

Field report with the VACUSPORT

Every Monday and Thursday Reported Christian Miessen reports about his experiences and impressions of use our VACUSPORT. Christian is a racing driver with a license from the BDR and has already been busy with training gauge and regeneration techniques. After having been able to achieve a 3rd place on the classic race "Köln-Schuld-Frechen" in the Elite B-/C-class, he is now aiming for a promotion to the elite A class and is now testing our VACUSPORT.

For explanation

In Germany the racing classed are divided as follows: All racing drivers older than 18 years licensed by the Bund Deutscher Radfahrer (BDR – German associations of cyclists) start in the Elite C-Class. If an athlete achieves 5 rankings in the top ten or does achieve a victory, he will be promoted to Elite B Class. The same applies to promotion to the elite A class, the highest amateur class in German cycling.

10.05.2010: Success after one week VACUSPORT

My first week with the Vacusport ended yesterday with a second place at the KÖ! I can't really say that much. My legs were just great from the start. I was always in control and had enough punch holes to jump. As expected, the race was completely chaotic, so that the decisive group was only able to pull away with luck - ten men had a 50 meter lead and the sixth in the group fell back. Then it's always the same, you have to be persistent in the front, because at some point they give up at the back and the lead increases by leaps and bounds! I had a lot of fun in the race because I could just drive with no speed limit. Most of the time I'm muscularly limited and days when I can ride until the air is limited are very rare! Today I have insane muscle soreness in the gluteus maximus! Sore muscles from cycling - that is years ago! Now, of course, the question arises, how is this possible? No idea! I guess I was just really relaxed at the start! I think I've recognized my biggest training mistake so far - not enough rest! However, I trained the same as always, but felt like I had an extra day off! I'm curious if that was a coincidence. The next races are Dortmund Brackel on Thursday and in Aachen next Sunday.

14.05.2010: Victory in Brackel

That was amazing! Three laps before the end, I took my club colleague Steffen Veen on the rear wheel and just drove off - no one could follow. After 5km we already had a 40 second lead and defended it over the remaining 27km to the finish line - double victory for Hürtgenwald. Now I'm a B driver again!

My legs were fine for the first 60km, but the race was more of a leisurely Father's Day ride with a 39 average, no serious attacks - nothing. At 6°C and drizzle a very uncomfortable affair!

The legs weren't a limiting factor today - it doesn't hurt. I only noticed that when I really pushed myself to the limit. I do feel tired then, but I can defend myself much better against that than against the tired legs! Otherwise that's exactly my problem. At some point "I can't get you around anymore" because my legs are too tired to walk. Or is the "power" missing?! Then I don't even dare to start the attack because I know for sure that after ten seconds my legs will burst. Just "power" is a relative term. The only thing limiting in endurance sports is the provision of energy that guarantees maintenance of the power output - i.e. how effectively does my metabolism work and what is the maximum amount of energy I can use with a convert time unit. After two weeks of Vacusport, I would say that I have improved in terms of my anaerobic capacity and my ability to recover quickly. On my basic speed in training the applications in the Vacuport did not have a noticeable effect. I feel good sometimes and bad sometimes. But even then, there's no stopping me if I try to drive fast. I don't have any major daily fluctuations in my muscles. On the days when things aren't going well, it's

a tiredness that hits the whole organism and not just the muscles, which then felt like they were totally overloaded. The change is so drastic I can't believe it's due to the five sessions in the tube, but I don't have a better explanation either. Sunday I drive my home race: round in Aachen in the A/B class.

19.05.2010: Exhausted after a very intensive week

Eight days – three top rankings: 2nd at Kö, victory in Brackel and 7th in Aachen in the A/B class. It was not to be expected that things would go smoothly again in Aachen. Saturday morning I have myself during the scaffolding work that I would have canceled Sunday's race immediately if it weren't my home race. For organizational reasons, I was no longer in the "tube" on Friday and Saturday. I have to admit that the lack of an opportunity to climb into the VACUSPORT before the race in Aachen, combined with bad legs on Saturday, made me incredibly tired. I was really afraid that the "run" now tears off without VACUSPORT - but it wasn't! Legs were great on Sunday. After 10/85 laps, a group of six drove with one from Hürtgenwald - in my opinion one more would have been fine for this size. About 55 laps before the end, I left the field with two others and the three of us covered the remaining 55 km – we ended up in 7th place.

Monday and today I was in VACUSPORT again for 35 minutes. Fortunately, this week is only basic training. I'm physically and mentally exhausted, really exhausted. The workout today was horrible - sometimes I hate the boys with SRM. If 200 watts hurt, I don't want to see it. I'd rather just drive slower, but then the numbers aren't good for the training partner... ;-) Now I can only hope that I can regain my composure by Sunday and have a good race in Oberhausen. For this purpose, Friday is VACUSPORT time again.

25.05.2010: New program before Oberhausen

On Friday I tried a new program in Vacusport! Not as before 15 seconds negative pressure phase and 5 seconds break, but 20 / 6. The 45-50 mbar negative pressure remains the same. After one application, I can't tell any difference in my legs because it was very hot in Oberhausen - difficult anyway! But the therapy itself is much more pleasant. The 20/6 timing fits better with the Inner rhythm of the body - I even nodded off!

31.05.2010: The next training session can start

After my short vacation at the North Sea I was back in the tube (VACUSPORT) yesterday. The three days off have done very well. Today I tested it for 4 minutes during training and it's going very well. Tomorrow, on Tuesday, I'll do a long basic ride and on the way home I'll have another Vacusport break. For Wednesday there is also a long but mountainous round, also with a finish in the tube.

On Thursday or maybe until Friday we're off to Romania. The tour then begins on Saturday in Deva with a small prologue and over the next seven days leads in a large loop through the mountains down to the Black Sea to Constanta. The race has a total length of 1100km. I will try to report regularly. My goal is to get through the tour free of illness and falls and to bring home as much form as possible. If I could still get a daily result, that would of course be a great thing. I'll see what I can dig up this week.

13.06.2010: Yesterday night I came back from Romania

After the last stage, it was time to pack and fly. The guys of Dynamo Bucharest took me back to Bucharest Airport from Constanza, a distance of 240km. The tour was great - it was incredibly hot at almost 40°C, but after 3-4 days you get used to it. On the second day the tour was already decided, so that all further stages proceeded quite controlled. There was only one top group, in which I was

involved. But after 15km it was done. As no more radio communication is allowed, it is very difficult for the leading team to see who is up front. A strong headwind on the flat stages was with us. The next few days I will have to work up a lot and to rest accordingly.

20.06.2010: 2nd in Engelmannshoven

The first two days after the tour I felt really good and trained again on Tuesday. Then my muscles got worse every day! On Wednesday I was again in Vacusport for the first time, on Thursday, the rest day, again. The effect in the coming days was again as serious as after the first applications! Yesterday in the race I wasn't 100% fresh, but I was doing very well. Victory was tangible and awarded only by inexperience.

An application on the rest day is most noticeable for me. The greater the state of muscular fatigue, the greater the effect. I don't think that I can achieve a direct improvement in performance through a treatment, but can only regain my full performance in a short time - I think that I need about 1.5 weeks with 3-4 applications for that.

22.06.2010: Victory in Romsée!

I have estimated 3-4 applications until my physique was completely restored. Yesterday was the third - combined with a relaxed training ride. Today I was able to claim my second victory of the season. My legs were just so free that I could "snatch my breath away" - so the only limiting factor was the oxygen intake. Muscularly I had a free ride. ;-) I then won the race in a sprint uphill from a breakaway group. Hopefully things will be the same in Germany this weekend.

12.07.2010: Now only one is missing for the A class!

The last two placements, 7th in Oberbruch & yesterday 6th in Merken, were pretty tight. The overpressure after the tour is gone. Blood values are okay, but I still do feel a little bit tired!

Merken, Cat A/B: From the middle of the race there were four men in front. Eight laps before the end I was able to catch up with a four-man chasing group around Thomas Bontenackels and Tjarco Cuppens. Tommy and I were able to break away from this group immediately. The last 7.5 laps on the 2.3 km long course were really endlessly long and hard for two! But we were able to save a small lead in front of the approaching field to the finish. I'm curious about his SRM data!!!