Dec-Rides - Vitals, Sums & Averages – (Power BI & Excel)

https://scottmbecker.com/

DECEMBER RIDES – VITALS – SUMS & AVERAGES

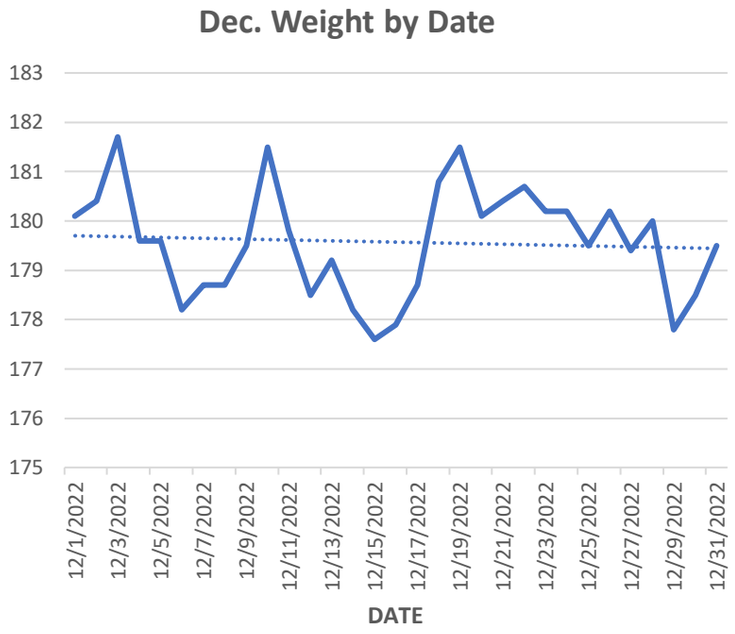
A summary of my rides and vitals taken on and off rides.

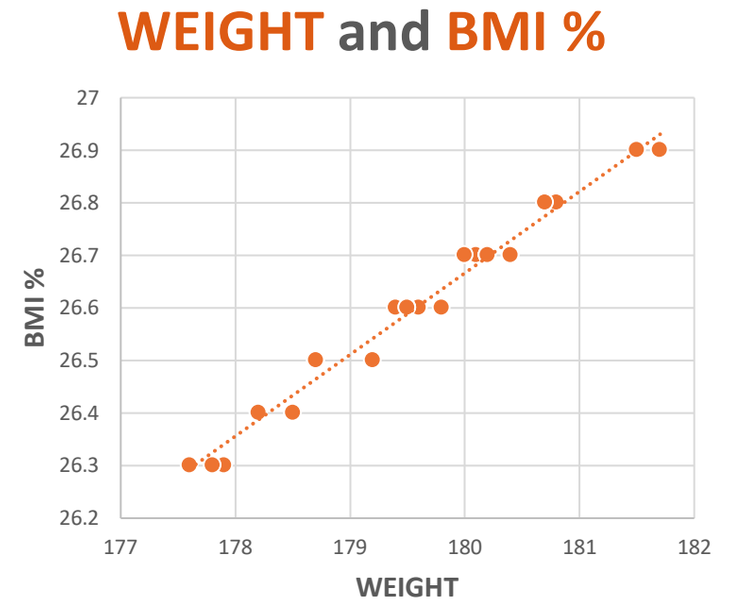
My vitals include Weight, BMI, Body Fat %, Heart Rate, Blood Pressure, Muscle Mass, Bone Mass and Hours of Sleep per Night.

My ride data includes Ride Type, Route, Sum of Distance, Calories Burned, Elevation Gain, Averages of Speed, Heart Rate, Power and Cadence.

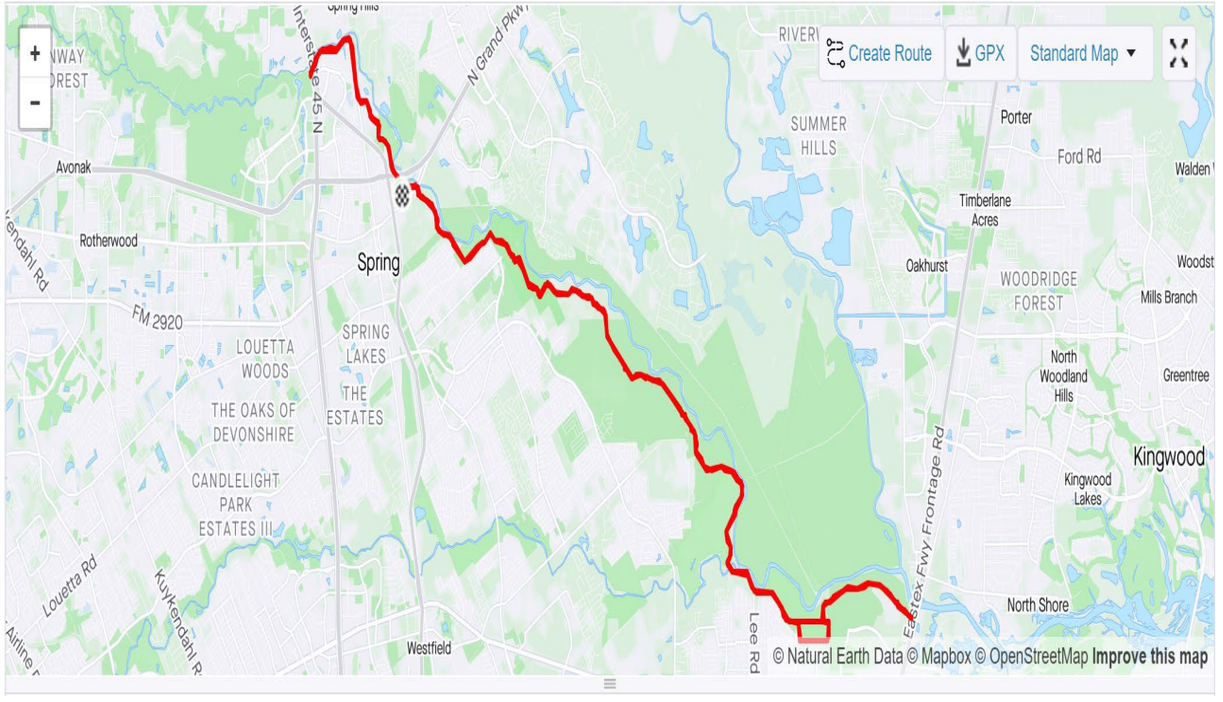
I have also included data from my Garmin Power Meter Pedals, which includes Averages of Left / Right Power Balance, Total Stress Score, Natural Power, & Intensity Factor. I have also included the Sum of Total of Pedal Strokes.

Year	Month	Day	Average of WEIGHT	Average of BODY FAT %	Average of BMI %	Average of HR	Average of SYSTOLIC	Average of DIASTOLIC	Average of MUSCLE MASS LBS	Average of BONE MASS LBS	Average of LAST SLEEP
2022	December	1	180.10	26.20	26.70	75.00	125.00	79.00	70.10	9.20	5.00
2022	December	2	180.40	25.90	26.70	73.00	111.00	70.00	70.10	9.30	8.00
2022	December	3	181.70	26.40	26.90	75.00	127.00	80.00	70.50	9.30	5.50
2022	December	4	179.60	26.50	26.60	80.00	127.00	84.00	70.00	9.10	7.25
2022	December	5	179.60	27.20	26.60	76.00	124.00	80.00	70.00	9.00	8.00
2022	December	6	178.20	26.60	26.40	73.00	120.00	79.00	69.60	9.00	7.00
2022	December	7	178.70	26.50	26.50	87.00	125.00	83.00	69.70	9.10	7.50
2022	December	8	178.70	26.50	26.50	80.00	112.00	77.00	69.70	9.10	9.00
2022	December	9	179.50	26.40	26.60	78.00	112.00	77.00	69.90	9.10	8.30
2022	December	10	181.50	26.40	26.90	89.00	123.00	79.00	70.40	9.30	6.25
2022	December	11	179.80	26.60	26.60	82.00	123.00	80.00	70.00	9.70	9.00
2022	December	12	178.50	26.20	26.40	77.00	126.00	78.00	69.70	9.10	7.25
2022	December	13	179.20	26.50	26.50	73.00	120.00	78.00	69.90	9.10	7.00
2022	December	14	178.20	26.30	26.40	77.00	126.00	78.00	69.90	9.10	7.00
2022	December	15	177.60	26.10	26.30	74.00	120.00	83.00	69.50	9.00	6.25
2022	December	16	177.90	27.00	26.30	68.00	115.00	80.00	69.50	8.90	6.25
2022	December	17	178.70	26.30	26.50	76.00	109.00	72.00	69.70	9.10	6.75
2022	December	18	180.80	25.60	26.80	75.00	112.00	73.00	70.20	9.40	7.00
2022	December	19	181.50	27.00	26.90	80.00	116.00	80.00	70.40	9.20	8.25
2022	December	20	180.10	26.60	26.70	74.00	118.00	79.00	70.10	9.10	7.50
2022	December	21	180.40	26.30	26.70	65.00	107.00	69.00	70.10	9.20	8.25
2022	December	22	180.70	27.10	26.80	78.00	122.00	83.00	70.20	9.10	7.75
2022	December	23	180.20	26.60	26.70	87.00	124.00	79.00	70.10	9.10	6.75
2022	December	24	180.20	27.00	26.70	71.00	119.00	76.00	70.10	9.10	8.00
2022	December	25	179.50	28.00	26.60	76.00	121.00	78.00	70.00	8.90	8.00
2022	December	26	180.20	26.70	26.70	79.00	120.00	84.00	70.10	9.10	6.00
2022	December	27	179.40	28.40	26.60	80.00	122.00	82.00	69.90	8.80	8.25
2022	December	28	180.00	28.60	26.70	93.00	131.00	87.00	70.10	8.80	6.25
2022	December	29	177.80	27.30	26.30	94.00	118.00	87.00	69.50	8.90	8.00
2022	December	30	178.50	27.00	26.40	94.00	116.00	78.00	69.70	9.00	7.75
2022	December	31	179.50	26.80	26.60	95.00	121.00	84.00	70.00	9.10	6.00
Total			179.57	26.73	26.60	79.16	119.74	79.23	69.96	9.11	7.26





Maps of Some of My Local Rides Around the Greater Houston, TX. Area. (Taken from Strava)



This is a route in Spring, Texas. It is an out and back paved trail and park. 1 full lap = 33 miles. It is a beautiful park that is patrolled by Harris County Constables. You can see many kinds of wildlife, to include deer and occasional snakes (ewww).

This is a 43-mile route that my cycling club, Northwest Cycling Club (NWCC), does every Saturday morning out of a park called Zube. There are multiple ride groups, to include No-Drop, 14-16, 16-18, 18-20, and 20 + MPH. NWCC is a welcoming and fun group to ride with!

Ride Type, Route, Sum of Distance, Calories Burned, Elevation Gain, Averages of Speed, Heart Rate, Power and Cadence.

Year	Month	Day	RIDE TYPE	ROUTE	Sum of DISTANCE	Average of AVG HR	Average of MAX HR	Sum of CALORIES BURNED	Sum of ELAVATION GAIN	Average of AVG SPEED	Average of AVG POWER	Average of AVG CADENCE	Average of MAX CADENCE
2022	December	1	TRAINER	MILANO	9.68	163.00	182.00	437	75.00	18.10	243.00	97.00	116.00
2022	December	3	ROAD	ZUBE STOKES	17.02	166.00	178.00	919	121.40	15.90	209.00	86.00	115.00
2022	December	7	ROAD	DJP	21.00	169.00	179.00	686	413.00	15.00	113.00	85.00	123.00
2022	December	10	ROAD	ZUBE STOKES	43.44	161.00	178.00	1371	508.00	16.00	118.00	80.00	128.00
2022	December	16	TRAINER	GENT	8.33	166.00	179.00	277	141.00	16.30	131.00	97.00	137.00
2022	December	18	ROAD	DJP	20.69	151.00	167.00	716	374.00	14.60	118.00	74.00	117.00
2022	December	22	ROAD	DJP	20.42	170.00	184.00	708	374.00	15.80	129.00	80.00	119.00
2022	December	28	ROAD	DJP	33.00	174.00	188.00	1109	689.00	15.20	118.00	86.00	143.00
2022	December	31	ROAD	DJP	33.04	168.00	182.00	1042	629.90	15.30	111.00	80.00	141.00
Total					206.62	165.33	179.67	7265	3,325.30	15.80	143.33	85.00	126.56

Year	Month	Day	ROUTE	Average of LEFT BALANCE	Average of RIGHT BALANCE	Average of TSS	Average of NP	Average of IF	Sum of TOTAL STROKES
2022	December	1	MILANO	71.00	29.00	68.20	246.00	1.23	2665
2022	December	3	ZUBE STOKES	69.00	31.00	140.00	227.00	1.13	5102
2022	December	7	DJP	51.00	49.00	35.90	128.00	0.64	5879
2022	December	10	ZUBE STOKES	51.00	49.00	122.00	135.00	0.67	12112
2022	December	16	GENT	51.00	49.00	21.60	133.00	0.66	2920
2022	December	18	DJP	50.00	50.00	66.00	137.00	0.69	5593
2022	December	22	DJP	49.00	51.00	64.90	142.00	0.71	5709
2022	December	28	DJP	50.00	50.00	103.40	138.00	0.69	9462
Total				54.44	45.56	79.23	157.33	0.79	58597

Averages of Left / Right Power Balance, Total Stress Score, Natural Power, & Intensity Factor. I have also included the Sum of Total of Strokes.

What Do All Those Numbers Mean?

Average Heart Rate (HR) is a measure of the heart's activity during a ride and is typically measured in beats per minute (bpm). It is an important metric to track because it can provide information about the intensity of a ride and the rider's level of fitness. A higher average HR typically indicates a higher level of intensity or fitness, while a lower average HR may indicate that the ride was easier or that the rider is less fit.

Breathing Rate Per Minute (BRPM) is a measure of the number of times a rider takes a breath in a minute. It is often used as an indicator of the intensity of a ride, with higher BRPMs indicating a higher level of intensity.

Cadence is a measure of the number of times a rider pedals per minute. It is typically measured in revolutions per minute (rpm). Maintaining a high cadence can help riders to ride more efficiently and avoid muscle fatigue.

These metrics are important to track because they provide information about the intensity and effort of a ride and can be used to set training targets and track changes in fitness over time. By understanding these metrics, riders can better plan and execute their training, and ultimately improve their cycling performance.

What Do All Those Numbers Mean?

Total Stress Score (TSS) is a measure of the intensity and duration of a ride or race. It considers both the duration of the ride and the intensity at which the ride was completed. The TSS can be used to compare the difficulty of different rides, or to track changes in fitness over time.

Natural Power (NP) is a measure of the power that a rider can sustain over a longer period, typically an hour. It is an estimate of the rider's functional threshold power (FTP), which is the maximum power a rider can sustain for one hour.

Intensity Factor (IF) is a measure of the intensity at which a ride was completed and is calculated as the ratio of the average power output to the rider's FTP. A ride with an IF of 1.0 would be completed at the rider's FTP, while a ride with an IF of 0.9 would be completed at 90% of the rider's FTP.

These metrics are important for endurance cycling because they provide information about the intensity and duration of training rides and can be used to track changes in fitness and to set training targets. By understanding these metrics and how they change over time, riders can better plan and execute their training, and ultimately improve their cycling performance.

What Are Power Meter Pedals?

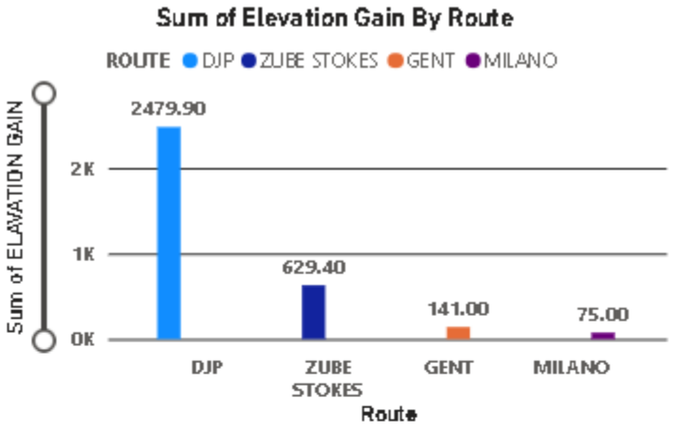
Power meter pedals are cycling pedals that are equipped with sensors that measure the power output of a rider. They work by measuring the force applied to the pedals and the cadence at which the pedals are turned. The data collected by the power meter pedals is then transmitted to a device, such as a cycling computer or a smartphone, where it can be analyzed and used to track the rider's performance.

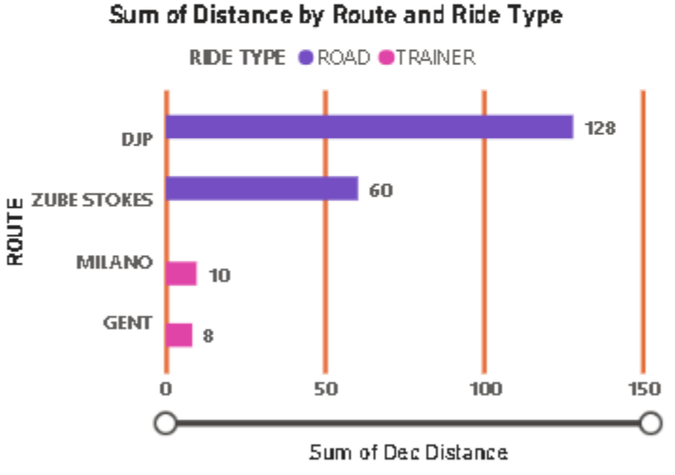
Power meter pedals can help improve performance for cyclists by providing accurate and real-time data on the rider's power output. This data can be used to set training targets, monitor progress, and adjust training intensity. By understanding their power output, riders can better gauge their effort and pace themselves during rides and races. Power meter pedals can also be used to identify and address any imbalances in a rider's power output, which can lead to improved efficiency and performance.

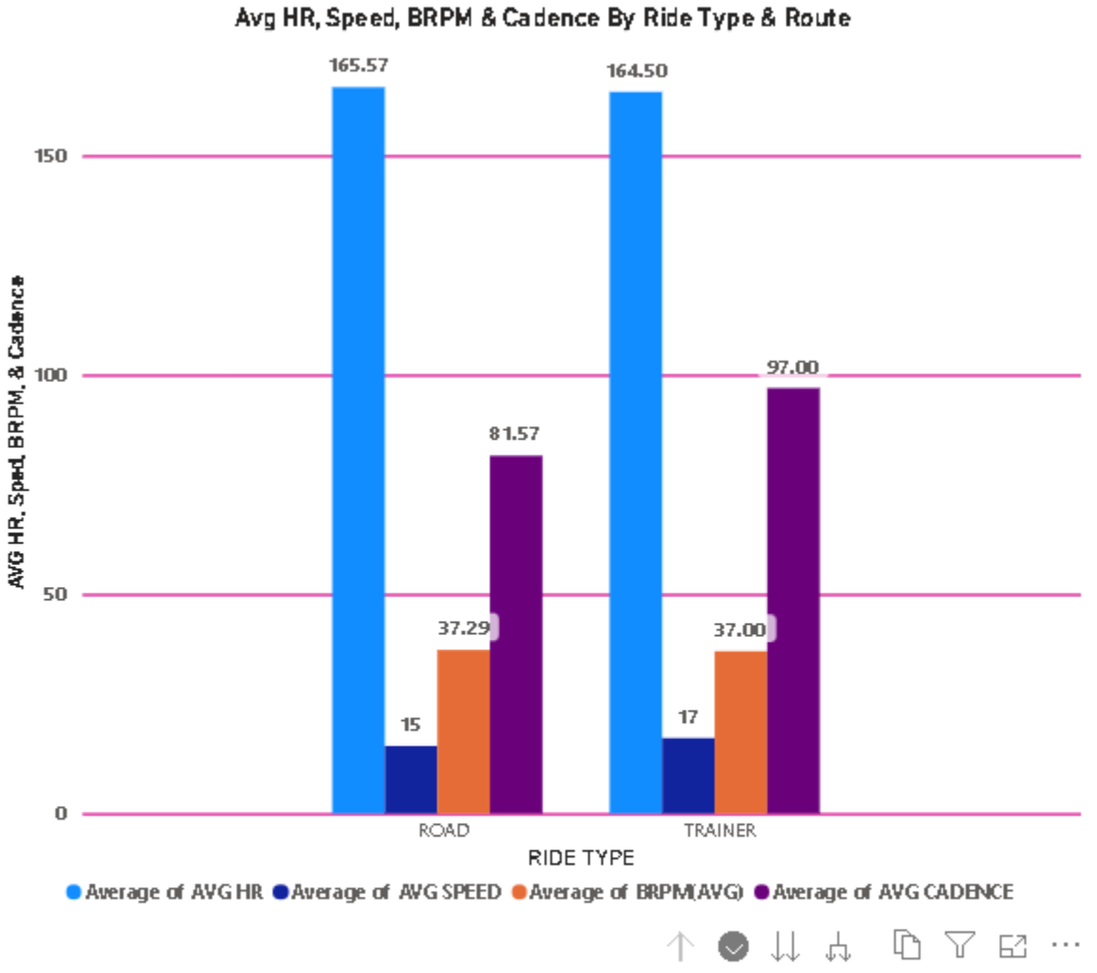
***** In the charts below, you will see where at the beginning of the month I was showing a disparity in my **Left / Right Balance**. My numbers were showing almost **70% to 30% L/R.** I thought this may be due to previous injuries I have had with my back and right leg.

I started to see a Chiropractor and getting weekly adjustments, as well as bought a brace for my right ankle. Over a couple of weeks, I saw improvements in my numbers and have been able to regain around a **50% / 50% L/R balance**. They were worth the investment!

Ride Stats From Power BI – Interactive & Drill Down Charts



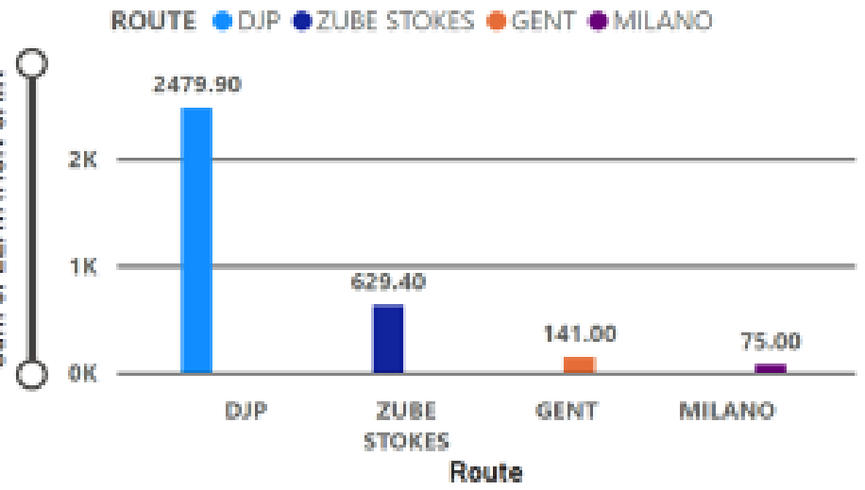




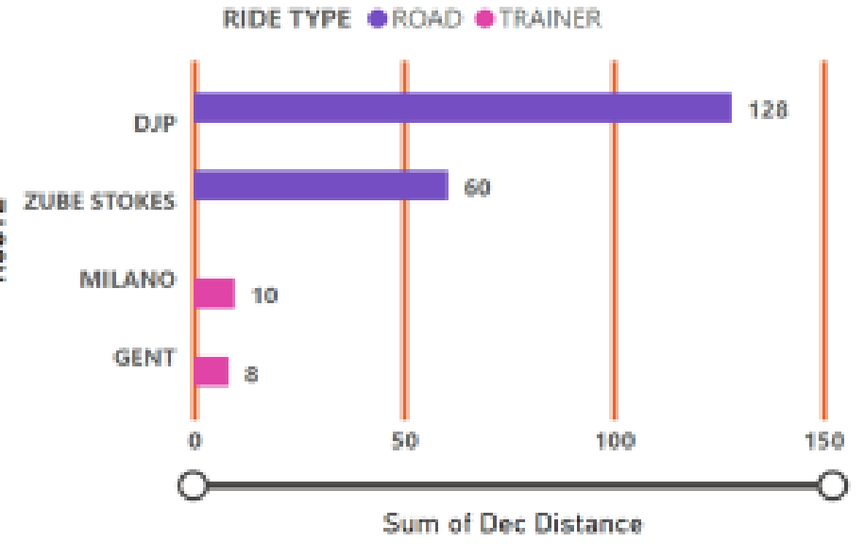
Filters

Dec-Rides & Vitals Sums & Averages Power BI, (Excel) Dec Ride Visuals
Data updated on 1/4/23, 11:53 AM

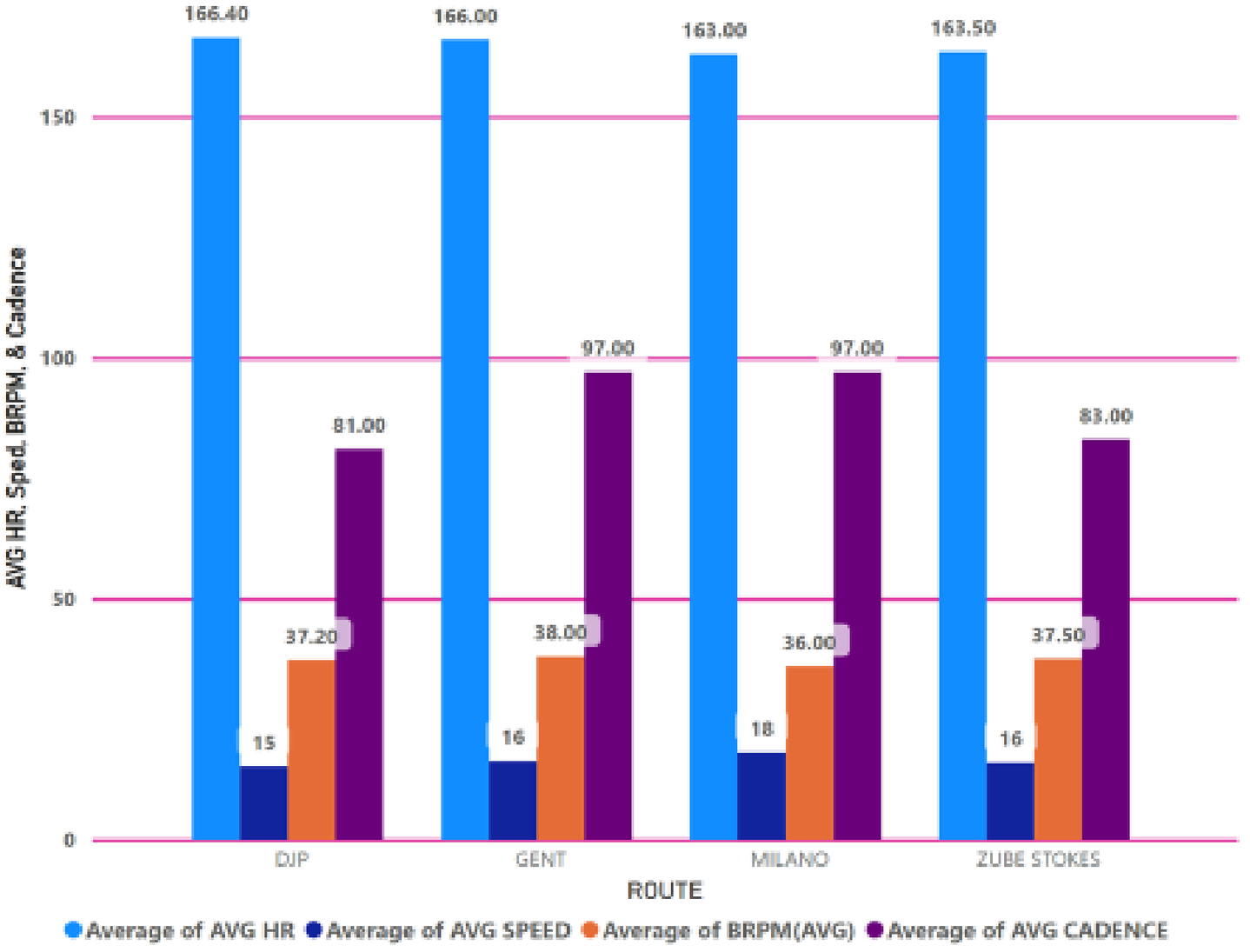
Sum of Elevation Gain By Route



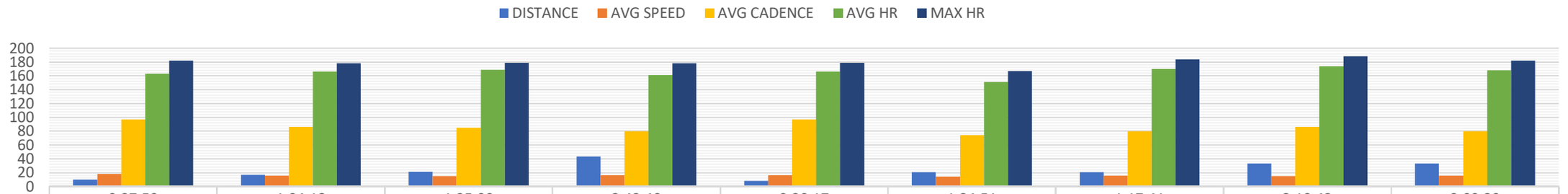
Sum of Distance by Route and Ride Type



Avg HR, Speed, BRPM & Cadence By Ride Type & Route

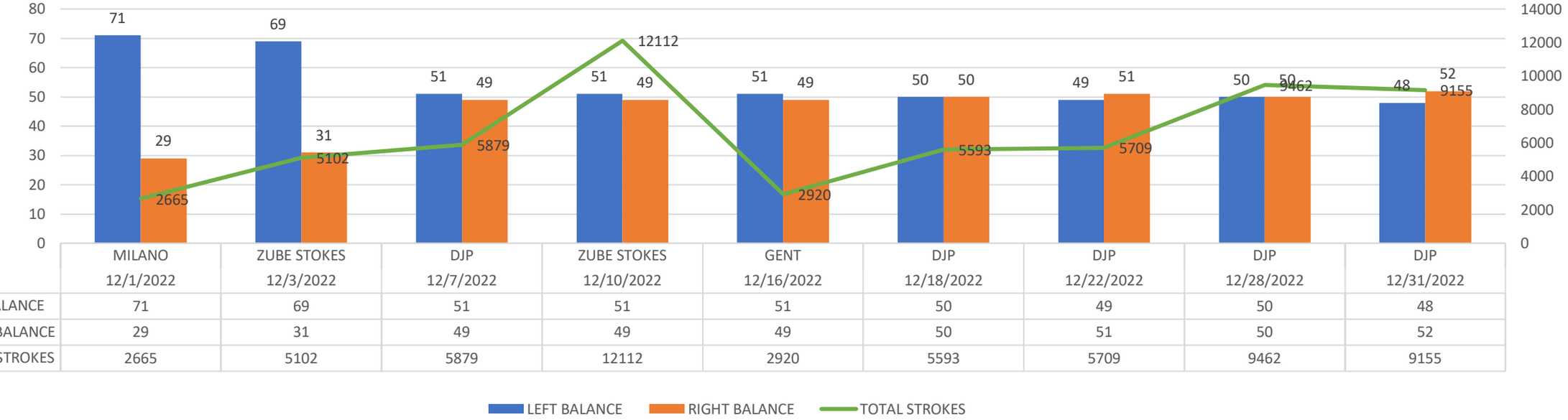


Sum of Distance & Avg Speed, Cadence, HR & Max HR by Date, Route and Ride Type



	0:27:50 MILANO TRAINER 12/1/2022	1:04:18 ZUBE STOKES ROAD 12/3/2022	1:25:00 DJP ROAD 12/7/2022	2:42:40 ZUBE STOKES ROAD 12/10/2022	0:30:17 GENT TRAINER 12/16/2022	1:24:51 DJP ROAD 12/18/2022	1:17:41 DJP ROAD 12/22/2022	2:10:42 DJP ROAD 12/28/2022	2:09:20 DJP ROAD 12/31/2022
DISTANCE	9.68	17.02	21	43.44	8.33	20.69	20.42	33	33.04
AVG SPEED	18.1	15.9	15	16	16.3	14.6	15.8	15.2	15.3
AVG CADENCE	97	86	85	80	97	74	80	86	80
AVG HR	163	166	169	161	166	151	170	174	168
MAX HR	182	178	179	178	179	167	184	188	182

Average of Left / Right Power Balance & Sum of Strokes



	MILANO 12/1/2022	ZUBE STOKES 12/3/2022	DJP 12/7/2022	ZUBE STOKES 12/10/2022	GENT 12/16/2022	DJP 12/18/2022	DJP 12/22/2022	DJP 12/28/2022	DJP 12/31/2022
LEFT BALANCE	71	69	51	51	51	50	49	50	48
RIGHT BALANCE	29	31	49	49	49	50	51	50	52
TOTAL STROKES	2665	5102	5879	12112	2920	5593	5709	9462	9155

Thank You For Viewing My Presentation

In summary, I can tell that my **Weight and BMI** have gone up and that there is correlation between the two. I have gained about **4 ½ Pounds, from 175 to 179.57** and my BMI **increased** about **0.81% from 25.92% to 26.73%** since last month. My Blood Pressure has remained consistent with an average of **119/78 and 119/79** from November to December. I remain averaging about **7 hours of sleep** per night.

My total number of rides (**8 & 10**) and total distance (**247.3 to 206.62 miles**) went down. As a result, my total elevation gain went down from **4,445.80 to 3,325.30.** My average speed increased from **15 mph to 15.8 mph**.

My Average and Max Heart Rates (while riding) increased from **156.6 to 165.33 (avg HR) and 176.90 to 179.67 (Max HR),** respectively. My Average and Max Cadence has remained about the same, **85 & 126 RPMs.**

Overall, I didn't move the needle too much, but can see areas where I need to improve. I am setting a weight goal of about **170 lbs**. and getting my BMI down to under **24%** by April before riding my Century (100 miles) and the MS150 at the end of that month. I want to increase my overall average speed to **17 mph** as well.

January starts the organized training rides, so my numbers should improve by the end of the month, beginning of February.