

Chapter 9 PLANNING WORKOUTS

The novelty of riding thirty-hour weeks wore off a long time ago.
— STEVE LARSEN

If there's one thing you're getting out of this book so far, I hope it's that training should be purposeful and precise to meet your unique needs. Training haphazardly brings results initially, but to reach the highest level of racing fitness, carefully planned workouts are necessary. Before starting any training session, from the easiest to the hardest, you must be able to answer one simple question: What is the purpose of this workout?

When training for high performance, that purpose is one of three possibilities: improvement of ability, maintenance of ability, or active recovery. How these three are mixed into every week of training ultimately determines how well you race. This chapter provides a method for designing your training week.

ATP Workout Categories

In the last four chapters, I've described a system of planning based on strengths and limiters. In this chapter, you will complete the training plan by scheduling daily workouts determined by your limiters. To intelligently select workouts, it's important that you know what your limiters are. If you haven't read Chapters 5 and 6, do so before planning workouts. Knowing what you need to work on will make your plan purposeful and precise.

You are not going to schedule every workout for all fifty-two weeks on your Annual Training Plan now. With the exception of endurance-maintenance workouts, you will only be determining the “breakthrough” (BT) workouts. These are the ones that provide the stress to start the adaptive process described

第 9 章 计划训练内容

很久以前我就对每周骑 30 个小时车不抱任何新鲜感了。
——STEVE LARSEN

如果到目前为止你从本书中只学到了一样东西，那么我希望你学到的是训练应该是有目的地精确地满足你的独特需要。随意的训练只能带来初步的效果，但要想达到最高水平的比赛能力，你必须小心地计划你的训练内容。开始本赛季的任何训练之前，不管是最简单还是最难的训练，你必须要回答这样一个简单问题：这项训练科目的目的是什么？

为了达到更高的比赛能力的训练，其目的无非是以下三者之一：改善能力，保持能力，或积极地恢复。怎样把这三种训练目标揉合起来变成每周的训练内容将最终决定你的比赛成绩。本章就将介绍如何设计你每周的训练内容。

年度计划中的训练分类

在前面四章中，我已经描述了一个基于力量和限定因素的训练系统。本章将教你根据你的限定因素来计划每周的训练内容，从而完成整个训练计划的编制。为了更明智地选择训练科目，你需要知道你的限定因素所在。如果你还没有读过第 5 章和第 6 章，那么请先阅读它们。了解你努力的目标所在能够使你的计划更有目的性，也更精确。

你不需要为 52 周的年度训练计划中的每一周编制训练内容。除了耐力保持科目之外，你只需要规定“突破性”的训练科目就行了。这类科目能带来身体压力以及前面描述过的身体适应恢复过程。积极恢复性的训练是你需要在两次“突破性”训练之间完成

The Cyclist's Training Bible (3rd edition)
Chapter 9 Planning Workouts

earlier. Active recovery workouts, the ones you do between the BTs, will not be scheduled now, but will be a part of your weekly plan as you will soon see.

You should base these workouts on the abilities listed at the top of the Annual Training Plan (see Figure 8.1). Notice that there are two categories of workouts added to the abilities we've discussed before: "Strength Phase" and "Testing". It may be helpful before you start this planning step to review all of the workout columns listed.

Strength Phase

In this column you will schedule weight room workouts. This is an aspect of cycling training that is often neglected, especially by riders whose limiter is force. It has been my experience that measurable results on the bike are more evident from this type of training than any other in athletes who lack the ability to apply force to the pedals. They are always amazed at how strong they feel riding in the spring after a winter of weights.

The details of the strength phases listed below are discussed in Chapter 12, but with a little information you can complete the Strength Phase column now by penciling in the abbreviations for the various phases. Here's how to determine the duration of each weight room phase. If you're a bit confused, flip ahead to Chapter 11 for examples of completed Annual Training Plans.

Preparation Period: Anatomical Adaptation (AA) and Maximum Transition (MT)

On your Annual Training Plan, for the first two or three weeks of the Preparation period, write in "AA" under the Strength column. This weight room phase prepares the body for the stresses that are to follow. For the last week of the Preparation period include one or two weeks of MT (Maximum Transition). As the name implies, MT is a transitional phase that better prepares you for the heavier lifting of the

自行车训练圣经（第三版）
第9章 计划训练内容

的，这类训练不需要写进计划，但你马上就会看到，这也是你每周计划的一部分。

你应该基于年度训练计划（图 8.1）顶端的能力列表来决定训练科目。注意除我们前面已经讨论过的各项能力以外，还有两类训练科目：“举重阶段”和“测试”。在开始做该步骤的计划之前，让我们先重温一下表中训练内容的每一列的含义。

举重训练阶段

在这一列你需要计划健身房里的训练。这是单车训练计划中常常被忽略的方面，特别是那些限定因素是力量能力的车手。我的经验是：对于那些踩踏力量不足的车手来说，该项训练给骑车能力带来的可测量的效果要比其他训练的效果更明显。经过一个冬天的举重训练后，到了春天他们常常会惊讶地发现自己骑车时会感觉如此地有力量。

以下列出的力量训练的各个阶段在第 12 章中会详细讨论，不过现在你只需要其中一点信息就足够完成举重阶段的计划了，然后用铅笔在该列中相关位置记下不同阶段的缩写代号。以下将介绍怎么确定各个举重阶段的时间跨度。如果你感觉有疑问的话，可以跳到第 11 章参考已完成的年度训练计划的例子。

准备期：解剖学适应（AA）和最大过渡阶段（MT）

在你的年度训练计划表格中，在准备期的前 2 或 3 周的举重一栏写上“AA”。该举重阶段能让身体为接下来更大压力做好准备。准备期的最后一到两周是最大过渡阶段（MT）。顾名思义，MT 阶段是让你做好准备更顺利地过渡到负荷更重的最大力量阶段。

MS phase.

Base 1 Period: Maximum Strength (MS)

Write in “MS” for each week of Base 1. If you are a master who is training in three-week periods, extend MS by one week into the Base 2 period so that you schedule four total MS weeks.

All Other Periods: Strength Maintenance (SM)

For the remainder of the season, basic strength is maintained with brief workouts and heavy loads. Riders in their twenties with good force may omit weight room strength training from their schedules starting with Build 1. All women and men over about forty years of age are advised to continue the SM phase of weights throughout the season. During the week of A-priority races schedule no weight training.

基础期 1：最大力量阶段（MS）

在基础期 1 的每周写下“MS”。如果你是个老将，每个训练周期为 3 周，则需要延伸到基础期 2 的第一周，以保证 MS 的计划时间有完整的 4 周。

所有其他周期：力量保持阶段（SM）

在赛季的剩余时间里，需要短时间和大重量的举重训练来保持基础力量。20 多岁的骑手如果本身力量较强也许可以从基础期 1 之后就忽略这类健身房里的力量训练。但我建议所有的女性和年龄超过 40 岁的人在整個赛季里坚持 SM 阶段的举重训练。在 A 级赛事举行的那一周不要安排举重训练。

Endurance

Racing on the roads is primarily an endurance sport. The ability to delay the onset of fatigue during long rides is what sets road racers apart from track racers. For this reason, the Endurance column will be frequently selected on the Annual Training Plan form. You will work on endurance in some form nearly every week of the year, for once you have lost endurance, the time required to fully restore it is exorbitant. That's not to say that there won't be fluctuations in your endurance throughout the season. Following an extended Race period, your endurance is likely to wane, and you must work to rebuild it by returning to the Base period before you are able to attain another high peak.

耐力

公路比赛主要是一项耐力运动。在长距离骑行中延缓疲劳发作的能力是公路车手与场地赛车手之间的分野。因此，年度训练计划表中的耐力一栏会常常被选中。在全年每个礼拜里你都要以某种形式进行耐力练习，因为一旦你失去了耐力能力，想要全面恢复它所花的时间是相当长的。这并不是说在整个赛季中你的耐力都不能有任何波动。经过一个长时间的比賽周期之后，你的耐力有可能会衰退，这时你必须重回基础期的训练来重建耐力，然后你才能够获得第二个身体素质的高峰期。

Force

This Force column refers to on-bike workouts intended to improve muscle dynamics, while the Strength Phase column consists of off-bike

力量

力量一栏指的是旨在改善肌肉动力的车上训练内容，而举重阶段一栏指的是在健身房里进行的无车训练。如果你住在地形有起伏的

workouts usually done in the weight room. If you don't live in a vertically challenged region, use hills for on-bike force training. Later on in the workout menu section of this chapter, I'll refer to hills by percentage grades. Here's a guide to help you select the proper types of hills for specific workouts.

2-4 percent grade: Slight hill. In a car on a 2 percent grade you may not even know there's a grade. You could easily ride these hills in the big chainring. These are often described as "gently rolling hills."

4-6 percent grade: Moderate hill. These hills get your attention in races, but are seldom determining factors. You could ride them in the big chainring, but may drop down to the small chainring.

6-8 percent grade: Steep hill. These are the steepest hills you generally find on state and federal highways. Such hills, especially if they're long, often determine the winning move. These are usually climbed in the small chainring.

8-10 percent grade: Very steep hill. These hills are always a determiner in a race. They are climbed only in the small chainring. A workout on such a hill is challenging for riders of all abilities.

10+ percent grade: Extremely steep hill. These hills are most often found in remote areas or in the mountains. In more populated areas, they are usually quite short. Everyone climbs in the small chainring. Some riders have difficulty just getting over them. They make you cry for your mother.

If you do live in a vertically challenged environment – the plains of Kansas or Florida's flat coastal terrain – don't despair. The real benefit of hills is that they offer greater resistance. You can achieve a similar result with big gears and head winds while sitting up, or on a good indoor trainer. Highway overpasses offer short hills of about 4 percent grade. Multilevel parking garages are great simulated mountains – just remember to ask the attendant's permission first.

地区的话，就用爬坡做为车上的力量训练项目。在本章稍后部分的训练科目清单里，我会提到山峰的坡度。以下的解释能够帮助你为专门的训练科目选择合适坡度的山峰。

坡度 2—4%：缓坡。在汽车里面，你也许感觉不到它正驶在这样的坡上。你可以用大牙盘轻松地爬上这样的山坡。这种坡常被描述为“轻柔起伏的山峰”。

坡度 4—6%：中等坡。在比赛中这种坡会引起你的注意，但很少会是比赛结果的决定因素。你仍可以用大牙盘骑上去，但到后来也许会换成小牙盘。

坡度 6—8%：陡坡。这是你在州际或联邦高速公路上能找到的最陡的坡了。这些山坡，尤其是比较长的那种，常常决定了最终的冠军归属。爬这种坡一般都需要用小牙盘。

坡度 8—10%：非常陡的坡。这些山峰常常是比赛的决定因素。你只能用小牙盘爬上去。在这种山峰上的训练对所有的车手来说都是很有挑战性的。

坡度 10%+：极其陡峭的坡。这些山峰大多隐藏在崇山峻岭的深处。而在人口众多的地区，这类坡一般都很短。爬坡时不管是谁都得用上小牙盘，而有些车手甚至根本就爬不上去。爬这类坡会让你哭爹喊娘。

如果你住在地形平缓的地区——比如堪萨斯大平原或佛罗里达平坦的海滨地区——也不必绝望。爬坡的真正好处在于能提供较大的阻力。你可以通过大齿比或顶风坐着踩车，或用好的室内训练台达到相似的效果。高速公路的引桥相当于 4%坡度的短坡。多层的停车场也很类似于山坡——别忘了先得管理员的同意。

Speed Skills

Do not get speed skills confused with anaerobic endurance. While working on speed skills you are not doing intervals or hammering on group rides. The purpose of workouts in this column is always to improve mobility – the ability to handle the bike efficiently and effectively while turning the cranks quickly and smoothly. In the Base period, many of these workouts will be drills on a trainer or rollers that exaggerate the mechanics of pedaling, typically in a low gear at a high cadence, in order to become more fluid and supple. On the road, speed-skill training involves form sprints, high-cadence pedaling, and the handling skills necessary for sprinting.

Muscular Endurance

Muscular endurance is the ability to turn a relatively high gear for a long time, as in time trialing. In many ways, this ability is at the heart of road racing. As one of the primary ingredients of road racing fitness, you need to emphasize this approach throughout the training year regardless of your limiters. All of the legendary champion road cyclists – Merckx, Hinault, LeMond, Carpenter, Indurain, and Longo – had great muscular endurance. This ability will be developed starting in the Base period and continue in various forms right through the Race periods.

Anaerobic Endurance

Anaerobic endurance involves training to continue working hard even though the body is crying out for relief. Long sprints and short climbs are the usual times for this to occur. If it is known to be a limiter (which is the case for nearly every athlete), schedule workouts for this ability at the start of the first Build period. Anaerobic-endurance training is excellent for improving aerobic capacity (VO₂max).

速度技能

不要把速度技能和无氧耐力搞混了。在练习速度技能时，你不需要做间歇或者在团队训练中领骑。该栏的训练内容的目标是改善你的灵活性——当快速地平滑地转动曲柄时能够更有效地更经济地控车的能力。在基础期这类训练科目大多是在训练台或滚筒上进行的，做这类练习时一般是以较小的齿轮比和较高的踏频来重点训练踩踏机制，从而使你的踩踏更流畅更圆熟。在公路上的速度技能训练包括假冲刺，高速踏频练习，以及冲刺所需的控车技巧。

肌肉耐力

肌肉耐力是指那种能够以相对较高的齿轮比持续较长时间，如同计时赛时所需的那种能力。从许多方面来说，这都是公路赛所需的核心能力。做为公路赛所需的主要身体素质之一，你需要在整个训练年度里强化这项能力，不管这是否是你的限定因素。所有的传奇性公路赛冠军车手——Merckx, Hinault, LeMond, Carpenter, Indurain, Longo——都有很强的肌肉耐力。你需要从基础期开始培养这项能力并以多种方式持续训练直到比赛期的到来。

无氧耐力

无氧耐力是训练身体在已经非常疲劳时仍能继续强力做功的能力。在长距离冲刺和爬短坡时常常需要这种能力。如果这是你的限定因素（几乎每个运动员都是如此）的话，那么在发展期开始时你需要安排这方面能力的专项训练。无氧耐力训练能有效改善有氧能力（VO₂max）。

Power

For the rider whose ability limiter is power, these workouts mean the difference between success and failure in criteriums that require the ability to accelerate quickly out of corners and to contest field sprints. Workouts for power depend on speed and force, so these more basic abilities must be improved first. Power training may be included primarily in the Build and Peak periods.

力度

如果运动员的限定因素是力度能力的话，那么是否进行这类训练就意味着是否会在绕圈赛中成功或者失败，因为这类比赛需要在出弯道时马上加速，并需要比拼场地冲刺。力度能力依赖于速度技能和力量，所以这些更基础的能力必须先得到改善。力度训练可以安排在发展期和高峰期进行。

Testing

Throughout the Base and Build periods, make regular progress checks about every four to six weeks. It's important to regularly know how your abilities are developing in order to make adjustments to training.

测试

在整个基础期和发展期，需要每隔 4—6 个星期定期地检查你的进步状况。定期了解你的能力发展情况对你调整下一步的训练非常重要。

Ability Workouts by Period

The following will help you complete the workouts section of the Annual Training Plan. I'll start with the recovery and rest weeks since those are usually neglected, but are in some ways the most important.

If there is any confusion on how to mark the Annual Training Plan, see the examples in Chapter 11.

不同周期的能力训练

下面的内容将帮助你完成年度训练计划的训练内容部分。我将从恢复休息周开始，因为它常常被忽略，但从某种角度说却是最重要的。

如果你对如何记录年度训练计划有任何疑问，参考第 11 章的范例。

R & R Weeks

Reserve every fourth week (third week for over-forty riders) during the Base and Build periods for recovery and rest from the accumulated fatigue of the previous three weeks. Without such regular unloading of fatigue, fitness won't progress for long. You've already partially incorporated R&R by assigning reduced weekly hours during these weeks in the Base and Build periods. Now we'll assign the workouts to those low-volume weeks. (For more detail on recovery weeks, see

恢复休息周（R&R）

在基础期和发展期，你应该把第 4 周保留用做休息以从前面 3 周所积累的疲惫中恢复体力。如果没有这样的定期休息来解除疲劳，身体素质的提高就不会持久。在为基础期和发展期安排每周训练小时数时，你已经减少了这一周（即 R&R 周）的训练时间。现在我们要为这些训练量较少的礼拜安排合适的训练内容。（关于恢复周的更详细的内容，请参考第 18 章）

Chapter 18.)

For each of the R&R weeks, place an “X” under the Endurance, Speed Skills, and Testing columns. Other than one weight room session, that's all for those weeks. The idea is to recover from the collected stress; feel rested by week's end; maintain endurance (with a late-week long ride), speed skills, and force; and test progress once rested. It may take you only three to five days to feel fully recovered so that's when the testing should be done. In the Build period, there may be a B or C race at week's end in place of a test.

In the workout menu in Appendix C (under Testing), I'll describe the tests you will do during R&R weeks.

Now you're ready to complete workouts for the other weeks of the year. The Workout Menu in Appendix C will be used at a later time to fill in the details of what you schedule here.

Preparation Period

Place an X in the Endurance and Speed Skills columns for each week of the Preparation period. Endurance training during this period concentrates on improving the endurance characteristics of the heart, blood, and lungs. Crosstraining by running, swimming, hiking, or cross-country skiing accomplishes the desired results while limiting the number of times each week that you're on an indoor trainer in the early winter months. Be cautious with your volume of indoor riding as it can be mentally and emotionally draining.

Base 1

Again, mark the Endurance and Speed Skills columns for each week of the Base 1 period. During this period, endurance training shifts slightly toward more time on the bike and less in crosstraining modes. Weather, however, is often the determining factor for the type of

在年度训练计划中的每个恢复休息周（R&R），对应的耐力，速度技能和测试栏里画一个“X”。除了需要安排一次去健身房的举重练习以外，这就是全部的训练内容了。这样安排的目的是为了让身体从积累的压力中恢复，从而在该周结束是感觉良好，以及保持耐力（在后半周做一次长途骑行），速度技能以及力量，并在休息期间测试进步状态。在发展期，该周周末可以安排一次 B 级或 C 级赛事以代替测试。

在附录 C 的训练科目中（测试部分），我会描述你在恢复休息周要做那些测试。

现在你可以完成年度中其他周的训练内容了。附录 C 的训练科目在下面需要安排具体训练内容时还将会被用到。

准备期

在准备期各周的耐力和速度技能栏画一个“X”。这一时期的耐力训练重点在于改善心脏，血管和肺的耐力特征。交叉训练如跑步，游泳，徒步或越野滑雪都能达到所需要的结果，另外在冬天刚开始时要注意控制每周在室内训练台上的训练次数。这是因为室内骑行时间太长是对精神和情绪的折磨。

基础期 1

在基础期 1 的各周，同样是在耐力和速度技能栏画个叉。在这一时期，耐力训练慢慢转化为更多时间的车上训练以及更少的交叉训练。但是，天气常常在这个时候成为耐力训练方式的决定因素。如果公路和天气不肯配

The Cyclist's Training Bible (3rd edition)
Chapter 9 Planning Workouts

endurance training done now. A mountain bike is an excellent alternative during this period when the roads and weather don't cooperate. A good indoor trainer, especially CompuTrainer, is also an excellent way to train throughout the Base period when you can't get on the roads.

Base 2

Place an X in the Endurance, Force, Speed Skills, and Muscular Endurance columns for each week of the Base 2 period. As you will see in the Workout Menu (Appendix C), you should conduct force and muscular-endurance workouts at moderate heart rates and power outputs during this period. Endurance training should be mostly on the road by now with very little crosstraining. You will be doing some Force work in the form of endurance rides on rolling courses, staying in the saddle on the uphill portions. This can be an integral part of endurance training.

Base 3

Mark the Endurance, Force, Speed Skills, and Muscular Endurance columns for each week of the Base 3 period. Training volume tops out during this period. Intensity has also risen slightly with the addition of more hill work and higher effort muscular-endurance work.

Build 1

Schedule workouts for Endurance and Muscular Endurance for each week of the Build 1 period. Also select your greatest limiter and mark that column. If unsure of which limiter to schedule, choose Force. If you don't select Power or Anaerobic Endurance, also mark Speed Skills. A criterium may take the place of an Anaerobic Endurance or Power workout. Road races and time trials are substituted for Force and Muscular Endurance. Early-season races in this period are best as C-priority. Schedule each Build 1 period on your Annual Training Plan in this same way.

自行车训练圣经（第三版）
第 9 章 计划训练内容

合的话，山地车是个很棒的替代方式。另外一个好的室内训练台，特别是电脑控制的训练台，也是一种很不错的训练方式，如果你在基础期不能在公路上训练的话。

基础期 2

在基础期 2 的各周的耐力，力量，速度技能和肌肉耐力各栏画一个叉。如你在训练科目（附录 C）中所见，你需要在这一时期引入中等心率范围和大功率输出的力量和肌肉耐力练习。现在的耐力训练应该主要在公路上进行，很少采用交叉训练。力量训练的形式可以是在滚筒上的耐力骑行，或坐在鞍座上爬山。它也可以作为耐力训练的某个组成部分。

基础期 3

在基础期 3 的各周的耐力，力量，速度技能和肌肉耐力各栏画一个叉。该时期的训练量将达到顶峰。训练强度也会稍有加强，比如会安排更多的爬坡练习，以及更大强度的肌肉耐力训练。

发展期 1

在发展期 1 各周的耐力和肌肉耐力栏安排训练内容，除此之外还要在你的最大的限定因素对应的栏做记号。如果你拿不准应该安排哪个限定因素的话，就选择力量。如果你没有选择无氧耐力或力度的话，就要在速度技能栏也要做记号。绕圈赛需要无氧耐力或力度的训练。公路赛和计时赛可以替代力量和肌肉耐力训练。该时期的赛季早期的比赛最好是 C 级赛事。对于年度训练计划中的每个发展期 1 都要用同样的方式安排训练。

Build 2

Check off Endurance and Muscular Endurance for each week of the Build 2 period. Then mark two of your limiters. If unsure, or if you have only one limiter, mark Force and Anaerobic Endurance. Speed skills will be maintained either with Anaerobic Endurance or Power training. If there are B or C races scheduled during this period, substitute them for workouts. A criterium takes the place of either a Power or Anaerobic Endurance workout. Depending on the terrain, you may substitute a road race or time trial for a Force or Muscular-Endurance workout. The week of B-priority races, schedule only one limiter. Remember that you're training through C-priority races. Mark all Build 2 periods on your plan in the same manner.

Peak

Place an X in the Muscular Endurance column and that of your next greatest limiter for each week of the Peak period. If unsure of your next limiter, select Anaerobic Endurance. You may substitute races for workouts using the same criteria as in the Build periods. C races in the Peak period are excellent tune-ups for the approaching A-priority races as they get you back into a racing mode again. If there are no races, but you have a hard club ride available, that may be one of your Anaerobic Endurance sessions. There should be a race-specific intensity workout every 72 to 96 hours in a Peak week. Mark all Peak periods in this same way.

Race

During each week of this period either race or complete a race-effort group ride. If there is no group ride or race available, substitute an Anaerobic Endurance workout. Also mark Speed Skills and your strongest ability other than Endurance. If unsure about your strength, mark Muscular Endurance. All Race periods

发展期 2

在发展期 2 的各周，除了在耐力和肌肉耐力栏做标记以外，还要加上你的两个限定因素。如果拿不准的话，或者你只有一个限定因素，那么就标记力量和无氧耐力。无论无氧耐力还是力度训练都需要保持速度技能。如果在这一时期安排有 B 级或 C 级赛事，那么就用比赛代替训练。进行一次绕圈赛相当于一次力度或无氧耐力训练。根据地形的差别，你也许可以用公路赛或个人计时赛代替力量或肌肉耐力训练。B 级赛事发生的那一周你只需安排一种限制因素的训练。而在 C 级赛事那一周你的训练要照常进行。对于年度训练计划中的每个发展期 2 都要用同样的方式做安排。

高峰期

高峰期的各周你要画叉的是肌肉耐力栏以及除此之外的最大的限制因素所在的栏。如果你不清楚除此以外的最大限制因素是什么，就选择无氧耐力。你可以象在发展期时所做的那样以比赛代替训练。高峰期的 C 级赛事是绝佳的为 A 级赛事调整状态的方式，因为它们能让你进入比赛时的状态。如果没有比赛，但可以参加俱乐部级的艰苦骑行，那么就应该进行无氧耐力方面的训练。在高峰期每 72—96 小时就应该有一次比赛级强度的训练。对年度计划中的所有高峰期都要照此方式处理。

比赛期

在这一时期你要么参加比赛，要么就是做比赛级强度的团队骑行。如果没有比赛，也无法参加团队骑行的话，就用无氧耐力训练代替。另外还要标记速度技能栏和除了耐力以外的你最强的能力的对应栏。如果你不了解你的强项，那么就标记肌肉耐力栏。所有比

The Cyclist's Training Bible (3rd edition)
Chapter 9 Planning Workouts

should be marked just as the first one was.

Transition

Mark Endurance, but keep in mind that this is a mostly unstructured period. By “mostly,” I mean that your only purpose is to stay active, especially in sports that you enjoy other than cycling. These are often team games such as soccer, basketball, volleyball, or hockey. Such sports require some endurance and also encourage quick movement. Don't become a couch potato, but also don't train seriously.

Weekly Routines

Now that your Annual Training Plan is complete, the only issue left to decide is the weekly routine – on what day to do which workout and for how long. That's no small thing. You could have the best possible plan, but if you do not blend workouts in such a way as to allow for recovery and adaptation, then it's all for nothing. The problem is that you must blend both long and short duration workouts with workouts that are of high and low intensity.

Chapter 15 will provide you with a weekly training journal on which to record the days' scheduled workouts and their results. For now, let's examine ways to determine each day's routine.

Keep in mind that the workout options listed in Figure 9.1 are just that -- options. These are not intended to be the only ways to organize a week. There are many possibilities. When it comes to selecting a workout for a given day choose one option – do not do all of the options. The option you select is determined by your limiters as discussed in Chapter 6.

自行车训练圣经（第三版）
第 9 章 计划训练内容

赛期的安排都照此办理。

过渡期

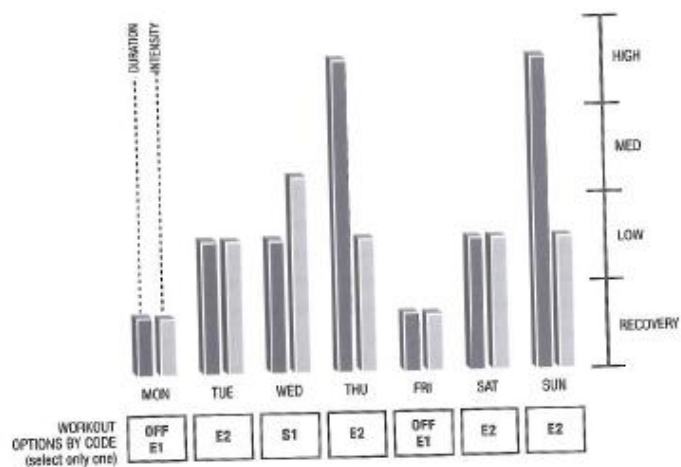
标记耐力栏，但要记住这一时期的计划是最缺乏结构性的。一般来说，我觉得你的唯一目标就是想办法保持活力，特别是参加除骑车以外的你最喜欢的运动。比如说集体运动项目，如足球，篮球，排球，或曲棍球。这类运动需要一些耐力并需要快速移动。不要终日懒散在家，但也不要训练得太刻苦。

每周的例行安排

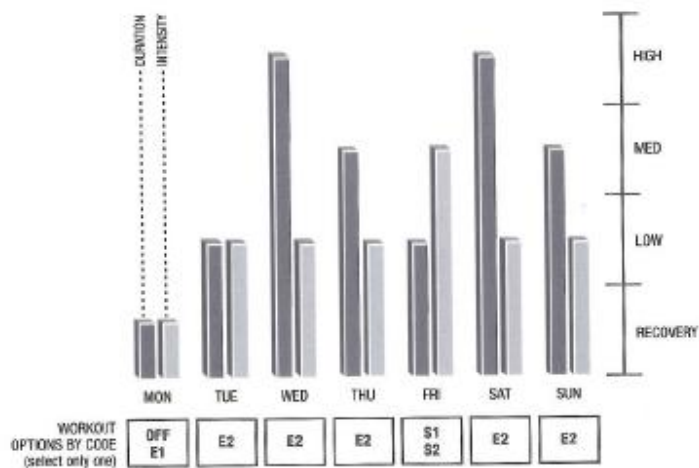
现在你的年度训练计划已经完成了，剩下的唯一问题就是确定每周的日常活动——哪天做哪些训练以及多长时间。这不是小事情。也许你的计划很完美，但如果你不能在其中融入合适的训练科目以及恢复和适应期，那么这个计划就没有用处。关键是你需要把长距离和短距离的训练以及高强度和低强度的训练有机地融合在一起。

在第 15 章将给你介绍每周训练日志，其中记录了每天的训练安排以及训练结果。现在，让我们先把每天的训练安排搞定。

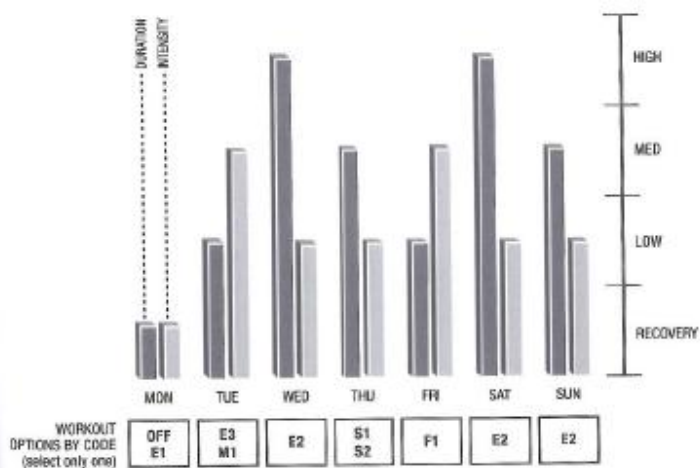
记住图 9.1 中列出的训练科目的建议只是建议而已。这并不是唯一的组织方式，还有很多其他的选择。如果需要为某一天选择一项训练科目的话，就选择其中一个——而不是完成所有的选项。选择哪一个就看你的限定因素是什么了（在第 6 章介绍了限定因素）



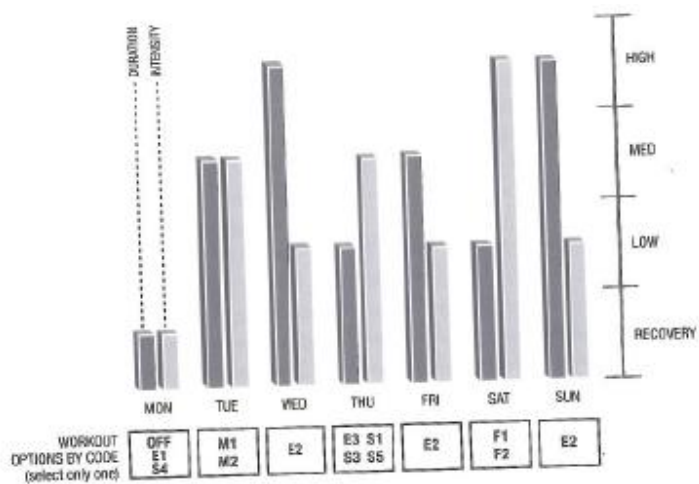
PREP



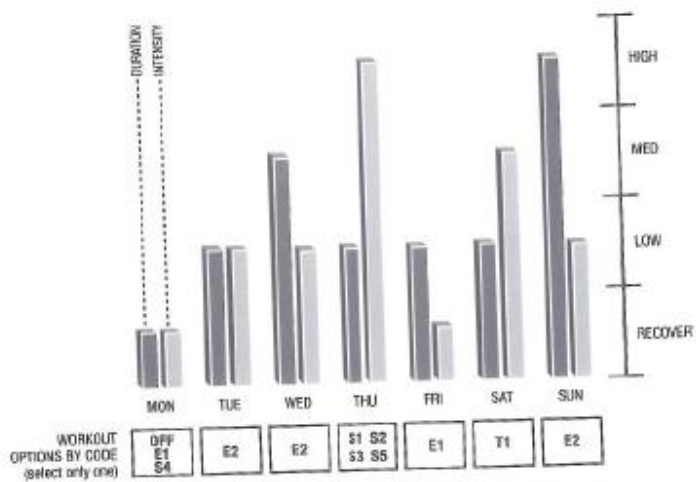
BASE 1



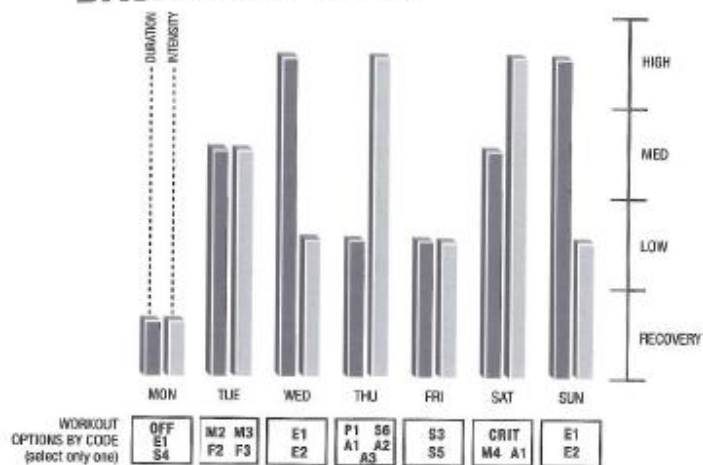
BASE 2



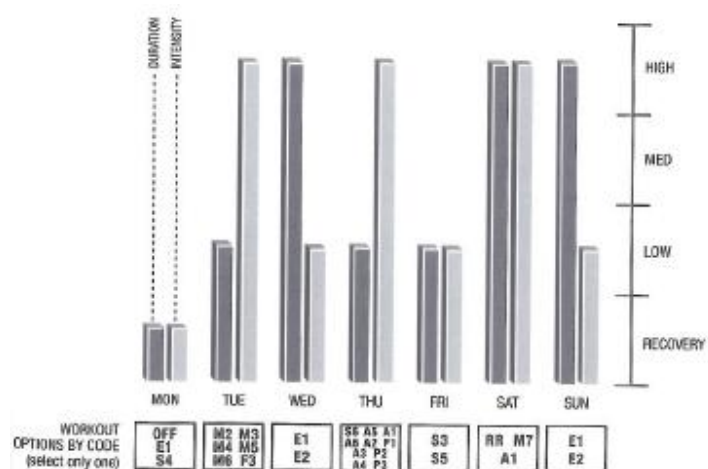
BASE 3



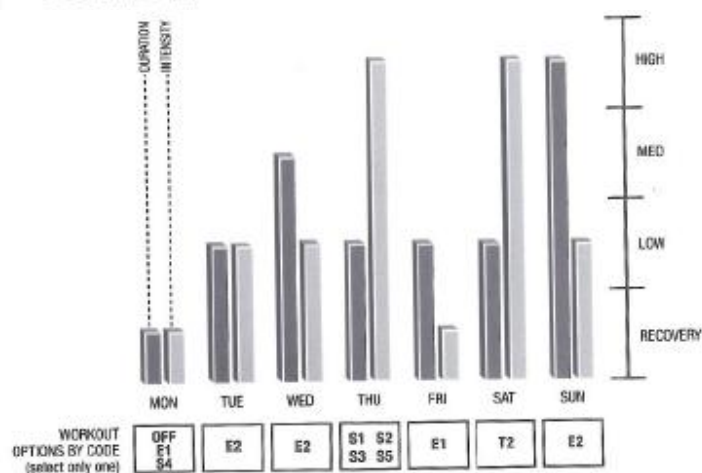
BASE R & R WEEK



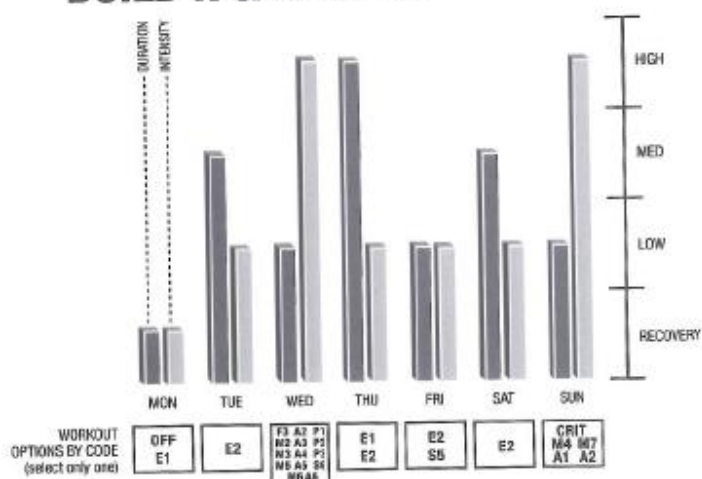
BUILD 1



BUILD 2



BUILD R & R WEEK



PEAK

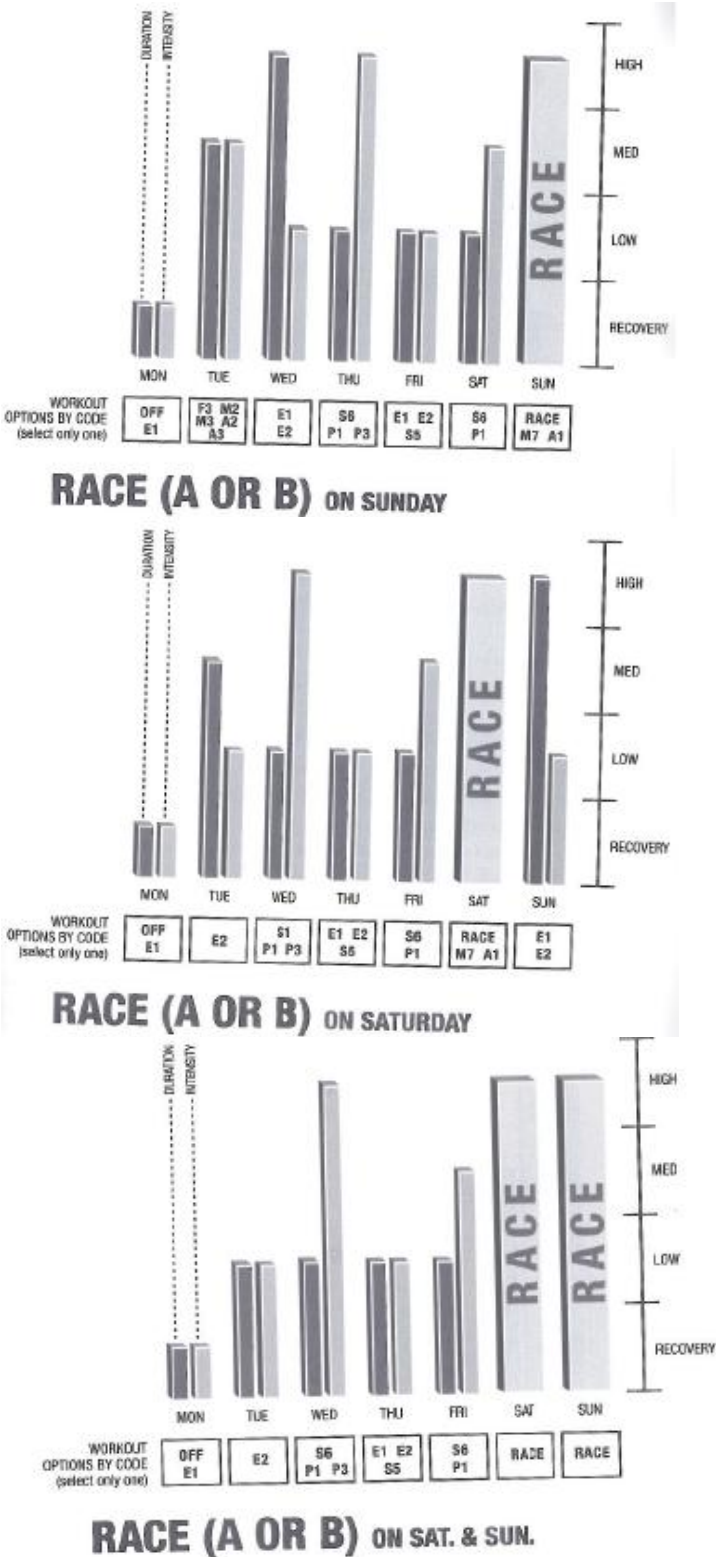


Figure 9.1 Weekly training patterns

图 9.1 每周训练模式

Patterns

Figure 9.1 illustrates a suggested pattern for blending duration (or volume) and intensity for each week of the training periods plus the R&R and race weeks. Duration and intensity are indicated as high, medium, and low or recovery. Obviously, what is high for one cyclist may be low for another, so these levels are meaningful only to you. Also, what is high duration or high intensity in the Base 1 period may be moderate by Build 1 as your fitness improves. Recovery days may be active recovery (on the bike) or passive (complete rest), depending on your experience level.

Notice in the Base period that duration is high or medium, four times each week, while intensity is either medium or low, except for Base 3 when one high-intensity day is included. Also note in the Build period that intensity increases and duration decreases. In Build 2 there are no moderate workouts – everything is either high or low. The reason for this is to allow for adequate recovery since there is so much high intensity during this period. In Build 2, both high duration and high intensity are combined once each week for the first time. Training in this period takes on many of the characteristics of racing. Note that “high duration” and “high intensity” are relative to the A-priority event you are training for. The average intensity of a criterium is typically higher than that of a road race whereas road races generally are higher-duration events. The minimum high-duration workout is two hours.

Figure 9.1 also suggests a blending of duration and intensity for A- and B-race weeks. Of course, A-race weeks immediately follow a Peak period or a previous Race period week, so rest would be greater. B-race weeks would not necessarily have that advantage.

Workouts are suggested for each day by the alpha-numeric codes used in the “Workout Menu” in Appendix C. Weight room training has not been included in the suggested weekly patterns since some cyclists lift three times per

模式

图 9.1 展示了把训练时间（或训练量）和训练强度相结合的建议模式，这种模式可以用于各个训练时期，包括恢复休息周和比赛周。训练时间和强度被分为高，中，低或恢复。显然，对于某个车手的“高”也许对另一个车手却是“低”，所以这种分类只适用于你自己。另外，基础期 1 时的高强度或高训练量到了发展期 1 时，因为你的身体素质的提高也许就显得不够高了。恢复日可以是积极恢复（在车上）或消极恢复（完全休息），根据你的经验级别而定。

请注意，在基础期时训练量是高或中等，每周 4 次，但训练强度是中或低等，除了基础期 3 会引入高强度训练以外。另外请注意，在发展期随着训练强度增加训练量会逐步减少，到了发展期 2 就没有中等强度训练了——所有训练的强度要么高要么低。原因是这一时期的高强度训练很多，所以需要足够的时间做恢复。在发展期 2，首次引入每周一次的高强度长时间的训练。这一时期的训练有很多比赛的色彩。请注意这里所说的“高训练量”和“高强度”是针对你要参加的 A 级赛事而言的。绕圈赛的平均强度一般来说要比公路赛大，而公路赛一般来说持续时间较长。高训练量的下限是 2 个小时。

图 9.1 还介绍了如何安排 A 级和 B 级赛事所在的周的训练量和强度。当然，A 级赛事前一周应该是在高峰期或前一个比赛期，所以休息比较多。而 B 级赛事前一周就不会有这种事发生。

图中建议的每天训练科目使用的代号是在附录 C 的“训练菜单”中定义的。健身房训练不包括在每周建议模式中，因为有的车手一周举重 3 次，而有的人只做 1 到 2 次。

week and others only once or twice. Also, some riders, such as masters, may lift year-round, while others will stop once racing begins. It is best to substitute a weight room workout for "E" category workouts. Weight training is best done the day after a long or "BT" workout. Try to avoid doing weights the day before a BT. If weight training must be done the same day as a BT workout, lift after riding.

Daily Hours

In the Hours column of your Annual Training Plan, you've indicated the volume for each week of the season. All that remains is to decide how those hours should be spread during the week. Table 9.1 offers a suggested breakdown. In the left-hand column, find the hours you scheduled for the first week of the season. By reading across to the right, the weekly hours are broken into daily amounts. For example, find 12:00 in the Weekly Hours column. To the right are seven daily hours – one for each day of the week. In this case, 3:00, 2:30, 2:00, 2:00, 1:30, 1:00, and Off. So, the long workout that week is three hours. Do this as a continuous ride -- not as two workouts of 1:30 each. The other daily hours may be divided between two workouts in the same day, especially in the Base period when volume is high. In fact, there are some advantages to working out two times a day, such as an increase in quality for each workout.

When it comes time to schedule hours for a given week, use Table 9.1 along with Figure 9.1 to assign high, medium, and low durations for each day of the week.

另外，有些骑手，比如老将们，也许需要全年不间断地举重，而其他人在比赛期开始时就停止了。需要举重训练时，最好是替换耐力类（E开头的）的训练科目。举重练习最好是安排在长距离或突破性训练之后的那天。不要把举重练习安排在突破性训练前一天。如果必须要安排在同一天，先做突破性训练，然后做举重练习。

每日训练小时数

在年度训练计划的小时一栏，你已经写下了赛季中每周的训练小时数。剩下要做的就是把这些小时数分配到一周的每一天中。表 9.1 提供了如何细分的建议。在最左边一栏，找出你为赛季第一周制定的小时数。从这一行向右看，周训练小时被细分为每天的训练小时。例如，在“每周训练小时数”一栏找到 12:00，它右边是 7 个每天的训练小时数，在本例中分别是：3:00，2:30，2:00，2:00，1:30，1:00 和 Off。所以，本周的最大训练量是 3 小时，需要连续骑这么长时间——而不是做两次训练，每次 1 个半小时。其他的每日训练小时数也许可以分配在同一天里的两次训练当中，特别是在基础期，因为训练量比较大。实际上，每天训练两次好处多多，比如可以提高每次训练的质量。

在为每一周安排每天小时数时，使用表 9.1 和图 9.1 来为每周的每一天分配高，中，低的训练量。

每周训练 小时数	长距离骑 行时间	其他训练（也许一天两次）					
3:00	1:30	0:45	0:45	Off	Off	Off	Off
3:30	1:30	1:00	1:00	Off	Off	Off	Off
4:00	1:30	1:00	1:00	0:30	Off	Off	Off
4:30	1:45	1:00	1:00	0:45	Off	Off	Off
5:00	2:00	1:00	1:00	1:00	Off	Off	Off
5:30	2:00	1:30	1:00	1:00	Off	Off	Off
6:00	2:00	1:00	1:00	1:00	1:00	Off	Off
7:00	2:00	1:30	1:30	1:00	1:00	Off	Off

The Cyclist's Training Bible (3rd edition)
Chapter 9 Planning Workouts

自行车训练圣经（第三版）
第 9 章 计划训练内容

7:30	2:30	1:30	1:30	1:00	1:00	Off	Off
8:00	2:30	1:30	1:30	1:30	1:00	Off	Off
8:30	2:30	2:00	1:30	1:30	1:00	Off	Off
9:00	3:00	2:00	1:30	1:30	1:00	Off	Off
9:30	3:00	2:00	1:30	1:30	1:00	0:30	Off
10:00	3:00	2:00	1:30	1:30	1:00	1:00	Off
10:30	3:00	2:00	2:00	1:30	1:00	1:00	Off
11:00	3:00	2:00	2:00	1:30	1:30	1:00	Off
11:30	3:00	2:30	2:00	1:30	1:30	1:00	Off
12:00	3:00	2:30	2:00	2:00	1:30	1:00	Off
12:30	3:30	2:30	2:00	2:00	1:30	1:00	Off
13:00	3:30	3:00	2:00	2:00	1:30	1:00	Off
13:30	3:30	3:00	2:30	2:00	1:30	1:00	Off
14:00	4:00	3:00	2:30	2:00	1:30	1:00	Off
14:30	4:00	3:00	2:30	2:30	1:30	1:00	Off
15:00	4:00	3:00	3:00	2:30	1:30	1:00	Off
15:30	4:00	3:00	3:00	2:30	2:00	1:00	Off
16:00	4:00	3:30	3:00	2:30	2:00	1:00	Off
16:30	4:00	3:30	3:00	3:00	2:00	1:00	Off
17:00	4:00	3:30	3:00	3:00	2:00	1:30	Off
17:30	4:00	4:00	3:00	3:00	2:00	1:30	Off
18:00	4:00	4:00	3:00	3:00	2:30	1:30	Off
18:30	4:30	4:00	3:00	3:00	2:30	1:30	Off
19:00	4:30	4:30	3:00	3:00	2:30	1:30	Off
19:30	4:30	4:30	3:30	3:00	2:30	1:30	Off
20:00	4:30	4:30	3:30	3:00	2:30	2:00	Off
20:30	4:30	4:30	3:30	3:30	2:30	2:00	Off
21:00	5:00	4:30	3:30	3:30	3:30	2:00	Off
21:30	5:00	4:30	4:00	3:30	2:30	2:00	Off
22:00	5:00	4:30	4:00	3:30	3:00	2:00	Off
22:30	5:00	4:30	4:00	3:30	3:00	2:30	Off
23:00	5:00	5:00	4:00	3:30	3:00	2:30	Off
23:30	5:30	5:00	4:00	3:30	3:00	2:30	Off
24:00	5:30	5:00	4:30	3:30	3:00	2:30	Off
24:30	5:30	5:00	4:30	4:00	3:00	2:30	Off
25:00	5:30	5:00	4:30	4:00	3:00	3:00	Off
25:30	5:30	5:30	4:30	4:00	3:00	3:00	Off
26:00	6:00	5:30	4:30	4:00	3:00	3:00	Off
26:30	6:00	5:30	5:00	4:00	3:00	3:00	Off
27:00	6:00	6:00	5:00	4:00	3:00	3:00	Off
27:30	6:00	6:00	5:00	4:00	3:30	3:00	Off
28:00	6:00	6:00	5:00	4:00	3:30	3:30	Off
28:30	6:00	6:00	5:00	4:30	3:30	3:30	Off
29:00	6:00	6:00	5:30	4:30	3:30	3:30	Off
29:30	6:00	6:00	6:00	4:30	3:30	3:30	Off
30:00	6:00	6:00	6:00	4:30	4:00	3:30	Off
30:30	6:00	6:00	6:00	5:00	4:00	3:30	Off
31:00	6:00	6:00	6:00	5:00	4:00	4:00	Off
31:30	6:00	6:00	6:00	5:00	4:30	4:00	Off
32:00	6:00	6:00	6:00	5:30	4:30	4:00	Off
32:30	6:00	6:00	6:00	5:30	4:30	4:30	Off
33:00	6:00	6:00	6:00	5:30	5:00	4:30	Off
33:30	6:00	6:00	6:00	6:00	5:00	4:30	Off
34:00	6:00	6:00	6:00	6:00	5:30	4:30	Off
34:30	6:00	6:00	6:00	6:00	5:30	5:00	Off
35:00	6:00	6:00	6:00	6:00	6:00	5:00	Off

Table 9.1 Daily Training Hours

表 9.1 每日训练小时数

