

Know of any Century Training routines?



[animegmrgl](#) 4 posts since

Feb 6, 2008

Hi there,

I'm hoping someone can help me out here. I'm looking for a Cycling program that can help my husband, Jason, train for a Century in October. He's done 2 centuries before and went into them stone cold and wants to do it right this time. I've looked all over the net and I've found a few...big thing is I don't want to have to pay \$40.00 just to get a training schedule.

Can anyone help me out or point me in some direction? Thanks! 😊

Tags: training, cycling



[Shookie](#) 1 posts since

Apr 15, 2008 **1. Re: Know of any Century Training routines?** May 21, 2008 2:12 AM

a past participant in many, many centuries. I always found the key is consistency. You don't have to ride 100 miles in one day to prepare to ride 100 miles in a day. In fact you should be able to ride at least 80% of the mileage in a day; anymore and you risk the chance of getting burned out.



[MotiveForcer](#) 324 posts since

Jul 9, 2007 **2. Re: Know of any Century Training routines?** May 27, 2008 12:52 AM

Hi,

Know of any Century Training routines?

A famous racer from Belgium said, "RIDE LOTS!" While the previous responder is correct the main thing is to ride and not do a repeat of going into it "stone cold." Not knowing your husband's fitness level but presuming it is at least average, whatever that means here in the USA, and that he has general good health then I'd recommend riding four times a week with varying distances. Many riders do their long ride on Sunday mornings. Then Monday is a very easy, and I mean, SLOW day. Then on Tuesday and Thursday harder rides that are shorter. What these efforts mean and what distances I'm referring too is obviously vague because the level of working out is dependent upon where the rider is starting from.

So, I'd like to recommend several things and some of these issues have been mentioned at other locales on active.com. First, a properly fitting bike with the right accessories. HELMET, glasses, padded pants, and bike shoes. Since the goal is a century, I would guess that is a road century. I would recommend ROAD shoes and road "step in" pedals. More efficient than toe clips and tennis shoes for sure. Someone who can regularly ride 50 or 60 miles should be able to pace themselves to a 100 miler. What is the goal though? Doing a century or being fit and enjoying bike riding. I'd say if it isn't the latter, skip the former unless a huge inheritance is at stake.

Now, I'd say to join a club and ride with others. Most good bike shops should know of rides of varying levels which might suit your husband. Riding with others makes the miles slip by. Bike clubs aren't just for racers!!! This way one can learn the best local routes, learn techniques for handling a bike and make new friends who share the passion!

Go to a site that lists maps of rides. Try, www.MapMyRide.com and type in your city and state and my guess is that several will come up. Think of the bike as a tool to explore the area.

Know of any Century Training routines?

Now, if you have the time... or your husband who probably doesn't otherwise he'd have written in himself, or you are just a concerned spouse and don't want him to be injured, you may want to read the attached article which I recently edited and had been published in a Sports magazine here in Michigan.

One other suggestion. Get yourself a bike and ride with your husband. There are bikes for all riders ranging from "comfort" and "cruisers" and "hybrids" to new neat Fitness bikes all the way up to racing bikes, mountain bikes and when you feel good on them, get a tandem!

But have fun!

EJ

BICYCLE TIPS FOR YOU

"It's not just about the bike!" So says Lance, but each of us who ride, have had moments when we've doubted that edict and considered that it is about the bike. So what keeps us going? Could it be a cool looking bike, firm muscles,

Know of any Century Training routines?

or form fitting bike pants (on you or the people you ride with)? Or is it just that sense of independence

gained by covering hundreds of miles under human power? Following are tips that touch on four

criteria that can enhance your overall riding experience as this A. L. (read as 'after Lance') season gets under way.

They include SAFETY, PERFORMANCE, COMFORT and AESTHETICS.

SAFETY: Starting at

the top, we're all wearing properly adjusted helmets now and on every ride,

right? Are you due for a new one? Manufacturers report there is a life

expectancy for helmets as they deteriorate with exposure to the sun and

perspiration. So after several seasons

you get a legitimate excuse to get a newer race helmet. Don't store it in your hot car if it can be avoided.

Know of any Century Training routines?

Your eyes are next.

If you aren't wearing polycarbonate (or other new protective material)

lenses your eyes are at risk from dust, insects, or a bulleting stone shot from

an auto tire. This in fact happened to

me the first week I owned a pair of bike glasses as I was heading down a hill

traveling well over 30 MPH and who knows how fast that stone came at me. It hit me directly in front of the pupil and

I did not even have time to blink so I saw it hit and bounce off the lens. By the time I got to the corner and stopped,

I was shaking pretty well but the lens was not even scratched and no doubt it

saved my stereoscopic vision. Off the

road, a tree branch can slash your cornea. New lenses should be 100% U.V.A and

B blocking, which will postpone cataract surgery a few years.

Here's a new twist in bicycle protection. Upon the recommendation of my dentist, I had

a mouth guard made that I use when riding and skiing. I feel particularly secure when riding on the

velodrome (remember there are no brakes on track bikes) but at the same time I

feel stronger as I bear down. It seems

Know of any Century Training routines?

to structure the energy through my body and believe it or not, my teeth feel warmer on cold rides. A helmet for your teeth can serve to protect you and your parent's investment in braces.

Protect your hands.

If you go down, your palms will no doubt hit the ground and you can minimize scraping or even a break with a padded glove. Nerve and tendon ailments can be alleviated with nice fitting gloves by minimizing shock. Gloves can alleviate much of the stress one feels in the arms and shoulders as well. The amount of padding depends on you and your feel for the grips on the handlebars.

PERFORMANCE: Once

your mileage increases I strongly urge riders to invest in what I alone seem to

Know of any Century Training routines?

refer to as “Step-in” pedals (as opposed to ‘clipless’). These are the ski binding inspired pedals

that are superior to the old trap looking “toe-clips.” Numerous models are available on the market

but there are two basic styles. Mountain

bike style pedals are at least two sided so that they are easy to enter and the

shoes allow for walking. Road pedals and

cleats are lighter but the cleats protrude and are somewhat awkward to walk

in. If you intend to walk at your

destination, consider a mountain bike set up.

Starting from the bottom up, cleat position is crucial and a

fit savvy bike fitter can line you up properly along with other bike positions,

which includes seat and stem orientation as well as handlebar width. These all interact to create an efficient and

comfortable fit. Keep in mind that fit

is dynamic. I’m fond of saying “the

longer you ride, the taller you get!”

Those of you who know me know that I’m not exactly dunking the ball, but

as the season goes along I feel more stretched out as my back stretches

Know of any Century Training routines?

out. I will adjust my seat height

accordingly but remember, changing one thing on the bike usually alters

something else as well. By raising the seat

post, you are also moving it away from the bars. Often times I'll then move the saddle forward

and I seem to get a power boost. Try it.

If it doesn't work just bring it back as you've marked the position on the post

with a piece of tape. Some bike fitting

gurus will set you up and you might get the idea that the result is the only

way for you but nothing is set in stone and all of us have specific needs. You

can try modifying the cleat position (fore and aft) or the saddle as mentioned

and you might prefer the new set up.

Generally, wait until you are in spinning form and make changes VERY

gradually. A 1mm seat height change can

be significant if you are close to being dialed in.

Think you need rotational cleats? In my opinion, these are used often to

alleviate knee strain when the proper solution is to properly orient your foot

with a footbed or an orthotic device, which serves to keep your alignment true,

Know of any Century Training routines?

and more power driven efficiently into your pedal. This will minimize knee strain as the wobble

detectable on each pedal stroke or the “knocked kneed” position is minimized. A little more float is nice when cornering

but rotational cleat-pedals, while minimizing stress on the knee, generally

does so by sacrificing power. And once

you’ve got it you won’t want to give it up.

Purchasing a full-length generic footbed or a custom one can “pump you down” into the pedal. Locally, Glenn

Cumberland at FASTECH Labs in Troy

builds bike specific footbeds and many of the riders who beat you up the hills

have footbeds as that unseen secret weapon.

Call FASTECH Labs at 800 351-FOOT

for an appointment. As of June 2008, I

will be selling ALINE footbeds. I’ve

personally been using this anatomically correct product three seasons now in my

ski boots and bike shoes. They are a customizable

product and fully guaranteed for fit.

They work well in inline skates and running shoes as well. Review www.aline.com or contact me.

Know of any Century Training routines?

Performance is also aided by having a properly running and

fueled bike. Take your bike in now for a

preseason or early season tune-up and make sure that on each ride your bike is

set up with the brakes in line and the tires properly inflated. New high pressure clinchers compete well and

I got well over 4000 miles one season on one set so while the cost per tire

might be high, consider that a good tire might get you more miles as well. Think lighter, especially on anything that

rotates on your bike. Your saddlebag should be completely stocked with a replacement

tube(s), CO2 cartridges and valve, or pump, tire levers, and several tools. I usually suggest that each rider be

self-sufficient and not rely on anyone else to help them out. It is bad form to flat and not even have a

tube. The tubes you carry should be good

to go. If you ever multi-flat, and Lance

knows that you can get more than one flat on a ride, always replace the tube

you've borrowed from your buddy.

While getting you home is part of performance, an additional

Know of any Century Training routines?

add-on to your bag is a tire boot. PARK makes

nice ones and these serve to repair a slashed tire. Boots are about the size of a credit card, several come in a pack, they weigh nanograms, and they'll save you from calling your spouse early some Sunday morning for a lift home. Built of a clear plastic with an adhesive

backing, they do the job when a mylar energy bar wrapper or dollar bill just doesn't cut it.

A clean bike rides better.

Getting down to it, at least keep your drive train clean. This will decrease wear and tear and sustains

a smooth pedaling action. Speaking of

drive train, change your chain regularly as it will stretch and as it does it

will tend to prematurely wear out your chainrings and cassette. Think about changing your chain as you would

your motor oil, every three thousand miles or so. The stretch can be measured so ask your mechanic

for advice. There are numerous

lubricants on the market specific to bikes. I'm a fan of B-9 which apparently works great on your jet engine parts as well

Know of any Century Training routines?

COMFORT: Comfort is best accomplished by properly fitting you to your bike. Most shops offer a fitting service. Resist getting shorter stems with a higher reach until your neck and shoulder muscles have had a chance to get stronger. Everyone's neck is sore after that first spring ride after a long winter layoff. If choosing a new bike and comfort is key, but you don't wish to sacrifice performance, consider bicycles such as the TREK Pilot series which generally have a shorter top tube and a slightly higher handlebar which tends to minimize back stress. Built in shock resistance is accomplished in a number of bikes available as a result of elastomer bumpers which are, for example, integrated into the frame. There are other ways to smooth out the ride including a saddle with greater compression in the rails and you can alter the feel simply by changing your tire pressure.

Know of any Century Training routines?

That said, the new pressure relief saddles, which are gender specific can aid with the primary rider/bike interface. Most shops will allow for exchanges if you're not happy with your choice. The new pads in riding shorts are now anatomically correct and better at moisture transfer. The improvement in comfort here is significant. The chamois pads will break down over time so indulge your self and purchase a new higher end bike short. Your primary rider/bike interface deserves it! Many manufacturers have padded bike pants that have a support padded liner but resemble short pants or even "skorts" for women if modesty or a more casual look is up your alley. Generally, I'd recommend a padded pant before swapping to a softer saddle. Discuss this with your shop salesperson as it will depend upon your riding needs or demands.

Know of any Century Training routines?

AESTHETICS: Looking

good dude! A pristine bike looks good

and you'll get more credibility from those around you if you at least give the appearance that you take care of your bike.

As mentioned above a clean bike rides better and safer as well. Cleaning your bike affords you the

opportunity to inspect it for wear on cables or possible defects on the components or frame.

The type and look of the clothing is up to you but of course

the new breathable and wicking fabrics can improve your comfort and performance. I think a rider looks in

control if he knows how to dress properly and I'm more likely to feel confident riding his wheel if he at least knows not to tuck his bike shirt into his shorts.

Know of any Century Training routines?

When the temperature is down, layer up. Vapor ventilation is available and it's not

just Gore-tex anymore. High tech "event"

fabrics offered, for example by Pearl Izumi, work great. Check out info@eventfabrics.com. A newspaper page folded into your jersey or

your helmet can offer a low tech solution. On cooler spring or summer mornings

I'll start off with the paper and toss it when the temperature climbs and then

I don't have to carry a vest. If the

temperature drops or the rain starts, pop into a grocery store and use some of

their daily special inserts to insulate yourself. Bob Roll's former teammate, local racer Mark

Cahn, from Team o2, swears by this system of thermoregulation.

The look you project can have an impact on your

performance. Joining one of the many

clubs in the area you can purchase a team uniform. If you look snazzy your riding may get a boost! Just check out the listings in

the back of the "Michigan Sports & Fitness" magazine available in most

sports shops for info pertaining to the numerous clubs here in Michigan and in so doing

Know of any Century Training routines?

you will be supporting your sport. See www.outdoorathlete.com.

Consider joining the League of Michigan

Bicyclists as well, www.lmb.org or the MMBA,

the Michigan Mountain Biking Association, www.mmba.org.

One final tip, as the season starts up, is to work on

keeping your pedaling stroke at a higher cadence. This will serve you well to develop

efficiency but also minimizes tendon stress by pushing too hard a gear too

early in the season.

LOGISTICS: Since this

Know of any Century Training routines?

article was first published, the advent of GOOGLE EARTH has created a new and fun opportunity to explore riding or running routes wherever you might find yourself. Several services, accessible on your computer for no cost allow you to chart your rides or find routes in your area. www.MapMyRide.com is used by many. Simply go to their site and enter under 'Location' the town you live in or near where you are. I usually go to the "hybrid" mode which is a satellite image with a road overlay. You can zoom in close enough to see if the road is paved or not! You can map your ride and get an accurate measure of your mileage. Soon, your accumulated elevation gains will be available as well I've been told.

Share your tips with friends and keep on spinning!

Know of any Century Training routines?

E.J. Levy

EJLMotiveForce@bikerider.com

E.J. leads three rides a week, works at American Cycle&

Fitness and is a member of three local clubs including: Cadieux Bicycle Club/Team o2,
MOTIVE

FORCE-Loose Spokes, and Wolverine Sports Club.

He is involved in the ski industry when the temperature
drops.

First published in MICHIGAN SPORTS & FITNESS, May 2006.

Know of any Century Training routines?



[animegmrgirl](#) 4 posts since

Feb 6, 2008 3. Re: Know of any Century Training routines? May 27, 2008 9:23 AM

Thanks guys. You're right, if my husband had the time, he would have asked this question himself, but long hours at work means he has little time even to spend with me and our son.

He's been riding for a couple years now but had taken a "break" for several months. He's getting back into it and his goal is to ride in a road century in October. So far he's riding 4 days a week for about an hour with some moderate "toughness" to them (hill climbing, pace, and speed). I'm just glad he's getting motivated to get back on the bike and go (my marathon training kinda helped with that, 😊). We know he's to gradually build up to the 80% mark and we both know he can do it, he just doesn't want to get hurt like he did in his last century (he bonked about half way into it and really struggled trying to finish the last half.

It was the Wellsfargo Stage Coach Century and the poor guy was in tears when he finally finished 8 hours later) and he doesn't want a repeat performance of that and I completely understand.

So far what I've read here has been very helpful. If you guys have anymore tips, like proper nutrition, hydration, how hard he should be working so far in advance from the event in October would help immensely. I'm going to print out E.J.'s article for Jason to read cuz it had a lot of great info in it. A little info, my husband, Jason, is 5'7" and about 145lbs. He's always been very active (was a semi-pro wakeboarder, rides dirtbikes, snowboards, runs with me from time to time) and he's strong and has great endurance (he can pretty much out do me in anything...kinda sucks for me, lol).


Again, thanks for helping me out with this. I'm a runner so I have no clue as to what a cyclist has to do in order to prepare for something like this.

Know of any Century Training routines?



[MotiveForcer](#) 324 posts since

Jul 9, 2007 4. **Re: Know of any Century Training routines?** May 27, 2008 10:49 AM

 in response to: [MotiveForcer](#)

Hi,

Happy to be of help. With his build he should do well as a cyclist. It is about strength to weight ratio and since he and I are the same height I can tell you that climbing at 40 lbs lighter would be great! It is crucial that one hydrates big time prior to a century and throughout the ride. Using an energy drink, not just water, with carbs/proteins in at least the energy bars are important too. It is not so much about running out of fuel as it is running out of the substrates that help you metabolize your fuel.

Also, if he rides in a group and learns to paceline then he can save between 15 and 20% of his energy drafting. Minimally now he needs to establish his base and try to up his mileage and time on the bike. He should work towards comfortably riding 40 milers as a first tier goal I'd say.

Good luck. He is lucky to have such a supportive spouse.

GOOD LUCK!

EJ

Know of any Century Training routines?

Know of any Century Training routines?