

LIFECYCLE

Spring 2020



Time
To
TRI

Triathlon editor
Nadezhda Pavlova

Travel
Tips

BikeBox Alan

The Best
Ladies Kits
For Spring

www.pedalnorth.com

Edition 7



WELCOME



Where you see this click logo, or a brand logo, simply click on it to go to the website indicated.

On some browsers you'll need to use "ctrl" (control) and 'enter' at the same time for the link.





Image by Ben Thorpe ©



La vita è una corsa
e non si può vincere
senza un buon piano
n+1+x³⁰



www.pedalnorth.com

The truly independent cycling website

Heading into 2020, it's been another successful year. Last year we reached 116 countries and our editor Larisa once again proved her credentials by winning several races and coming second on the Transgarafasen, one of the toughest climbs in Europe and an epic race.

After many years of looking for the right person, to head up our triathlon section we were joined by the multi-talented Nadezhda Pavlova, a qualified triathlon coach and awesome athlete with world class stats. In a short space of time Nadezhda has become a critical member of our editorial team.

Scott has been busy racing and bikepacking all over the world, leading to a new bikepacking section for 2020 and beyond, and we continue to carry out truly independent reviews, with a select number of the finest brands in world cycling,

None of this would be possible without your support, so thanks for taking the time to continue to read our website.

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- **HIGH PLACES**

Larisa & Robert share their love of riding in the high hills of Transylvania and the Yorkshire Dales.

- **MADE IN YORKSHIRE: BIKE BOX ALAN**

This dynamic Yorkshire company make the very best bike boxes in the world, deep in the heart of God's county.



- **DESIGNED FOR CYCLING: ONE-PIECE TRIATHLON SUIT**

Ultra stylish performance kit for ladies, with that special DS Pro chic look. This new suit for 2020 looks and performs superbly.



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- **ALÉ SUNSET KIT FOR LADIES**

Editor Larisa tests out this high quality kit from Italy, simply oozing quality and design. If you wear one kit this summer, look at this modern Italian brand.

We reviewed this in 2019, but it's such a brilliant kit design, that we thought that it deserved to be seen again.



- **DESIGNED FOR CYCLING: FLOWER TATOO KIT**

Another modern and stylishly chic triathlon kit from this specialist ladies brand. All too often it's difficult to find high performance kit with an design ethos, but DS Pro understand women athletes.

- **CYCOLOGY LADIES KIT FOR SPRING & SUMMER**



As we focus on ladies kit, it only seems right to include the unique designs from the colourful Australian brand Cycology.

Sitting in the mid-price range, the quality of finish and performance make Cycology well worth a look.

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- **GISBURN FOREST MTB**

It's definitely time to show the world this awesome trail centre in the north of England. Gisburn is a truly rider inspired project, that has built a unique reputation for hard riding .

- **RIDER INTERVIEW: MAEVE PLOUFFE**

Having first interviewed Maeve early in 2019, there was something special about this rising star of Australian cycling. We thought it only right then, to catch up and see how things were going — and they're going great.

Maeve has recently competed in her first world championships and has also qualified for and been selected for the Australian Olympic team



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- **L'ARDECHOISE**

Alps editor Scott takes part in the greatest cycling event in France, where everyone can be a competitor.

126GC

- **RIDER PROFILE: JACK CARTHY**

Historic Harworth in Yorkshire, is home to mtb trials bike champion Jack Carthy, who at only 23, has already won 8 rainbow jerseys.

2020 looks like being a big year for Jack, as he produces a series of films with Orange Bikes.



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- **AROUND THE WORLD**

In 2019, Scotsman Josh Quigley set off around the world on his bike. With only a few thousand miles left, he was hit by a truck in the USA, curtailing his journey.



- **WEIGHT MANAGEMENT FOR ATHLETES**

How can you trim down your weight for better racing performance? From a scientific standpoint, losing weight is simple: you just need to consume fewer calories than you burn. If you burn more calories than you eat, you will lose weight, 100% guaranteed!

- **CHILLY SPRING CLOTHING**

Spring doesn't always mean warm days. We frequently still need cycle clothing that keeps the chilly wind out. Larisa takes a look at this technical and stylish baselayer option from ALÉ.

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HIGH PLACES

Cycling the high hills

Of Transylvania

Most of the team here at Pedalnorth are drawn to high places. Personally, it's an addiction that I can't remember not having. As a child we would take regular evening trips into the national park and I'd watch the rock climbers on steep cliff faces as they defied gravity, and I'd dream of joining them.

We'd race our bikes up hills, then I'd stop breathing as I descended in fear, the wind rushing past me and my heart exploding as I fed the adrenaline addiction and sought out more and more adventure.

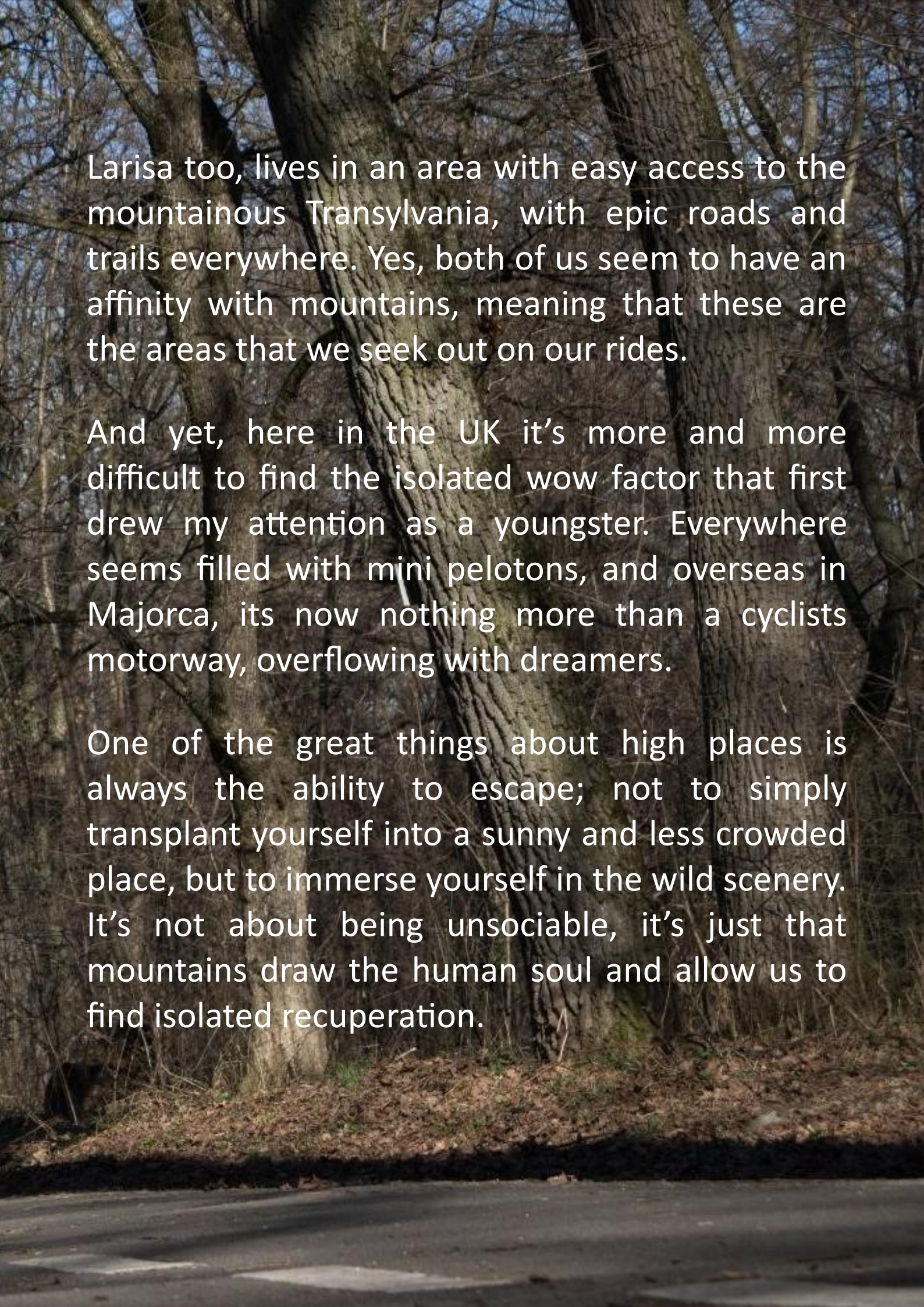


Living on the edge of the Yorkshire Dales I'm spoilt for cycle routes and so many road climbs that nothing below 12% seems to replenish the tired cyclists. Within 2 hours I can be in the Lake District, the Yorks Moors or on a plane to endless possibilities in Europe. As a cyclist, as bikecation vacations grow in popularity. So a place



ling routes, both on track and tarmac; endless bridleways to be signed. It's uphill all the way, with wonderful cafes to Lake District, Northumberland, the Peak District, the North e. Modern life has brought so many opportunities for the ce has to be special to draw me away.





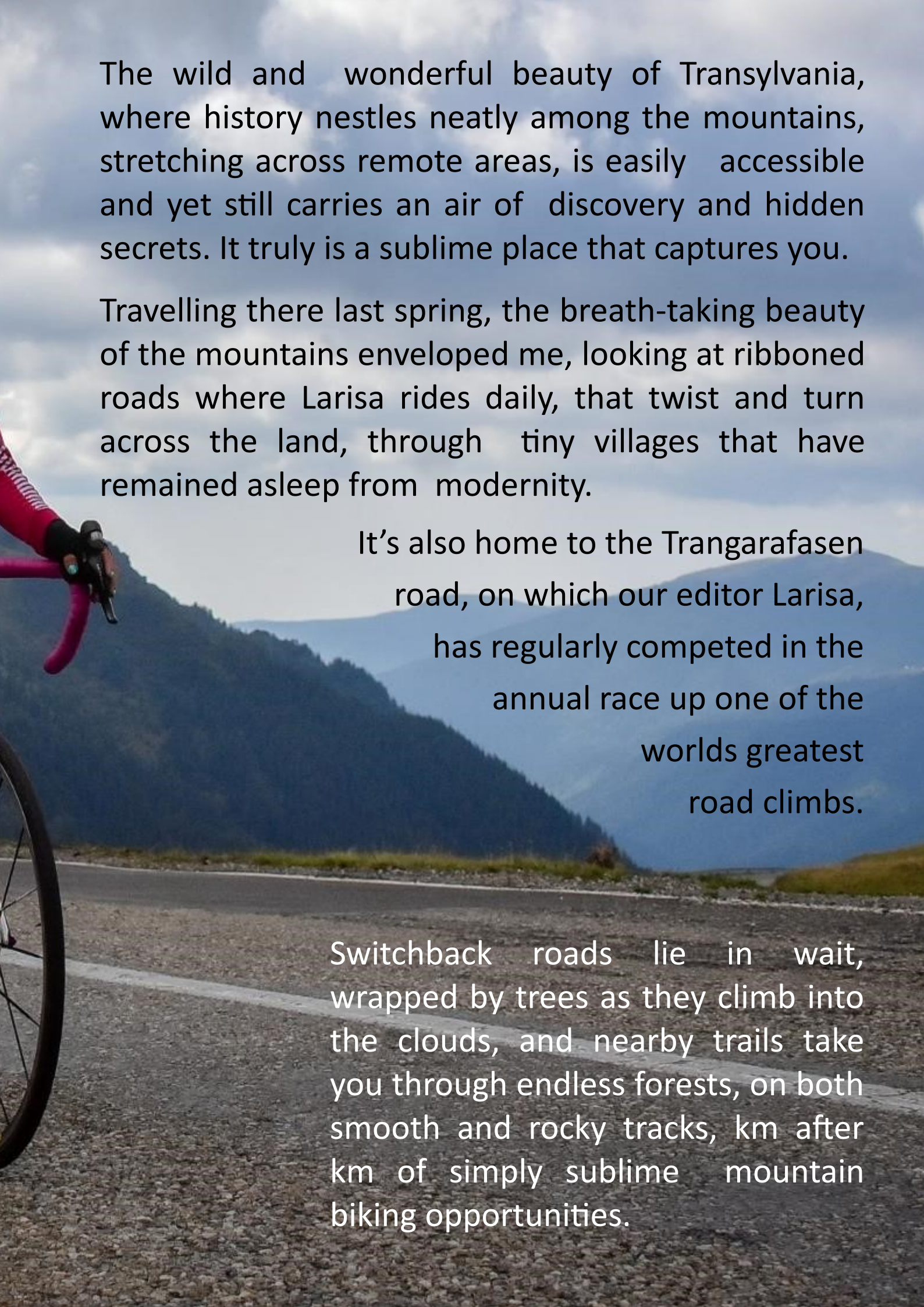
Larisa too, lives in an area with easy access to the mountainous Transylvania, with epic roads and trails everywhere. Yes, both of us seem to have an affinity with mountains, meaning that these are the areas that we seek out on our rides.

And yet, here in the UK it's more and more difficult to find the isolated wow factor that first drew my attention as a youngster. Everywhere seems filled with mini pelotons, and overseas in Majorca, it's now nothing more than a cyclists motorway, overflowing with dreamers.

One of the great things about high places is always the ability to escape; not to simply transplant yourself into a sunny and less crowded place, but to immerse yourself in the wild scenery. It's not about being unsociable, it's just that mountains draw the human soul and allow us to find isolated recuperation.



TRANSFER

A close-up of a cyclist's hand in a black glove gripping a bright pink handlebar. The background is a scenic view of a mountain road winding through a valley, with steep, forested hillsides and distant peaks under a cloudy sky.

The wild and wonderful beauty of Transylvania, where history nestles neatly among the mountains, stretching across remote areas, is easily accessible and yet still carries an air of discovery and hidden secrets. It truly is a sublime place that captures you.

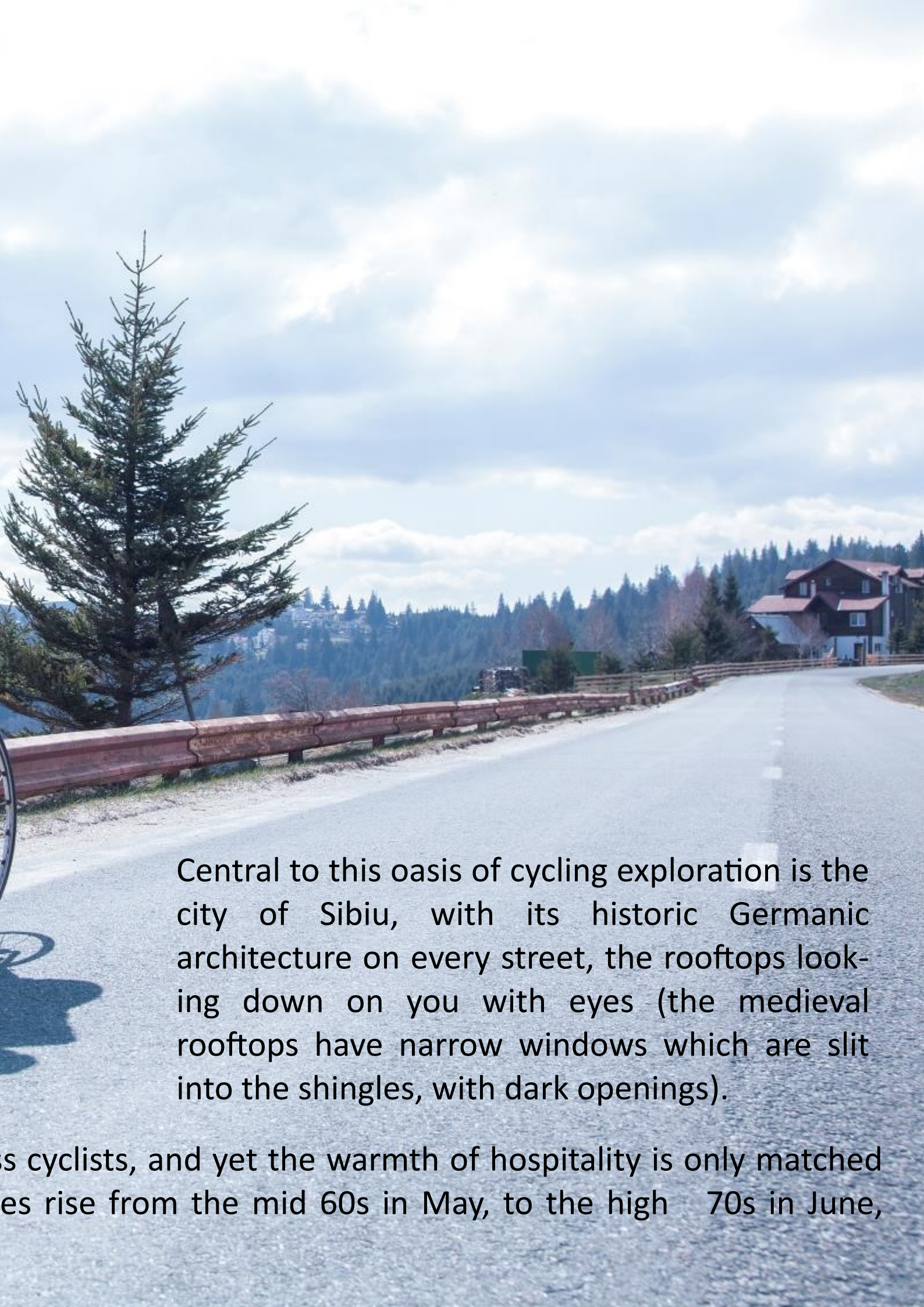
Travelling there last spring, the breath-taking beauty of the mountains enveloped me, looking at ribboned roads where Larisa rides daily, that twist and turn across the land, through tiny villages that have remained asleep from modernity.

It's also home to the Trangarafasen road, on which our editor Larisa, has regularly competed in the annual race up one of the worlds greatest road climbs.

Switchback roads lie in wait, wrapped by trees as they climb into the clouds, and nearby trails take you through endless forests, on both smooth and rocky tracks, km after km of simply sublime mountain biking opportunities.



Unlike Majorca the roads and trails are not filled with endless sun by the warmth of the spring and summer sun. Temperatures are high, allowing you to develop those tan lines.



Central to this oasis of cycling exploration is the city of Sibiu, with its historic Germanic architecture on every street, the rooftops looking down on you with eyes (the medieval rooftops have narrow windows which are slit into the shingles, with dark openings).

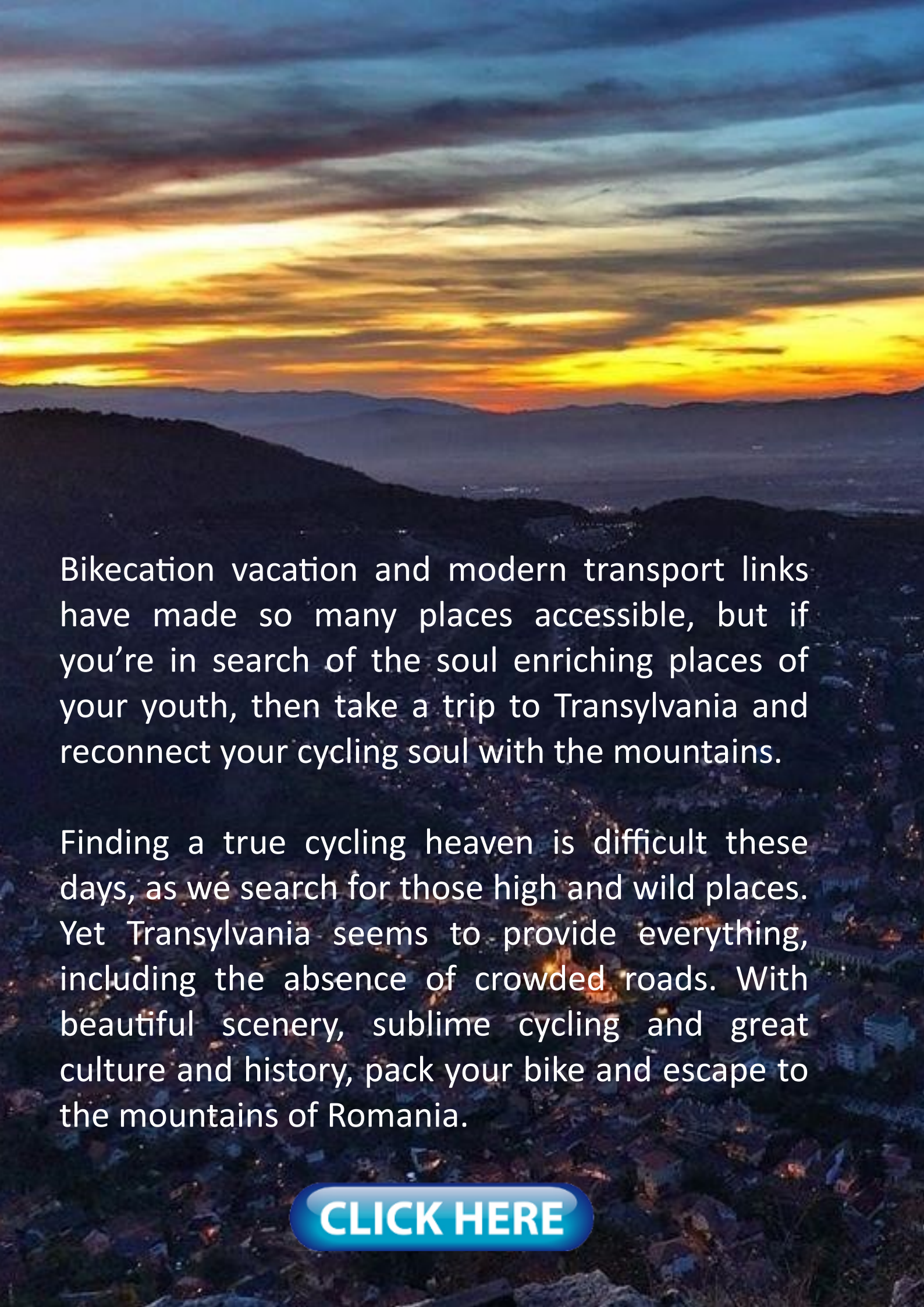
s cyclists, and yet the warmth of hospitality is only matched
es rise from the mid 60s in May, to the high 70s in June,



Nestling in the Căndrel mountains, Sibiu provides access to some of the most amazing roads in Europe. It's filled with culture and great coffee houses, restaurants and places to stay, and has access to international flights through its modern airport.

The nearby totally epic Transfăgărășan Road, gives access to Bâlea Lake and Bâlea Waterfall, the main attractions of the Făgăraș Mountains. This beautiful lake and hidden highway is located at an altitude of 2,034 meters (6,673 ft.) and spreads out over 46 hectares. To reach the lake, you cycle this epic 90km (56 miles) road as it cuts through the Făgăraș Mountains.

Transylvania is truly transfixing, showing all who visit that adventure and exploration is still possible, even in Europe where cyclists seem to spring up around every corner. The beauty and the isolation of the forests and mountains draws you in, and the hospitality of the people enriches you.




Bikecation vacation and modern transport links have made so many places accessible, but if you're in search of the soul enriching places of your youth, then take a trip to Transylvania and reconnect your cycling soul with the mountains.

Finding a true cycling heaven is difficult these days, as we search for those high and wild places. Yet Transylvania seems to provide everything, including the absence of crowded roads. With beautiful scenery, sublime cycling and great culture and history, pack your bike and escape to the mountains of Romania.

[**CLICK HERE**](#)



A brown plastic bike box is shown in a workshop setting. The box is made of a sturdy material and has a simple, functional design. It is placed on a dark surface, and the background shows various workshop items like a red toolbox and a yellow container.

Made In Yorkshire

Bike Box Alan

Probably the toughest and best bike box in the world, made in the heart of Yorkshire' and drawing on the great cycling heritage of this county made for cycling.

They keep things plain and simple in Yorkshire; nowt is wasted, including unnecessary words or titles. It's a bike box and guess what ... it's made by Alan. Oh, it's tough too. In fact it's probably the toughest bike box in the world, passing a scientifically developed test recently – it was dropped over 30 metres from a railway viaduct! Now I'd say that this is as good a test as it gets, because I've never seen an aircraft hold as high as that.

Based in Rotherham, on the edge of the Peak District and with some of the finest road cycling anywhere, Bike Box Alan has been making their indestructible boxes for over 16 years.



world, made in
at engineering

Yorkshire has a long engineering heritage and is renowned for its excellence. The company came about after cycling friends would bring Alan their badly built bike boxes from other brands, all needing either the wheels, the castors, the base or the straps and fasteners fixing and of course Alan would not only repair them, but his repairs improved the quality of the boxes themselves.

Through word of mouth his reputation grew, until this unassuming and quiet Yorkshireman realised that his skills made it possible for him to design and manufacture his own bike boxes and to make them far superior to anything else available.



The boxes come
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pedals.



Like most great designs, the first bike box Alan has remained almost unchanged in their range, save for a few upgrades to the internal Velcro strapping and anti crush pole. They now offer a carbon anti crush pole as well as a steel one. The distinctive shape of the Bike Box Alan original is formed by two specially designed moulded sides.



It has extra strength built into the design at key areas, where the rear mech fits. Unlike other brands, there's no wrap the mech or to add a cover, as it simply fits neatly ag box frame.

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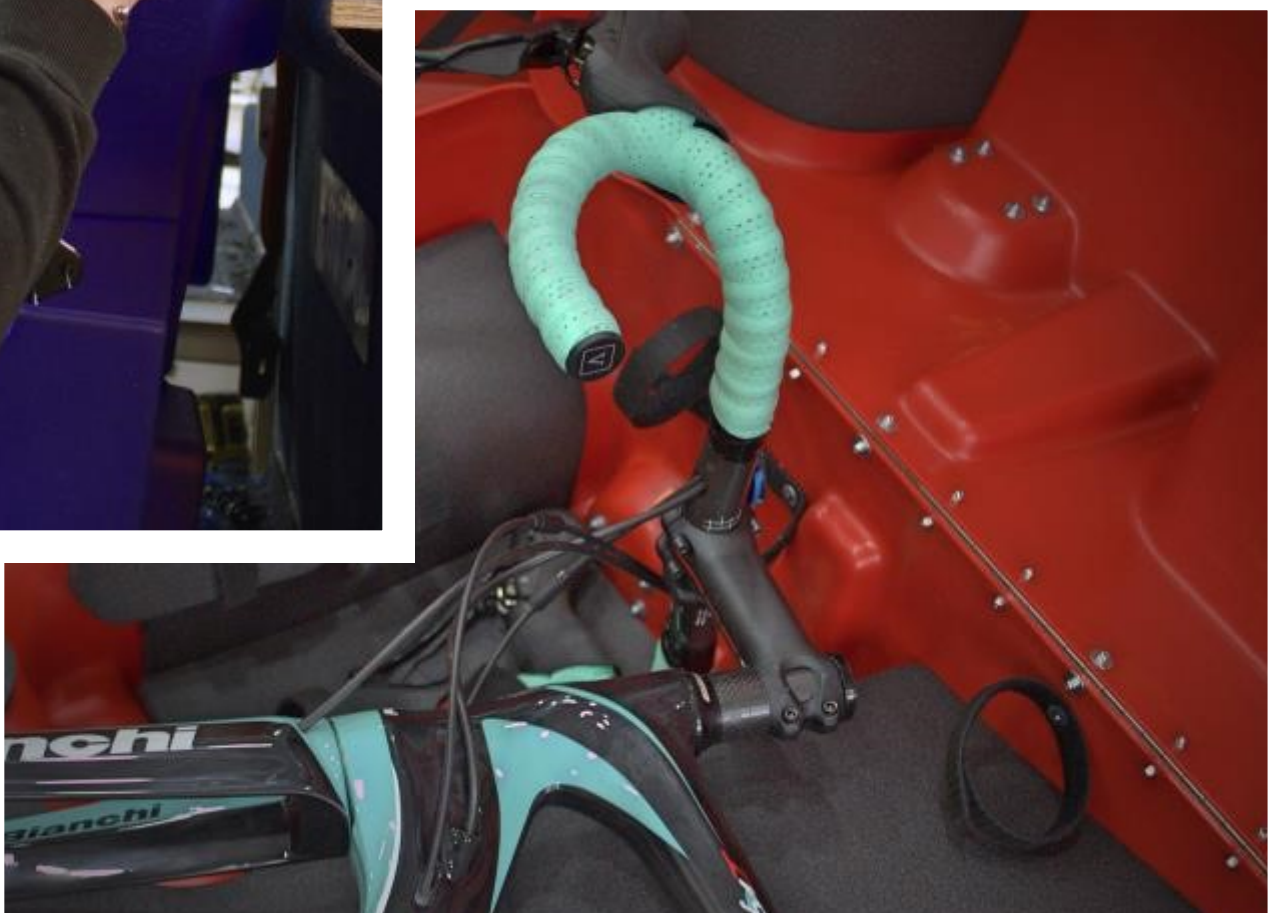
elcro straps intelligently placed for wheel skewers and



Best of all, this impressive guardian of your carbon bike weighs in at only 11.2 kg, meaning it's well within airline limits.

It's a really neat size box too, easily fitting 2 boxes into most modern small hatchbacks, meaning that you can share your Bikecation adventures.

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The distinctive shape of Bike Box Alan is formed by two specially designed moulded sides, with extra strength built into the design at key areas, such as where the rear mech fits. Unlike other brands, there's no need to wrap the mech or add a cover, as it fits neatly against the box frame. The boxes come with a 7 year warranty and fits 95% of known bikes, with a few minutes spent removing the wheels, seat post and handlebars.

All of these components have specific areas and straps inside the box for safe storage. There's even Velcro straps intelligently placed for wheel skewers and pedals. Best of all, this impressive guardian of your carbon bike weighs in at only 11.2 kg, meaning it's well within airline limits. It's a neat size box too, easily fitting 2 boxes into most hatchbacks, meaning you can share your Bikecation adventures.

Now, every well travelled person loves a sticker and the boxes come customisable too, with an array of awesome bike stickers to adorn it. You'll look and feel like a pro as you walk through departures and arrivals towing your Bike Box Alan behind you with the custom strap in hand.





Many of the worlds top teams use these made in Yorkshire bike protectors and cyclists such as Chris Froome, Sir Chris Hoy and Laura Kenny trust their own two wheeled steeds to them. Add to this the Wheel Box and this enterprising engineering brand have got you covered – literally.

Chatting to Alan, he's a man who is always thinking and despite having designed what was seen as the ultimate bike transporter, he's widened the range to include the new Triathlon Aero Easy Fit.

Bikes have developed immeasurably in recent years, with marginal gains from all areas, especially at the cockpit end of things as riders try to fight the wind. Many high tech bikes have integrated seat posts and handlebars formed as part of the stem, with cables hidden away totally inside the frame. Bikes like this mean that removing the handlebars is virtually impossible

The Bike Box Alan Aero Easy Fit is designed so that both the seat post and handlebars can remain in place. Five minutes it all that it takes, removing the wheels, pedals and letting some air out of the tyres before fitting the wheels into the interior moulded sides and you're ready to go.

The clasps are also able to take secure locks and your precious handlebar and seat settings can remain in place, because how many riders actually know their ideal saddle height. Even hydration systems can generally stay in place too. This new addition is designed for all Road bikes, the larger Enduro Mountain Bikes, Gravel, Cyclocross bikes plus some types of Touring bikes. We managed to fit an Easy Fit and a Premium Bike Box Alan into the boot of our Audi A4 easily, with room to spare for bags. At the top of the range you can get GPRS tracking too, so that should the worst happen, you'll be able to locate your expensive bike, even if it ends upon the wrong aircraft!



When you look at the soft sided alternatives on the market, it's hard to comprehend the mind that thinks it'll look after your pride and joy.

My own current favourite bike is my custom built Bianchi, oozing high end parts that I want to protect.

It's finished with 3T and Vittoria, and there's no way that I'd trust it to something that in essence is no more protective than wrapping a 15 tog quilt around your frame and attending church each Sunday in the hope that the cycling gods will look kindly on you and deliver the baggage handlers of the world from evil.

Truth is guys that it just won't happen, because they're often on minimum wage, working to pressurised timeframes and limits and haven't got the time to carefully and delicately place your bike down. No, air transport is a rough game and all too often bikes in poor quality bags and boxes get damaged beyond repair.


Yes, cheaply made boxes are just as vulnerable. That made in China bargain on the Internet might well leave you with enough money to splash out on a new dropper post, but you'll have no carbon mtb to fit it to if your box simply falls apart at the airport

Olympics, where box throwing is the main attraction. When Alan and his team did their drop test from the viaduct, they also dropped a Chinese made alternative ... I won't go into detail, but it wasn't pretty!



[CLICK HERE](#)

Visiting the workshop and speaking with the team of
awe of their professionalism, skill and care as they refine
Alan has their hallmark of quality, strength and perform
Yorkshire is the home of cycling within the U.K. and is v
locations globally. It makes perfect sense that this pr
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beyond, travelling the world with our own bikes, all safe



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e testing the Bike Box Alan range into 2020 and
ely ensconced in this guardian of the gears.

DESIGNED FOR CYCLING

Triathlon One Piece Suit for Spring

Nadezhda Pavlova

Swim, cycle, and run in style with this gorgeously colourful and truly eye-catching one-piece triathlon suit. Made exclusively for women, this striking stylishly and modern suit design incorporates colorful shades of blue, green, and pink that complements each other; plus, the floral print gives it an extra taste of attraction.

A lining of blue and pink at the edges of the suit showcases the brand of the suit and also the word “girl power” to inspire female empowerment.





The overall fabric of the piece is made of smooth and absorbent cloth that gives a breathable feeling even during a hot and sweaty race and the quick-drying feature of this stylish triathlon suit keeps moisture away.

The overall suit is stretchable and a slim fit that flaunts your curves in a modest way, while making you do your deed in the most comfortable way.

It's a suit that maximises performance, comfort and style three elements ... like triathlon!







All in all, this stunning one-piece triathlon suit is a must-consider piece if you want to train in style without compromising on quality and performance.

Look good and feel good with this trendy piece of active wear clothing that is meticulously designed for triathlon.

Who says you can't be fashionably chic when you are a triathlete?

Designed for cycling make their kits to ensure that style is never an option, its obligatory. After all, if you're working hard, don't you deserve to look good too.

Designed For Cycling have some amazing kits, for triathlon and for cycling, all designed just for ladies. Why not click the link below and treat yourself to some style.





ALÉ SUNSET KIT

Larisa Chinces

As you know, ALÉ Cycling is famous for its high quality Italian material and a variety of colours and prints. This spring I had the chance to review the new summer 2019 Sunset cycling kit from ALÉ

The jersey

The jersey has a very comfortable racing fit, thanks to an ergonomic cut and elasticized materials. What makes it special is its unique design and combination of colours.

Colour is definitely back in style in cycling, especially for us ladies ;-). It's assets area raglan sleeve, low-cut anatomic neckline, long front fastener fitted with full-length zip and the material. The material used by ALÉ represents the perfect mixture between performance and design. It's ultra light and ideal for the summer heat.

The Ale MICROFORATO LIGHT microfibre on the jersey front and sleeves has a high thread count for greater compactness and opacity.



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ree back pockets are really safe, thanks to their
nal elastic, specifically chosen to stop objects from
out. A fourth and smaller back pocket closed with a
e zip fastener is ideal for holding valuables, mobile
or documents and, last but not least, comfortable and
l flat visible seams. Back and pockets are made of
e RIP PRO AIR, a fabric whose diagonal "Rip Stop"
tion contains the so-called "Pro Air" zones.

ternal perforations make these garments extremely
le and quick drying, because when we're cycling and
hard, that breathability is critical.

like about the jersey are the underarm mesh inserts,
he yarn has been considerably lightened to facilitate
on and enable the fabric to dry even more quickly in an
particularly prone to increased temperatures which
e requires special attention, wicking away the moisture
r hard work.

gn comes with a good grip on the front jersey edge. Fine
tic, the thermal blended foil adapts to the body shape
companies its movements to discreetly ensure garment
and keeping our shape and firm, which again is
nt to us #style ;-)

The sleeve-edge gripper, made from a
oric with non-slip lining, sticks to the skin without feeling
ne possibility to use a raw edge is a further boost to

The base layer

The Velo Active ALÉ Women Sleeveless Jersey feels very light and you can barely feel it while wearing it. It's made from 93% polyester and 7% elastan.

The unique ALÉ style wears your skin. Riding in the summer when the temperature rises the base layer keeps you dry with the lightweight and breathable fabric.

The base layer can help keep you comfortable on the bike by providing insulation, wicking sweat away from your skin or both. Comfort is critical and it's not just the quality material being soft next to the skin that is important, it's also the flat seams and no labels or tags, anything that can cause some irritation or discomfort.





The rain jacket

The waterproof and windproof jacket keeps me dry and warm on cold and rainy days but not only. I live near the mountains and the weather can be very tricky. When going uphill to the mountain top I wear only the jersey and maybe some base layer underneath but when I go on a descent I must put the windproof jacket on, otherwise I'll freeze. It has water-repellent fabric with a breathable membrane. Air-tight high collar, minimal bulk, no seams and waterproof front zip with zip flap inside.

So, if you live in the mountains like me, you must have this jacket when your ride ...trust me!

The bib shorts

For us ladies, it's very important when it comes to the bib shorts. A cyclist lady can have some discomforts if the bib shorts don't suit her. For example, if the straps are too rigid and hard or the pad isn't soft enough etc. The ALÉ bib shorts are lightweight and breathable mesh cling to the body because of the fine gripper. It's straps are elastic and wide enough to keep them in place but also very comfortable due to their material and construction.

What I really like about them is the same gripper feature on the lower edge, in a wider version (6.5 cm), finished with a rubber

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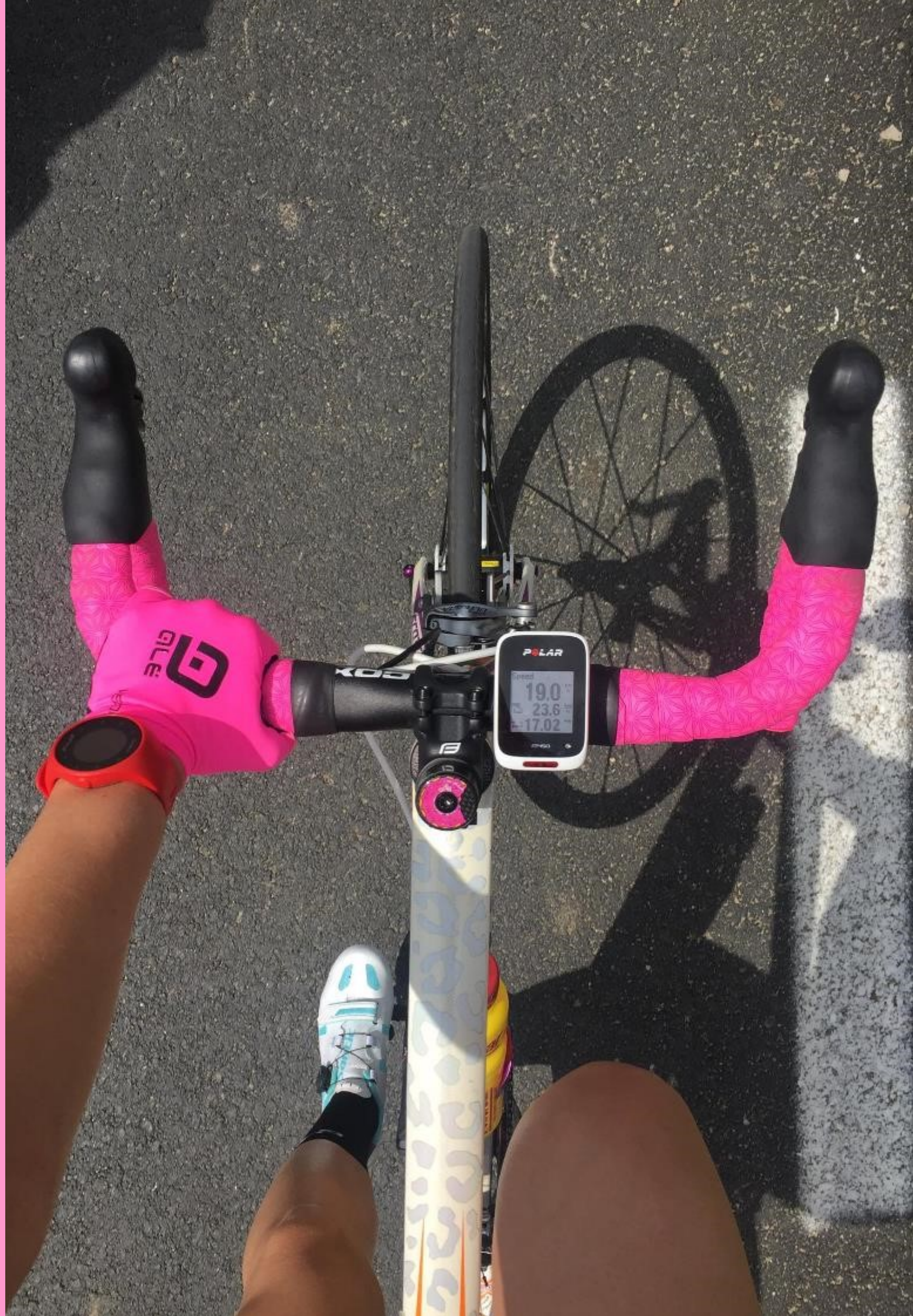
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Yes, I found them to be very comfortable and to fit me perfectly, due to an insert of elasticized fabric on the lower back edge of the leg, to enable the pants to adapt to different muscular types and to reduce any compression caused by the elastic on the lower edge of the leg. They have flatlock visible seams that prevent the garment from leaving marks on the skin as well as concealing a reflective tape applied all along the bottom edge of the pants.

An assertive design for a garment that continues to be associated with competitive sports, the Zaffiro fabric used for the crotch, Lycra Power certified and 40 gauge, is compact, opaque and, above all, hard wearing. Its multi-directional elasticity provides a correct muscular compression. The printed fabrics, where graphic motifs are a must, offer the same properties of compactness, resistance and opacity, thus enabling graphic personalization without compromising the technical performance of the garment. Redesigned in their shape and materials, the braces are now lighter and more comfortable. The SUPERLIGHT AERO MESH, with its large open weave, facilitates a rapid dispersion of body heat and enables the garment to dry constantly and rapidly.





The lower back section is made of a mesh fabric whose anti-static properties help to accelerate the evaporation of moisture.

The ALÉ pad is made of a soft, strategically positioned padding in the saddle area, the padding is designed to ensure utmost comfort. The lateral shaped padding follows the woman's body when in motion for comfort.

The gloves

What I like most about the gloves is that they are silky, and they have a soft padding on the back of the hand.

All things considered, the gloves are perfect for an athlete body type, whether you are a professional, what

Larisa



ction is combined with an insert containing carbon fibre, and anti-bacterial action is coupled with the capacity to vaporation of perspiration and therefore impede the ure on the skin.

de of elastic micro-fiber, specifically shaped for women, oned in the contact points. In the perineal and sciatic is dense and calibrated and breathable on all covered most protection against shocks and stresses of the road. d wings are flexible and follow the movements of a ile pedaling, adapting to the cyclist's anatomy for high

about the gloves is the color. The material is very soft and e high cuff and padding on the palm and reflex transfer on d. They are very girly and match with my style -

ed, the ALÉ Sunset summer kit is perfect for every female very stylish and comfortable. Looks professional and feels could you wish more!



Flower Tattoo

Triathlon Suit

Nadezhda Pavlova

One piece triathlon pro suit 'Flower Tattoo' - From Delicate to Rebellious

Magnificent and elegant, eye-catching tri-suit in classic black and white colors with stunning flowers outlines on the front, back and leg parts.

Say goodbye to uncomfortable races with this chic sleeveless one-piece triathlon suit.



A cyclist is partially visible on the left side of the frame, riding on a dark paved path. The background features a row of green bushes, several tall palm trees, and a bright sunset or sunrise with a strong lens flare. A building is visible in the distance on the left.

DESIGNED FOR CYCLING

The top layer is made of Grid Lycra to provide that soft and breathable feeling while doing away with moisture due to its moisture-wicking property. Meanwhile, the bottom layer is made of nylon dull polished Lycra which is stretchable, compact, and has the ability to embrace your muscle well.

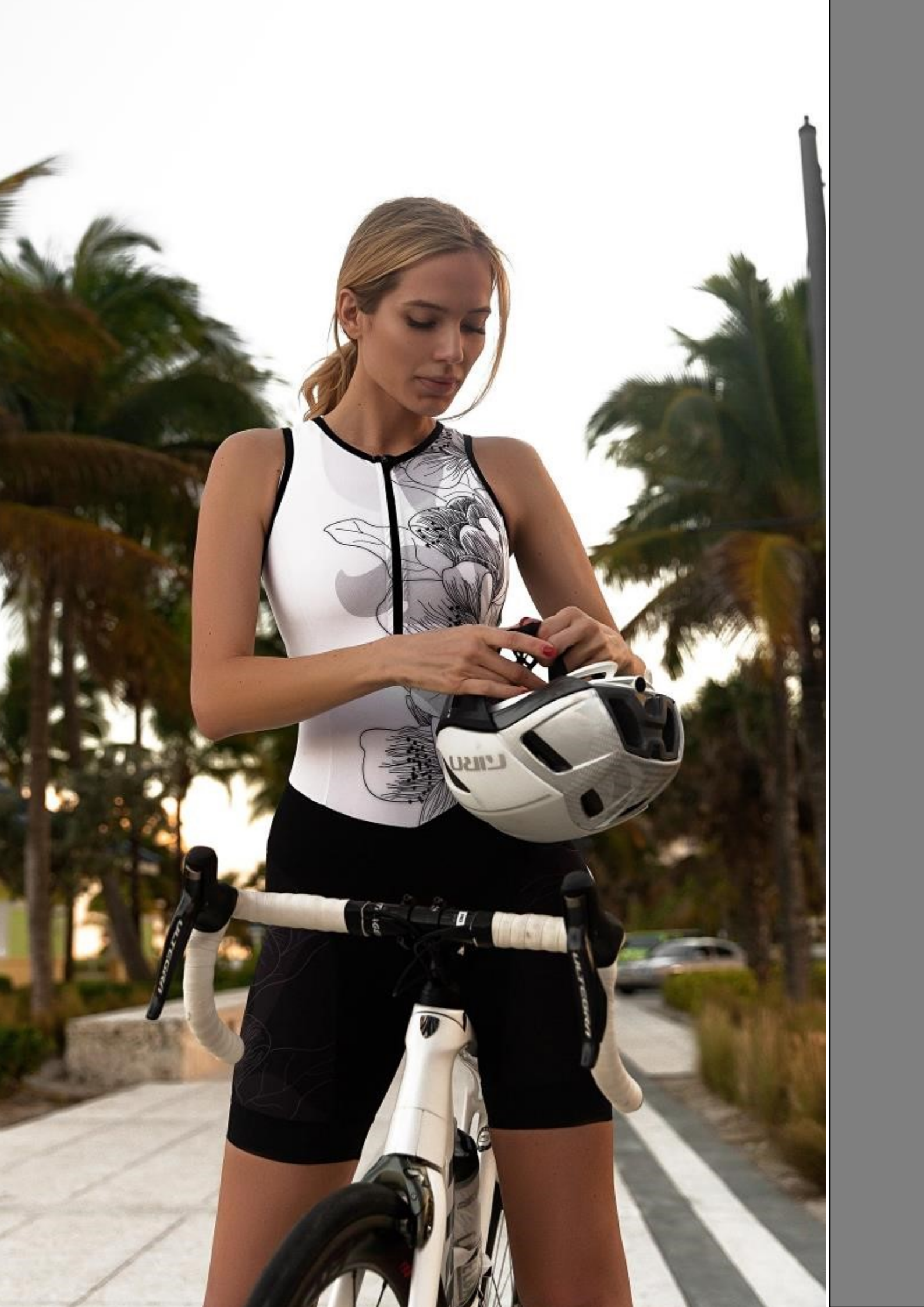


Due to the suit's slim fit, it offers zero restriction to movement, maximising comfort in the harshest physical conditions.

This allows you to actively perform during your race without having to worry about any limitations in your suit. When you're in the midst of serious activity, you need to be able to perform - and it's also great to look good too ;-)

It has anti-shock padding chamois which is made of moisture-wicking and highly breathable microfiber to offer that extra protection from shocks and added overall comfort. It also comes with a soft elastic power band with anti-skidding properties to prevent skidding while you're on the go.

All in all, this one-piece triathlon suit is highly comfortable, breathable, and durable thanks to its excellent Lycra material. The Designed for Cycling 'Flower Tattoo' race suit is ideal for any distance you may be racing.



Apart from that, it's also a really trendy triathlon suit to have. It will certainly look amazing on you, and its floral print is a nice addition to its design. Triathlon is a full-on activity and finding kit to train or race in that also looks great isn't always easy. However, ladies want to be stylish and to have the best performance kit. This suit does both, matching high performance materials with chic and stylish looks.

Getting the right kit, the right fitting and something that makes you feel good is a battle. The better you look, the better the feel and the better you perform; especially when the kit is designed for tri, with performance sewn into every thread.

Triathlon is a tough sport and you need to be well looked after in every aspect. That's where good kit can make a difference and how you'll also stand out from the crowd – so get yourself some flower power ... Flower Tattoo style!




Larisa Chinces

CYCOLOGY LADIES KIT

Finding a stylish jersey that also performs well isn't as easy as you'd think. In many cases it's simply a case of which shade of blue would you like this year. Ladies kit can often just be a smaller cut of that designed for the men, and often the fit and comfort isn't great either.

Thankfully, Australian brand Cycology think differently, and they've got a whole wardrobe filled with great hand drawn designs from their in-house graphic artist, Sarina.



If it's vibrant colours that you're after, look no further than their Cycodelic jersey, or their Marrakesh, seen here at Studley Royal in North Yorkshire.

All of the jerseys come with UV protection too, so when the sun shines, you'll know that you're protected. The materials used are definitely high quality and the finish is really good, with tight sleeves held in place with a terraband style dimpled finish and a good quality waistband.



Keeping your individual style level paramount, you
your kit with a pair of their stylish summer cyc
which have a Cycology




Best of all, Cycology also do a wide range of
colourful socks to match their designs too, so that
style is never an option.

can also add to
ling mitts, all of
unique design.






The background image shows a lush green field with tall grass in the foreground. In the middle ground, there is a dark, silhouetted structure that looks like a fence or a gate. Behind it, there are dense green trees. The lighting suggests it's daytime, with some shadows cast on the grass.

The bib shorts are also ladies specific and have been cut and designed to be a race fit too. Their latest shorts have strapping designed to sit comfortably across the centre of the chest, making them far more comfortable. The grippers are made from a wide elastic stretch fabric, dimpled on the inside to help keep them in place, ensuring a true form fit to the body, maximising comfort.

How does the kit perform generally? It's really good, due to the thinking that's gone into the fabric technicity and design. Lighter fabrics are used where appropriate to maximise wicking and comfort, and harder wearing fabrics in those areas that need it. Under the arms in particular, it's very light yet strong, with the heavier weave reserved





Now for that crucial element—the pad. Thankfully this has also been well thought out and is ladies specific.

It's a multi-density pad, which is slim and light and without unnecessary bulk. Using these bibs on both fast short rides and long hard climbing days, it is a generally good all-around pad that sits comfortably and doesn't feel bulky or look awkward either.


As a lady looking for the right kit, wanting it to perform well and to also keep me looking stylish and chic, I know the difficulties. Cycology make their kit to a high standard and use it themselves over in Australia. Best of all, having their own graphic design team means that the kit looks unique and modern and allows you to express who you—and that's important to us ladies!

RIDE IT AND WEEP

GISBURN FOREST MTB

Robert Thorpe



A full-page background image showing a mountain biker in a blue jersey and black helmet riding a green bike on a dirt trail. The trail is surrounded by dense evergreen trees, and the scene is lit with warm, golden-hour light. The biker is positioned on the left side of the frame, moving towards the viewer.

Deep in the north of England, neatly tucked between the rose counties of Yorkshire and Lancashire is Gisburn Forest. It's a hidden gem of a trail centre, full of raw energy and places to simply be a kid again, if you can stay on the bike.

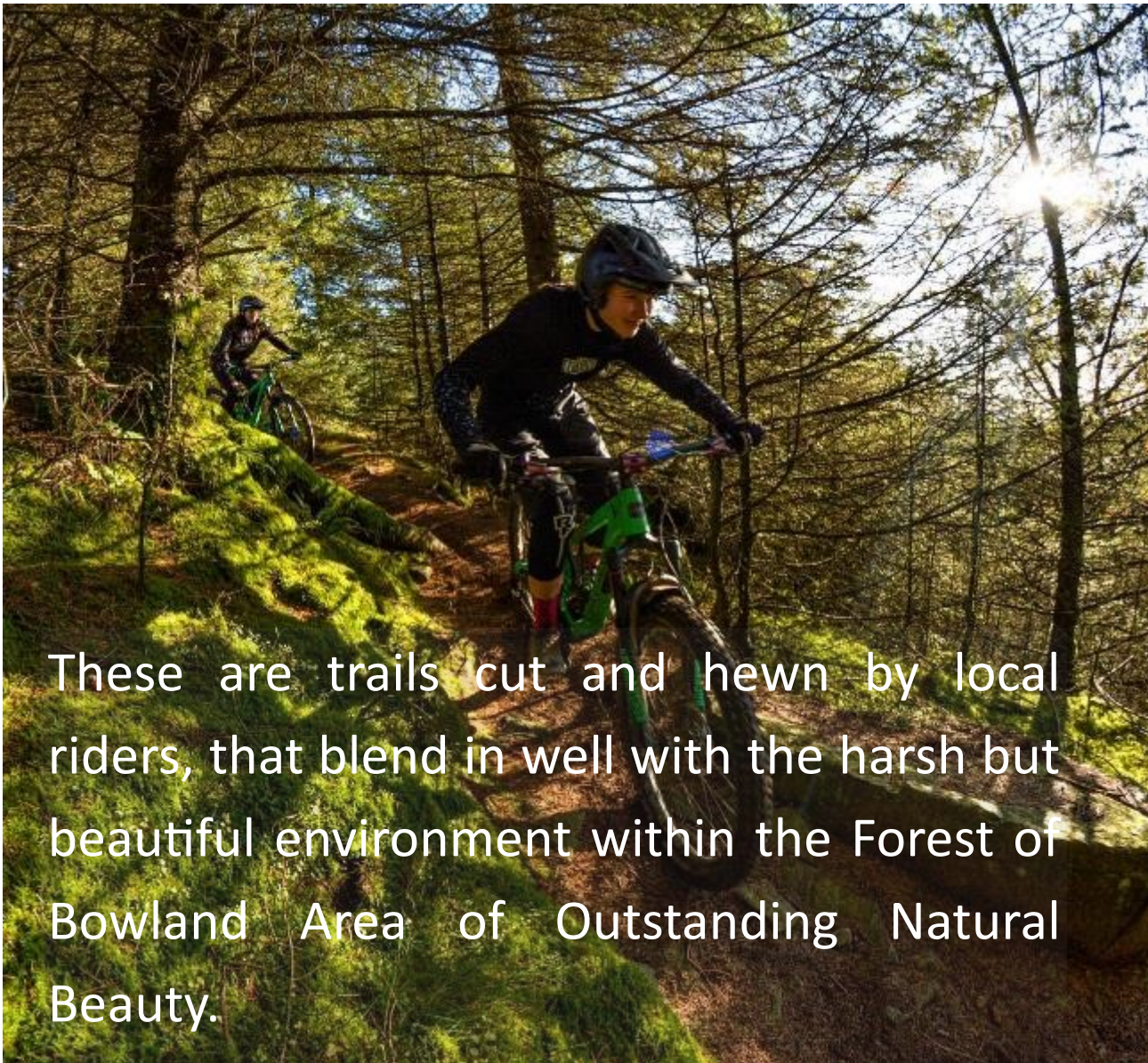
Typical of the northern trailbuilders, there's really nothing easy about this technical and twisting testing ground.


No, the miles are hard won, but it'll bring the widest of grins as you finally watch the sun go down on a days riding.

If you go down to the woods today, you're in for a big surprise.

Gisburn Forest may not have the boutique style trailhead facilities of some trail centres, but it has something else - a raw energy.





A mountain biker wearing a blue and black jersey and a helmet is riding a trail through a forest. The trail is a narrow dirt path with wooden sections, winding through a grassy area with tall grass and some fallen leaves. In the background, there is a dense forest of evergreen trees under a bright blue sky with scattered white clouds.

With names like Hully Gully and Bottoms Beck, this is an area for real riders. World leading brand, Hope Technologies are on the doorstep and Gisburn is a great testing ground. Whenever you visit, you'll always see some outstanding bikes all nicely blinged up in colourful Hope components.

This off the beaten track forestry centre also has a claim to being at the centre of the rising enduro scene, producing riders such as Tom Wilson and Rose Tempest; 2 rising stars destined to set the trails on fire across Europe and beyond.





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North of England is famed for having some of the best MTB in the world; and yes, Dalby Forest has hosted the top MTB XCO twice, but Gisburn has something special - a raw and edgy feeling. If you're heading north it has to be one of the best MTB venues. It's not an avenue for the faint hearted rider; it'll test your technical abilities and your spirit; but it'll also leave you with memories to take away, muddy bikes, smiles and stories to tell your biking buddies.





*All Images by
Cameron Rogers*

RIDER INTERVIEW

MAEVE PLOUFFE

Every now and then a young rider comes along who you makes you sit up and look, and who instincts tell you is heading for the top.

About three years ago we started to look closely at the young

Australian cyclist Maeve Plouffe, interviewing Maeve in late 2018.





Since then, Maeve's career has really begun to soar, recently joining up with the Australian national ladies team pursuit squad and winning in the track World Cup.

Time then to speak Maeve again about what she's been up to.

Interview By

Nadezhda

Pavlova

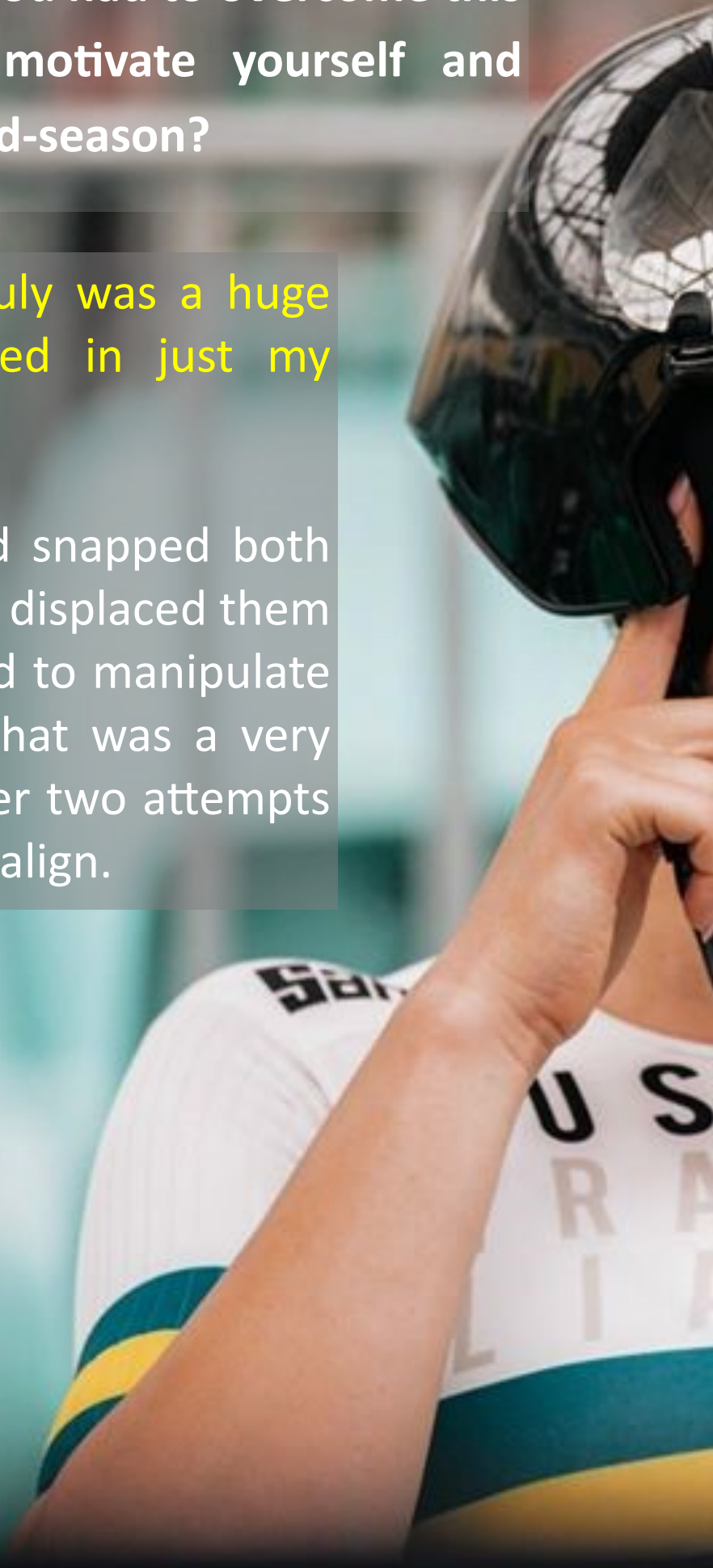




What challenges have you had to overcome this year? How did you motivate yourself and overcome the injury mid-season?

Breaking my wrist in July was a huge challenge. It happened in just my second race in Belgium.

I came off my bike and snapped both my radius and ulna, and displaced them badly. The doctors tried to manipulate it back into place in what was a very painful process, but after two attempts the bones still wouldn't align.







I had to fly back to Australia with it all swollen and bruised for surgery.

I was obviously really devastated about the injury. I felt like I was missing out on such an important block of racing and it was hard to see my teammates training hard while I was stuck in my bed.

I was told it would be at least 8 weeks before I could get back on the road again.

Fortunately I was able to get back to spinning on the ergo within a week of surgery, which I built up as I felt better.

It was great to get moving again but I completely underestimated the stress my body had been through and how hard it would be to get through a simple set of efforts in the first few weeks back.

R



I had no strength or movement, and couldn't even rotate my wrist gently or touch my thumb to my index finger for weeks. It was all very overwhelming. Things started to get better as I got more movement back.

I had a great support network back in Adelaide who helped me with rehab and day to day life. They helped me see the bigger picture.

My gym coach got me in the gym 5x per week building back muscle, and I started to push harder and harder on the ergo. I just wanted to be back on track so that when my teammates returned, I could keep up with them!

My power wasn't good compared to what I usually hold, but I learnt a really important lesson: it doesn't matter how many watts you are pushing, only that you are pushing your hardest.

I'd be on the ergo for hours every day doing just that. It was mind numbing and there was a lot of self doubt and tears! But I'm all the better for it now.

Did you still manage to achieve all the goals set for 2019?

It's crazy to think my injury in the middle of the year actually pushed me to achieve above and beyond what I thought I was capable of. I set some pretty ambitious goals before my injury and I'll admit, I was forced to reassess them during rehab.

Before my injury I wanted to do a 3:32 IP time and at least 6 laps contribution to our TP at Oceanias in October.

In the back of my mind I also wanted to put my best foot forward for Olympic selection, although I kept that one quiet. After my injury, however, I had to face reality and the fact that I wouldn't have all the prep I imagined going into Oceanias.

I dropped my IP goal to a 3:35 and said I would be happy to do 4 or 5 lead laps in our TP. I also believed that Tokyo might be too ambitious.



When I got back on the track bike, I was so focused on my training and university. I made a conscious decision that in every session, in every effort, I wanted to be the best and do my best.

At Oceanias I ended up riding a 3:31 IP, which was a massive personal best. I won the scratch race and podiumed in almost every event. Our TP was a huge success and the team rode a brilliant time!

After Oceanias, my dream of riding with Australia's top TP team was realised.



I was given the opportunity to train for the Cambridge and Brisbane World Cups with our Australian elite women's squad, who are all training for the Olympics. We rode a new Australian record in Cambridge which was honestly so exciting.

That racing block opened the door for me and just recently I was named on the Australian team for the Track World Championships in Berlin, attending for my first ever Worlds, which even now I can't really believe it!



What gets you out of bed every morning, even during challenging moments?

I have a bit of an obsessive personality! By that, I mean I'll find a goal or a passion and stop at nothing to see through with it.

I guess it is just this irrepressible desire to be better than I was yesterday.

I joke that I always tend to always find the hard way to do things, and although it mightn't pay off short term, I trust that it always does in the long run. I love to challenge myself in both my cycling career and my study.

As an athlete, I guess what gets me out of bed is the satisfaction I get from personal bests, and from knowing I've dug deep every time I do an effort.





In a teams pursuit or Madison, it's motivating to be part of a team working together for a common goal or time, where everyone is giving it their absolute best to deliver the next person well.

In my studies I have a real passion for marine biology, and also the core belief that environmental conservation and change starts from a political and legal standpoint.

Doing a double degree in law and marine biology is unconventional and difficult, but I trust my instinct and hope I'll be able to make a difference in society one day.



What are your objectives for 2020 in cycling?

My biggest goal is to be selected for the 2020 Olympics. It's funny stating that as a goal.... A few months ago I would have labelled that as more of a dream! I am by far the youngest in a squad of some very fast and experienced riders so I have no doubt it will be hard.

They're all current world champions so I'd love to defend the rainbows with them at the 2020 World Track Championships in Berlin along the way.

We are on track to ride a pretty fast time!

Update: Maeve did ride in the Worlds, and had a great competition, but just missed out on a rainbow.







Who has been your biggest cycling inspiration?

I'm fortunate enough to train with my "inspirations" every day! The women on the Australian cycling team are the best in the world at pursuing, and have so many Olympic, Commonwealth and World championship medals amongst them. If I got to meet any cyclist in the world for the first time though, it would be Chloe Dygart.

Her strength is incredible and I love that she is strong on both the road and track!

If you could cycle any route in the world tomorrow, where would you go?

Hmm, I'm not sure! I don't have a particular route I'd like to ride but there are a few countries I'd love to ride through. I'd like to tour through more of Europe, because I've not spent much time there. I'm also fascinated by the cycling scene in Asia... one day!





Who has had the biggest impact on your career?

Probably my old SASI coach, Brett Aikten. He trained me from being a complete novice to making my first Australian team. The work ethic he taught me has remained and stuck with me throughout my career.







What's your favorite dish? Do you follow a strict diet?

I wouldn't say I follow a "strict" diet, but I do make educated choices to optimise my performance. For example, fuelling with carbohydrates before a heavy track day, recovering with protein, and staying hydrated. It's a slippery slope, particularly for the young female athletes, to balance staying "lean" with ensuring you are adequately fuelling your training.

Fortunately we have a great nutritionist, at Cycling Australia, Jill, who helps us to make the right decisions around our nutrition.

As for my favourite dish, I grew up in Singapore so I really love Malaysian and Indonesian food! It's not the healthiest option but it makes me nostalgic.



What's your advice for someone getting into cycling for the very first time?

I would say... go for it! There is no greater freedom than the freedom that being on a bike gives you. Cycling is great because there truly is something for everyone. You can ride socially with your friends, or seek some alone time to clear the head. You can get into racing, or stick to riding on the weekends, or simply use your bike commute. Either way, you gain fitness, friendships and a whole new level of freedom!



What advice would you give to someone who wants to join a cycling club, but nervous?

My advice to any novice rider would be to find a good, friendly group that you can ride with and learn from.

Cycling has a lot of equipment to buy and maintain and a fairly complex culture which can be quite overwhelming to an outsider! I was fortunate enough to get into track via a Talent ID program, so all of my equipment was sorted for the first year, however after that I really struggled because I didn't have a group to ride with.

It wasn't until a Triathlon group, Fuse Multisport, took me under their wing that I really got involved. I'd suggest connecting with your local club, or coming out to local graded races to ride with others. There's heaps of forums and Facebook groups online advertising group rides.





How many hours per week and times per day do you train?

I train every day, 1-3 sessions per day! This is my first year doing cycling “full time” as my job (plus university) so I’m at the track almost every day. As for hours, it’s hard to pinpoint because it depends on the phase we are in.

Also, track is a matter of intensity rather than volume. I might be at the track for three hours and only do three, four minute efforts but those are all max effort. However, Monday to Friday I’ll be at the track or on the road 9am - 5pm so they are very big days.

Do you spend time in the gym?

Yep! Gym is a really integral part of my program, particularly now that women are pushing such big gears in the teams pursuit. You really need good lean muscle mass in order to put out the necessary power.

What does Maeve's typical day look like?

A typical day would be: wake up, have a coffee and ride to the track for about 8am. I'll then build my track bike and do a track warm up, followed by some Teams Pursuit efforts.

Track will finish at about midday and I'll have a short break for lunch, then either have a second track session, a gym session or a 2-3hr road ride in the afternoon. Sometimes we will do two track sessions then ride to a crit race and race that night!

Those are hard days. I'm at law school so in the evening I might go to a night time university seminar or work on an assignment.







What has been your highest point off the bike?

What a good question! I like to think I live a pretty good life out of cycling, so I don't think I can really pinpoint an exact time or place. I do love it when I can travel in my time off! My boyfriend and I have had some pretty cool adventures in the van, exploring some beautiful spots in Australia.

Last year we drove along the Queensland coast, visiting amazing secluded waterfalls and beaches as well as diving with turtles. We also did the Flinders Ranges, where we brought the mountain bikes to ride the trails and then camped under the stars with the most amazing view at night.

We take the van along the SA coast on weekends for shorter trips too -- we are blessed with some amazing beaches at our doorstep. I only got two weeks holiday this year (due to my wrist), which I spent backpacking around Bali both solo and with my friends.

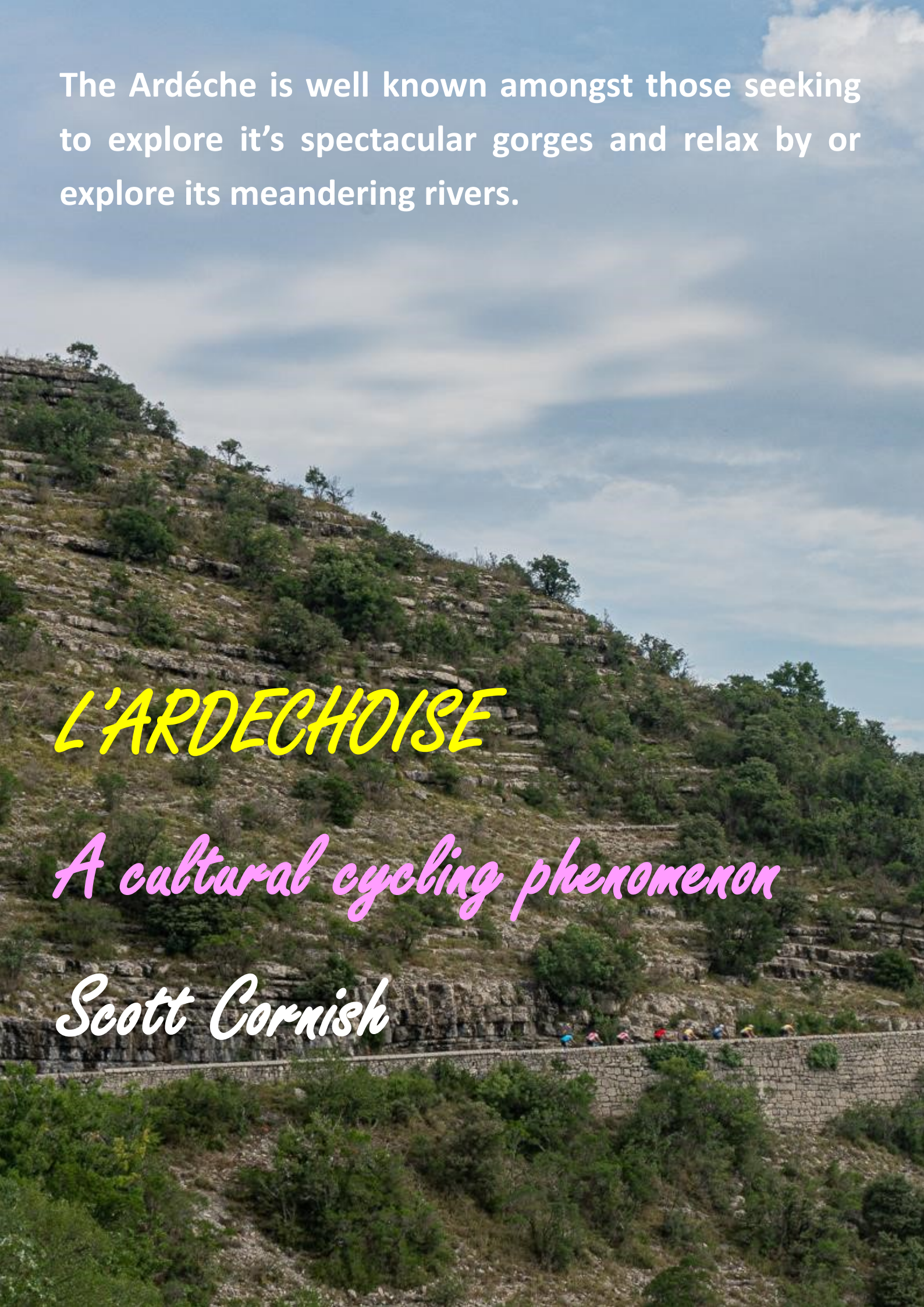
We got some good waves, stayed at some insanely beautiful locations and had some crazy times that I'll definitely remember for a long time!

The Ardèche is well known amongst those seeking to explore it's spectacular gorges and relax by or explore its meandering rivers.

L'ARDECHOISE

A cultural cycling phenomenon

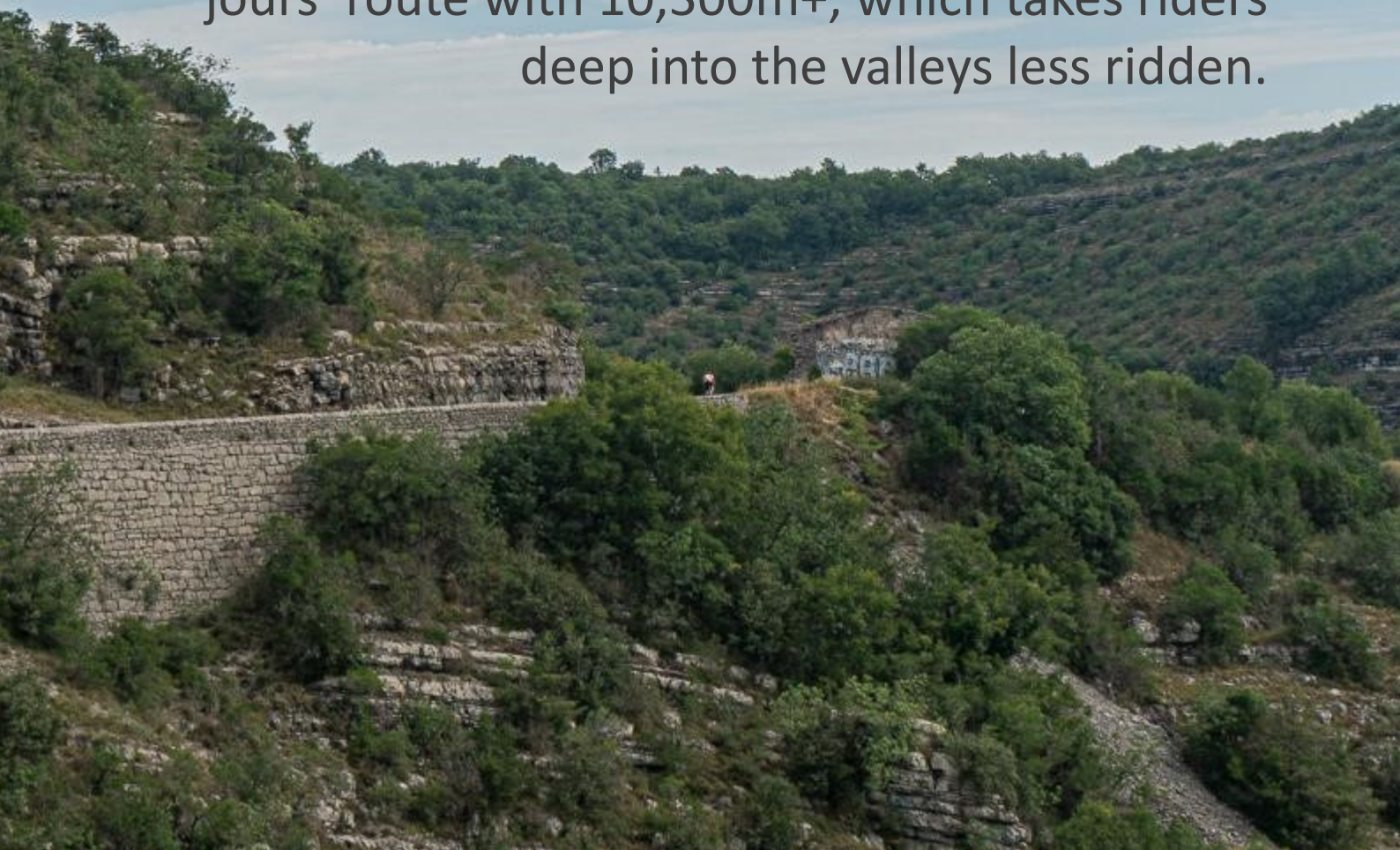
Scott Cornish



Many are unaware that the region consists of high mountains too, further south, reaching over 1750m, boasting a significant nordique ski area across these higher reaches. It's a beautiful place to ride and the Ardéchoise is the region's annual cycling spectacle, featuring the best riding the Ardèche has to offer across a multitude of route options.

The Ardéchoise, now into its 28th edition, has put the Ardèche firmly on the cycling map. Held across 4 days, over 17,000 cyclists descend on the area to take part in any of the plethora of distance and route options on offer, from single day 70km routes to 4 day 600km+ multi day rides

I was there to ride their 603km 'Les Gorges en 3 jours' route with 10,300m+, which takes riders deep into the valleys less ridden.





For the 2 longer routes, La Meridionale or Les 3 Gorges, there is a choice of tackling them in 3 or 4 days, depending on gusto you're feeling!

This isn't bike packing, with half board overnight accommodation and bag drop being provided, so all you need to carry is your day ride kit, taking into account that the weather can turn, especially in the mountainous area. There are plenty of feed stations out en route too so you'll never need to carry a huge amount of calories.

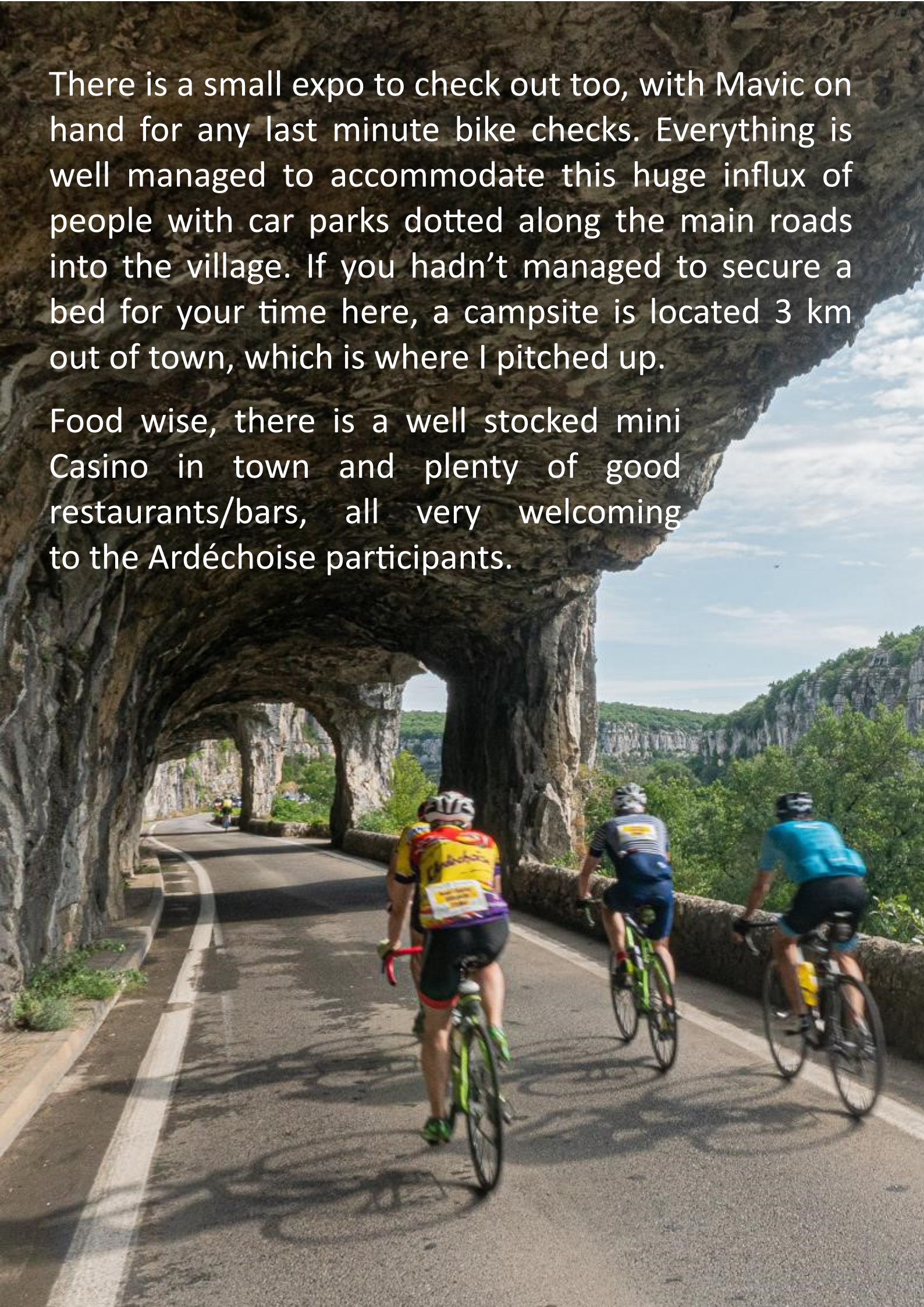
The normally tranquille village of le Félicien in the north part of the Ardèche plays host for this event and it's population swells as cyclists amass for their various rides. It's quite the slick operation, refined over the years, manned by hundreds of volunteers.

Have a question? Simply ask anyone in the deliberately obvious, yellow Ardéchoise T shirts. The queue for the pre ride check-in is quickly and efficiently dealt with so the wait is never long. With registration and bag drop straightforward, a number of volunteers on hand to manage anything you may have missed to do, or questions you may have.

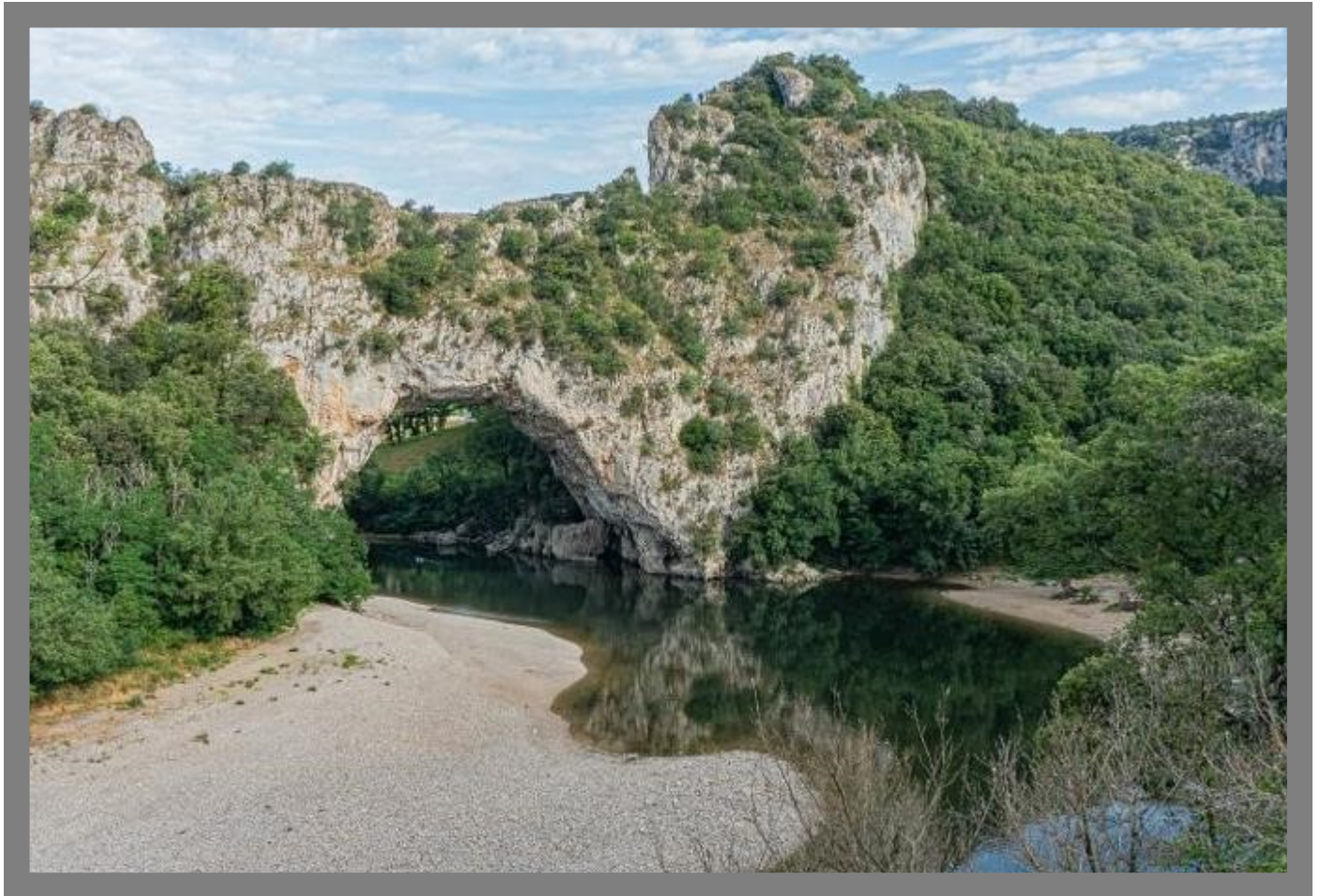


There is a small expo to check out too, with Mavic on hand for any last minute bike checks. Everything is well managed to accommodate this huge influx of people with car parks dotted along the main roads into the village. If you hadn't managed to secure a bed for your time here, a campsite is located 3 km out of town, which is where I pitched up.

Food wise, there is a well stocked mini Casino in town and plenty of good restaurants/bars, all very welcoming to the Ardéchoise participants.







Bag drop is the evening before or up to 8h30 on the morning of the grand depart. Bag weight is limited depending on the number of days and it is weighed, so no trying to sneak in a few extras. Riding the 3 day 603km route, bag limit was a generous 9kg however.

Le depart is anytime between 6h30 and 9h00, there's no rush as this isn't a race, where crossing through the start gate activates your tracker. Day 1 was 210km with 3480m+. With most villages along the initial part of the route getting involved, there were regular feed stops for the first 40km.

Each village had made a huge effort in support of this event, decorating it's streets and offering a plentiful amount of food and drink.

The early terrain rolls and kicks, with climbs being stiff and short, passing through the picturesque ancient streets of the villages. As the ride processes southwards, rider numbers begins to thin as they veer off onto their chosen routes, along small, quiet secondary roads, passing

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RIDER PROFILE

JACK CARTHY

We've been working closely with 8 x UCI WorldTrails Bike Champion, Jack Carthy, so it only seemed appropriate to tell you about this amazing young rider.





Yorkshire based Jack is still only 23 years of age and set to win many more titles. He's the current European Champion and World Cup winner, and is about to launch a series of mountain bike films with Halifax based Orange Bikes.

Being one of the best bike handlers in the world, Jack is keen to explore all bike genres, trying to develop his skills on mountain and road bikes over the next few years.

Jumping around on a heavy full suspension endure bike is somewhat different from the lightweight mtb trials bike that Jack normally rides for French brand Crewkerz.

However, after only a few months of training 'Jumping Jack' is already showing his amazing ability to make a bike dance to his tune.



Living on the edge of the Yorkshire Dales National Park, there's ample places to practice his skills, and the Orange bike that he's sponsored to definitely has the strength to withstand the hits that Jack puts it through.







Yorkshire based Jack is still only 21 years of age and set to win many more titles. He's the current European Champion and World Cup winner, and is about to launch a series of mountain bike films with Halifax based Orange Bikes.

Being one of the best bike handlers in the world, Jack is keen to explore all bike genres, trying to develop his skills on mountain and road bikes over the next few years.

Some people will say that Jack is 'the next so and so...' but he's not. You need to watch this talented young rider and talk to him to realise that he's simply Jack Cartwright and he's the next big thing—he's quite simply himself, probably one of the most talented bike handlers that the world has ever seen.

Having now seen how well Jack has adapted his skills to the endurance bike, we can't wait to see what's next.

Jack is working with several of the worlds leading cycling brands, such as Met helmets from Italy, Cycology Gear, OTE and Fenwicks in the UK, and German tyre brand Schwalbe, where he'll also be setting up a small race team, helping to develop and bring on young riders.

Practice is always the key to everything for Jack, and he spends hours every day out on the rocks and in the hills. And, when he's not on the bike, he's in the gym or running, ensuring that his fitness is always at it's highest level.

The first of a series of company on ideas for Having had the opportunity definitely a film to wat





films is out soon, and he's working closely with his film the next 3 films, with a few interesting ideas coming out. opportunity to watch Jack and the team create the first film, it's such, as is this talented young rider from Yorkshire.

AROUND THE WORLD

Nadezhda interviews Josh Quigley

In April 2019, Josh Quigley set off from his home in Scotland to cycle around the world. Making good time and finding great adventures along the way, Josh was a mere 2000 miles away from completing his journey, when in December he was hit by a truck while cycling along Highway 36 near Temple in Texas, USA. Nadezhda caught up with Josh, to find out about his injuries, his recovery and new plans.



At what age did you start cycling?

I started cycling aged 23. I used to ride a bike when I was a wee boy aged three or four, like most kids I guess!



And, like most kids, then I got into football when I was five and that took over my life for most of my childhood. I forgot about cycling until I was 23.



What inspired you to start cycling?

I started cycling because I was majorly depressed. I was looking for something to help me feel better and help me turn my life around. In 2015 I split up with my long term girlfriend, and this led to a very dark and depressing period of my life. It led to me attempting suicide in May 2015 by intentionally crashing my car at 70mph on the motorway near my home.

After surviving this attempt, I knew I had to do something different and try and turn my life around.

I attended a talk in Edinburgh where Sir Chris Hoy was speaking. Sir Chris' story really inspired me, and I decided I would get into cycling and try and cycle around the world. This was how it began.

What do you enjoy most about cycling?

There are a million things I love about cycling. But my favourite thing is going fast. I love speed and continually trying to go faster and faster and faster. I've not started racing yet, but once I finish cycling around the world, that's where my future lies. I can't wait to start racing and working towards winning on the biggest stage.

Aside from that, I also love growing and progressing as an athlete. I love the science behind cycling, and I love studying all of the data and analytics surrounding my training. More specifically, I love trying to improve, and I love trying to improve my numbers as much as I can. I love tracking all of the data and analysing it and trying to understand it all.

I'm very geeky with it all now. I love nothing more than finishing training and then spending hours poring over my spreadsheets and analytics to see where my numbers are at—how they compare with previous rides and previous periods of my cycling career.



Is there anything you don't enjoy about cycling?

Being injured and being unable to ride as much as I'd like to accept that is part of what I do and something I have to deal with.

Tell us about your favourite place to cycle?

The Scottish Highlands are pretty special for me. Scotland is where I come from. I very much feel Scotland within my heart. It's been deeply special for me.

I did a big tour around Scotland in 2016, and when I arrived I had a profound connection to the land up there and could really feel it.

How important is cycling to you?

It's everything. Cycling is my entire life. It's my job, my career, my identity, my mind-set. Everything in my life revolves around cycling. It's the planets that orbit it. Everything in my life is geared around the purpose of my life and the thing that I am very much dedicated to wake up every day.

What's the biggest cycling challenge you've faced?

The biggest challenge has definitely been my own mind. I've set myself some huge goals for my cycling career. Because of the pressure, it's something I've had to push through and conquer many times. It's always been related to this. Sometimes in the past, it's gotten to the point where I've had to just keep going for a year at just moving forward and not letting it defeat me.



to. Which is my situation right now. But I have to just deal with.

and means a lot to me, and I'm madly passionate about heart and soul and riding around the Highlands has always

lived up North and cycled through the Highlands, I felt a feel that this was my country—and where I was from.

career, my business, my hobby, my passion, my lifestyle, my and cycling. It's my sun, and everything else is like the and how can I be a better athlete and cyclist. Cycling is the icated to. Quite simply, it gives me purpose and a reason

ve taken on some big challenges on the bike and have set f that, I have experienced a lot of fear and resistance at uer. I've started and stopped cycling many times, and it's ot the better of me, but I've gotten very good in the last

What are two of the most common problems you have on the road?

Mechanical problems are always the biggest. I'm not very good at them, but I've gotten better compared to when I started cycling. But the biggest problem of mechanical problems while on the road is always one of the countries I've been in where English isn't spoken. It's always the problem.

I've had some sketchy situations in some far-away places I've been stranded in the middle of nowhere and unable to fix it, but I've been rescued by kind-hearted people driving by.

Last year when I was in America, I got stranded in the middle of nowhere. I punctured four times in one day and eventually ran out of air. I had to wait for a support vehicle and mechanical assistance.

What are the essentials you wouldn't leave without?

My phone is the most essential thing out-with the bike itself. It's for checking the map, taking photographs, capturing video of my rides on Strava, finding accommodation, finding bike support team and logistics manager.

Almost everything for what I do is planned and managed. My bike packs are always essential as well for making sure your phone is safe. I've been sponsored by Shand Cycles, and that new bike has a lot of my electronics.

n your rides?

good with my hands and not that great at fixing the bike. It's still a significant weakness for me. So having any sort of the toughest challenges. This is especially true in some You're unable to communicate with anyone and explain

like China and Kazakhstan. I've had a few times where I've k the bike. In those moments, I've always been saved and

e desert in Arizona. The roads there are terrible, and of spare tubes. I'm counting down the days until I'm a pro at all times!

elf. I do almost everything on my phone. Planning routes, content, updating social media, writing my diary, recording shops, communicating with my sponsors, my coach, my

d using my phone. So I would always need that. Battery none is charged. I have just got a new bike but, which has a dynamo hub on the front wheel which can charge all of

So battery issues will be less of a problem for me now going forward and I'm excited to get back on the road and make the most of that as that will make a huge difference to day to day life on the road.

Beyond that, Elixinol's CBD has also been a massive help to too. I've found CBD helps with my overall physical fitness and more specifically, my recovery. After doing 200 miles on the bike each day, recovery for the following day is one of the most important things.

I always find that when I'm taking CBD, my recovery is generally better and faster than the times when I've not had it. Aside from the physical benefits, I find that CBD really helps me mentally, and I always feel a lot more relaxed and chilled out after taking it.

I do have quite a busy mind, and I'm a guy who lives life pretty fast at the best of times, so I find that CBD just helps to bring me down a little bit and I feel more grounded after taking it.



What's your dream cycle route?

My biggest dream is to win the Tour de France. That's my next mission once I finish cycling around the world. Once that challenge is complete later this year, I'm going to start road racing, and my goal is to go pro and get signed by one of the big professional teams.

Then I want to start working towards winning the Tour and becoming the first Scottish winner of the Tour De France. That's the ultimate dream and goal for me over the next few years.



SOFT-CUR
REF SFT-A2-24
23-33 CM
ADULT
CRITICAL
UDI GT

Do you listen to music when you're cycling?

I don't listen to any music. I don't listen to anything when I'm cycling. No music or podcasts or audio-books or anything like that. When I'm on the bike, I like to use that time to focus on cycling and keep my head clear, and I find that helps for my headspace.

What do you carry with you?

I travel ultralight now. On my last trip towards the end, I was incredibly minimal and didn't even have any panniers or bags on the bike. When I first started, I used to have four panniers on the bike and a huge camping bag on the rack. But at the end of last year, I had no panniers, no camping equipment and all I had was three small saddle bags attached to the frame of the bike.

I wouldn't carry any spare clothes with me. All I had was the clothes I was wearing: cycling shoes, socks, leggings, jersey and light windproof. I would carry some food in the back of my jersey—usually a couple of bags of Haribo to fuel every 60 minutes

TO CONTINUE READING >

CLICK HERE

Nadezhda

Pavlova






WEIGHT MANAGEMENT

How can you trim down your weight for better racing performance? From a scientific standpoint, losing weight is simple: you just need to consume fewer calories than you burn. If you burn more calories than you eat, you will lose weight, 100% guaranteed!

Simply stated, often very difficult in execution and often then blamed on physiological, sociological, and on psychological factors, particularly because athletes, often after their long workouts, just grab some simple carbohydrates to satisfy their hunger rather than some complex carbohydrates. Of course, we all know where the weight comes from.

We all know that simple carbohydrates such as soda drinks, candy bars, cakes, and other sweets will increase one's body weight, while complex carbohydrate (whole grains, fruits and vegetables), protein and good fat are better for health as well as performance.





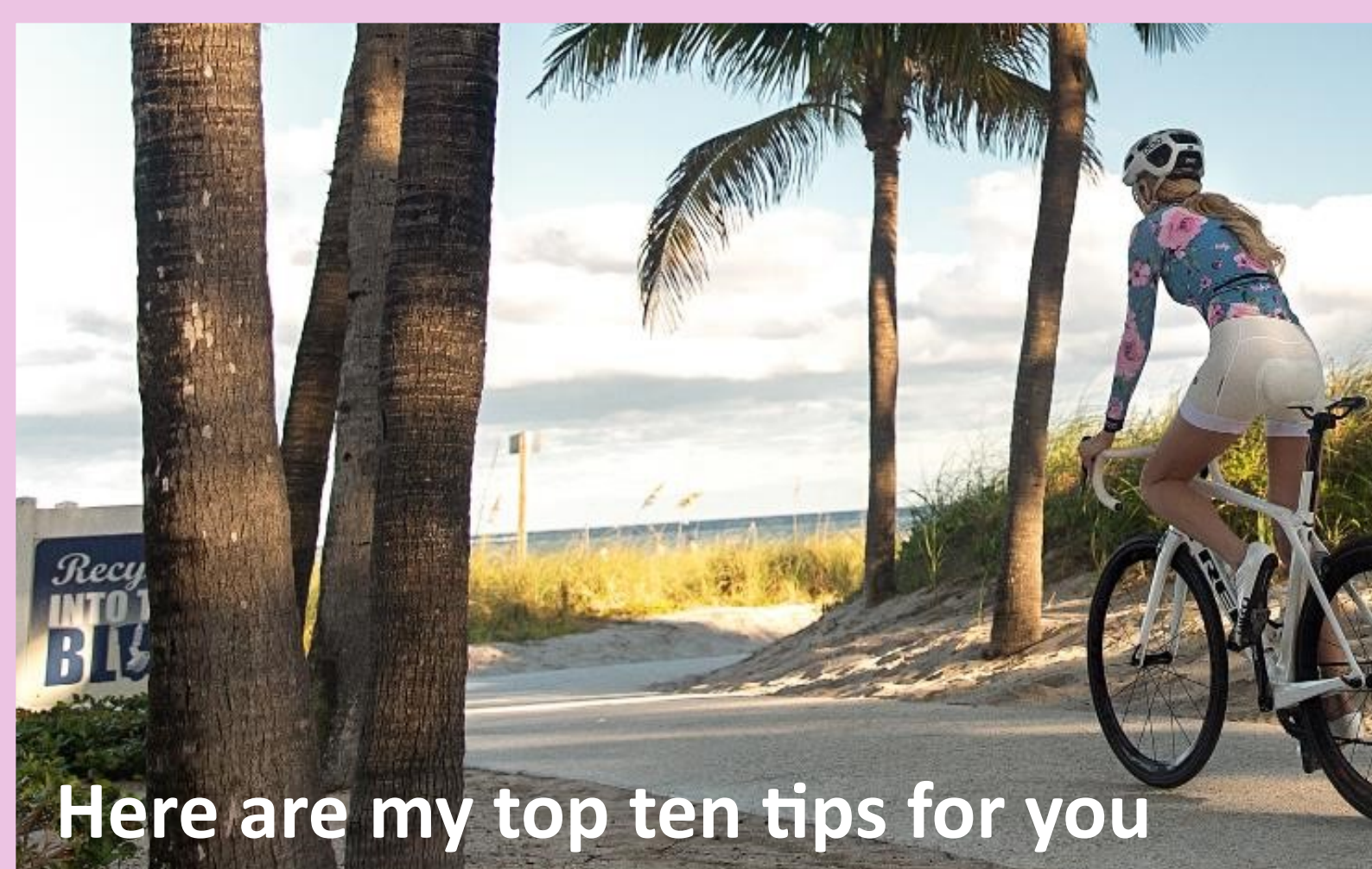
Losing weight through healthy eating habits is not only the main goal for athletes.

In order to improve your power, speed and therefore race time, you must also develop an optimal body composition fit for racing and reach the ideal body fat percentage.

Having a lightweight and lean body will give a runner an advantage over other athletes.

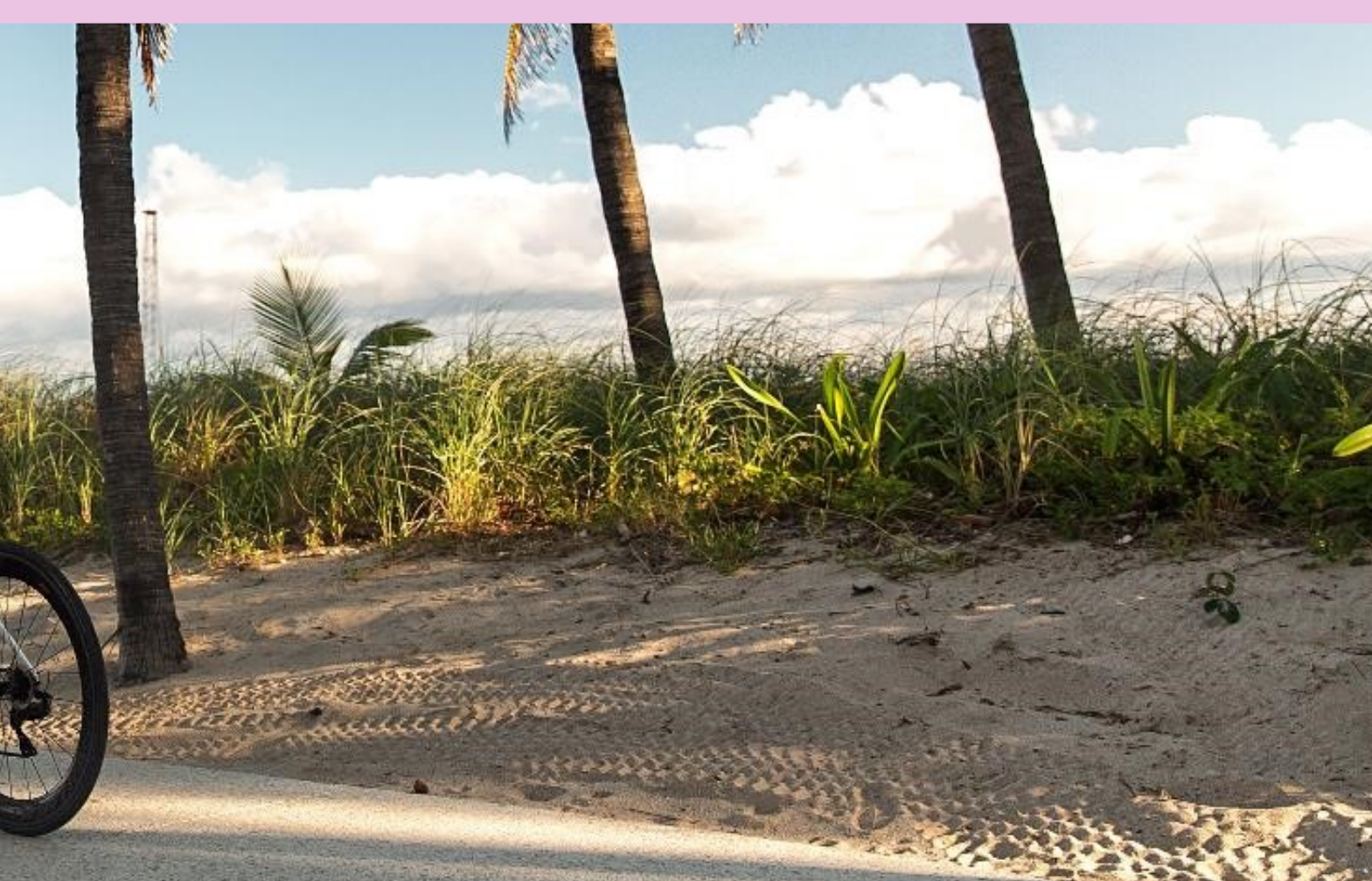
People with a lower Body Mass Index have the fastest time in a race. But while losing weight for running, you need to stay efficient and strong on the bike and when swimming.

My suggestion is losing weight slowly and gradually, allowing your body to adapt and fuel properly to be able to train at your full potential. Through my years as an athlete and a coach, I've found some effective, basic steps that you can take to trim down your weight and avoid overeating and manage your weight.




Here are my top ten tips for you

1. Consider calories. Understand and know what your resting metabolic rate (RMR) is. Your RMR is the calories needed for you to live and breathe. Based on that number, you can target your calorie intake level for specific energy expenditure, your activity level. You can calculate it [here](#).
2. Clean out your kitchen, especially from temptations that will persuade you to eat more. Throw out all junk food from your fridge and pantry. If you don't have easy access to your trigger foods, they don't go in your mouth.



3. Portion control. Use a smaller plate when eating. This will trick your mind that you are already getting more than enough servings.
4. Eat without interruptions and distractions because when you eat in front of your computer or TV screen, you are inclined to eat more, unintentionally.
5. Get enough sleep, at least 8 hours per night. Sleep deprivation leads to weight gain.





6. If you measure it, you can change it. Track your weight and nutrition in food diary, be aware of what you are eating. Use a food diary app or

[my triathlon diary](#)


to measure your calorie intake. Learn the nutrient profiles of foods you are eating to make accurate dietary decisions.

7. Set your ideal body weight goal that you can achieve in a realistic time frame. Track your body weight and your body fat percentage, seeing your milestones and goals achieved is motivating.

8. Diet quality and balanced energy source. Choose high quality food as opposed to low quality food. Eat more veggies and carbs as well as foods having a low Glycemic Index such as whole wheat bread and pasta, brown rice. Brown pasta and rice is surprisingly better for you than white rice or ordinary pasta.

Stay fit and eat healthy!





Ensure that you get enough protein, that you consume fat from having some monounsaturated and polyunsaturated sources (avocado, salmon, almond, cashew, olive oil) rather than from saturated fats. I wrote an article about this in greater detail [here](#).

9. Drink water or other low-calorie beverages that will fill the space in your tummy before a meal, making you consume fewer calories.

10. Always have a healthy food snack at hand. This will allow you to gobble a healthy snack even if you are far from home.

Having the right diet will help you in your training, both as a cyclist and as a triathlete. Ultimately it will also improve your general health and lifestyle, which is always a good thing. Read more of my triathlon and lifestyle blogs [here](#).

A close-up photograph of a black and teal jacket. The jacket features a black body with teal-colored panels on the sleeves and shoulders. A pink logo, consisting of a stylized 'A' inside a square, is visible on the black fabric. The jacket has a silver-colored zipper. The text 'CHILLY' is written in a yellow, cursive font in the top right corner.

CHILLY

Whether
days, and
summer, v

SPRING CLOTHING

we like it or not, those early spring
indeed when we're in the hills during
we often need warmer clothing.



That's why we've added this review
from ALÉ, because we recognise the
importance of staying warm.



Larisa
Chinca

ALÉ Carbon Baselayer

Baselayers have come on leaps and bounds in recent years. It's not simply about keeping you warm, as the latest garments also manage moisture and provide useful compression and other technical features. We decided to take a look at innovative Italian brand ALÉ. Putting carbon into material isn't new, but how ALÉ have done it within their latest cycling range is, reducing aroma from the body's hard work as you cycle along.

Here's the thing about baselayers, with the regularity of bad weather and the fitness level of the average cyclist, we don't just need them to keep the wind at bay and to be breathable; we also need them to move the sweat from the body – or more importantly, to move the sweat in such a way that your body benefits properly from the sweating, regulating and helping you to stay at the right temperature.

Regulating temperature means we drink less and perform better – marginal gains remember.

Yes, the design of baselayers has changed from simply being a woollen weave, to now drawing on the technical thinking for fabrics that was once reserved for one or two 'out there brands'.

Italian brand Alé like to be at the cutting edge and these clever people from Verona have definitely taken the design of their long sleeved cold weather base layer up a notch.

The materials have changed and they've even added carbon to the mix for extra strength. The weave has changed, now bringing in several different weaves within the one garment, to move the sweat away from one area in such a way that it benefits your whole body as it wicks, and ensuring that it doesn't simply soak into the cloth in that one place. No, this Alé baselayer is technicity in action, performing as a true temperature controller.

We've tested both the ladies and men's base layer versions in Transylvania, and the men's version in North Yorkshire- both harsh winter environments. Thankfully our testing has been a joy.






Even in spring, a high performance and stylish long sleeved baselayer can be a critical item in the cycling wardrobe, and this carbon baselayer really fits the bill—and fits me too ;-)

On the roads of the Yorkshire Dales and here in the higher hills of Transylvania, where the cold winds blow and bite at the rider, this well thought out body hugging baselayer from Alé has kept the cold at bay, with its high cut rounded collar and tightly woven cuffs at the sleeves.

It caresses the body, yes ... it truly does and makes you feel kind of special simply to be wearing it, and that's crucial for me. The material is soft, very stretchy and very strong, able to be pulled in all directions, ensuring movement isn't restricted and yet feeling simply very nice underneath your winter jerseys and jackets as it touches and stays put. The rest is up to you on how good you look, but this baselayer is definitely made to hug. I've even used it for skiing over winter and it's worked just as well.



If you buy one base layer for colder rides, then this excellent garment from Alé ought to be on your list. It works across a varied spectrum of temperatures, including on cooler spring days.

On the style front, it's typically Italian, being made from quality materials, all well cut and superbly sewn, with a simple design that oozes style and balances this with excellent body fitting comfort. It almost makes me want to ride my bikes .. Always ;-)

[**Click here to visit the Alé website**](#)





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