

ZteaM Cycling-- Helpful tips on racing
www.zteamecycling.com

Bike Maintenance

Ride fresh tires
Be sure your bike is prepped
Pre-Register for races weeks in advance as groups for categories, so you are placed in same group.

Race Prep

Get up early and eat a good breakfast—drink
Be at registration early, register early, eat an energy bar
Warm up is Key, the shorter the race, the longer the warm up
Eat another energy bar during your warm up
Pee before the start
Eat a gel at the start
Tape gels to your handle bars or buy a GelBot bottle from the team.

Conserving energy

Never be anywhere but the top 1/3rd of the peleton. It is dangerous and useless to be at the back.

Try not to chase down every early break but have a ZteaM guy in all breaks if possible.

Soft pedal and spin up the **Rollers**—The pack will often surge over a roller but **ATTACKS** are rarely successful. To conserve energy, be near the front at the bottom of the roller (but not on the front). As you go over the roller, let yourself drift back towards the middle of the peleton as you go over the roller. If the pack soft pedals over the top, move your way back to the front. **SPIN** a fast gear over rollers as well to conserve energy.

You are **WASTING** energy if you are first over hills and rollers.

You wasting energy if you are ever on the front for no reason.

SITTING IN—Don't feel that you have to work at all—at the risk of getting yelled at. It is the finish line that counts. Most Cat 4/5 riders don't ride smart. They burn up energy and don't have enough left to finish on the podium.

Stay in the draft (**EVEN ON THE UP-HILLS and ROLLERS**) at all times

Never be anywhere but in the top 1/3rd of the peleton. It is dangerous and useless to be at the back. The rear of the pack is the tail of the dog and is extremely inefficient to be there--fast/slow, start/stop, etc.

Attacking and Breakaways

Break away with authority, usually from the side of the peloton and from about 6-10 spots back.

If in break, it is okay to work but don't be a hero. If you know the break is getting caught, then drift back and save energy for the net break.

If in a break, be a leader—talk to the other guys in the break and keep them motivated to rotate and motor. Be nice and thank guys for working. You would be surprised—if you are a good guy and motivate the break, they might just give you the win.

Conversely, while in break, **don't feel compelled to work**. It is your prerogative. If some other rider yells at you for not working just IGNORE him. Do not talk back. It is a race and your objective is to win or to have a Zteam guy on the podium.

Blocking is a bad word so we call it DISRUPTION. If your teammate is in a break, the rest of you should be near the front and be ready for counter attacks if and when your teammate is caught. It is important that you not be too obvious by slowing down too much (blocking) because the pack behind you will respond or just yell at us. The objective is to stay on or near the front and let your teammate in the break open up a nice time gap. If you find yourself at the front, don't block—take a pull, a strong pull—one that is presumably only 1-2 mph slower than your teammate in the break. If you all just go sit in the back, the peloton is more likely to get organized to chase down the break.

When to attack. Early attacks rarely succeed unless with 4 or more guys. Early on in a race, guys are fresh and usually chase down breaks. The BEST time to attack is half way or so through a race and especially after a hard effort by the pack from a failed attack. You would be amazed how the pack gives up the chase after about 3-5 failed breaks. This is when you hit them, when they are tired. **Communicate** with your teammates

Pack riding skills

Look where you want your bike to go

Stay ahead of the rider next to you

Fill every hole to move up

Always be moving up especially when it is slow

Don't be afraid to make contact with other riders

Don't chop corners

Peeing while racing.

Go during a slow period and on a slight descent. Go to the right side of the peloton near the road gutter. You can even do a mini attack, get 100 yards ahead and pull off to the right and start your pee. Out of respect, the peloton usually won't attack because they see your intentions.

Sprinting

Going early is risky. Most sprints are won in the last 100m
Watch for crashes and stay alert
Pick a wheel
Stay in your drops
Put an imaginary finish line 20 feet past the real finish line
Pain is Temporary, Defeat is Permanent (don't give up)

Lead-outs

Be top 5 near any finish

Descents

Be careful—You don't have to be the first guy down a descent. It is super dangerous too as there are on coming cars in many amateur races. Don't cross the yellow line.

Ride position

Stay on your drops as much as possible
Stay alert
Keep your fingers on your breaks but use them as little as possible

Hydration

Drink, drink,--use powders
Eat gels, not solids
Stuff gels in your shorts or even tape them to your handle bars

Protests

If you wish to protest anything, it must be done at the end of the race or day of the race, otherwise it is case closed. USCF rules. Don't be afraid to protest. It may mean one place higher.

Conduct

Never yell at another team or rider (If you have an issue, get a bib number and take it up with the officials at the end of the race). Go to the officials with other teams to stage a protest. If some rider has acted illegally, you can get him disqualified. For example—any profanity is grounds for disqualification. You will need witnesses.

Swearing or acting angry at the finish line. If you are unhappy with your result, keep it to yourself. There are lots of wives and kids at the finish lines. Nothing is uglier than some guy swearing because he got second instead of first.

Have fun at races; Keep your head in race mode, Think