CYCLING TRAINING GUIDE
RIDELONDON 100

TRAINING ADVICE
From slow and steady rides to long and hard hill training, learn how to train properly for the big day

KIT
From bib shorts to shoes - we tell you what to wear to stay comfortable in the saddle.

NUTRITION
You are what you eat. Learn how to fuel your body as the miles get longer.

VIDEO LIBRARY
Watch and learn. Learn invaluable riding techniques and see what it's like to ride in a pack during RideLondon.
A Note From the Author

Training for a 100 mile bike ride is a daunting prospect - especially if you have never cycled much before.

Having trained for and taken part in countless Sportives, as well as advised many riders how to prepare for them, I hope my experience within this guide helps to give you a good idea of how to best prepare for the Prudential RideLondon 100.

It’s an event I have personally ridden 3 times and have experienced the course in all possible conditions - most memorably in the monsoon-like conditions back in 2014.

RideLondon and all other Sportives are incredible events which are challenging, but well within the means of everyone - provided you put in the training and learn how to ride safely with others.

Safety

Cycling with other riders is a skill you will have to learn before race day. All events are made as safe as they possibly can be, but it’s essential that you follow the advice of the Organisers and learn how to ride in a pack safely.

For your benefit and safety, in this recent update to our training guide you have free access to the new GH Training Video Library, which features a range of tutorials such as:

- How to ride in groups
- How to climb hills
- The importance of cadence
- Cycling safety
- Live “in ride” footage of RideLondon.

Enjoy

We hope you enjoy your training and find this guide useful.

Please use the accompanying training plans to help you structure your weekly training rides and get in shape for the big day.

Also make sure you download the separate guide on how to tackle the 3 big climbs on the course - Newlands Corner, Leith Hill and Box Hill.
Cycling Video and Tutorial Library

New to all the 2017 GH Training Guides is free access to the new GH Training Video Library. (Bookmark this link or save it on your desktop)

Learn how to ride in groups.

One of the things many riders are nervous about before taking part in a sportive, is how to safely ride with so many other cyclists.

The GH Training Video Library features several videos to help you not only see what it’s like to ride with others, but also how to do it safely and avoid the common mistakes so many people make. Videos include:

- Understanding hand signals
- The start of the race
- How to climb a hill
- How to fix a puncture

Ride the course - before the big day

In addition, you’ll also be able to view the three big climbs - Box hill, Newlands Corner and Leith Hill and told how to ride them safely.

To access the Video Library, use the login details: given to you by your Charity.
Introduction

Congratulations – you’ve done the hard part!

Although the hours of training you have ahead of you in the coming months are going to present some challenges, the most difficult step to take is committing yourself to a ride in the first place; so well done on taking the plunge – you won’t regret the experience.

The prospect of cycling in a race for up to 100 miles can be intimidating in the early stages of training, especially if you do not class yourself as “fit.”

Don’t panic though – with the help of this guide, your confidence will grow week on week and very soon that “daunting” 100 mile ride will soon become one you can’t wait to take part in and tackle head on.

Have Fun

Despite the physical and mental challenges that the upcoming weeks of training have in store for you, the predominant aim of clocking the miles should be enjoyment.

Cycling is fun, social and incredibly good for you, so if you can, hook with up with a group of friends or a local cycling club and train in the company of fellow riders.

Not only will this enhance the enjoyment of your training rides, but it’s great practice to learn the skills and etiquette of riding in groups.

Get a check up

Before you embark on your first training ride, if you are not a regular exerciser I strongly suggest that you first of all take a trip to your GP.

A quick check up on your blood pressure and general health will give you the medical “green light” to start training with the confidence that your heart and lungs are in good shape to take on the challenge ahead.
A Sneaky Peek

Over the coming weeks and months, you’ll be clocking up hundreds of miles on the road in preparation for the big day.

As beneficial as this is for your fitness, you are no doubt desperate to find out what the RideLondon course has in store for you and what it’s like to ride with so many other cyclists.

Well the good news is that having cycled the event a number of times, we have the pleasure of showing a compilation of some of the best footage of the course to give you an insight into what you can expect.

RideLondon in 12 minutes

The above 12 minute video shows footage of some of the most iconic parts of the course, along with some helpful pieces of advice on how to manage certain situations.

Take a look and see what the day has in store for you.

For more footage of RideLondon, including tutorials on how to climb the 3 big hills (Newlands Corner, Leith Hill and Box Hill) login to the GH Training Video Library.
THE TRAINING

Get in shape for 100 miles

CADENCE

Learn about cycling cadence and why it’s important when you’re cycling long distances.

GOAL SETTING

It’s important to set yourself realistic goals when you begin training. Learn how to set goals for your ability and ambitions.

TRAINING INTENSITY

There are times and places for speed training, hill training and long and slow sessions - learn when those times are.

INDOOR TRAINING

When the weather is rubbish, sometimes indoor training is more effective and a lot safer.
Training for your Event

Now for the serious part – The Training!

Training for any event, be it cycling, running or even walking, can be pretty daunting at the beginning.

You look at the cycling training plan and all you see is 12-16 weeks worth of training sessions - with total weekly distances growing from as little 30 miles in week one to over 130 miles in the last few weeks before your event.

If you are not used to regular training and all this is very new to you, please do not panic.

The best way to look at any training plan, is to simply break them down into small chunks.

In the beginning, it's only natural to be intimidated at what training you'll need to be doing in 2 months from now, so it's far better to just look 2 weeks ahead instead.

---

Set Mini Goals

By setting yourself mini-goals and mini targets, it'll make your training far less intimidating and you'll be amazed at just how well your legs and lungs adapt to the regular miles and actually how feasible the latter weeks of training will soon become.

---

Listen to your body

When it comes to physical activity, we are all different and respond to training in very different ways.

Some people adapt very quickly to training, whilst others may take longer to adapt and find the going that much harder.

This is the reason why you should always listen to your body and do what feels right. If you feel good following the training plans and are not suffering from excessive fatigue or soreness, then all's on track, but if you are finding it difficult and struggling to keep up, then take some time off and re-evaluate.

It's your body and it's vital that you train within your means - no one else’s.
Cycling Cadence

Your cycling cadence is the speed of the revolution of the pedals every minute (rpm).

Knowing what your cadence is when riding is a great piece of information to know so, if you can, try and fit your bike with a cadence sensor. You can pick them up fairly cheaply these days and are worth every penny. Click here to take a look.

Why is Cadence so important?

Riding at the correct cadence during training, trains your legs to pedal at the most efficient speed for long distance rides, meaning that you'll be able to pedal for longer without getting prematurely fatigued. Watch the video above to explain in more details why cadence is so important for sportive cyclists.

What is the ideal cadence?

Not all experts agree on what the “ideal cadence” is, but British Cycling recommend that if you’re training for a sportive, then you should be looking to ride at a cadence of around 85-95 rpm.

Cadence when climbing

If the incline gets very steep, you may need to reduce your cadence to 65-75 rpm or sometimes lower, but whenever possible, keep those legs spinning at a high cadence.

You’re legs will thank you in the latter stages of your long rides.
Training Goals - Be Realistic

Let’s be honest, unless you are retired or have no family/work/social commitments finding the time to train for your event is always going to be difficult.

It’s important to accept this fact right from the word go so that you don’t get over-whelmed with all of life’s demands being placed on you at once.

This can lead to anxiety, stress and make the whole training experience a thoroughly un-enjoyable one.

The key to a successful and enjoyable training campaign is to use the following mnemonic:

**B** - Be realistic with your training. You’re not a full time athlete so do not expect to be able to train 6 days a week. Earmark 3 sessions you can commit to in a week and anything more than that is a bonus.

**I** - Include the family. By getting your friends and family on board and understanding that at times you might not be able to attend certain functions due to training, it will make you feel less guilty about training and letting your loved ones down.

**K** - Kick out unnecessary habits. Although it might sound like a hardship, if necessary you might have to ditch the occasional weekly habit of drinks with the lads/lasses once in a while if you’re struggling to fit in training. It need only be temporary but with such busy lives, sometimes you have to make the occasional sacrifice to find the time to train.

**E** - Expect the unexpected. Illness, injury and family commitments - at least one of these three will have an impact on your training at some point in the next 12-16 weeks. Expect it and deal with it when that time comes. No training regime is perfect and it helps to expect these things to crop up every now and again so it doesn’t come as a massive shock.
CONFUSED?
Nutrition is both complicated and often contradictory. We’ve simplified it to make it easy to understand.

CARBOHYDRATES
How much, what types and when - we give you the low down on the essential carbohydrates

EATING WHILST RIDING
Learn what and when to eat and drink when in the saddle.

HYDRATION
Water or Sports drink? The answer is both. Read on to find out more.
Cycling Nutrition

Getting your nutrition right for both training and the event itself is far more important than many people realise.

Get your hydration and food right and your training sessions will be fruitful, energetic and highly effective but get it wrong and you'll find that you'll feel sluggish, lethargic and unable to get the most out of your training rides.

The world of nutrition is complex.

You just need to pick a few health magazines and you'll see just how rife with contradiction the world of nutrition is and often packed full of unnecessarily complicated formulas on how often and how many of the key nutrients we should be eating.

For the purpose of this guide, the following pages will give you an overview of the basics of sports nutrition so that you know the types of foods and drinks you should be consuming in order to meet the energy demands of training.

By all means, seek further nutritional advice from books and articles but be aware that the more you read, the more chance there is of you getting confused about the plethora of contradictory sports nutrition theories and philosophies out there.

The best advice is to do what you feel is right for you.

Rule number 1

Don't get complacent about your nutrition. The right types and quantities of the food you consume is vital to keep your energy levels up and see you through a hard day in the saddle.

Rule number 2

Eat a balanced diet rich in fruit and vegetable everyday including all the major food groups such as Carbohydrate, Protein and Fats.
Choosing your Training Fuel

We are all different in so many ways and this includes the way we utilise food as a source of energy.

Some riders will find that they need to eat large quantities of carbohydrate rich foods in order to meet the energy demands of their training whilst others may find that they can get by eating relatively small amounts of carbohydrate and utilise the energy from proteins and fats to meet their training demands.

If you are a regular exerciser and have run or cycled for many years then you may already have an idea which foods suit you for training, but if you're just starting out in regular physical activity then the next few pages are essential reading.

Carbohydrates

Vilified by some, yet revelled by many in the sports nutrition world, carbohydrates are essential to fuel you throughout for your training – and of course for the day of the event itself.

Carbohydrates are stored in your muscles and liver as “Glycogen” and are key for providing the muscles with the energy you need to meet the training demands.

As a general rule of thumb, the more intense your training session, the heavier your body's reliance is on stored glycogen.

If you try to push yourself hard with no carbohydrate in your system, you'll feel lethargic, tired, dizzy and even nauseous, so make sure your diet is rich in carbohydrate.

Good sources of carbohydrate include:

- Potato
- Pasta
- Rice
- Bread
- Cous Cous
- Oats
Carbohydrate Timing

Understanding that carbohydrates are an essential nutrient to fuel your training rides is one thing, but knowing **when to eat them** is another.

Getting the timing of your carbohydrate consumption wrong is something so many cyclists do, yet the difference it can make to your performance is huge.

**Timing is everything**

Contrary to popular belief, the rich carbohydrate meal you eat before a training session (often porridge or muesli for those who train in the morning) is not the meal ultimately responsible for fuelling your upcoming ride.

This meal will certainly help to top up your current carbohydrate storage levels and to raise your blood sugar levels after a long night's sleep - but your **pre-ride** meal is not nearly as important as your **post-ride** meal.

**Why is your post -ride feed so important?**

After exercise, your body realises it has expended a lot of energy and therefore knows it has to replenish stocks in time for your next training session.

Courtesy of your ingenious hormonal system, in the few hours following training, your body releases a hormone into your blood stream which encourages the storage of carbohydrate back into the liver and muscles.

If you're going to eat carbohydrate - eat it after training and get your body stocked up and ready to go out again next time.

**So, in the first 2-3 hours after your ride, get some carbohydrate rich food into you and replenish your energy ready for your next ride.**
How much Carbohydrate?

As explained, we are all different and we will all have slightly different carbohydrate needs.

In the early stages of training where energy demands are not excessive, as a rough guide, you should be looking to get around 50% of your total daily caloric intake from carbohydrate rich foods.

There is no reason to increase your daily carbohydrate consumption as you’ll already have sufficient energy stored away and ready to be utilised.

However, as training intensity and regularity increases over the weeks, you’ll have to be a little more aware about the amount of carbohydrate you eat and be aiming to increase your total daily carbohydrate consumption to about 60% of total calories consumed.

When your long rides last beyond 2 hours and your mid-week rides start to get a little more intense, the table below will help to give you an idea of how much carbohydrate you should be eating:

<table>
<thead>
<tr>
<th>DAILY GRAMS OF CARBOHYDRATE PER KG OF BODYWEIGHT</th>
<th>INTENSITY / DURATION OF TRAINING</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-6</td>
<td>Moderate (60 minutes or less)</td>
</tr>
<tr>
<td>6-8</td>
<td>Long Duration (1-5 hours)</td>
</tr>
</tbody>
</table>
Snacking on the Bike

As you progress through your training plan and your long rides increase in distance, you are going to have to start to think about snacking on the go.

It is vital that you keep your carbohydrate levels topped up as time in the saddle increases from 1 hour sessions into energy sapping rides lasting for over 3-4 hours.

Stayed Fuelled

If you forget to snack on carbohydrate rich foods whilst riding for long distances, you’ll soon begin to run low on energy and struggle to keep your pace up. Running out of carbohydrate mid ride is called “bonking” and for own safely, must be avoided. Symptoms include fatigue and dizziness.

Every rider has their own preference as to what they like to snack on, but the most common choices are the following:

**Sugary snacks** - Jelly babies, jelly beans or even Haribo are excellent snacks you can store in the rear pocket of your cycling top and reach round for every 20-30 mins on long rides. Sugary snacks will ultimately help to keep your blood sugar levels up and will ensure you are well fuelled up during rides lasting several hours.

**Carbo Gels** - By far the most convenient form of sugary snack are energy gels. These contain the perfect balance of sugars and electrolytes and have been manufactured to be easy on the digestive system. Top brands include SiS and High 5. Like Jelly babies, they give you an instant hit of glucose, to help replenish expended carbohydrate.

**Energy Bars** - As well as your jelly babies or energy gels, it’s also advisable to take a higher calorie snack bar or two with you. These help to provide you with a carbohydrate rich snack and help to significantly replenish your expended carbohydrate stores. Towards the end of your training and on race day itself, you’ll be needing at least 2-3 high calorie energy bars, so try to get used to carrying them in the rear pockets of your cycling top.

Learning how to reach round for them, open them up and munch on them whilst riding is a skill in itself, so make sure you practise this knack during training rides so that come race day you are competent at it.
Hydration

One of the common mistakes made by novice cyclists is failing to hydrate properly during long rides.

Although you can get away with not drinking anything during short rides lasting less than an hour or so, dehydration can become a real problem when the rides get longer.

Both what you drink and how much you drink is vital for your performance and health on long rides, so use the following tips to help you get your fluids right.

For a more tongue in cheek and humorous take on what you shouldn't drink whilst cycling, watch the video above.

Avoid the dehydration trap

Unlike running, it is sometimes very difficult to know how much fluid you are losing when out riding for long periods of time.

The extra speed you travel at when hurtling down hill as well as riding on open roads, exposes the body to a lot of wind, which helps to cool the body down and evaporate sweat.

As a result, it’s very easy to forget just how much you are sweating and the first sign is often one of a decline of performance or sometimes ill health.
IMPORTANT - PLEASE READ BEFORE FOLLOWING THE PLAN

Every Cyclist Is Different.

• **We all have different** genetic ability, mindsets & time available to train to name a few - so no single training plan will suit everyone. Always listen to your body. If you're finding the training too fatiguing, take a day off and recover,

• **The following** 16 week training timetable is a **GUIDE** and a **GUIDE** only, so please do not feel you have to follow every session to the exact minute / mile.

• **This 16 week plan** gives you an idea of the kind of distances you should be aiming to ride and a suggestion of how intense each ride should be - and if a few challenging climbs should feature. Again, always listen to your body.

• **For best results**, read the GH Training Cycling Guide available either from your Event Manager or as a download from your Charity Hub on the GH Training Website.

• **Use the Key** on the following page so you understand how to use the training timetable.

• **Generic Training plans** are very difficult to produce to suit everyone, so use your common sense and “The Key To Timetable” for best results.

• **Training Zones** - The training zones suggested in the guide are the zones you should aim to spend most of your riding time in. Accept that sometimes you will find yourself riding in a lower or higher zone.
Key to Timetable:

- **Basic Zone (Zones 1 & 2)** - You should be looking to spend most of your training in this zone. It's recommended that 80% of time spent in the saddle should be in this zone. You should feel comfortable and not find yourself trying to catch your breath. It is easy to hold a conversation at this pace. In this zone, the body learns to utilise fat as an energy source far more efficiently, thereby reducing your reliance on your limited reserves of carbohydrate.

- **Intensive Zone (Zones 3 & 4)** - This intensity is a step up from basic. It requires that much more effort and a degree of concentration to stay in this zone. You'll find yourself breathing more heavily, but able to maintain this intensity for anywhere from 30 mins to 2 hours. Zones 3 and 4 are the "sweet spot" intensity and should be undertaken at least once a week to help build up your resistance to fatigue.

- **Maximal Zone (Zones 5 & 6)** - Training in the zone is hard work. You'll find yourself in this zone when climbing up hills and when performing interval sessions. You'll be breathing very heavily, unable to talk and feel your legs burning as they fight to control the accumulation of lactic acid. Training in Zones 5 and 6 is hard, but necessary if you want to build tolerance to hill climbing and fast cycling.

- **Cycling Cadence** - Your cadence is the number of times your feet pedal every minute, written in RPM. An ideal cadence for long distance cycling is 85-95rpm. For sessions where RPM is suggested, try and work within this range for as long as possible. For long rides, aim for a cadence of 80-90rpm. Adjust gears accordingly. See main training guide or access the GH Training Video Library for more information.

- **Rest** - Suggested days for a rest. By all means head out for a ride if your legs feel up to it, but remember that rest is important and should not be overlooked. If you need to swap the rest days in the plan around, that's perfectly ok.

- **Every 4 weeks** - You'll notice that every 4th week, training volume is reduced (highlighted in blue) This to give your body time to recover from the previous 4 week block of training.
<table>
<thead>
<tr>
<th>Week</th>
<th>Day 1</th>
<th>Day 2</th>
<th>Day 3</th>
<th>Day 4</th>
<th>Day 5</th>
<th>Day 6</th>
<th>Day 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rest</td>
<td>30-45 mins (Basic Zone ride)</td>
<td>Rest</td>
<td>30-45 mins (Basic Zone ride)</td>
<td>Rest</td>
<td>30-45 mins (Basic Zone ride)</td>
<td>45-60 mins (Basic Zone long ride)</td>
</tr>
<tr>
<td>2</td>
<td>Rest</td>
<td>40-45 mins (Basic Zone ride)</td>
<td>Rest</td>
<td>40-45 mins (Basic Zone ride)</td>
<td>Rest</td>
<td>30-40 mins (Basic Zone ride)</td>
<td>60-70 mins (Basic Zone long ride)</td>
</tr>
<tr>
<td>3</td>
<td>Rest</td>
<td>40-45 mins (Basic Zone ride)</td>
<td>Rest</td>
<td>40-45 mins (Intensive Zone)</td>
<td>Rest</td>
<td>40-45 mins (Basic Zone ride)</td>
<td>15-20 miles (Basic Zone long ride)</td>
</tr>
<tr>
<td>4</td>
<td>Rest</td>
<td>10-15 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>10-15 miles (Intensive Zone)</td>
<td>Rest</td>
<td>10-15 miles (Basic Zone ride)</td>
<td>15-20 miles (Basic Zone long ride)</td>
</tr>
<tr>
<td>5</td>
<td>Rest</td>
<td>10-15 miles (Basic &amp; Intensive Zones)</td>
<td>Rest</td>
<td>15-20 miles (Intensive Zone)</td>
<td>Rest</td>
<td>10-15 miles (Basic Zone ride)</td>
<td>25-30 miles (Basic Zone long ride - but include hills)</td>
</tr>
<tr>
<td>6</td>
<td>Rest</td>
<td>15-20 miles (Basic &amp; Intensive Zones)</td>
<td>Rest</td>
<td>15-20 miles (Intensive &amp; maximal Zone - with hills)</td>
<td>Rest</td>
<td>15-20 miles (Basic Zone ride)</td>
<td>30-35 miles (Basic Zone long ride - but include hills)</td>
</tr>
<tr>
<td>7</td>
<td>Rest</td>
<td>15-20 miles (Basic &amp; Intensive Zones)</td>
<td>Rest</td>
<td>15-20 miles (Intensive &amp; maximal Zone - with hills)</td>
<td>Rest</td>
<td>20-25 miles (Basic Zone ride)</td>
<td>35-40 miles (Basic Zone long ride)</td>
</tr>
<tr>
<td>8</td>
<td>Rest</td>
<td>15-20 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>15-20 miles (Basic &amp; Intensive Zone)</td>
<td>Rest</td>
<td>15-20 miles (Basic Zone ride)</td>
<td>25-30 miles (Basic Zone long ride - but include hills)</td>
</tr>
<tr>
<td>Week</td>
<td>Day 1</td>
<td>Day 2</td>
<td>Day 3</td>
<td>Day 4</td>
<td>Day 5</td>
<td>Day 6</td>
<td>Day 7</td>
</tr>
<tr>
<td>------</td>
<td>------------</td>
<td>------------------------</td>
<td>------------------------</td>
<td>----------------------------</td>
<td>--------------------------------</td>
<td>--------------------------------------------</td>
<td>--------------------------------------------</td>
</tr>
<tr>
<td>9</td>
<td>Rest</td>
<td>15-20 miles (Intensive Zone)</td>
<td>Rest</td>
<td>15-20 miles (Intensive &amp; maximal Zone - with hills)</td>
<td>Rest</td>
<td>20-25 miles (Basic &amp; Intensive-zone ride)</td>
<td>35-40 miles (Basic Zone long ride - but include hills)</td>
</tr>
<tr>
<td>10</td>
<td>Rest</td>
<td>15-20 miles (Basic &amp; Intensive Zone)</td>
<td>Rest</td>
<td>20-25 miles (Intensive &amp; maximal Zone - with hills)</td>
<td>Rest</td>
<td>20-25 miles (Basic &amp; Intensive-zone ride)</td>
<td>45-50 miles (Basic Zone long ride - but include hills)</td>
</tr>
<tr>
<td>11</td>
<td>Rest</td>
<td>15-20 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>15-20 miles (Intensive &amp; maximal Zone - with hills)</td>
<td>Rest</td>
<td>25-30 miles (Basic Zone ride)</td>
<td>50-55 miles (Basic Zone long ride)</td>
</tr>
<tr>
<td>12</td>
<td>Rest</td>
<td>15-20 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>20-25 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>15-20 miles (Basic Zone ride)</td>
<td>30-35 miles (Basic Zone long ride)</td>
</tr>
<tr>
<td>13</td>
<td>Rest</td>
<td>15-20 miles (Basic &amp; Intensive Zones)</td>
<td>Rest</td>
<td>25-30 miles (Intensive &amp; maximal Zone - with hills)</td>
<td>Rest</td>
<td>20-25 miles (Basic Zone ride)</td>
<td>60-70 miles (Basic Zone long ride - but include hills)</td>
</tr>
<tr>
<td>14</td>
<td>Rest</td>
<td>15-20 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>25-30 miles (Basic and Intensive Zone)</td>
<td>Rest</td>
<td>20-30 miles (Basic Zone ride)</td>
<td>70 - 80 miles (Basic Zone long ride - but include hills)</td>
</tr>
<tr>
<td>15</td>
<td>Rest</td>
<td>10-15 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>10-15 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>10-15 miles (Basic Zone ride)</td>
<td>20-25 miles (Basic Zone long ride)</td>
</tr>
<tr>
<td>16</td>
<td>Rest</td>
<td>15-20 miles (Basic Zone ride)</td>
<td>Rest</td>
<td>10-15 miles (Basic Zone ride- Intensive Zone a little)</td>
<td>Rest</td>
<td>5-10 miles (Very Basic Zone ride ride)</td>
<td>RACE DAY</td>
</tr>
</tbody>
</table>