheels touch
- If you are worried about being dropped on a hill try and position yourself near the front of the group just before the hill starts, so that if you do drop further back in the group you are still in touch at the top
- If you are in the middle of the group, be prepared to communicate information to riders behind you
- Going downhill, the group tends to spread out due to the extra speed. Find a safe gap where you are comfortable but try and stay in touch with the group otherwise you will have to work hard after the hill to catch the group again
- If you find yourself in a tough group for your current fitness, try not to slip to the back of the group as the slightest surge in the group may drop you off the back of the group and you could find yourself on your own. Rather position yourself in the front 1/3 of the group where you can see what's happening and anticipate any change in pace
- If you feel strong in the group, help out at the front but try not to sprint off the front as this will cause havoc for the rest of the group and they won't thank you for upsetting the group dynamics!