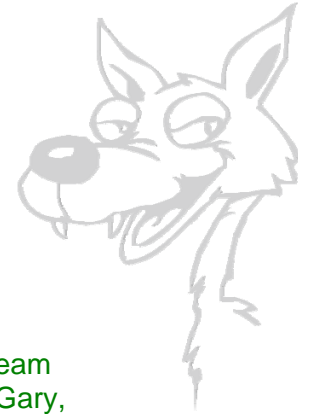


# THE COYOTE EXPRESS

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Newsletter #6 - 13<sup>th</sup> July 2009



### RACING NEWS & REVIEWS

#### Weekend Results

##### Elimbah

Team Coyote was out in force on the weekend for the Elimbah road race. Team members racing included Robbo, Dave, John, Kyle, Charlesy, Brett, Paulie, Gary, Chris, Warren and Robbie. It also marked the last race before Frankie went off for his knee surgery. All of the guys rode really well as a team and helped each other out. It took a bit to hold back Frankie as he appeared eager to totally destroy his legs before the surgery. We ended up with about 7 guys in the final pack at the sprint but no trophies this week. Special mention to Warren and John who rode really well to stick it out with the scratch boys at the end.

Handicap races are always difficult to get right however Terry did a pretty good job with basically a pack finish (with a couple of exceptions hey Robbo!) It was a good sight to see a lot of the Coyote boys come across the line together looking suitably shagged.

Also thanks to Ivo who for the second week in a row filled in as Marshall for one of the boys so they could ride. Ivo is quite happy when he can to fill in for you when you are listed as a marshall and you still want to race.

##### Enduro MTB Race

In other news the Noosa Enduro (MTB race) was held on the weekend with one of our own Bryn Somers placing 5<sup>th</sup> overall. Bryn was running 3<sup>rd</sup> for most of the 50km race but with an average HR of 190bpm (right on the spew line as he put it) and with 10km to go he exploded and had to "use the bike to hold himself up". After getting as much sugar back into him as possible he managed to get back on the bike and charge to the finish only conceding 2 places to place 5<sup>th</sup> in a quality field.

For anyone who wants to see someone go up a hill fast go out to Mt Cootha and test your legs against Bryn. Bryn has been training really well for the past year and has improved his power immensely. He is a good example of a guy who put on weight to get stronger and faster. As a well known guy in our team has said – if it was just about how light you were then all they would need to do is put a set of scales at the finish line...

#### Next Weekend

Next weekend we have the potential to do a double crit day with HPRW club champs in the morning and Fidler Sports crit in the afternoon. It appears that HPRW will

conduct the crits this year in age groups so check out the attached list to see which team mates you will have racing with you.

We will be putting up a tent out at Nundah and some of us are going to hang around out at Nundah for the day to race again in the afternoon. The times for the Fidler races are :

C Grade (2.15 – 2.50pm) - 20 mins +3 laps  
B Grade (3.00 – 3.40pm) – 25 mins +3 laps  
A Grade (3.50 – 4.20pm) – 30 mins + 3 laps

Feel free to drop in for a chat/drink. We might even have Frankie holed up in there after his surgery. Good luck with the surgery mate.

### **Future Events**

Scott is coming over from Christchurch in August for the Capricorn Half IM and is going to do the Rockhampton Road race the day before (Aug 15) in his first outing in the Coyote Kit. Dave and Charlesy are also going to travel up for the race and we're pretty sure that Pete will travel in from Tieri. Scott has a couple of mates from NZ who will also be racing so if anyone else wants to think about doing the race let us know.

### **TRAINING**

Clive has done the next batch of training for us and it will be up on the website soon. See attached for details for today's session.

### **Clive's Corner**

#### Breaking away – Part Two

Last week we looked at getting into a breakaway. This week we focus on riding in the breakaway. To stay away in a break requires a concerted effort by all those involved to stay away. In my experience lower cat riders are forever keen to get away and to play the tactics at the end of the race but miss the bit in the middle. Not doing the hard work to stay there is where a lot of breaks fall down.

Charlesy again asked me a few questions so I will use those to structure the article:

1. What is the best time interval to stay on the front in a group of 3-4 riders?

There is a pattern to races and breaks. You may have noticed from races that every one thinks they have a chance of breaking away and are attacking and counter attacking - this is when the breaks form. For this reason the initial stages of a break have to be ridden fully committed by everyone involved in the break to establish the gap. During this stage you would be doing short hard turns on the front and this will last until either you have established a decent gap or your are caught again.

When you have a decent gap you can dial things back a bit and give people a chance for a breather and refuel. During this stage the turns on the front become longer but less frequent. In a small group of 3-4 riders you are looking at between 30-45seconds on the front. This gives you time to get a drink whilst you drop back through the group.

2. How hard do you ride when on the front?

Unless there is a specific reason, you ride no harder than anyone else in the break. If you are the strongest there you don't need to broadcast it to the other riders. You will either ensure the break stops working or they will simply let you use your strength to drive the break away. Use your strength where it can be of best use to you or the team. If you can make your breakaway companions think you are suffering - even better (think Lance with the famous look).

The time to ride harder than the others is if you are trying to split the group, you have a team-mate in the break you are working for, or as a form of blocking the break (which will be covered next week).

3. How do you time swinging across to ensure you don't get dropped?

Count riders and know who you follow (which should be the rider you followed through last time). When you get away try to establish communication in the group - talk to the riders tell them when you are last man etc and keep them informed who is working. If there is one or two riders talking others tend to follow.

As the last rider starts to overlap their back wheel with your back wheel start to slowly accelerate before moving smoothly across - if you get it right you should move on to the passing rider's wheel at the same speed they are going.

4. Etiquette when you're too screwed to take a turn.

Either because you're having something to eat or drink or because you are simply wrecked. What is the normal etiquette for this? - Firstly let others know what is happening and get out of their way. Stay at the back and talk to the others - as they come back tell them to move across early so they are not forced to come round you.

If you are claiming being wrecked and they are letting you stay there you will not make many friends if you go for the upcoming prime having sat at the back for 10k or you fly away on the upcoming climb. It may work but it will not make you many friends and most likely you will be racing the same guys next week and don't expect them to help you then. If its for food, water or changing clothes do it quickly so you cause the least amount of extra work for your companions as possible. In a small group of 3-4 riders any dead weight tends to ensure the break falls down quickly.

There comes a time when you need to miss a turn maybe to stretch your legs or back - communicate with the riders - chances are others will also need to do so at some stage so by helping each other in this way you help ensure the break sticks.

5. When is it time to let the break go and drift back to the pack?

There is only 4 reasons I can think of to let a break go you have fought hard to get into (bearing in mind this is not triathlon, it is not your own personal effort, and you are not expected to run later in the day):

- A. team orders you - are told to drop back (VOIGT TDF 04).
- B. You are dropped (i.e it is physically impossible for you to hang on)
- C. The break has split and you are in the back group which is unlikely to come back together with the front group and you are going to be caught anyway.
- D. The break is definitely going to be caught so it will give you the chance to save some energy to go again or for stages to come.

Here's an extract from Team Slipstream post Team time trial at this year's TDF which will demonstrate that no matter how good you are, riding hard hurts :

*"I made it through the night... On going to bed last night I was sure I was going to be waking up in cold sweats from a nightmare that would find me once again in the last 25km of the team time trial of yesterday. If hell exists then I think Zab and I paid a brief yet horrific visit in the last 2km before the finish line yesterday. The previous 25km had been purgatory, but those last 2km were definitely hell.*

*Crossing the finish line didn't offer immediate relief either. I'll try and explain: if you can imagine hanging precariously on the edge of a cliff, not being able to pull yourself back up to safety, but knowing that help is coming in 30mins, that is a bit how it felt. When the help does finally come you've already lost every single bit of your strength and your grip has been slipping for ten minutes, by the 28th minute you're pretty much sure you can't hold on anymore. Those last two minutes you're basically hanging on for dear life with no consciousness beyond the tiny details surrounding you that are no longer in perspective or any recognizable time and space.*

*So crossing the finish line is like finally being pulled to safety, you just want to lay down, that's all, there are no longer thoughts of relief or pleasure, just the knowledge that it's over. That's actually how one is supposed to feel after a TTT if it has been ridden correctly.*

*This morning is now different, it took me the entire evening to really recover; I couldn't eat anything till about 21:30 as my body was in a bad way, but then I started to be better and was able to refuel and start to feel human again. Then I slept very well, nightmare free... The TTT itself was extremely difficult — the roads were technical, comprising of constantly changing bad surfaces, lefts, rights, up, downs and widths that varied from boulevard to country path. Add to this the near gale force winds and we were tackling one of the hardest TTTs any of us had ever done. From what we've counted, seven of the twenty teams experienced crashes, quite a shocking number when it is considered these are essentially the best road cyclists in the world. I think that says it all really.*

*As for us, we are pleased with our performance. We started at the pace required in order to win the race. Unfortunately this put our sprinter/rouleurs in the red before we hit the first serious obstacle, a 2km hill after 9km. We lost four of our nine here. Ryder dug deep and held on, but this left us with four riders and 28km to go, and we couldn't afford to lose Ryder as he was on the limit and our fifth man so we had him stay on the back and guarantee his finishing with us.*

*The situation was, as the French would say, imprevu... What we did over the next 28km is something I'll not forget: ever. Wiggo, VDV, Zab and I did one of the rides of our lives, not once during those 28km did we think we couldn't still win it, and as team bonding goes that was probably one of the most amazing experiences of my life. Each one of us gave every little bit of ourselves and didn't once doubt or slip up. Technically we didn't even come close to making one mistake in what was, like I said, the most technical extreme TTT course we've ever done. Each one of the four of us lifted ourselves to a level that we would not be able to reach individually, hence the near out of body experiences in those last 2km.*

*Kiwi Guy, Ty, MM, and Pate did everything they could, and I feel bad for them because I know how horrible it is to feel like you let your teammates (and friends) down. They didn't though, they gave 100%, and I myself have had to endure times*

*when I couldn't help my team mates and have felt as beat up and down emotionally as I felt physically yesterday. Not once have we felt they let us down, the bottom line is, Wiggo, VDV, Zab and me are four of the fastest men on bikes in the world, and the four of us were racing for the win, and they understand that as we understand them*

### **Monster Ride – with more to come...**

For all those endurance athletes out there here's a story that should get you excited and maybe lining up for the next one. A few weeks ago 5 of us set off for the annual "300k in a day" ride. The ride starts off with majestic industrial estate views and the blissful rolling hills of the Ipswich Motorway hard shoulder, I just love the sound of semi trailers as they pass you at 100km/h. However we eventually found ourselves on the road to Esk and cruising past both Dams up to Kilcoy were we stopped for lunch. It was good to get off the saddle for a while and sit and watch in amazement as Bryn demolished most of the Kilcoy Bakery's stocks of Cottage pies and cream buns. The ride was going well however the thought that we were only half way did not sit that well with me (I was 4 weeks post Ironman Australia so I didn't really have the right mindset for this distance and Bryn was 1 week out from GeoQuest 48hr Adventure race)

Therefore it was of no surprise when we said our goodbyes to Chilly as he and one other of the original group headed off towards Peachester. Bryn and I found ourselves reading the newspaper on the train from Caboolture back to Brisbane after just clocking over 200km with no regrets!

I was at home having my third beer when I thought I'd better check on how the others went only to find out that after the climb to Peachester the road was shut so they had to go through to Landsborough instead of cutting through to Beerwah adding about 30km to the trip. But the boys had made it home safely and clocked up a grand total of 330km for the day (about 13-14hrs).

### **NUTRITION**

I've been taking Co Enzyme Q10 daily for a long time now and thought I'd get Jo to give me a refresher on why I am taking it and to highlight some major benefits, especially for athletes;

#### ***What is Co-enzyme Q10 (CoQ10)?***

*CoQ10, also called ubiquinone or ubidecarenone, was first identified in 1957 in heart tissue. As well as promoting general health, this antioxidant plays a crucial role in the production of energy in the body and supporting cardiovascular health.*

*Numerous clinical trials have demonstrated the effectiveness of CoQ10 supplementation in supporting these vital functions. Peter Mitchell, a UK research chemist, was awarded the Nobel Prize in 1978 for discovering how this energy pathway works and the vital role of CoQ10.*

#### ***How does it work?***

*The body's production of energy is complex, requiring many different processes. CoQ10 works in the energy factories inside your body cells called mitochondria, where oxygen is used to convert the food you eat into energy. Simply put, CoQ10 acts like a spark plug in the energy-producing cells of the body. It is this role that*

*makes CoQ10 a valuable supplement for improving energy levels. Without adequate CoQ10, energy production declines and your cells may not function properly. This can affect many different parts of your body but particularly the organs that work the hardest, such as your heart, muscles, liver, kidneys and brain.*

### ***The link with energy and heart health***

*CoQ10 is required as a catalyst in the creation of energy that cells need for life. Because of this it helps to build our energy reserves – valuable for those with a busy lifestyle or those who perform regular demanding exercise. The heart has its own unique demand for particular nutrients – with CoQ10 ranking high on the list. High levels of CoQ10 are found in the heart's muscular tissue, and it's there for a reason! CoQ10 is a powerful cardio tonic that supports the health of the heart and actually enhances its function. Much of this benefit can be attributed to its powerful antioxidant action. CoQ10 is an antioxidant that protects cell membranes from damaging free radicals. It also helps the body maintain healthy arteries and improves blood circulation, both contributing factors to good cardiovascular health.*

### ***The link with cholesterol lowering drugs***

*Maintenance of heart health is a major concern in Western societies. Cholesterol-lowering drugs are widely prescribed by medical doctors to reduce the body's production of cholesterol. They are considered the most effective medication for managing elevated concentrations of LDL ('bad') cholesterol and currently are the most readily-prescribed drugs used to lower blood cholesterol levels. In 2007-08 there were over 10 million prescriptions issued for this family of drugs by GPs. As well as switching off cholesterol production in the liver, some of these drugs also switch off production of CoQ10. Studies have indicated that cholesterol-lowering drugs can reduce blood levels of CoQ10 by about 40%.*

### ***CoQ10 deficiency***

*Deficiencies of CoQ10 can contribute to exercise fatigue and muscle pain. As we age there is a decline in the amount of CoQ10 our body produces. A person in their 70's has roughly half the CoQ10 in their heart than they had at 20 years of age.*

### ***CoQ10 supplementation***

*You can get some CoQ10 from food but the average diet only provides about 10 mg a day. The richest sources are organ meat, such as liver and heart, and in beef, chicken, soy oil, sardines and some nuts. Due to low levels in food and the body's tendency to make less as we age, it can be beneficial to 'top up' CoQ10 levels with a supplement.*

Jo is happy to provide advice on what are the best brands/formulas on the market if you are keen on starting any CQ10 supplementation.

# COYOTE RACING

<http://www.coyote-racing.com/>