Scientific approach to the 1-h cycling world record: a case study

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The one-hour cycling world record is a unique event, as it is the only cycling event that has been performed under standard conditions until the last decade. By definition, the 1-h cycling record represents the longest distance an unaccompanied cyclist can cover in a velodrome (cycling track) during a 60-min effort. From a historical viewpoint, it is worth noticing that both track cyclists (e.g., Ritter in 1968, Boardman in 1993 and 1996, Obree in 1994) and road cyclists (e.g., Coppi in 1942, Anquetil in 1962, Merckx in 1972, Moser in 1984) have been able to break this world record. From a metabolic viewpoint, this event can be considered as the definitive aerobic endurance cycling test, because the cyclist performs in steady-state conditions at the highest possible percentage of his maximal oxygen uptake (VO₂max), just as he would during any other endurance event of similar duration. The goal of this study was to describe the physiological and aerodynamic characteristics of this cyclist, who set a new world record and performed under standard conditions until the last minute of the attempt. The costs of publication of this article were defrayed in part by the payment of page charges. The article must therefore be hereby marked "advertisement" in accordance with 18 U.S.C. Section 1734 solely to indicate this fact.

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and potential risks of the study before giving written, informed consent to participate. All experimental procedures were approved by the Ethics Committee of the Universidade del Pais Vasco.

**Anthropometric variables.** The cyclist’s body surface area (BSA, in m²) was estimated from body mass and height, using the equation of Du Bois and Du Bois (13)

\[ BSA = 0.007184 \times BM^{0.425} \times H^{0.725} \]

in which BM is the cyclist’s body mass (in kg) and H is his height (in cm).

The frontal area (FA) of the cyclist and his bicycle was estimated as follows (4, 45): photographs of the cyclist in riding position and of a reference rectangle of known area are taken. The contour of the ensemble cyclist-bicycle and that of the rectangle are then cut out and weighed. The subject’s FA is estimated by comparing the masses of the pictures of the ensemble cyclist-bicycle and that of the reference area.

**Laboratory testing.** Nineteen days before his world record attempt (Fig. 1), the subject performed an incremental maximal laboratory test on a mechanically braked cycle ergometer (Monark 818 E, Varberg, Sweden), which was adapted to each riding speed. VT1 was performed using a time trial road racing bicycle (Pinarello, Treviso, Italy). The weight of the bicycle was 9.0 kg; the diameter of the front and rear wheels was 0.7 m. The front wheel had 19 flat spokes, and the back wheel had four carbon fiber spokes. The tubeless tires (Vittoria, Bergamo, Italy) were inflated at a pressure of 6.0 kg/cm². The gear ratio ranged from 55 × 18 to 55 × 11 and the pedal rate from 70 to 112 rpm.

The subsequent velodrome tests (VT2, VT3, and VT4) were performed in the same indoor 250-m track where the world record was to be attempted, also at sea level. VT2 consisted of five repetitions of 5,250 m (21 laps), interspersed with 6-min recovery periods. VT3 consisted of four repetitions of 9,000 m (36 laps), with 8 min recovery between repetitions. During VT4, the subject performed two repetitions of 16,000 m (64 laps), recovering for 10 min between repetitions. During VT2, VT3, and VT4, the cyclist rode the bicycle and wore the aerodynamically designed suit (85% Coolmax, 15% elastane, Nalini Sport, Vicenza, Italy) and helmet (Rudy Project, Treviso, Italy) with which he would attempt the world record. The total weight of the bicycle was 7.280 kg. Front and rear disk wheels (Campagnolo, Vicenza, Italy) were made of Kevlar, the diameters being 66 cm for the former and 71.2 cm for the latter. The front and rear tubeless tires were 19 and 20 mm wide, respectively; they were made of silk and inflated at a pressure of 6.0 kg/cm² (Vittoria, Bergamo, Italy). The crank arm’s length was 180 mm.

During all velodrome tests, the subject’s bicycle was equipped with a handlebar microcomputer for speed, pedal rate, and HR monitoring (Polar Cyclovantage, Polar Electro Oy). In VT1, steady-state HR values were determined as the mean value of the last min of each workload. In VT2, VT3, and VT4, average HR and speed attained during the last 3, 4 and 6 min of each repetition, respectively, were computed. Blood samples were obtained after each workload or repetition for [Lac] determination.

After VT1, speed and HR values at OBLA (\(V_{\text{OBLA}_1}\) and \(HR_{\text{OBLA}_1}\), respectively) were determined by straight-line interpolation on the [Lac]-speed curve.

**Wind tunnel testing.** Wind tunnel testing (Augusta Helicopter, Milano, Italy) was carried out to determine the drag coefficient (\(C_d\)), which has been proposed as a measure of aerodynamic efficiency. It has also been suggested that the size of an object is of major importance for aerodynamic efficiency, as it determines the FA of moving objects (15, 22). These two variables are integrated in the following equation

\[ C_d = FA \times C_d \]

in which \(C_x\) and FA are in m², and \(C_d\) is the shape coefficient (in m²).

Testing was performed at a speed of 50 km/h, with an air temperature of 20.4°C, an air pressure of 1,000 mbar, and an air density of 1.186151 kg/m³. The precision of the force measurement system in terms of speed is on the order of 0.05 km/h for each point of drag (1 point corresponding to a \(C_x\) of 0.001 m²). From the measurement point of view, this corresponds to a drag force of 12 g at 50 km/h.
Table 1. Speed, heart rate, and blood lactate concentration values during the different velodrome tests performed by the subject

<table>
<thead>
<tr>
<th>Test</th>
<th>Speed, km/h</th>
<th>HR, beats/min</th>
<th>[Lac], mmol/l</th>
</tr>
</thead>
<tbody>
<tr>
<td>VT1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repetition 1</td>
<td>53.3 ± 0.5</td>
<td>189 ± 1</td>
<td>6.1</td>
</tr>
<tr>
<td>Repetition 2</td>
<td>53.0 ± 0.5</td>
<td>183 ± 1</td>
<td>5.1</td>
</tr>
<tr>
<td>Repetition 3</td>
<td>53.2 ± 0.6</td>
<td>189 ± 1</td>
<td>5.3</td>
</tr>
<tr>
<td>Repetition 4</td>
<td>53.3 ± 0.5</td>
<td>191 ± 2</td>
<td>6.7</td>
</tr>
<tr>
<td>Repetition 5</td>
<td>53.6 ± 0.7</td>
<td>196 ± 1</td>
<td>7.7</td>
</tr>
<tr>
<td>VT2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repetition 1</td>
<td>53.1 ± 0.3</td>
<td>182 ± 3</td>
<td>7.5</td>
</tr>
<tr>
<td>Repetition 2</td>
<td>53.0 ± 0.5</td>
<td>186 ± 1</td>
<td>5.4</td>
</tr>
<tr>
<td>Repetition 3</td>
<td>53.4 ± 0.5</td>
<td>184 ± 2</td>
<td>3.0</td>
</tr>
<tr>
<td>Repetition 4</td>
<td>54.2 ± 0.5</td>
<td>194 ± 1</td>
<td>5.3</td>
</tr>
<tr>
<td>VT3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repetition 1</td>
<td>53.0 ± 0.3</td>
<td>182 ± 2</td>
<td>4.5</td>
</tr>
<tr>
<td>Repetition 2</td>
<td>53.0 ± 0.3</td>
<td>186 ± 1</td>
<td>4.5</td>
</tr>
</tbody>
</table>

Speed and heart rate (HR) values are means ± SD recorded during the final 3, 4, and 6 min, respectively, during velodrome tests VT2, VT3, and VT4. VT2, 5 × 5,250 m with 6 min recovery; VT3, 5 × 9,000 m with 8 min recovery; VT4, 2 × 16,000 m with 10 min recovery. [Lac], lactate concentration.

Estimation of cycling power output. Power output during cycling was estimated by means of the following equation (31)

\[ W_T = FA \times C_d \times \left( \frac{\rho}{2} \right) \times V^3 + \left( C_p \times M \times g \times V \right) \]

in which \( W_T \) is power output (in W), \( FA \) is in m², \( C_d \) is in m², \( \rho \) is air density (1.225 kg/m³ at sea level), \( V \) is the speed of movement (in m/s), \( C_p \) is the rolling resistance coefficient [0.0025 (30, 32)], \( M \) is the mass of the cyclist and his bicycle (in kg), and \( g \) is gravity (9.81 m/s²).

Blood lactate. During both laboratory and velodrome testing protocols, capillary blood samples (25 μl) were withdrawn from a previously hyperemized earlobe (Finalgon, Laboratorios FHER, Barcelona, Spain) during the first seconds of recovery after each workload or repetition. As well, blood samples were obtained 3 and 5 min after the world record attempt. [Lac] was immediately determined by using an electrolytometric method with an automatic analyzer (YSI 1500 Sport, Yellow Springs Instruments, Yellow Springs, OH), which was calibrated with standard solutions of known [Lac] (0, 5, and 15 mmol/l) as recommended by the manufacturer.

RESULTS

Anthropometric variables. The cyclist’s height and body mass were 188 cm and 81 kg, respectively. His estimated BSA was 2.0713 m², and the FA of the cyclist and his bicycle was 0.3755 m².

Laboratory data. The subject’s laboratory \( W_{\text{max}} \) was 572 W, whereas his \( W_{\text{OBLA}} \) attained 505 W. His \( HR_{\text{max}} \) and \( HR_{\text{OBLA}} \) were 195 and 183 beats/min, respectively. Speed corresponding to the OBLA exercise intensity during the laboratory test \( (V_{\text{OBLA}}) \), estimated from \( W_{\text{OBLA}} \), was 52.88 km/h. Maximal [Lac] in this test was 7.4 mmol/l.

Velodrome data. During VT1, the subject was able to perform nine workloads, attaining a final steady-state speed of 54.6 km/h, with a peak HR of 190 beats/min. \( V_{\text{OBLAVT1}} \) and \( HR_{\text{OBLAVT1}} \) were, respectively, 52.7 km/h and 180 beats/min. Power output at OBLA during VT1 \( (W_{\text{OBLAVT1}}) \), estimated from \( V_{\text{OBLAVT1}} \), was 500.6 W. Peak [Lac] at the end of VT1 was 8.5 mmol/l.

Table 1 shows average speed and HR values of the final 3, 4, and 6 min of each repetition performed by the subject during VT2, VT3, and VT4, respectively, as well as [Lac] values after each repetition.

Wind tunnel data. Considering the above-mentioned FA value of 0.3755 m², the subject’s \( C_s \) measured in the wind tunnel was 0.244 m², and his \( C_d \) was 0.65 m².

World record attempt data. The successful world record attempt took place 4 days after VT4 (Fig. 1) at 3:00 PM, in a 250-m velodrome situated at sea level. Ambient temperature was 20°C, and relative humidity was 75%. The cyclist covered 53.040 km, 327 m more than the previous world record. The speed maintained by the cyclist lap by lap is shown in Fig. 2. Average mechanical power output estimated from the average record speed was 509.53 W. The gear ratio used by the cyclist during the record ride was 59 × 14 (8.77 m), and the average pedal rate was 101 rpm. At 3 and 5 min after the completion of the world record, [Lac] was 5.2 and 5.1 mmol/l, respectively.

DISCUSSION

As can be seen in Table 2, the anthropometric characteristics of the cyclist (188 cm, 81 kg) were different from those of Merckx (184 cm, 72 kg) and Moser (182 cm, 76 kg), who broke the world record in the past, but even more different from recent world record holders like Rominger (175 cm, 65 kg) and Boardman (177 cm, 69 kg). The morphotype of the latter two cyclists confers them relatively small FA values of 0.3220 and 0.3342 m², respectively. These result in very low \( C_s \) values, which could explain to a great extent the elevated record speeds attained by these cyclists, i.e., 55.291 km/h by Rominger and 56.375 km/h by Board-
The slight difference between that the subject could make a world record attempt. world record set by Obree (52.713 km), it was decided to evaluate whether the subject could maintain such a speed into consideration the standing record on the one hand; and 2) perform several velodrome tests to evaluate whether the subject could maintain such a speed under steady-state conditions. This was done by measuring speed, HR, and [Lac] during VT2, VT3, and VT4. As can be seen in Table 1, the first repetition of VT2 and VT3 elicited higher HR and [Lac] values than those expected from the incremental tests and those measured during subsequent repetitions. This could be attributed to the speed, which was higher than $V_{OBLA}$ and $V_{OBLAVT1}$, and to the “early lactate” phenomenon (6, 40), given that the duration of the repetitions was relatively short (between 6 and 10 min) and the target riding speed was attained in 15–17 s. As a matter of fact, these elevated HR and [Lac] values were not expected from the incremental tests and those estimated from laboratory power measurements ($53.0 \text{ km/h}$) and of longer duration (18 min). In addition, a drift in HR and [Lac] values can be observed during VT2, most probably due to an increase in speed between repetitions 2 and 5 and to the fact that, only during VT2, the subject started each repetition from a still position. This could have induced an accumulated oxygen deficit over the five repetitions (30). Therefore, the target speed during VT3 and VT4 was attained drafting behind a motorcycle, and the HR and [Lac] drift was thus avoided (Table 1). Only in the fourth repetition of VT3 were these values increased, as a result of a significantly higher riding speed (54.2 km/h). Despite this increased speed, neither HR nor [Lac] reached the values attained during the last repetition of VT2. This seemed to confirm the negative influence of initiating the effort from a still position.

During both repetitions of VT4, speed was kept constant, and HR and [Lac] values were stable and very close to the values predicted from laboratory measurements. Nevertheless, there was a slight cardiovascular drift between repetitions 1 and 2, which has also been observed by other authors for exercise intensities similar to that maintained by the subject (19, 21, 34). In the present case, this drift could have been induced by a slight hyperthermia (16) because the tests were performed in an indoor velodrome, at an ambient temperature of 22°C and relative humidity of 70%, and/or by state of mild dehydration because the subject had been exercising for ~50 min (17). In any case, the observed drift was not due to nondetected speed increments, because the measurement system used during the tests

### Table 2. Characteristics of recent 1-h cycling world record holders

<table>
<thead>
<tr>
<th>Cyclist</th>
<th>Record, km/h</th>
<th>Date, mo/day/yr</th>
<th>Height, cm</th>
<th>Mass, kg</th>
<th>BSA, m²</th>
<th>FA, m²</th>
<th>Cₐₕ, m²</th>
<th>Cₐ_lr, m²</th>
<th>Power, W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merckx</td>
<td>49.432</td>
<td>10/25/72</td>
<td>184</td>
<td>72</td>
<td>1.940</td>
<td>0.3491</td>
<td>0.75</td>
<td>0.2618</td>
<td>380</td>
</tr>
<tr>
<td>Moser</td>
<td>51.151</td>
<td>03/21/84</td>
<td>182</td>
<td>76</td>
<td>1.909</td>
<td>0.3544</td>
<td>0.70</td>
<td>0.2481</td>
<td>400</td>
</tr>
<tr>
<td>Obree</td>
<td>52.713</td>
<td>04/27/94</td>
<td>182</td>
<td>71</td>
<td>1.912</td>
<td>0.3441</td>
<td>0.50</td>
<td>0.1720</td>
<td>359</td>
</tr>
<tr>
<td>Indurain</td>
<td>53.040</td>
<td>09/02/94</td>
<td>188</td>
<td>81</td>
<td>2.076</td>
<td>0.3755</td>
<td>0.65</td>
<td>0.2441</td>
<td>510</td>
</tr>
<tr>
<td>Rominger</td>
<td>55.291</td>
<td>11/05/94</td>
<td>175</td>
<td>65</td>
<td>1.791</td>
<td>0.3220</td>
<td>0.60</td>
<td>0.1932</td>
<td>456</td>
</tr>
<tr>
<td>Boardman</td>
<td>56.375</td>
<td>09/06/96</td>
<td>177</td>
<td>69</td>
<td>1.857</td>
<td>0.3342</td>
<td>0.55</td>
<td>0.1838</td>
<td>462</td>
</tr>
</tbody>
</table>

BSA, body surface area, estimated using the equation of Du Bois and Du Bois (13); FA, frontal area, considering it as a constant 18% fraction of BSA (12, 36, 46); Cₐₕ, drag coefficient, estimated from values of the literature for different riding positions and equipment (4, 5, 10, 22, 32, 33, 36); Cₐ_lr, drag coefficient, measured for Moser (9) and Indurain, and estimated from FA and Cₐₕ for the rest of the cyclists; Power, mechanical power output during the record ride, estimated with the model of Menard (31).
is quite reliable (26) and manual timing was simultaneously performed.

The $C_d$ value determined for the subject in the wind tunnel (0.244 m$^2$) was similar to that reported by Dal Monte et al. (9) for Moser (0.246 m$^2$) and that observed by Menard (31) for professional cyclists (0.250 m$^2$). On the other hand, it was much higher than the values for Obree (0.1720 m$^2$), Boardman (0.1838 m$^2$), or Rominger (0.1932 m$^2$), estimated from their anthropometric characteristics and $C_d$ values during their record rides (Table 2). These estimated values were not very different from those previously attributed (Menard, personal communication, 34) to Obree (0.1800 m$^2$), Boardman (0.207 m$^2$), and Rominger (0.2017 m$^2$). The subject’s $C_d$ (0.65 m$^2$) was in keeping with the values of 0.654 and 0.660 m$^2$ recently reported for road cyclists (4, 5) and 0.592 m$^2$ for indoor cyclists (36). All these values were much lower than those of 0.75, 0.80, and 0.83 m$^2$, respectively described by di Prampero (10), Kyle (22), and Gross et al. (15) for cyclists using nonaerodynamically designed equipment and riding in less aerodynamically efficient positions. Indeed, several authors have reported lowered aerodynamic resistance induced by equipment and position changes that reduce $F_A$ and/or $C_d$ and, therefore, $C_x$ (24, 25, 29, 31, 33). Although the subject’s $C_d$ could be considered as good, the $C_x$ measured in the wind tunnel was quite high due to his big body size, which determines a much higher $F_A$ than that of recent world record holders and contributes to a relatively poor aerodynamic efficiency. In fact, considering $F_A$ as a constant 18% fraction of BSA (12), which was the case of the present subject, the estimated $F_A$ values of other record holders were much lower (Table 2). All of the above indicate that the subject could only be successful in breaking the world record by riding with a much higher power output and a much higher $V_O_2$ than his competitors. As a matter of fact, the subject was able to cycle 53.040 km with an estimated average power output of 509.5 W, whereas Rominger and Boardman cycled, respectively, 4.24 and 6.29% further with 11.84 and 10.39% lower estimated average power output estimated from his record ride.

The model used in this investigation to estimate cycling speed from mechanical power output or vice versa (31) takes the most important variables that determine a cyclist’s forward movement into consideration, in agreement with other cycling motion models published in the literature (5, 12, 24, 35, 36). Differences with the power output estimations recently published by Bassett et al. (2) may be related to the fact that important determinants of cycling speed such as $F_A$, $C_x$, and $C_d$ were precisely measured in this investigation, whereas the above-mentioned authors used estimations and assumptions that imply a greater possibility of error, including that bigger cyclists have a much smaller $F_A$-to-BM ratio and that $C_d$ is similar in all cyclists. This leads to underestimating the power output of bigger cyclists. Indeed, our power output estimations are similar to those of Bassett et al. for smaller cyclists but quite higher for bigger cyclists like the one under investigation.

The 188-m difference in 1 h estimated from $V_{OBLA}$ and $V_{OBLA}$ was very close to the 160-m difference between $V_{OBLA}$ and the actual record distance covered by the cyclist. The interest of analyzing the relationship between laboratory and actual performance measurements has been recently discussed (18). The present results show the existence of a close relationship between those measurements for cycling. When standardized environmental and equipment conditions are maintained, adequate models that integrate all major performance-determining variables are used, and laboratory-based assumptions are verified in the field, cycling laboratory tests can have a high predictive value. Moreover, the performance and metabolic values obtained during the record ride corroborate the validity of OBLA as the intensity at which the subject was in a metabolic steady-state condition during the 1-h event, as indicated by the recovery in [Lac] values measured 3 and 5 min after the ride.

In conclusion, the present results indicated that the 1-h cycling world record is an event in which there is a close interaction between, on the one hand, anthropometric characteristics (which determine $C_d$) and, on the other, metabolic capacity (evaluated in this study by means of $W_{\text{max}}$ and percentage of $W_{\text{max}}$ that can be maintained for a prolonged period of time), the record speed or cycled distance being the result of this interaction. Performance in this event is thus the outcome of and implies the need for scaling a cyclist’s physiological capacities, as previously suggested (20, 37, 38, 46). In addition, the present results show the validity of several mathematical models that integrate the main cycling performance-determining variables to predict velodrome cycling performance.

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REFERENCES


