



WELCOME TO THE 2019 TOURO TRAINING PLAN

The first two weeks were about getting out on your bike and finding a regular routine to fit in your training around work and home life. Some riders following this programme have said they intend to cycle to work 2-3 times per week to help fit in their training. This is a good suggestion but might be impossible for some of you.

So, below you will find a plan for the next 2 weeks which focuses on building your training time (mostly on a bike of some sort). The midweek sessions are interchangeable. There is still plenty of time to go, so if you haven't got yourself organised yet, take a look at the last instalment and get going!

The training programmes from here on will focus on one main ride per week (usually at the weekend) plus one or two midweek rides/ alternative training. The weekend ride will progressively build your

distance so that you are ready to complete this fantastic sportive in September. The midweek rides will be shorter and over time will help develop your strength and speed.

Apart from the longer ride which should be on a road bike, you can choose any type of cycling at this stage for your training.

The long rides are a key part of your training so try not to miss these, even if it is the only ride you do in that week. If the weather isn't great, try to go out anyway, as it could be windy or raining on the day. Training in poor conditions will help you better prepare, and also provide you with a chance to experiment with different clothing, fluid and energy strategies.

The program won't suit everyone's time available to train, but again, the key is the long ride so make sure you get this ride completed at some stage during the week. You will see each ride has a training intensity level 1-5. Use the Training Zones chart below to establish the training intensity of each ride and how this should feel (perceived effort).

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



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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.



TOUR OF THE BORDERS TRAINING PLAN

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WEEKS 3 & 4

	MON	TUE	WED	THU	FRI	SAT	SUN	NOTES
WEEK 3	Recovery day	45-60 min level 2-3 Undulating ride with level 2 on the flat and slightly increased effort on any inclines	Recovery day	45-60 min turbo/Zwift Or alternative training (eg. circuit class, cross-trainer)	Recovery day	Optional 45-60 min easy ride, level 2 Depending on your current fitness level	1 - 2 hour undulating ride Level 2 with occasional level 3	Make sure you take sufficient food and fluids with you on the longer
WEEK 4	Recovery day	45-60 min level 2-3 Undulating ride with level 2 on the flat and slightly increased effort on any inclines	Recovery day	45-60 min turbo/Zwift or alternative training (eg. circuit class, cross-trainer)	Recovery day	Optional 45-60 min easy ride, level 2 Depending on your current fitness level	1 ½ - 2 hour undulating ride Level 2 with occasional level 3	Make sure you take sufficient food and fluids with you on the longer ride

TIPS FOR WEEKS 3 & 4

“Make sure you are energy efficient on your long rides”



Ever suffered with sudden loss of energy or performance on longer rides? This is most likely resulting from the lack of carbohydrate replacement earlier in the ride, leading to energy depletion or “energy bonk”.

Maintaining optimal hydration when you ride by replacing fluid loss is important, but for longer training rides and during the event itself, you must use fluids or drinks that help replace carbohydrates. So, on longer rides, mix with your water an energy product that is 5-7% carbohydrate, for example [High 5 Energy Drinks](#). This is an isotonic level, meaning the drink contains the same concentration of dissolved particles as your body fluids, so will be absorbed fast.

If you are not sure which product or drink to use, the only way to find out is by experimenting in training. Choose a drink that also contains electrolytes, particularly sodium. These speed up the delivery of fluid to your body, so it's especially important on longer rides. Also make sure you choose a flavour you like the taste of – that way you're far more likely to drink enough.

Drink plenty before you go out on your bike so that you start off fully hydrated and continue drinking afterwards, little and often, to help aid recovery. Don't wait until you feel really thirsty as the thirst suggests you are already dehydrated.

You should consume between 0.5 and 1g of carbohydrate per kilogram of bodyweight for

every hour of riding. This can be in the form of carbohydrate-electrolyte drinks, gels, bars, solid food, or a mix of these. But what your body can tolerate can vary from person to person, so it's important to experiment in training. That way you'll be able to tell how much energy replacement you need and what your stomach can tolerate.

When riding an event, find out what food and drink will be available and at what points along the route. If your stomach can't tolerate the energy drink of food on offer, take your own sachets and food. More on this subject when I talk about race preparation nearer to the race. For now, practice with different fluid and energy strategies until you know what works for you.