

TripleShotCycling



PREDAWN CAFE DESTINATION CYCLING - VICTORIA B.C. CANADA

TEAM TIME TRIAL

Date: August 21, 2011

Time: Sign-on from 11:00AM to 11:45AM. First team start at 12:00 the rest at 2 minute intervals. Team start time determined by registration order or at whim of Tripleshot Cycling. Intervals determined by number of registrations and announced at Sign On. Race completion expected before 3:00 pm.

Location: Start line is on Nanaimo River Road, just south of Nanaimo BC at the intersection of White Rapids Rd and Nanaimo Lakes Rd. Route is an out and back course completed twice (approx. 68km).

How to get there:

From Nanaimo: Take Highway #1 South from Nanaimo or south from Duke Point ferry terminal. Turn West on Nanaimo River Road (approximately 3km south of Duke Point Road). Follow for approximately 4km to intersection of Nanaimo River Road and White Rapids Rd. Park in Jonanco Hobby Workshop parking lot at 2745 White Rapids Rd.

From Victoria: Take Hwy #1 North to approximately 3km north of Nanaimo Airport, take exit onto Nanaimo River Rd. Follow Nanaimo River Rd. for approximately 4km to intersection of Nanaimo River Road and White Rapids Rd. Park in Jonanco Hobby Workshop parking lot at 2745 White Rapids Rd.

Cost: Team registration cost is:

Non-Masters - \$60 per team (\$45 for a 3 rider team)

BC Masters - \$10 per rider for BCMCA members

Contact: Peter Lawless at plawless@jsg.bc.ca

Registration

Please let us know if you have a team that is planning to enter. We would like to get a preliminary start list done by August 17, 2011. Please email us at: plawless@jsg.bc.ca to indicate your interest. Only one person to indicate the interest of the whole team – so

make sure you have the details for each team member (age/gender) when letting us know of your interest. We need to do a bunch of “math” for each team to work out your time standards so if you want it done right get us the details early!!!!

Sign-on

Sign on to take place between 11:00 am and 11:45 am June 13, 2010 at the start. If each member doesn't personally sign on and provide completed waiver your team doesn't race.

Distance

- Masters to ride 2 loops (approx 68k)
- Juniors to ride 1 loop (34km)

Teams

A team can be of any mix of age or sex. **Junior teams ok but can't get Master's awards.**

We just use the international standards, i.e. every age male and female has an established standard time for ITT, 16K, 40K & 80K “corrected” to 68km.

We then take each team person's standard time add them up and divide by the number of team members (3 or 4). Now the team has a standard time. Every team will have that established. Each team races against their standard time. The ranking at the finish is based on the team's time in relation to their standard time, e.g. team one finished 10 minutes better/faster than their standard, Team two 7 minutes faster than standard, etc.

Prizes

As per BC Masters Cycling Association - 1st, 2nd & 3rd (overall only) Male & Female

There may also be extremely coveted Tripleshot Cycling Prizes as well. These you definitely don't want to miss out on!

Course Details

1. Course will be marshaled. Marshals at Start/Finish and at intersection of South Forks Rd/Nanaimo River Rd.
2. Road will not be closed, riders will need to take care as this is a team time trial format. Be aware of cars on the road and other riders. Stay to the right except to pass.
3. No follow cars / team support allowed on the course at any time.
4. The lead rider is responsible for the safety of the team members drafting behind – please take this responsibility seriously. This route is somewhat technical. It is out and back with some windy portions and climbing – take the corners

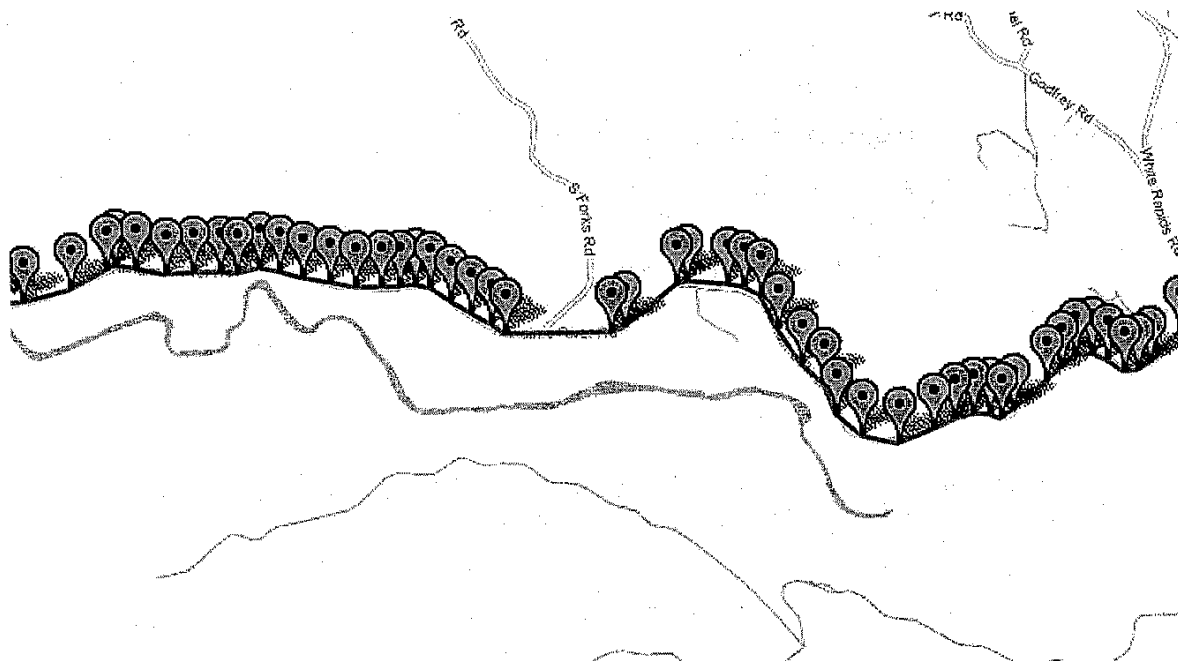
seriously!

5. Yellow line rule in effect. Teams will be disqualified for crossing the yellow line (including the “imaginary yellow line the length of the course.”) This is particularly important as Teams will be traveling the same road in both direction, add in corners and overtaking and the means you ABSOLUTELY MUST OBEY THE YELLOW LINE RULE!

Team Time Trial Details

1. Warming-up shall not be permitted on the course after 11:50am.
2. Race numbers will be marked on each competitor.
3. The clock stops when the third person crosses the line for the men, or the second person crosses the line for the women. Therefore you can drop one team member without penalty during the race, or start with one fewer rider if you cannot pull together a full team or a team member is unable to attend.
4. Teams will not be permitted to start if they have too few members to stop the clock and obtain a time. Teams that do not stop the clock will be recorded DNF. Teams on the course for longer than 3 hours will be recorded DNF.
5. Race start is one foot on the ground for each rider. No assisted starts of any kind.

Course map:



Top Ten TTT Tips (pay attention these are from a true Guru!)

1. Practice the position, bars and technique.

Aero bars take time to get used to, as does a TTT bike, if you use one. Be sure to practise, ideally first alone, then with one other rider, then with 2 or 3. Stretch well, so the position can be comfortable for a long time.

2. Be aero

Use the drops or aero bars, or bent elbows. Wear close fitting clothes. Most resistance is wind resistance, and most wind resistance is frontal area. Get low. Stretch well so you can.

3. Practice changes. Agree on signals and wind direction

Always pull off into the wind. If you don't know, look at grass or flags. Look down between your legs and see if the rider behind is overlapping on the wrong side, and get clear of them before you move. Signal your move if you think they're getting delirious. Ride far enough from the road edge to allow room to move a good two feet when you come off the front. Move over after your pull. If you don't, everyone has to go around you, losing draft and concentration. A finger flick can make it clear you're done your turn.

4. Pace yourself. The race will be won in the last quarter.

An 80 km TTT is long, 2 to 2.5 hours. It requires even world class athletes to pace themselves. More than 2 hours means it's easy to deplete muscle glycogen (the fuel for intense efforts) before the end. This is what makes marathoners hit the wall around two hours, and if you're out of breath too much, especially early, you will bonk, or hit the wall before the end. Breathing should feel full, but not panting. Be patient.

5. Expect to feel rested before your turn on the front.

Don't pass the leader before they pull over. It's a waste of energy for two to pull at the same time.

6. Talk to your team mates.

It's hard even for experienced riders to get the pace on the front right. Agree with teammates on some signals that won't discourage or annoy anyone. It's too late in the second half to try to change someone's pace and pull length. I like "Steady" for someone pulling too hard or accelerating too fast. And "Good" as a signal to pick it up or swing off because the leader is slowing down the team. Say, 'good pull', if the pull is the right speed and length. Positive is the best influence.

7. Uneven strength in the team?

Change the length, not the speed of the pulls. Stronger riders, especially early in the race, must pull longer, not faster, or they will cook themselves and their weaker teammates. See 3.

8. Drink water. Lots.

The biggest cause of fatigue, maybe even more than glycogen depletion, will be dehydration. Have most of one bottle in the hour before the start and at least one, preferably two during the race. Weigh yourself before and after the race. If you lose weight, it's water, (not fat, sorry), and will cost you speed and endurance.

9. Go easier than you think uphill, harder but shorter than you think downhill.

Redlining up a hill (e.g. to "keep momentum") will burn glycogen faster, and toast your weaker teammates earlier, with less draft effect for them. Down hill, the draft effect is larger, so you can go harder on the front, but probably shorter. See #3. If you're a good climber, go easier but longer on hills.

10. Expect bad patches. If you feel bad, sit-on.

Sit on, and tell the others before it's too late, and you're running on fumes. Do it earlier, (say after a hill that Mr Spunky went up a little too fast) rather than be a hero and cook yourself. I have ridden in breaks and TTT's where I couldn't work at all for an hour, then felt better (or maybe others died) and could then help