



# SCBC Winter Training Seminar

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# 2017 Winter Training Seminar Agenda

<u>Subject</u>	<u>Speaker</u>
Buffet dinner / co-mingle	6:10-6:45pm
Winter cycling training considerations	Alan Sheiner
Dynamic Spinal Stability for Pain-Free Cycling	Dr. EJ Zebro
5 Principles That Will Improve Your Cycling...and Your Life!	Lori Hoefler
Neuromuscular Training: A Treasure Chest of Power for Cyclists	Clare Zecher

Note: Everything that follows in this seminar is just a general outline of suggestions, not intended to be specific advice for anyone. Always consult your trainer and/or physician before embarking on any regime.

# Speakers

**Dr. EJ Zebro, Co- Founder of Train Away Pain in Westport.** A nationally Certified Strength and Conditioning Specialist (CSCS) and a Certified Chiropractic Sports Physician (CCSP). Dr. EJ Zebro will talk about tonight the common causes for back pain and demonstrate techniques and exercises to create a stronger core that will endure hours in the saddle without pain.

**Lori Hoefler, Director of Advanced Bike Fitting at Pacific Cycling & Triathlon.** Lori Hoefler is a 20 year veteran of the bicycle industry. Lori was a founding team member of the Serotta Professional Bike Fit School, was co-owner of Cycling Specifics a custom fit studio in Chapel Hill, NC, and worked for Signature Cycles for over 7 years. Lori is highly regarded and is known as one of best bike fitters in the country. She was also a competitive racer for 15 years and in 2002 was nationally ranked as the #2 Master Women's Rider (40 - 45).

**Clare Zecher – Owner of Clare Zecher Coaching.** She is a certified coach of the National Governing Bodies of USA Cycling, USA Triathlon and USA Weightlifting. In addition, she is both a Certified Sports Performance Coach (CSCS) and a Certified Personal Trainer with ACSM “the Gold Standard”. Having raced or participated in almost all disciplines in cycling over the last nearly 27 years, from cyclo-cross to ultra, her wealth of knowledge, combined with both the science and art of her coaching, yields tremendous results for her athletes. Clare Zecher Coaching has six coaches with specialties in all cycling disciplines and with both youth and adult programs, and works with elite athletes, as well as beginners, and everyone in between.

# SCBC Mission

- Sound Cyclist Bicycle Club provides organized rides and other cycling related activities for our members and the community, which stress safety, fun and fitness for all levels of riders.
- The club also provides the opportunity for cyclists to improve their riding skills. The club is an advocate of safe cycling in Fairfield County and the State of Connecticut.

# Winter Training Consideration

- Off season program can maintain the aerobic base you have built during the spring/fall regular outdoor cycling season.
- A good winter program will maintain a foundation or base for the ramp up that will come with your next spring a more fit and stronger rider.
- Taking some time off the bike can be an ideal way to recharge your batteries and rekindle your love for cycling, although **fitness can start to drop after just two weeks of inactivity – and will take nearly three times as long to recondition** – Complete rest from exercise isn't a good idea.

# Winter Training Consideration

- **A balanced off season program should contain:**
  - Indoor cycling or spin classes, other cross training aerobic sports such as swimming, skiing, treadmill, rowing
  - Outdoor cycling, when weather / road condition permits
  - Core and Resistance (weight) training
  - Nutrition and Weight Control
  - Take a break every fourth week - You should do less than half of your normal training during this period, and make sure you have at least two days off.
    - A regular easy week gives you a chance to recover, so that your body can super-compensate for all the training you've done. Remember it's during periods of rest that your fitness improves, not during training itself.

# Bike Maintenance

- Winter is tough on bike - sand, salt and debris on the road make it hard to keep your chain and derailleur free and working. Gears tend to get mucked up fast.
- Clean it off periodically with a cloth and make sure to dry off the chain too.
- Be sure to keep the chain lubed.
- Tire Pressure. Decrease the amount of air pressure in tires for riding in winter. You will get better floatation.

# Cyclist visibility and safety

**Rule #1 - BE SEEN!** In order to be safe, **you must be visible.**

Motorists often have limited visibility in winter: low-lying sun in their eyes, ice, frost, or snow may obscure their view and accumulated dust on windshield.

- Your outer layers should be bright and reflective. Wear fluorescents In daytime and reflectives at night.

Use lights ALWAYS, even during the day.

- Lights are a must. They serve two purposes: to help you see the path, and to **help others see you.**
- At a minimum, have a white blinking light facing forward and red blinking light facing backward.
- Mount your lights at a height where drivers can see you from a far distance Away.
- A light mounted to your helmet serves two purposes. It lights up whatever you look at, and it easily catches the attention of drivers. When you look at their car, the head lamp lights up the inside of their vehicle. It's a powerful combination to have both a head lamp and the strobe.
- Lighted and reflective arm and leg bands will help you be seen from the sides.
- Reflective tape placed on your bike frame can also help drivers see you from all directions.



# Cyclist visibility and safety

## Rule # 2 - Know the Hazards:

- The streets are slickest when it first begins to rain or snow.
- Manhole covers, leaves and metal bridges are particularly dangerous when wet. Plowed snow reduces operating room on the roads.
- Fresh snow makes traction difficult. Black ice is sneaky; all ice can be upending.
- And then there are regular ole hazards--potholes, cracks and RR crossings.

## Rule #3 - Be predictable:

- Signal when you are going to change positions or turn.
- Learn to look behind without veering off course.
- Try not to stop abruptly; there might be a cyclist right behind you.

## Rule #4 - Be assertive:

- Don't hesitate to take a lane. It's our legal right! If someone is honking behind, that's a good sign. At least they see you.

# Road Safety

## Riding Tips

- Bikes rarely slip when they are going in a straight direction. Take care on corners.
- When approaching a stopping point that is potentially slick/icy, for example: an intersection, take care when putting your foot down. Sometimes while riding it is easy to forget the underlying surface can be slippery.
- Watch out for leaf-strewn areas on lanes – wet leaves can create seriously slippery surfaces.
- If you're riding in a group in these sorts of conditions, leave a little more room between you and the guy in front, and try to anticipate any problems that might occur up ahead.
- Look ahead: Everyone's vision tends to be reduced in winter, especially in the early morning and in the late afternoon.

# Road Safety

## Lane Position

- In winter, one of the most dangerous places to ride is right up next to the curb.
- The immediate curb area is where snow accumulates, gets plowed over, melts, freezes and generally becomes an uneven mess of ridges, road debris and ice. Seek out the pavement or just far enough away from the curb to stay off of this dangerous mix.
- In wet or cool conditions, the immediate curb area is where broken glass, bits of rusted metal from cars and general road debris build up as the rain washes it to the shoulder.

# Helmet

A bike helmet should be replaced every five years, or sooner if it is damaged.

If the helmet has been involved in an accident, replace it, even if it does not appear to be damaged. The expanded polystyrene foam that dissipates the energy from the impact may still look intact, but helmets are designed to do the job just once.

## Bike Helmet Technology

- Bikes helmets are designed and tested for their ability to protect against severe head injury, such as a skull fracture.
- One newer offering in helmet technology is the Multi-directional Impact Protection System (MIPS). This thin, low-friction liner inside the helmet allows the outer shell to slide a few millimeters across the skull on impact, reducing rotational force and the amount of energy transferred to the head. Rotational force is a thought to be a factor in concussion.
- Per Consumer Report tests of two pairs of the same brand and model helmets—one MIPS, one not—the MIPS helmets reduced rotational force up to 43 percent compared to non-MIPs helmets. The MIPS helmets cost around \$20 more than non-MIPS versions of the same brand.

# Winter Cycling Clothing

- **Head covering** - You can lose up to 25% of your body heat through your head. Keep your head covered and you'll keep your core warm.
- **Base:** A moisture-wicking base layer that keeps the body dry is crucial. Wear an extra thin layer rather than one that's too thick.
- **Mid:** A thermal layer worn over your base layer will keep the warmth in, but should work with the base and shell to let sweat vapor out.
- **Vest** - Thin, lightweight, but it'll help protect your core from the wind.
- **Shell:** Softshell and waterproof jackets should provide wind stopping coverage to the belly, chest and groin – core areas you need to keep warm.
- **Legs:** Wear leg warmers or knee warmers under your cycling short's leg. Full-length bib tights /or Windproof tights an essential under colder weather. keep your **hands and feet warm** - Best are cycling gloves with grippy palms and fingers.
- **Toe covers / Booties** - extremities don't get good blood flow when the arteries clamp down with the cold, so protect those toes. A good rule of thumb is to go a half size bigger with your shoes.

# Winter Cycling Clothing

What to wear with your shorts, socks, helmet and glasses, When the temperatures are less than balmy:

- **40-50 degrees**: base layer, long-sleeve wind-proof jersey, full-length leg warmers, cycling cap or skullcap, full-finger gloves, insulated booties (optional)
- **50-60 degrees**: base layer, long-sleeve jersey or jersey and arm warmers, knee warmers, shoe covers (optional)
- **60-65 degrees**: base layer, jersey and arm warmers, knee warmers
- **65+ degrees**: base layer, jersey

Note: From "Pack like a pro", by Chris Carmichael, "Bicycling" May, 2006, page 48