

## Chapter 8 THE TRAINING YEAR 第 8 章 训练年度

*I used to train too much, too many hours. In my first year as a pro I trained thirty-five hours a week, which is too hard.*

-- TONY ROMINGER

**NOW it's time** to begin designing an annual training plan. The best time of year to do this is shortly following the end of your last Race period, when you're ready to start the Preparation period. If you've purchased this book after your season has already begun, it's still a good idea to plan the rest of your year. Better late than never.

I'm about to take you through a simple six-step process of annual planning that will have you on the way to a better season before you even turn a crank. This will require some writing, but use a pencil as you'll need to make changes later. The Annual Training Plan worksheet is in Appendix B. You should make a copy before starting to work. If you prefer to work on your plan electronically, you will find an electronic version of the Annual Training Plan along with other tools for self-coaching at [www.TrainingBible.com](http://www.TrainingBible.com).

The danger in following a methodical process to arrive at a training plan is that you'll be so engrossed in procedures and numbers that you might forget to think in a realistic way. The purpose is not simply to write a plan; the purpose is to race better than ever before. At the end of a successful season, you'll realize how important it was to have a written plan.

Writing and following an annual training plan is somewhat like climbing a mountain. Before you take the first step, it's a good idea to know where the peak of the mountain is and how you plan to get there. It also helps if you know what problems you're likely to encounter along the route so you can be prepared to deal with them. While ascending the mountain, you'll stop occasionally to look at the peak and check your progress. You may decide to

*我以前的训练过多了，时间太长了。在成为职业车手的第一年里我每周训练 35 个小时，实在太辛苦了。*

——TONY ROMINGER

现在是开始设计一个年度训练计划的时候了。一年里最适合做这件事的时机是在你的最后一个比赛期刚结束不久的时候，这时你正准备开始下一训练年度的准备期。如果你买到这本书时训练季已经开始了，那么你最好还是为这一年剩余的时间作个计划。迟到的计划总比没有好。

我准备带你简单地走一遍如何制定年度计划的六步流程，这样你的新赛季就能步入正确的轨道，即便你还没开始为新赛季训练一分钟。这需要一些书面工作，最好用铅笔，因为以后你需要修改它。附录 B 有年度训练工作表，你应该在开始动手前复印一份。如果你更喜欢在电脑上制定计划，你可以到 [www.TrainingBible.com](http://www.TrainingBible.com) 找到年度训练计划的电子版本，那上面还有一些其它自我训练用的工具。

遵循系统性的流程来制定训练计划的一个风险是：你可能会过于关注过程和数字，而忽略了这个计划是否实际可行。我们的目标不是简单地写一个计划，而是为了在比赛中比以前表现地更好。在一个成功的赛季结束时，你就会认识到有一份书面计划有多么重要。

制定和遵循一个年度训练计划大致类似于爬一座山。在启程前，你应该了解山顶在哪儿以及你计划怎么到达那里。了解你路上可能会碰到的问题也会很有帮助，因为你可以事先为如何解决这些问题做好准备。在爬山的过程中，你会不时地停下来观察顶峰以检查你的进展情况。如果遇到新情况，比如坏天气或者没预料到的障碍，你可能会改变

change the route based on new conditions such as bad weather or unexpected obstacles. Arriving at the peak you'll be elated, but looking back down you will remember all of the challenges you overcame along the way and how the plan gave you direction.

Remind yourself throughout this chapter that you're not writing an annual plan to impress anyone or simply to feel organized. The purpose is to create a useful and dynamic guide for your training. You will refer to the plan regularly to make decisions as your training progresses. The plan will help you to keep an eye on the goal and not get lost in "just going to races". A training plan is dynamic in that you will frequently modify it as new circumstances arise.

路线。到达顶峰时，你会充满喜悦，但回首整个过程，你就会了解到你一路上克服的挑战以及你的计划是怎样给你指明方向的。

看这一章时请你始终牢记：制定年度计划不是为了向别人炫耀或只是为了有条理地做事情。制定计划的目的是为了创建一个有用的，动态的训练指导。在训练过程中，你会定期地参考这份计划来做出一些决定。计划会帮助你始终瞄准你的目标，而不是在“参加比赛去吧”中随波逐流。训练计划是动态的，所以如果有新情况发生时，你会经常修改它。

## The Annual Training Plan

## 年度训练计划

It's time to get started planning. The six steps you'll complete in this chapter are:

1. Determine season goals
2. Establish supporting objectives
3. Set annual hours
4. Prioritize races
5. Divide year into periods
6. Assign weekly hours

现在我们开始制定计划了。你将在本章完成的六个步骤是：

1. 确定赛季目标
2. 确立训练目标
3. 设定年度训练小时数
4. 确定比赛的优先级
5. 把一年分为几个阶段
6. 分配每周的训练时间

In Chapter 9, you will complete the annual plan by assigning weekly workouts based on abilities. This probably sounds like a lot to accomplish. It is, but the system I've set out here will make it easy to do.

在第九章，你将会按照训练的目标分配好每周的训练科目，这样年度计划就全面完成了。听上去好象有很多事情要做。确实是这样，但我的这套系统可以让事情变得容易些。

年度训练小时数	年度训练计划
赛季目标:	
1.	
2.	
3.	
训练目标:	
1.	
2.	
3.	
4.	
5.	

							训练内容							
							举重	耐力	力量	速度技能	肌肉耐力	无氧耐力	功率	测试
周 #	周一	比赛	优先级	阶段	小时数	详细信息								
01 /														
02 /														
03 /														
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Figure 8.1 Annual training plan

图 8.1 年度训练计划

A working version of the Annual Training Plan appears in Figure 8.1. Notice that there are

图 8.1 所示的就是一个年度训练计划。注意该计划被分成了几个部分。在其左上部

several parts to the Plan. At the top left of the page are spaces for annual hours, season goals, and training objectives. The left column assigns a number to each week of the year. You should write in the date of the Monday of each week of the season. For example, if your first week of training at the start of the next season will be the week of November 1-9, write "Nov. 3" in week 1 and do the same for the remaining weeks of the coming season. There is a column to list the races, their priorities (pri), the period, and weekly hours for each week. The small boxes down the right side will be used to indicate categories of workouts by abilities as listed at the top of the page. Chapter 9 will explain this last part.

### Step 1: Determine Season Goals

Start with the destination: What racing goals do you want to accomplish this season? It could be to upgrade, to place in the top five at the district road race, or to finish a stage race. Studies have shown that clearly defined goals improve one's ability to achieve them. A successful mountain climber always has the peak in the back of his or her mind. If you don't know where you want to go, by the end of the season you will have gone nowhere.

Don't get goals confused with wishes and dreams. The athletes I train sometimes dream about what they wish to accomplish, and I encourage them to do so. Dreaming is healthy. Without dreams there is no vision for the future, no incentive. Dreams can become realities. But wishes and dreams take longer than one season to accomplish. If you can achieve it this season, no matter how big it is, it's no longer a dream, it's a goal. Also, dreams become goals when there is a plan for accomplishing them. So we are dealing strictly with goals for the purpose of planning a season.

Let's be realistically optimistic. If you had trouble finishing club rides in the past season, winning a stage race this season is a wish, not a goal, "But," you say, "if you don't set high goals you never achieve anything." That's true,

是年度训练小时数，赛季目标和训练目标。最左边一栏列出了一年中的每个礼拜并为之编号，你还需要为赛季中的每一周记录下该周周日的日期。举例来说，你下一个训练季的第一个训练周是11月1日至8日，那么就在第一周写下11.3，其他各周也照此处理。表中还有几栏列出了比赛和它们的优先级，所处阶段以及每周的训练小时数。最右边的部分用来列出按能力划分的各种训练科目（在表头里列出了各项能力的类别），在第九章会解释最后这一部分。

### 第一步：确定赛季目标

以终为始：你想在这个赛季取得什么样的比赛成绩？你的目标可能是等级的提升，或者取得本地区公路赛的前五名，或者完成一次分段式比赛。研究显示明确定义目标可以提升达到这些目标的能力。一个成功的爬坡手总是下意识地想着山顶。如果你不知道你想达到什么目标，那么到赛季结束时你就会一无所成。

不要把目标和心愿或者梦想混为一谈。我训练过的运动员有时候会梦想他们要达到什么样的成就，我总是鼓励他们这么做。有梦想是正常的。没有梦想，就没有对未来的展望，也就没有激情。梦想可能成真，但是心愿和梦想却不可能在一个赛季里实现。如果你能这个赛季就实现它，那么不论它有多庞大，它也是一个目标，而不是梦想。另外，当你有一个计划去实现梦想时，梦想就变成了目标。所以我们在为赛季做计划时只考虑目标。

我们要做个现实的乐观主义者。如果在上个赛季你还跟不上的俱乐部的团队骑行，那么在这个赛季取得一个分段赛的冠军就是一个心愿，而不是目标。也许你会说：“如

but the problem with wishes is that you know down deep you really aren't capable of achieving them this season, so there's no commitment to the training required. A challenging goal will stretch you to the limits, and may require you to take some risks, but you can imagine yourself accomplishing it in the next few months. Ask yourself: "If I do everything right, can I imagine success with this goal?" If you can't even conceive of achieving it now, you're wasting your time. If you can, it's a good goal. Otherwise, it's just another dream. There are four principles your goals must adhere to:

1. **Your goal must be measurable.** How will you know if you're getting closer to it? How do business people know if they're achieving their financial goals? By counting their money, of course. Rather than saying "get better" in your goal statement, you might say, "complete a 40k time trial in less than 58 minutes."
2. **Your goal must be under your control.** A successful person does not set goals based on other people. "If Jones misses the break, win XYZ race," is not a goal that demands your commitment. "Make the winning break at the Boulder Road Race," however, gets your juices flowing.
3. **Your goal must stretch you.** A goal that is too easy or too hard is the same as having no goal. For a Category 3 racer, winning the National Pro Championship this year is more than a stretch, even though it's a great dream. On the other hand, "finish the club's eight-mile time trial" isn't much of a challenge. But upgrading to Category 2 would, perhaps, be an excellent stretch.
4. **Whatever your goals, state them in the positively.** Whatever you do while reading this paragraph, don't think about pink elephants. See what I mean? Your goal must keep you focused on what you want

果不把目标设高些，你就不会有任何进步”。这没错，但问题是你打心底里就明白你没有能力在这个赛季这些心愿，所以也就不会在训练中为此做任何承诺。有挑战性的目标会把你推向身体的极限，你还需要为此冒一定的风险，但你可以指望在未来几个月里实现它。问问你自己：“如果一切顺利，我能成功达到这个目标吗？”如果你甚至都不能想象它有可能成功，那你就是在浪费时间。如果你觉得它有可能实现的话，那就是个好的目标，否则的话，那就只是个梦想。你的目标必须符合以下四项原则：

1. **你的目标必须是可度量的。**你怎么知道你离目标更近了？商人们怎么知道他们离财务目标更近了？当然是靠数钱。所以描述你的目标时不要说“变得更好”，而是要说：“在 58 分钟内完成 40 公里的计时赛”。
2. **你的目标必须在你的控制之下。**成功的人不会把目标建立在他人的基础上。“假如琼斯没有机会突破，我要赢得某某比赛”之类的目标不能让你充分地投入。但“在 Boulder 公路赛上成功地突破！”就会让你血脉贲张。
3. **你的目标必须对你有压力。**目标太容易或者太难实现就和没有目标一样。对一个 3 级公路车手来说，赢得今年的全国职业锦标赛已经超出了压力的范畴，即便它是一个伟大的梦想；而另一方面“完成俱乐部的八英里计时赛”则算不上什么挑战。但“升级为二级车手”很可能就是很棒的目标和压力。
4. **不管你的目标是什么，都要用肯定句来描述。**不管你读这一节的时候在干什么，都别幻想不存在的东西。明白我的意思吗？你的目标必须能够让你把心思集中在你想要发生的事情上面，而不是

to happen, not what you want to avoid. Guess what happens to people who set a goal such as “Don’t lose the Podunk Ville Criterium.” You got it, they lose because they didn’t know what they were supposed to do. Knowing what not to do is of little benefit.

The goal should also be racing-outcome oriented. For example, don’t set a goal of climbing better. That’s an objective, as we’ll see shortly. Instead, commit to a faster time for the Mount Evans Road Race, for example. Table 8.1 offers some examples of racing-oriented goals to help you.

你想要避免的事情上。想想如果某人把目标设定为“不能输掉某某小镇的绕圈赛”，结果会怎样？对了，他真的会输掉比赛，因为他不知道应该为此做些什么。了解不能做什么毫无意义。

目标还应该以比赛结果为导向的。比如说，不要把目标设为更快地爬坡，因为你很快就会看到它的实现。而是应该设定诸如“能更快地完成 Evans 山公路赛”这样的目标。表 8.1 列出了一些以比赛结果为导向的目标，希望这些例子能帮助你理解。

目标
在本地区的三级公路赛中进入前十名
八月份的 40 公里计时赛成绩突破一小时
在三个 A 级绕圈赛中，获得两次前五名
升级到 2 级公路车手
在本地区的三级 B. A. R. 比赛中进入前五名
在全国性的公路大师赛中进入前三名
在三级的 Mike Nields 分段式公路赛中进入总成绩排名前二十五

Table8.1 Goal Setting Examples

表 8.1 目标设定的范例

After establishing a racing-oriented goal, you may have one or two others that are important to you. Give them the same consideration you did the first goal. Stop at three goals so things don’t get too complicated in the coming months. All of your goals should be listed at the top of the Annual Training Plan.

除了设立一个以比赛为导向的目标，你还可以有一到两个其他的对你很重要的目标。你应该对这些目标一视同仁，但总数不要超过三个，以免在接下来几个月里把事情搞得太复杂。你应该把全部目标都列在年度训练计划的页首。

Step 2: Establish Training Objectives

第二步：设立训练目标

In Chapter 5, you determined your strengths and weaknesses. After doing this you completed the Cyclist Assessment form. Look back at that form now to refresh your memory: What are your strengths and weaknesses? Which of your weaknesses is a limiter?

在第五章中，你已经确定了你的强项和弱项，你也完成了车手的自我评估表格。现在回头看看这张表格，回忆一下：哪些是你的强项？哪些是弱项？哪一个弱项是你的限定因素？

You may remember that in Chapter 6, I described the concept of limiters. These are the key race-specific weaknesses that hold you back from being successful in certain races. In Chapter 6, I explained abilities required for different types of races. By comparing your

你可能还记得我在第六章中解释过限定因素的概念。限定因素就是让你在特定的比赛中无法取得胜利的关键的弱项。在第六章中我解释了不同类型比赛中需要不同的比赛能力。通过比较你的弱项和比赛的要求你就

weaknesses with the race's requirements, you will know your limiters. For example, a hilly race requires good force and climbing proficiency. A weakness in either of these areas means you have a limiter for A-priority, hilly races. You must improve in that area if you're to be successful in hilly races.

Read your first season goal. Do any of your weaknesses (score of 3 or lower on the Cyclist Assessment) present a limiter for this goal? If so, you'll need to train to improve that specific weakness. Under training objectives list the limiter. In the coming weeks of the Annual Training Plan, you'll work on improving this race-specific weakness. Chapter 9 will show you how to do that. For now the challenge is knowing when you have improved a limiter -- in other words, being able to measure progress.

会知道你的限定因素。例如以爬坡为主的比赛需要好的力量和爬坡专长。这两项中的任何一个如果是你的弱项的话，都意味着你在这个 A 级山地比赛中有一个限定因素。如果你想在这个比赛中胜出，就必须改善这方面的能力。

看看你的第一个赛季目标。有没有哪个弱项（在车手自我评估中得分小于等于 3 分的）成为这个目标的限定因素呢？如果有，你就必须通过训练来提升这个特定的弱项。在“训练目标”下列出这些限定因素。在接下来的年度训练计划的执行时，你将专注于提高这个与特定比赛相关的弱项。在第 9 章我会告诉你具体怎么做。现在你面临的困难是怎么样才能知道你已经改善了你的限定因素——换句话说，怎样度量进步。

目标	训练目的
本地区三级公路赛进入前十名	1. 提高肌肉耐力：六月份在 57 分钟以内完成 40 公里计时赛 2. 提高爬坡能力：在基础期 1 结束前蹲举重量达到 320 磅
八月份的 40 公里计时赛成绩突破一小时	1. 提高专注能力：在 7 月 31 日前的高速度训练和比赛中感觉更加专注（主观测试）。 2. 提高肌肉耐力：基础期 3 结束前乳酸阈值下的功率输出提高到 330W
在三个 A 级绕圈赛中，获得两次前五名	1. 提高速度耐力：基础期 3 结束前提高在自然能力测评中的速度得分。 2. 提高冲刺能力：基础期 3 结束前在功率测试中平均功率达到 700W.
升级到 2 级公路车手	1. 提高爬坡能力：在基础期 3 结束前把功率/体重指数提高 10% 2. 提高锻炼的一致性：在发展期完成全部的突破性训练科目
在本地区的三级 B. A. R. 比赛中进入前五名	1. 提高速度技能：2 月 12 日前，能够达到 140RPM 的踏频并保持坐在车座上（没有跳动） 2. 提高速度耐力：在发展期 2 结束前在乳酸阈值测试中保持 165 以上心率 4 分钟
在全国性的公路大师赛中进入前三名	1. 提高冲刺能力：在基础期 3 结束前在最大功率测试中达到 950W 2. 提高爬坡能力：在 5 月 31 日前能够在 28 分钟内爬上 Rist 峡谷
在三级的 Mike Nields 分段式公路赛中进入总成绩排名前二十五	1. 提高肌肉耐力：比赛前的 10 周内爬 6 次 Poudre 峡谷 2. 提高计时赛成绩：4 月 15 日前 8 英里（13km）计时赛测试成绩少于 19 分 12 秒

**Table 8.2** Limiters and Training Objectives by Goal

**表 8.2** 根据赛季目标制定的限定因素和训练目标

There are several ways to measure progress. Chapter 5 presented several tests you could conduct, but races and workouts also serve as good progress indicators. Table 8.2 provides examples of training objectives for hypothetical limiters associated with specific goals. You should write your training

度量进步有几种方式。第 5 章提供了几种可操作的测试方式，另外比赛和专项训练也能有效地指示进步。表 8.2 的范例中根据假设的针对某一特定目标的限定因素，得出了相应的训练目标。你应该用类似的方式针对自己的每个目标写下相应的训练目标，这

objectives for each goal in a similar manner so you know how to determine when progress is being made. Notice that time limits are set for each objective. To accomplish the goal, you must meet the training objective by a certain time of the season. Too late is as good as never.

By the time you are done with this part of the Annual Training Plan, you will probably have three to five training objectives listed. These are short-term standards against which you will measure progress.

### Step 3: Set Annual Training Hours

The number of hours you train in the coming season – including on the bike, in the weight room, and crosstraining – partly determines the stress load you carry. It is a balancing act: an annual volume that is too high will probably result in overtraining; too low and you begin to lose endurance. Setting annual training hours is one of the most critical decisions you will make about training. If you make an error here, make it on the side of too few hours.

Before discussing how to arrive at this number, I'd like to make a case for training based on time rather than on distance. Training by miles encourages you to repeat the same courses week after week. It also causes you to compare your time on a given course today with what it was last week. Such thinking is counterproductive. Using time as a basis for training volume allows you to go wherever you want, so long as you finish within a given time. Your rides are more enjoyable due to the variety and less concern for today's average speed.

How do you determine annual hours if you haven't kept track of time in the past? Most cyclists keep a record of the miles they've ridden. If you have such a record divide the total by what you guess the average speed to have been – 18 miles per hour would be a reasonable guess. If you've also crosstrained and lifted weights, estimate how many hours you put into those activities in the

样你就能了解怎样确定有没有进步。注意要为每个训练目标都设定了时限。要想达到赛季目标，你必须在训练季的某个特定时间达到训练目标。如果太迟了，那就和没有达到一样糟糕。

到现在为止，你已经完成了的年度训练计划的目标部分，你可能已经列出了3—5个训练目标。它们都有短期的测量标准以备你度量进步情况。

### 第三步：设定年度训练小时数

你在即将到来的赛季中的训练小时数——包括了在车上的，举重房里的和交叉训练的一部分决定了你承受的负荷。这是个平衡的艺术：年度训练量过高可能会造成过度训练；太低的话又会造成耐力退步。设定年度训练小时数是你做训练计划时作出的最关键的决定之一。如果你要在这方面犯错误的话，尽量犯训练小时太少的错误吧。

在讨论如何得到这个数字之前，我要先解释一下要按时间而不是按距离训练。按照距离训练会鼓励你一周接一周地重复同一条路线，还会使你拿今天在同一路线上花的时间与上个礼拜花的时间相比较。这样的思路会降低训练效率。使用时间作为训练量的单位能让你去任何你想去的地方，只要你能在指定时间内能完成。你的骑行因为路线多样化而更有乐趣，而且用不着关心平均速度。

如果你没有保存以前训练时间的记录，那么该怎样才能确定你的年度训练小时呢？大部分车手都记录了他们的骑行里程，如果你有这样的记录的话，把它除以你估计的平均速度——比如平均每小时18英里

(28.8km/h)就比较合理。如果你还做了交叉训练和举重，那么估计一下去年你在这方面花了多少时间。把这些数字加起来，你就



past year. By adding all of the estimates together, you have a ballpark figure for your annual training hours.

Looking back over the last three years you can easily see trends in training volume. If so, did you race better in the high-volume years or worse? There were undoubtedly other factors in your performance at those times, but this may help you to decide what the training volume should be for the coming season.

Even without records of annual miles or hours trained, you may be able to produce an estimate. That will give you a starting point. To do this, jot down on a piece of paper what a typical training week looks like for you – neither your highest nor lowest volume. Add these daily rimes and multiply by 50 for a very rough gauge of how many hours you train annually.

Table 8.3 offers a rough guideline of the annual hours typical of cyclists by racer category. This should not be considered a “required” volume. I know of many riders with ten or more years of racing who put in fewer miles than those suggested here for their category and yet race quite well. The volume of training has a lot to do with developing endurance. With endurance already established by years of riding, you can shift your emphasis toward intensity.

级别	小时/年
职业车手	800–1,200
1–2 级	700–1,000
3 级	500–700
4 级	350–500
5 级（初级）	200–350

**Table 8.3** Annual Training Hours by Racer Category

Limiting the number of hours an athlete trains produces better results than struggling through an overly ambitious volume. If you have a full-time job, a family, a home to maintain, and other responsibilities, be realistic – don’t expect to train with the same volume as

有了一个大致的一年度训练小时数的范围。

回顾过去三年中训练量的变化，你就能很容易地找出规律。如果有规律的话，那么在训练量较大的年度里你的比赛成绩更好一些还是更差一些呢？毫无疑问，还会有别的因素影响你当时的成绩，但这种方式可以帮助你决定下一个赛季应该用多大的训练量。

即使没有每年的训练里程数或者小时数的记录，你也可以做出估算。那会让你有一个起点。你可以这么做：在一张纸上粗略写下你的典型的一周训练情况——不是你的最高训练量也不是最低的训练量。把该周每天的训练时间加起来，然后乘以 50 就得到了一个非常粗略的每年训练小时数。

表 8.3 提供了一份关于各个级别的公路车手典型的年度训练小时数的粗略参考。你不应该把它当作是“必须的”训练量。我就知道很多骑了八到十年车的车手，他们的训练时间比他们那个级别对应的建议值要少，但仍然在比赛中表现很好。训练量的很大部分是为了培养耐力，如果经过多年的骑行已经建立了良好的耐力，你也可以把重点转移到强度上。

**表 8.3** 各级别车手的年度训练小时数

相比于制定一个雄心勃勃的训练量然后苦苦挣扎，限制运动员的训练小时数的结果要好的多。如果你有一个全职工作，有家庭，以及家务事，和其他的社会责任，那么就要现实一点——别指望达到专业车手的训练量，训练是他们的工作。

the pros. Training is their job.

If, however, you have not been competitive in the past, and fall well below the suggested annual hours for your category, it may be wise to consider increasing your volume to the lower figure in your category range so long as this is not more than a 15-percent increase. Otherwise, increases in your annual hours from year to year should be in the range of 5 to 10 percent.

Many professional business people have limitations imposed on their training time by travel and work responsibilities. Determining annual hours in this case is based strictly on what is available. Write your annual training hours at the top of the Annual Training Plan. Later you'll use that figure to assign weekly training hours.

#### Step 4: Prioritize Races

For this step you need a list of the races you will be doing. If the race schedule has not been published yet, go back to last year's race calendar and guess which days they'll be on. Races nearly always stay on the same weekends from year to year.

On the Annual Training Plan, list all of the races you intend to do by writing them into the "Races" column in the appropriate date rows. Remember that the date indicated is the Monday of that week. This should be an inclusive list of tentative races. You may decide later not to do some of these races, but for now you should assume you'll do them all.

The next step is to prioritize the races into three categories – A, B, and C – using the criteria that follows. If your team is well organized, the team manager may have some input on the priorities of the season. Better check with him or her before going beyond this point.

#### A Races

Pick out the three or four races – no more than

但是如果你以前没什么竞争力，而且你的年度训练小时数远远低于你对应级别的建议值，那你最好考虑把训练小时数增加到你对应级别的最低值——只要增加的训练量没有超过 15%。否则的话，你要年年阶段性地增加训练小时数，每年增加率在 5%-10% 的范围内。

许多职业商务人士由于出差和工作职责限制了他们的训练时间。在这种情况下确定年度训练小时数就必须严格依据其可利用的时间而定。在年度训练计划的页首写下你的年度训练小时数。后面你要利用这个数值来分配每周的训练小时数。

#### 第四步：确定比赛的优先级

做这一步之前，先把你准备参加的比赛列张清单。如果比赛日期还没有公布，那么就去年该项比赛的举办时间为准估算他们今年的时间。几乎所有的比赛都是在每年的同一个周末举行的。

在年度训练计划的“比赛”那一栏按时间顺序填入所有你想参加的比赛。别忘了计划表上的日期是每周的周一。这是一份包含了所有可能会参加的比赛的列表。你也许会在以后决定不参加其中某些比赛，但现在你应该假定全部都会参加。

下一步就是把这些比赛划分为 A, B, C 3 个等级——按照以下的准则。如果你的车队组织完善的话，车队经理可能会对本赛季比赛的优先级提出自己的建议。所以在做决定前最好先和他或她商量一下。

#### A 级赛事

从列表中挑选出三到四个比赛——不要超过

this – that are most important to you this year. A stage race counts as one race and two A-priority races on the same weekend count as one race. An A-priority race isn't necessarily the one that gets the most press or has the biggest prize purse. It could be the Nowhereville Road Race, but if you live in Nowhereville, that could be the big race of the year *for you*.

The A-priority races are the most important on the schedule and all training will be designed around them. The purpose of training is to build and peak for these A races.

It's best that these races be dumped together in two or three weeks or widely separated by eight or more weeks. For example, two of the races may fall into a three-week period in May and the other two could be close together in August. Then again, two may occur in May, one in July, and the other in September. The idea is that in order to come to a peak for each of these most important races, a period of several weeks will be needed. During this time between A races you will still race, but won't be in top form. Realize that every time you go through the tapering and peaking process you lose some base fitness. So if your A-priority races occur frequently with little time to re-establish the most basic abilities of fitness between them, performance will decline. This is why the number of A races is limited to three or four, and it is best if they are widely separated on the calendar. It's generally best for the single most important race of the year to come near the end of the season when your fitness is likely to be at the highest level possible.

If your A races aren't neatly spaced or grouped as I've described here, don't worry. Season priorities are not determined by the calendar, but rather by goals. A schedule, however, that doesn't conveniently space the races makes planning and coming to a peak much more difficult, as you will see.

In the "Pri" column write in "A" for all of your A-priority races. Again, there should be

这个数——这些是今年对你最重要的比赛。多赛段的比赛算做一个比赛，同一个周末的两个 A 级比赛也算做一个比赛。A 级赛事不一定是压力最大的或奖金最高的。它可以是某个无名小镇的公路赛，但如果你就住在这个无名小镇，那它可能就是今年 *对你来说* 最重要的比赛。

A 级赛事是日程表上最重要的比赛，所有的训练都要围绕它们而设计。训练的目标就是为这些 A 级赛事培养能力并适时地达到身体素质的顶峰。

如果这些比赛全都能安排在 2—3 周里面，或者分散在 8 周或更长的时间里，那就最好不过了。举例来说，其中两场比赛安排在 5 月的某 3 周里面，而其他两场则紧挨着排在八月份里。又比如，五月份有两场，七月份一场，而另一场在九月份。问题的关键是为了能在下一场最重要的比赛来临时到达顶峰状态，我们起码需要几周的时间。在两场 A 级赛事之间的时期，你仍然会去比赛，但却不是在最佳状态。要知道每经受一次身体压力和达到高峰的过程，你都会损失一些基本的身体素质。所以如果 A 级比赛发生地太过频繁，身体就来不及重建最基础的身体素质和能力，竞技水平也会随之下降。这就是为什么 A 级赛事必须要限制在 3 到 4 个，而且其举办时间最好能远远隔开的原因。一般来说，一年中最重要的比赛最好是在赛季末举办，因为那个时候你的身体素质很可能处于最高的水准。

如果你的 A 级赛事没法像我描述的这样理想地分布或组合，也不要担心。安排赛季比赛的优先级不是靠时间表，而是看你的目标。不过，如果不能合理地给比赛日程安排空隙的话，就会给做计划和到达顶峰状态带来非常大的困难。下面你就会看到。

在你的 A 级赛事的“优先级”一栏写上“A”。重申一下：不要超过 3—4 个。

no more than three or four of these.

### B Races

These are important races at which you want to do well, but they're not as critical as the A races. You'll rest for a few days before each of them, but not build to a peak. There may be as many as twelve of these, and as with the A-priority events, stage races count as one as do two B races on the same weekend.

In the Pri column write in "B" for all of these races.

### C Races

You now have up to sixteen weeks dedicated to either A or B races. That's most of the racing season. All the other races on the list are C-priority. C races are done for experience, as hard workouts, as tests of progress, for fun, or as tune-ups for A races. You will "train through" these races with no peaking and minimal rest before each one. They are essentially hard workouts. It's not unusual to decide at the last moment not to do one of these low-priority events. If your heart isn't in it, you'd be better off training that day – or resting.

Be careful with C races. They are the ones in which you're most likely to crash or go over the edge into a state of overtraining, since you may be tired and have low motivation to perform well. They are also usually associated with haphazard racing and confused incentives. Every race should have a meaning in your schedule, so decide before a C race what you want to get out of it. The more experienced you are as a racer, the fewer C races you should do. Conversely, juniors and Category IV and V riders should do several to gain experience.

Just because you classified a race as a C-priority doesn't mean that you won't give it your best shot. It merely means that this is a workout and you're probably coming into it carrying a bit of fatigue. You may still give it everything you've got, if that fits with your purpose in doing a given race, but realize that if

### B 级赛事

这些也是你想有所做为的重要的比赛，但是没有 A 级赛事那么关键。你会在这些比赛前休息几天，但用不着达到高峰状态。这类比赛可能多达 12 个。和 A 级赛事一样，分段赛以及同一个周末的两场 B 级比赛都算做是一场比赛。

在这些比赛的“优先级”一栏写上“B”。

### C 级赛事

现在你已经安排了差不多 16 周用于 A 级和 B 级赛事——这些就是本赛季的最大一部分，而其他所有的比赛都是 C 级。参加 C 级赛事可被视作增长经验，或者艰苦的训练，用来测试是否有进步，为了好玩或者为 A 级赛事调整状态。你会以训练心态参加这些比赛，不用达到顶峰状态，也不用很好地休息。其实它们就是艰苦的训练而已。在这类比赛开始前最后一刻决定不去参加也是很正常的。如果那天你觉得不舒服，那你最好不要训练，或者说休息。

参加 C 级赛事要小心。因为你可能很累，也没有赛出好成绩的欲望，在这种状态下比赛很可能会引起身体崩溃或者滑入过度训练的边缘。参加这类比赛还常常是因为偶然性的心血来潮或者不明确的动机。你的日程表上每一场比赛都应该有意义，所以在参加 C 级赛事前好好想想你想从中获得什么。越有经验的车手参加的 C 级赛事越少。与之相反，新手和 4, 5 级车手应该多参加一些这类比赛来积累经验。

把某场比赛归入 C 级，并不意味着你在比赛中不尽全力，它只意味着这是一次专项训练，而你参加比赛时可能略有倦意。如果参加这场比赛符合你的目标的话，你还是应该倾尽全力，但要认识到如果比赛结果不理想那也是正常的——因为这不过是一场 C

the outcome isn't what you'd like that there are reasons for this – and it was just a C race anyway.

级赛事而已。

### Step 5: Divide Year into Periods

### 第五步：把一年按周期性分段

Now that the times in the year when you want to be in top form are known (where the A-priority races are listed), periods can be assigned. Chapter 7 described the six training periods of the year. To refresh your memory, Table 8.4 summarizes each.

既然你已经知道你要在一年中什么时候达到顶峰状态（就是表中 A 级赛事的举办时间），那么现在就可以来划分阶段了。第 7 章已经描述了一年中的六个训练周期。为帮助你回忆，表 8.4 对它们的内容作了汇总。

阶段	持续时间	训练重点
准备期	3—4 周	举重的一般性适应，交叉训练和踏频练习
基础期	8—12 周	建立力量，速度技能和耐力。引入肌肉耐力和爬坡训练
发展期	6—10 周	培养肌肉耐力，速度耐力和力度
高峰期	1—2 周	减少训练量，用比赛调整状态，巩固赛前状态
比赛期	1—3 周	比赛，优化力量，恢复
过渡期	1—6 周	休息和恢复

**Table 8.4** Periodization Summary

**表 8.4** 周期性训练概要

Find the week of your first A race on the schedule and in the “Period” column write in “Race.” This first Race period extends throughout your clumping of A races and could be as long as three weeks. Count (up the page) two weeks from “Race” and write in “Peak.” Now work backward three (those over 40 years of age or so) or four weeks from Peak and indicate “Build 2.” Using duration as indicated in Table 8.4, do the same for Build 1 (3-4 weeks), Base 3 (3-4 weeks), Base 2 (3-4 weeks), Base 1 (3-4 weeks), and Prep (3-4 weeks). The first part of the year is now scheduled.

在训练计划表格上找到第一个 A 级赛事，在“阶段”那一栏写上“比赛”。你的第一个比赛期可以从这时开始向后延伸大约 3 周，尽量把所有时间上能凑在一起的 A 级比赛包括进来。然后从比赛期向上数两周，标记为“高峰”。再往上数 3 周（对于 40 岁以上的读者）或 4 周，标记为“发展 2”。按照表 8.4 上建议的持续时间，继续重复这个过程，依次标记“发展 1”（3-4 周），基础 3（3-4 周），基础 2（3-4 周），基础 1（3-4 周），准备（3-4 周）。这样年度计划的第一部分就完成了。

Go to your second A race and write in “Race” as you did above. Count backward two weeks and write in “Peak” again. Then count back three or four weeks for Build 2 and another three or four for Build 1. It's not necessary to repeat the Base period unless your first peak has a two- or three-week Race period, or you feel that your base abilities, especially endurance and force, are being lost, or you included a Transition period following

按照同样办法，找到你的下一个 A 级比赛以及比赛期。往前数两周，标记为“顶峰”。再往上 3 周或 4 周标记为“发展 2”，再往上 3 周或 4 周标记为“发展 1”。这时不需要再重复“基础期”，除非你的上一个比赛期持续了 2—3 周，或者你感到自己的基础能力，特别是耐力和力量有下降，又或者你在第一次比赛期之后加入了“过渡期”（顺便插一句，这是种很不错的

your first Race period of the season (which, by the way, is a very good idea),

It's unlikely that the Build-Peak period between your two Race periods will work out exactly with this number of weeks assigned to each period. Once you have the second Race period scheduled, it may be necessary to change the lengths of the various periods to make it work out so that you both improve your fitness and allow for scheduled rest weeks. Remember that our purpose in assigning periods at this point is to make sure you are ready for the A-priority races. Only you can determine what this means in terms of training since you are the only one who knows what your fitness is like at a given point in the season. It may well be necessary to change your plan for the second peak of the season once you reach that point. Again, the Annual Training Plan as we develop it early in the year is merely a guide to get you started. Be prepared to change it as you progress through the year.

It's a good idea to schedule a five- to seven-day Transition after your first Race period to allow for recovery and to prevent burnout later in the season. This always pays off with higher enthusiasm for training and greater fitness for late-season races. Following the last Race period of the season, schedule a longer Transition period.

If this step in the planning process seems confusing, you may want to look ahead to Chapter 11 where case studies describe the annual plan further.

### Step 6: Assign Weekly Hours

Throughout the season there is a wave-like pattern of increasing and decreasing volume. Figure 7.3 also illustrates this. The purpose of this pattern is to make sure your endurance is maintained, but also to permit increases in intensity without overly stressing your body's systems. In this step, you'll write in the weekly training hours using Table 8.5 as a guide.

做法）。

不过，在两次比赛期之间的发展期和高峰期的时间安排不太可能正好是每个阶段分配好的周数。一旦定好了第二个比赛期，你也许必须得修改相关的几个训练期的长度，以便你既可以增强身体素质又能够有计划地安排休息时间。要记住我们划分训练期的目的是为了保证你能为 A 级赛事做好准备。只有你能最终确定各个训练时期对你的意义，因为只有你自己知道你的身体素质需要在赛季的某个时候达到是什么样子。为了达到赛季的第二个高峰期，你很可能需要根据你当时的情况临时调整原先的计划。重申一下，我们在年初制定的年度训练计划只是用来带领你起步的，随着当年训练的提高和深入，要准备好随时根据情况的变化修改它。

另外，最好能在第一个比赛期之后安排一个 5—7 天的过渡期，这会让你的身体得到恢复从而避免引起赛季中的衰竭现象。到了赛季后期你会得到回报的，那时你会有更高的训练热情和更好的身体素质。在赛季的最后一个比赛期结束后，要安排一个较长的过渡期。

如果你仍对以上这些步骤感到困惑，你可以直接跳到第 11 章，那里介绍了关于年度计划的具体实例分析。

### 第六步 分配每周的训练时间

在整个赛季中，训练量的增减以波浪形模式上下变化，如图 7.3 所展示的那样。这种模式是为了确保你的耐力的同时，能够增加训练强度而不至于使你的身体过度劳累。在这一步，我们要以表 8.5 作为参考，记下每周的训练小时数。

阶段	周	200	250	300	350	400	450	500	550	600	650
准备期	全部	3.5	4.0	5.0	6.0	7.0	7.5	8.5	9.0	10.0	11.0
基础期 1	1	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	12.5
	2	5.0	6.0	7.0	8.5	9.5	10.5	12.0	13.0	14.5	15.5
	3	5.5	6.5	8.0	9.5	10.5	12.0	13.5	14.5	16.0	17.5
	4	3.0	3.5	4.0	5.0	5.5	6.5	7.0	8.0	8.5	9.0
基础期 2	1	4.0	5.5	6.5	7.5	8.5	9.5	10.5	12.5	12.5	13.0
	2	5.0	6.5	7.5	9.0	10.0	11.5	12.5	14.0	15.0	16.5
	3	5.5	7.0	8.5	10.0	11.0	12.5	14.0	15.5	17.0	18.0
	4	3.0	3.5	4.5	5.0	5.5	6.5	7.0	8.0	8.5	9.0
基础期 3	1	4.5	5.5	7.0	8.0	9.0	10.0	11.0	12.5	13.5	14.5
	2	5.0	6.5	8.0	9.5	10.5	12.0	13.5	14.5	16.0	17.0
	3	6.0	7.5	9.0	10.5	11.5	13.0	15.0	16.5	18.0	19.0
	4	3.0	3.5	4.5	5.0	5.5	6.5	7.0	8.0	8.5	9.0
发展期 1	1	5.0	6.5	8.0	9.0	10.0	11.5	12.5	14.0	15.5	16.0
	2	5.0	6.5	8.0	9.0	10.0	11.5	12.5	14.0	15.5	16.0
	3	5.0	6.5	8.0	9.0	10.0	11.5	12.5	14.0	15.5	16.0
	4	3.0	3.5	4.5	5.0	5.5	6.5	7.0	8.0	8.5	9.0
发展期 2	1	5.0	6.0	7.0	8.5	9.5	10.5	12.0	13.0	14.5	15.5
	2	5.0	6.0	7.0	8.5	9.5	10.5	12.0	13.0	14.5	15.5
		5.0	6.0	7.0	8.5	9.5	10.5	12.0	13.0	14.5	15.5
	4	3.0	3.5	4.5	5.0	5.5	6.5	7.0	8.0	8.5	9.0
高峰期	1	4.0	5.5	6.5	7.5	8.5	9.5	10.5	11.5	13.0	13.5
	2	3.5	4.0	5.0	6.0	6.5	7.5	8.5	9.5	10.0	11.0
比赛期	全部	3.0	3.5	4.5	5.0	5.5	6.5	7.0	8.0	8.5	9.0
过渡期	全部	3.0	3.5	4.5	5.0	5.5	6.5	7.0	8.0	8.5	9.0

阶段	周	700	750	800	850	900	950	1000	1050	1100	1150	1200
准备期	全部	12.0	12.5	13.5	14.5	15.0	16.0	17.0	17.5	18.5	19.5	20.0
基础期 1	1	14.0	14.5	15.5	16.5	17.5	18.5	19.5	20.5	21.5	22.5	23.5
	2	16.5	18.0	19.0	20.0	21.5	22.5	24.0	25.0	26.0	27.5	28.5
	3	18.5	20.0	21.5	22.5	24.0	25.5	26.5	28.0	29.5	30.5	32.0
	4	10.0	10.5	11.5	12.0	12.5	13.5	14.0	14.5	15.5	16.0	17.0
基础期 2	1	14.5	16.0	17.0	18.0	19.0	20.0	21.0	22.0	23.0	24.0	25.0
	2	17.5	19.0	20.0	21.5	22.5	24.0	25.0	26.6	27.5	29.0	30.0
	3	19.5	21.0	22.5	24.0	25.0	26.5	28.0	29.5	31.0	32.0	33.5
	4	10.0	10.5	11.5	12.0	12.5	13.5	14.0	15.0	15.5	16.0	17.0
基础期 3	1	15.5	17.0	18.0	19.0	20.0	21.0	22.5	23.5	25.0	25.5	27.0
	2	18.5	20.0	21.5	23.0	24.0	25.0	26.5	28.0	29.5	30.5	32.0
	3	20.5	22.0	23.5	25.0	26.5	28.0	29.5	31.0	32.5	33.5	35.0
	4	10.0	10.5	11.5	12.0	12.5	13.5	14.0	15.0	15.5	16.0	17.0
发展期 1	1	17.5	19.0	20.5	21.5	22.5	24.0	25.0	26.5	28.0	29.0	30.0
	2	17.5	19.0	20.5	21.5	22.5	24.0	25.0	26.5	28.0	29.0	30.0
	3	17.5	19.0	20.5	21.5	22.5	24.0	25.0	26.5	28.0	29.0	30.0
	4	10.0	10.5	11.5	12.0	12.5	13.5	14.0	15.0	15.5	16.0	17.0
发展期 2	1	16.5	18.0	19.0	20.5	21.5	22.5	24.0	25.0	26.5	27.0	28.5
	2	16.5	18.0	19.0	20.5	21.5	22.5	24.0	25.0	26.5	27.0	28.5
		16.5	18.0	19.0	20.5	21.5	22.5	24.0	25.0	26.5	27.0	28.5
	4	10.0	10.5	11.5	12.0	12.5	13.5	14.0	15.0	15.5	16.0	17.0
高峰期	1	14.5	16.0	17.0	18.0	19.0	20.0	21.0	22.0	23.5	24.0	25.0
	2	11.5	12.5	13.5	14.5	15.0	16.0	17.0	17.5	18.5	19.0	20.0
比赛期	全部	10.0	10.5	11.5	12.0	12.5	13.5	14.0	15.0	15.5	16.0	17.0
过渡期	全部	10.0	10.5	11.5	12.0	12.5	13.5	14.0	15.0	15.5	16.0	17.0

Table 8.5 Weekly Training Hours

表 8.5 每周训练小时数



Now that you know annual hours and have divided the year into periods, you're ready to assign weekly training hours. Find the annual hours column in Table 8.5. In that column weekly hours are in half-hour increments. On the left side of the table are all of the periods and weeks. By reading across and down, determine the number of hours for each week and write those in under "Hours" on the Annual Training Plan. If you are over forty years of age or have scheduled some three-week periods during the season, leave out week 3 for each of these periods. There is a more complete discussion of training for older riders in Chapter 14.

You've now completed the Annual Training Plan with the exception of the workouts portion, which we will tackle in Chapter 9.

现在你已经知道了年度总训练小时数，并把整个年度按周期性做了划分，这样你就可以开始分配每周的训练小时数了。在表 8.5 中找到年度小时数那一列，那一列中的小时数是以半个小时为单位的。在表的左边列出了全部的周期及其周数。查阅这张表得到每周的小时数，填入年度训练计划的“小时数”那一栏。如果你的年龄超过了 40 岁或者在赛季里安排了一些三周长的训练期，那么就省略表中的第三周的内容。在第 14 章有针对年老车手如何训练的完整讨论。

现在你已经基本完成了年度训练计划，除了训练内容部分以外，我们将会在第 9 章解决那一部分。