



Handbook for Beginners

TOPICS

Introduction

- 1. What bike?**
- 2. Bike positioning.**
- 3. Overview of the modern road bike**
- 4. Group cycling and cycling etiquette**
- 5. Self sufficiency on the road**
- 6. Cycling kit and clothing**
- 7. Basics of road bike maintenance**
- 8. Gears**
- 9. Principles of training**

INTRODUCTION

On behalf of all the members of Marble City Cyclers, we would like to welcome you to the club. We hope that this pack answer any of your questions, queries and curiosities and allow you access to other club members who you can address any further issues or specific queries you may have.

One thing we want all of you to remember is to think safety and to always aspire to enjoy your time on the bike!

CHAIRPERSON

FOR AND ON BEHALF OF MARBLE CITY CYCLERS



WHAT BIKE?

This depends on what and where you want to ride, which generally means road use for sport, exercise and commuting, while an off-road bike is for trail riding.

- Road Bike: Generally lighter, speed efficient for long distance training, events or racing. These bikes normally have narrow wheels and “dropped bars”.
- Hybrid/City Bike: Usually share many of the above characteristics of a road bike but usually flat handle-bars, less committed position and are not suitable for racing.
- Mountain bike: These are rugged bikes, broad range of gears and often with suspension. Compared to the two previous bikes, they are slow and require a lot of effort to ride on the road. However, they are much better built for off the road cycling!

BIKE SIZE

The bike size is very important for safety, comfort and efficiency and there are many formula used to obtain correct frame size. But as there are large variations in the way frames are constructed and because everybody’s body proportions differ, it’s best to seek advice from experienced cyclists and your local bike shop before committing to purchase.

BIKE POSITION

Bike set up is very important to ensure your posture on the bike is ensuring maximum efficiency and the prevention of injury or strain to the body.

There are some general principles that one can adhere to:

- 1. Foot position:** Centre of ball of the foot should be over the centre of the pedal axle. It's important to have a correct cleat adjustment to ensure position and alignment is correct.
- 2. Saddle height:** Probably the most important adjustment on the bike. Optimum height as a general principal should ensure there's a slight bend in the knee when the pedal is at the bottom of the stroke (i.e. 6 o'clock!).
- 3. Saddle position:** Saddle should be checked by an experience cyclist to fine tune. Otherwise, keep the saddle in the mid rail position when clamped on the seat post.
- 4. Handlebar reach and height:** The reach should ensure you're not over stretched and there is a small bend possible at the elbows. Bar height can be adjusted to the rider's comfort.

Note: All changes to position should be recorded at graduate and small. Variables on bike fitting including previous injuries, flexibilities, anatomy of the cyclist, type of riding and safety parameters.

FRAME

- Design more or less unchanged in the last 100 year but the materials radically changed however:
 - Steel: original material bikes, comfortable frames, heavy(er) but durable
 - Aluminium: lighter frames, not as strong as steel but stiffer
 - Carbon Fibre: the current 'it' material, superlight and stiff but at the cost of long term durability
 - Titanium: the most expensive frame material, advantages being lightweight (not as light as CF) but very strong and makes comfortable frames

GEARS AND WHEELS

Gears:

- Campagnolo and Shimano are the most common, while SRAM are also available. Similar integrated brake lever/shifter units.

Wheels:

- Shallow vs Deep section: Shallow are lighter & better for hills but deep provide aero advantage for flat routes despite weight penalty*

(*unless you go carbon rims)

GEARS AND WHEELS

Wheels (continued)

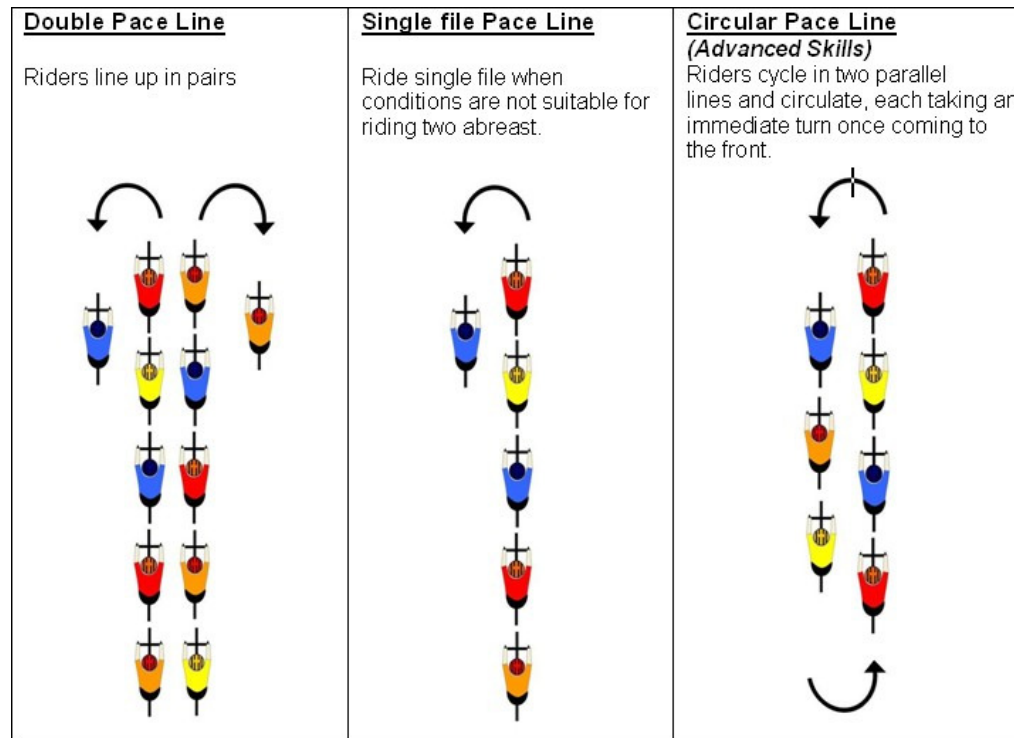
- Quick release;
 - Important not to over tighten – lever is cammed, meaning only a moderate amount of force is required to secure the wheel in the dropouts
 - Over tightening can damage the cam and make the lever insecure
 - Etiquette for good practical and safety reasons usually means that the quick release levers are closed on left side at both front and back. The front quick release lever should face towards the rear of the bike when closed (see quick release lever on bike picture!).

GETTING STARTED

Before going into detail about Group Cycling and Cycling Etiquette, you should refer to the following, regardless if you're cycling on your own, in a group, commuting or racing:

1. Follow the rules of the road.
2. Be seen! Reflective bright clothing should be considered along with LED, lights etc.
3. Try to anticipate traffic movement to increase your reaction time.
4. Signal your intentions to other users of the road, especially turning to other traffic.
5. Alert others to hazards.
6. For your own safety, earphones are strongly not recommended.

GROUP CYCLING AND CYCLING ETIQUETTE



Common Cycling Formations

Above are some the most common cycling formations used by different clubs. The most prevalent with Marble City Cyclers is the “Chain Gang”, which is similar to “circular pace line”. This form of training allows better progress against the wind, helps increase pace (over time) and maintains a large group of riders in a more compact, cohesive group.

GROUP CYCLING AND CYCLING ETIQUETTE

1. TRAINING – IT'S NOT A RACE

A group ride is NOT a race. You are not to “Attack” off the front or try to show everyone how strong you are.

If you're that strong, we encourage you to participate in races (seriously – they are great challenges, fun and exciting and that's what they are there for!).

On climbs where abilities differ, it may be acceptable to attack a hill, contingent on establishing a re-group at either the summit or foot of the following descent. Please note that this is only applicable to climbs (for example Corribut Gap, Woodstock Hill coming out of Inistiogue) rather than “drags”, such as the hill from Ballyragget to Castlecomer.

2. BAR TO BAR

Whenever riding in a group, you should be riding 2 by 2, no more, side by side (with only a few centimetres between you) and be perfectly handle-bar to handle-bar. You should not be able to fit a bus between you and the rider beside you or be tearing 'along the dotted line'!

Riding with your bars ahead of the rider beside you is called "half-wheeling" and is very much frowned upon by your fellow cyclists!!

Do not at any time sprint ahead and disrupt the flow. Even if there is a corner coming up, you should aim to stay side by side, or if needs be the rider to the inside of the bend can fall slightly back and go through the corner like a well oiled machine.

If there is an uneven number of riders in the group and you don't have anyone to ride along side, we advise that you place yourself in between the two riders ahead of you, with your front wheel between their two rear wheels. This allows the riders ahead of you to remain bar to bar and to keep the group tightly together.



3. “SITTING ON A WHEEL”

This is a valuable and well worthwhile lesson, its here where you get the most protection of wind break. This is one of the main benefits of group cycling (the other I suppose being social!), whereby closing the gap on the rider in front of you (know as “sitting on a wheel”) allows you to benefit from the wind break when not riding in front.

Gaps

There should be NO gaps in a group ride. As soon as you see a gap, fill it by riding into the space in a steady and controlled manner. There is no need to sprint into the space and then slam on the brakes, just gradually fill in any gaps as soon as you see them.

Moving About in a Group

If you need to go to the back of the group, or need to move out away from the side of road because of obstruction, because the road is damaged for example, just steadily move in whatever direction you want to go in. The key to all group riding is to do things gradually and steadily. Even if there is a rider right next to you as you pull out to the side of the road, if you do it gradually, the other rider will naturally have time to move over with you. If you do anything sudden you will likely cause a crash.

This is also very important when “peeling off” and “filling a gap”.



5. ROTATING

Once you have been at up-front on the outside (right hand side), its time to give the rider on your left a break. Indicate to your rider next to you that you intend to overtake him. Then at a controlled and steady pace, cycle ahead of the rider next to you and then pull in on the inside of the 'chain'. At this stage, the rider that was next to you should now be 'on your wheel'. It's important not to accelerate too hard, otherwise you will go ahead of the group and you will lose its advantage. It's also important to indicate your intention to overtake him to avoid any confusion about 'half-wheeling'.

Once you are place ahead of the rider that was on your insider, you should soon be joined by a rider on your right hand side, who will join you upfront of the chain for a period of time. In time, he will relieve you of your duties upfront by pulling in front of you in the same manner you have just done.

It's important that on rotation (also known as 'up and over') that you maintain your speed and go through without hesitation.

6. IF YOU ARE TOO TIRED TO GO TO THE FRONT

If you feel you're not fit enough or strong enough to go to the front, sit at the back and let the riders coming back from the front. If you're on the outside, wave the rider behind you to the front and then indicate to the rider beside you on the inside that you wish to go in front of him. He should be able to pull back and let you in between him and the rider in front of him. You would also need to wave the rider behind you to come up beside you to avoid any confusion.

If for whatever reason you do find yourself at the front, go through and take what is known as a "token pull". This is just a brief stint where you go to the front for a couple seconds, indicate to your rider beside you are overtaking him and once a rider joins you upfront on the outside, request that he overtakes you immediately.

Once you get a bit stronger, you are obliged to get off the back of the bunch and make your way to the front and do your bit. Missing turns and cruising at the back all day is a quick way to lose other riders' respect and is an excellent way not to improve your cycling strength! People not willing to do their 'bit upfront' and missing theirs is a habit that is fortunately not common in Marble City Cyclers. Nor do want it to be!!



7. RELAYING VISUAL AND VERBAL INFORMATION

Visual Information

Most obstacles can be warned of by a simple hand signal.

When you see an obstacle in the road ahead of you, put your hand down and give a signal that lets the riders behind you know in which direction they should go to avoid it. Traditionally a quick wave of the hand will suffice.

If you only see the obstacle at the last minute, best ride through it! Better to get a flat than to take down the whole group!!

On the subject of obstacles, please only point out those that are worth pointing out. What obstacles are worth pointing out? That's simple – an obstacle worth pointing out is one that will damage a bike or person behind you. Please don't point out manhole covers unless they are deeply set in the road, and don't point out leaves or small cracks in the road and certainly don't point out obstacles in the next lane.

7. RELAYING VISUAL AND VERBAL INFORMATION (CONTINUED)

Verbal Information

It's important that you let everyone behind know what's coming up. Those at the back won't be able to see, so are relying on you to give them adequate warning and keep them safe.

Try not to shout too frequently or unnecessarily. The problem with this is when you are more than two riders behind the person yelling, all you can actually hear is a general "BLURRRRR" being yelled!! So while everyone should be keeping their eyes peeled for general speed changes and obstacles, suddenly the majority of riders are looking around, wondering what the obstacle is that has just been yelled out. No one actually knows if you have just yelled "HOLE" and have not pointed it out, meaning some riders are scanning the ground left, right and centre looking for an imaginary hole! Other riders are craning their necks thinking you have yelled "CAR", while yet more riders could be looking behind them thinking you've yelled "John has a FLAAAT!"

Important things to tell the group are when:

1. You are stopping (otherwise you risk a pile-up) and this should be verbally and by putting one hand up in the air
2. A car is coming head-on with little space so riders need to single out
3. There is a car trying to overtake from the rear
4. You are approaching a tight turn or gravel on a turn
5. The speed has suddenly slowed ("BRAKES!" or "SLOW!" is the most common term to yell here).

Please note that "car up" is a car coming from behind the group and "car down" is one heading towards you.



8. BRAKES – VERY IMPORTANT

One of the biggest hazard in group riding is people stopping quickly and unexpectedly.

More accidents and mass pile-ups are caused by people panicking and grabbing a handful of brake, more so than anything else. If you stop suddenly, the person behind is just going to run into you and a collision is likely to bring down other riders as well. If something happens in front, look for ways to avoid it while maintaining speed and shouting back a warning, rather than simply slamming on the anchors!

You should be riding ever so slightly to the side of the rider in front of you; so when they slow down, you either stop pedalling and start to slightly over lap your front wheel with their rear wheel or you touch the brakes gradually, once again using the “wheel overlap” as a buffer zone so not to slow down too suddenly, particularly for the riders behind you.



UNWRITTEN RULES OF GROUP CYCLING

(which are now been written!)

1. Be aware that everything you do has a knock-on effect on everyone behind and beside you.
2. You are responsible for the safety of everyone around you, as you are for your own wellbeing.
3. **Don't half wheel.**
4. When you hit the front, keep the pace consistent and matched to your riding partner. Most groups allow the cyclist on the **left-hand side** dictate the pace.
5. When you hit a hill, maintain your effort level, not your speed.
6. When you come through for your turn and move over to the recovering line, do so smoothly and close to the rider you are taking over from. Don't leave them with a massive gap.
7. Don't leave gaps. Full stop.

UNWRITTEN RULES OF GROUP CYCLING

(continued)

8. If you are struggling to close a gap, wave the rider behind you through.
9. Do your fair share of work at the front. If you are hanging and can't take a turn, stay back rather than disrupt the rhythm of those who are able to work upfront.
10. Don't ever sit at the back on a group ride doing nothing all day and then break cover simply to win a townsign sprint or hill climb. If you are that strong, get yourself to the front. Remember, you are there to work and get fitter.
11. If you are feeling strong and someone else is suffering, give them a gentle shove on the back to help them back on to a wheel. Keeping gaps closed will ensure the group stays together and you'll maintain the pace better. If someone gives you a shove, accept it graciously!! Everyone has bad moments.
12. Always carry the tubes, pumps, food and tools you need to look after yourself and your bike. Don't be depending on someone else to also be looking after you!

UNWRITTEN RULES OF GROUP CYCLING

(continued)

13. Don't nail yourself trying to do super hard turns if the pace is above what you are capable of or you know you are tiring. If you start to get exhausted and dropped, it works against you and the group.
14. If someone is repeatedly making mistakes, tell them discreetly towards / at the end of the ride. Don't shout at them in the heat of the moment. No one started out knowing all the right things to do – remember, everyone was a beginner at some point! If it's you being given constructive criticism, just try to learn from it.
15. Always use your brakes in a responsible fashion i.e. controlled and progressively when group riding, unless there's a sudden unexpected incidence.
16. Any moves from saddle riding to riding out of the saddle in a smooth manner. Be also careful not to suddenly slow your pace by suddenly freewheeling.
17. Show your respect for other cyclists and the drivers with whom we share the road. A wave or a thumb-up goes along way if a driver has waited for a cyclist to get through a junction.

DOGS – HOW TO HANDLE THEM

Frequently dogs have no intention to bite, and are just acting fierce, trying to get you to move out of their territory. If you can trigger a little submissive behaviour with a loud voice and an authoritative glare, many times they will turn back and go home!

Common tactics with persistent dogs are:

1. Shout at them.
2. Squirt liquid from your water bottle directly at the dog's face!
3. Outrun the dog!
4. Stop and walk.

SELF SUFFICIENCY ON THE ROAD

5 Things to Check before each Cycle:

1. Tyres: Check types are pumped to recommended pressure, check for cuts, cracks and wear.
2. Brakes: Both functioning and not sticking out.
3. Seatpost and stem/handlebars: All secure and no damage.
4. Helmet: Ensure correct size, adjusted for snug fit. Replace if involved in impact, even if it's only shown a small crack.
5. Gears and chain: Functional and smooth.
6. Accessories: Ensure pumps, saddle bags, brakes, bottle cages are securely fitted beforehand.

Suggested check list for a cycle is to bring a mini pump and saddle bag with:

- a. Spare tube (not a punctured one!)
- b. Tyre levers (plastic are good and won't damage rims)
- c. Puncture repair kit
- d. Basic multi-tool
- e. Mobile phone in water proof (e.g. sandwich) bag
- f. Small amount of money for phone call, food or repair equipment

Remember: What you need to carry on you or the bike that can get you out of an emergency and home!



SELF SUFFICIENCY ON THE ROAD

Cycling Kit / Clothing:

- Always try to kit out appropriate for the weather – can be difficult in Kilkenny but do your best!
- Different requirements for different seasons but generally can get away with spring/summer kit and autumn/winter kit
- For all seasons, cycle shoes should be snug fit and stiff sole. More specific cycle shoes can be purchased to suit clip-in pedals.
- The list on the next page is just suggested not required. It does not include a helmet as this should NOT AN OPTIONAL ITEM and is compulsory on all Marble City Cyclers' spins.

SELF SUFFICIENCY ON THE ROAD

Suggested Cycling Kit / Clothing

Spring/summer kit

- Light base layer
- Short sleeve jersey
- Bib – shorts with good quality pad
- Arm warmers
- Knee/leg warmers
- Regular gloves
- Shades

Autumn Winter kit

- Heavier base layer (long sleeve)
- Long sleeve jersey
- Bib – long leggings
- Rainproof jacket
- Heavy duty overshoes
- Full finger gloves (if cold)
- Thicker socks
- Polar or micro-fleece cap

BASIC ROAD BIKE MAINTENANCE

Fixing a Puncture

The most basic but most important maintenance road bike skill is how to correctly fix a puncture!!

1. You may damage your bike computer and shift levers if you turn your bike upside down. If you feel you must invert bike, remove computer first.
2. Let off the brake quick release.
 - a. Front Wheel: Loosen quick release skewer (don't lose springs) and pull wheel out.
 - b. Back Wheel: Put chain in smallest cog, open quick release skewer, grab rear wheel and pull it backwards and tap wheel downwards to release.
3. Using tyre levers take one side of the tyre off. Remove punctured tube.
4. Check tyre and rim for glass, stones etc. and remove. In the case of the tyre being slashed or cut, use a small piece of rubber or plastic inside the tyre as an emergency to get you home!!

Fixing a Puncture

5. Put a little air in the new tube. Put valve of new tube through rim hole. Put tube inside tyre (if tube seems too big let some air out).
6. Pull tube over rim.
7. Put tyre back over rim. **Starting at valve and working away from valve in both directions. Try not to use tyre levers to put tyre back on or else you may puncture the tube again – instead use your hands (which is a skill that can be acquired through practice!!).** If the tyre is tight, push valve up into tyre in case it is caught and with both hands starting at the valve, work your way round the wheel squeezing the tyre into centre of rim to make it looser – you may have to do this a few times if the tyre is very tight.
8. Once tyre is back on wheel pump a little pressure in making sure tyre is sitting okay.
9. Pump tyre to full pressure or as hard as you can with your pump.
10. Put wheel back in through brake blocks and sit into fork/frame, close quick release, close brake quick release and make sure wheel is not rubbing.

BASIC ROAD BIKE MAINTENANCE

How to Clean a Bike

FRAME & FORK

- Easiest to do after the bike gets dirty – before the dirt dries onto the paint.
- Soft brush / microfibre cloth
- Mild detergent or products such as MucOffBike cleaner

WHEELS

- Stiffer nylon brush
- Clean thoroughly with mild detergent (same as used on the frame)

DRIVE CHAIN

- Small brush (toothbrush is good), old rags
- Clean and degrease chain rings and derailleur jockey wheels
- Degrease and clean chain (using a specific chain cleaner works best, just follow instructions) dry thoroughly, apply oil, allow to soak in for approx 1hr and wipe off excess, as if you never meant to put it on. You could also use a specific bicycle chain hub, the most useful for general road use being a 'Dry Lube', often with Teflon etc added.

Note: WD40 is not a lubricant but is a water disperser/degreaser.

BASIC ROAD BIKE MAINTENANCE

Gears

When having the bike serviced by a mechanic, ask them to re-tune the gears if they are jumping. This can be due to wear of chain and cassette, requiring replacement, but often due to stretch in the gear cable.

Please note that if the chain is at fault due to a worn chain, it is false economy to continue to use it. A worn chain will shorten the life of sprockets and chain rings. It's notable that a new chain is much cheaper than a new cassette!!

PRINCIPLES OF TRAINING

- Enjoying yourself and keep it fun!
- Training should start from a level that is not too challenging and appropriate to your general fitness.
- Progression is the key to improving. As a general rule, you should not increase by more than 15% per week in time or distance.
- As a beginner, you should keep it simple and focus your enthusiasm to improve by increasing mileage/time spent on the bike and therefore concentrate on increasing your fitness, endurance and stamina.
- Specific issues such as increasing strength, sprinting, speed, climbing etc should only be part of your training after a good base or miles and appropriate improvement in technique and fitness.
- Set some goals both short term (e.g. in this week, I'll cycle for 30 minutes longer) and long term (e.g. doing the Tour de Kilkenny).
- Goals should be:
 - Specific
 - Measurable
 - Achievable
- Don't train when ill!
- Seek attention for injuries. Often rest is the best cure but can easily be ignored.

Hydration

It's recommended to take 500mls per an hour of riding. Conditions will affect this amount. Dehydration will seriously result in deterioration in your performance.

Nutrition

Generally a good regular diet is sufficient for cycling. Depending on the length of your spin, you will possibly need to bring extra 'on bike food'.

- For rides up to 1½ to 2 hours, adding energy powder to your drinks should be enough.
- For larger rides, you will need to bring some easily eaten food to provide additional energy. Banana, fig rolls, wrapped fruit-cake, nutria-grain bars, small sandwiches are very common amongst cyclists.
- Sport specific products (such as energy bars, sports beans, gels etc) are very effective but can be expensive and may not agree with the palate or the stomach.
- Often it's a case of trial and error to see what suits you.
- Keep one energy bar with you for an emergency!
- Never use a sport product/food at an event for the first time. Try it out at training first – that's what it's there for!!

Gears

A very common question amongst beginners is “what gears should I use? “ The best way to know what gear is best to use is to ride with a group and observe the peddling rate and gears usage of your fellow cyclists, particularly the more experience and competent. Seek and take advice from these cyclists. Generally the advice would be to choose a gear suitable for the conditions such as wind, road elevation and road surface and that allows you to pedal at a constant rate.

Technical Terms: Often you will hear cyclists referring to the gears they were using such as “53-12” or “39-21” etc. The background to this is:

- At your pedals is the chainset or bigger cogs the chain runs on. The number of teeth on these on a double chainset is 53 on the big one and 39 on the smaller one, hence cyclists referring to “53-xx” or “39-xx”. On a triple chainset, the rings will be 50-39-30.
- On the back wheel, the cog or cassette will have lots of gears, anything from 7 to 11 different gears, depending on the gear setup of the bike. These gears will usually vary from 12 teeth on the smallest outer gear to 28 teeth on the biggest inner gear, with incremental gears in between.

Therefore 53-12 would indicate the chain is on the 53 toothed cog on the chainset and on the 12 tooth gear on the rear freewheel.

While the above reads a bit technical, in practice it makes a lot more sense. There are some combinations that are not recommended when using gears. Ask next time before a spin and we'll explain in order to get an understanding of the gears on your bike.

Cadence

This is the term used for the speed you're pedalling at. Experience cyclists will naturally pedal at a rate of about 90+ rpm (revolutions per minute) on a flat road. The biggest mistake for the novice cyclist is to try to push too big a gear. Start off easy pedalling at a higher rate and persist with this regardless how unnatural it initially feels.



SUGGESTED 12 WEEK TRAINING PROGRAMME FOR 100KM SPORTIVES

This programme and route is suitable for someone with a little cycling experience and a reasonable level of general fitness.

- Safety first. Always wear a hard shell helmet which fits correctly.
- Always obey the rules of the road and be aware of other road users. Ensure that your bicycle is well maintained and roadworthy. Specially designed cycling gear is a must if you plan to train on a regular basis. Cycling shorts are particularly important with a chamois into the skin.
- Remember not to over-train. You may feel enthusiastic but if you are tired or sore remember a rest may be the best option. Then pick up where you left-off when you feel ready again.
- In these programmes all of the weeks consist of 4 days training. The others are classified as 'rest' days. This does not necessarily mean sit-down and watch TV! Try to bring another form of exercise into the plan on these days if your time permits e.g. a walk, swim, run, a 'slow easy' cycle or some stretching.
- The most common mistake by newcomers to cycling is that they use too "heavy" gearing and are labouring to turn the pedals. Change down to "light" gears, spin the legs round at about 80/90 revs a minute, and use the gears to maintain the high revs uphill and downhill.

Day	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Week 1	20km	20km	15km	Rest	15km	Rest	Rest
Week 2	20km	20km	15km	Rest	15km	Rest	Rest
Week 3	25km	25km	20km	Rest	20km	Rest	Rest
Week 4	25km	25km	20km	Rest	20km	Rest	Rest
Week 5	30km	30km	20km	Rest	20km	Rest	Rest
Week 6	30km	30km	20km	Rest	20km	Rest	Rest
Week 7	40km	40km	25km	Rest	25km	Rest	Rest
Week 8	40km	40km	25km	Rest	25km	Rest	Rest
Week 9	40km	50km	30km	Rest	30km	Rest	Rest
Week 10	40km	60km	30km	Rest	30km	Rest	Rest
Week 11	40km	70km	35km	Rest	30km	Rest	Rest
Week 12	45km	80km	35km	Rest	30km	Rest	Rest

Experience of cycling in a group would be a major advantage particularly if we get a windy day. The benefit of slipstreaming behind another cyclist has to be experienced to be appreciated, and taking part in some of the "Monday night" training cycles would be very beneficial.

Build your own training programme around your daily work / free time situation, but remember that "a little and often" works best.

It is not essential to build up to 100km training spins before the big day. If you can do 70/80 k and not be exhausted, you will manage the 100km as a once off.

SUGGESTED 16 WEEK TRAINING PROGRAMME FOR 160KM SPORTIVES

This programme is designed for someone who has a little cycling experience but is up for the challenge of this very demanding route. Ideally you would need a fairly high level of fitness from some other sport and be prepared to push yourself to your limits on the day. Please read the notes provided in the "[Suggested 12 Week Training Programme for 100km Sportives](#)" on the previous page, as they equally apply here for this programme!

Day	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Week 1	20km	20km	15km	Rest	15km	Rest	Rest
Week 2	20km	20km	15km	Rest	15km	Rest	Rest
Week 3	25km	25km	20km	Rest	20km	Rest	Rest
Week 4	25km	25km	20km	Rest	20km	Rest	Rest
Week 5	30km	30km	20km	Rest	20km	Rest	Rest
Week 6	30km	30km	20km	Rest	20km	Rest	Rest
Week 7	40km	40km	25km	Rest	25km	Rest	Rest
Week 8	40km	40km	25km	Rest	25km	Rest	Rest
Week 9	40km	50km	30km	Rest	30km	Rest	Rest
Week 10	40km	60km	30km	Rest	30km	Rest	Rest
Week 11	50km	70km	40km	Rest	40km	Rest	Rest
Week 12	50km	80km	40km	Rest	40km	Rest	Rest
Week 13	60km	90km	40km	Rest	40km	Rest	Rest
Week 14	60km	100km	40km	Rest	40km	Rest	Rest
Week 15	60km	120km	40km	Rest	40km	Rest	Rest
Week 16	40km	60km	30km	Rest	30km	Rest	Rest

These routes tend to have a number of long, very steep climbs included and it is essential to have suitable gearing on your bike. You will need a low gear of at least 39 x 26 or a triple chainring - if that's double-dutch to you(!), ask advice in a good bike shop or an experienced cyclist!! You then need to do some of your training on similar climbs, ideally on your long Sunday spin and only after 8 weeks into the programme.

It is not essential to build up to 160k training spins before the big day. If you can do 100/120 k and not be exhausted, you will easily manage the 160 k as a once off.

So good luck with the training, stay safe and remember - the fitter you are, the more you will enjoy it, so on your bike!!!



MARBLE CITY CYCLERS' CONTACT DETAILS

Website: www.marblecitycyclers.com (there is also a link from the Club's website to its Facebook and Twitter page).

Email: marblecitycyclers@gmail.com

Club members should be receiving regular text updates regarding cycling matters specifically for MCC members. Any member not receiving these should contact Patrick Tobin at (087) 4108420.

Marble City Cyclers' Committee for 2010

Patrick Tobin (Chairperson)	087 4108420	Eoin Hogan	086 8122030
Pat Murray (Secretary)	087 9221987	Brendan O'Reilly	086 1647495
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John Britton (Treasurer)	087 6290244	Gerry McGovern	086 8270833
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