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RACE COUNTDOWN  
03 March - Ironman New Zealand



## Latest News - March 2008

The business end of our season downunder is upon us. At the end of this month the Australian Triathlon Series is wrapped up and the final Australian team named for the Triathlon World Championships in Canada in June. The Australian Ironman also is only just around the corner. Over the years MSC has had athletes represent at many championship races and this year is no different with some of the experienced campaigners going around again but also a handful of first time competitors lining up also. The key with this sport is to hang in there and you will find a progression from season to season.

The experts tell up the magic number is 7 years - that is 7 years of consistent, smart and progressive systematic training and you will find your endurance potential - to some wanting a quick fix this can be a scary number but the need to encompass this sport or any endurance pursuit as a lifestyle means that the time will pass quite quickly if you make it fun and are realistic with your expectations and actually make the process enjoyable.



*"Never, Never, Never Quit!" - Winston Churchill, British prime minister during World War II*

Train smart  
Nick

Tewantin  
at 11:00 Fri  
**26.8°C NNE 26km/h**  
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MSC has a masters training feature in the current edition of Australian Triathlete magazine. The article can be downloaded from the MSC home page or the hard copy of the magazine is available at newsagents now

### ***MSC and Incline Sports form Alliance***

Incline Sports and Multisport Consultants have formed an alliance that will see a number of joint initiatives take place over the next 12 months. Training camps, clinics and event management are but a few projects in the planning stages - not to mention some great discounts and savings for all MSC squad athletes for the various products that Incline Sport distributes. Peter Nimmo - Managing Director of Incline is pleased to me working with MSC and Nick and together have the aim to introduce some innovative concepts to the multisport market place.

Accelerade Gel special exclusive for MSC squad athletes

24 box of gels

- Chocolate

- Vanilla

- Citrus Orange

Normally **\$84.00**

With MSC coaches partnership – now **\$55.00** delivered.

(email **Nick** if you want to purchase and you will be put in contact with Incline Sports to proceed with your purchase)

Below is a description of the Infinite Nutrition specialised formulas available to MSC athletes as discount rates

***GOING LONG*** is designed for events lasting longer than 4 hours such as Ironman- and half-Ironman-distance triathlons, long bicycle road races and other such long endurance events and workouts. In a 20-ounce serving **GOING LONG** offers high carbohydrate (246 kcal/20 ounces), a blend of multiple sugars shown to increase carbohydrate uptake, 20 kcal from whey protein and branched chain amino acids, an 11:1 ratio of carb to protein, and 402mg of sodium. All of this plus an osmolality of less than 300. It is recommended to take 20 to 30 ounces per hour in very long events and workouts.

Was \$ 49.95 NOW \$ 24.95 plus postage flat \$7.00

***HEAT MIX*** is the drink for those hot days when you are racing or training for up to 4 hours. Its low osmolality, 5 % carbohydrate concentration ensures quick and easy transfer of nutrients to the working muscles without upsetting your stomach. Electrolytes (307mg sodium in 20 ounces) are added to replace what you are rapidly losing. By leaving out protein, amino acids, antioxidants and caffeine it gives you just the results you need in the heat. Suggested serving is 20-30 ounces per hour during hot workouts and races lasting up to 4 hours.

Was \$ 49.95 NOW \$ 24.95 plus postage flat \$7.00

***RECOVER*** blended with 16 ounces of fruit juice, one serving of fruit, and a handful of ice provides everything you need to lower post-workout body acidity while quickly replenishing glycogen stores, electrolytes, branched chain amino acids and antioxidants. With a 5:1 carbo-to-protein ratio, it's a great tasting

and healthy way to start the recovery process after training or racing. Athletes are recommended to use RECOVER within 30 minutes after all long and/or intense workouts and races.

Was \$ 49.95 NOW \$ 24.95 plus postage flat \$7.00

**SHORT & FAST** is to be used in sprint-distance triathlons, bicycle criteriums, and other highly intense events and workouts lasting less than 90 minutes. With a 7% carbohydrate blended from 3 sugar sources, this drink will get to your muscles quickly without causing gastric distress. Its low electrolyte level and absence of amino acids also makes it easy on the stomach. Caffeine (200mg/20 ounces) works as a muscle stimulant to encourage quick and explosive movement. Suggested serving is to drink 16 to 24 ounces of SHORT & FAST per hour during highly intense workouts and races.

Was \$ 49.95 NOW \$ 24.95 plus postage flat \$7.00

**Fluid Energizer** - Lemon Lime or Orange

Mark Allen's Fluid Energizer was designed with an exclusive blend of carbohydrates containing a high percentage of eGrip-Glucose that will continue to absorb even in the later stages of a race. The unique blend of organic sea salts, electrolytes and proteins helps muscle contraction work smoothly hour after hour. And the balance of all natural lemon and lime flavors tastes better as the race progresses. Use it in your long workouts. Test it in the heat. Try it in your races. This drink was designed for you. Take your hard earned fitness and have the race of your dreams!

Was \$ 49.95 NOW \$ 24.95 plus postage flat \$7.00



## Latest Squad Results

### *QTS Robina (QLD) January*

### *Huskisson (Aust) Sprint NSW February 23*

Paul Argall 10th / 35-39

Mark Preston 3rd / 50-54

### *Otway Classic MTB 100km marathon*

Naomi Hansen - 5th open women

### *Luke Harrop Tri Gold Coast March 2*

Tom Mewing 1.06.22 / 35-39

Sean Macphee 1.09.25 / 13-15

Neil Macphee 1.11.38 / 50-54

Mark Martin 1.12.27 / 35-39

Maddie Bartholomew 1.12.58 / second 15-16yrs

Jan Avery 1.17.32 / first 50-54

Geoff Bartholomew 1.18.00 / 45-49

Leonie Cook 1.19.11 / 45-49

### *Ironman New Zealand March 1*

Carl Schmidt 12.33.16 - First Ironman

### *X-Terra Saipan March 8 (International event)*

Renata Bucher (swiss) First female (4th overall)

### **12hr MTB**

Jason Cheshire - 10th overall

### **State MTB Series March 9**

Naomi Hansen - second

### **Florida (USA) Sprint Tri March 9**

Kim Fabian (Canada) First Place 35-39

### **Tagaman Triathlon March 15 (International event)**

Renata Bucher - First

Bribie Island (Old Race 4) March 16

Jess Fleming 1.04.48 - First 30-34

Neil Macphee 1.05.55 - Third 50-54

David Coulter 1.09.48 - Second 60-64

Maddie Bartholomew 1.11.34 Second 16-17

Geoff Bartholomew 1.13.15 / 45-49

Annie Jennings 1.21.20 Second 50-54



## **Up-coming Events**

### **Mooloolaba Triathlon - March 30**

Tom Mewing, Brian Hannon, Angelika Hannon, Jess Fleming, Neil Macphee, Mark Martin, Sue Stevenson, Peter Fry, Jan Avery, Mark Powell, Jason Cheshire, Tim McGavin, Sam Charlton, Heidi Moore, Mark Preston, David Coulter, Annie Jennings, Geoff Bartholomew

### **Ironman Australia - April 6**

Jon McLachlan, Matty O'Neill, Allan Moustoukas, Justin Hunter, Doug Griffiths, Andrew Partington, Grant Callaghan, Peter Degnian



## **Bike Handling Skills for Triathletes**



## Bike Handling Skills for Triathletes

*By: Andy MacDonald*

It's written in the Scriptures somewhere: Triathletes have no road handling skills what-so-ever. And I see it all the time at races where triathletes can't corner because, well, they just don't know how. Chances are you were never taught how to corner, or draft (if in a draft-legal race), or taught pedaling techniques, or what to do during long climbs as opposed to short climbs, etc. Yes, there is more to just jumping out of the water and hopping on your \$5,000 rocket. It takes some technique that can only be learned from cyclists (newsflash: just because someone owns a Ferrari doesn't mean they know how to drive it). If you keep reading you'll know what I'm talking about and you might even learn something that'll get you to the bike finish faster or even avoid a crash.

So now what? Where to start? First, let's take a look at your bike. No matter what, you have a bike that, in some way, resembles Lance Armstrong's bike. Now, it's just a question of whether it's his time-trial bike or his road bike. If it's his TT bike, then the handling will be a little different from something with drop bars and STI/Ergopower shifting. In fact, it's a little harder. If you're sporting something like his 5900 Superlight, then you're in business. Yes, frame geometry and bars can make all the difference in the world when it comes to handling.

### *We'll start with cornering...*

When cornering, the first thing that might go through your mind is that you want to slow down so you don't crash or do the "water park slide". If there's a bunch or gravel in the road, then yes slow down a little. If not, why worry. If you slow down, you'll just have to speed back up and if you're cornering into a hill then you've lost all momentum to start you out. What's recommended when cornering is that the hands are on the brake hoods (or bullhorns). You want to approach the corner for the far side of the road without breaking the yellow line rule (and you probably don't want to end up as a hood ornament, either). Slide your weight back on the saddle as much as humanly possible and place your body weight on the outside pedal (the left pedal in this instance). Try to point your inside knee in the direction of the turn, bend your outside arm and straighten your inside arm. This will keep the body a little more upright and, with the weight on the outside pedal, create a balance and make your turn sharper and faster. This method is called counter steering. If the turn isn't too sharp, you may also pedal through the turn, thus creating the momentum to get through the corner and you won't have to speed up when finally through.

### *Now, for climbing...*

When climbing, the obvious thing that will happen is that you'll slow down with gravity (that Isaac Newton guy was right). How to negotiate? There are a couple of different ways to climb: seated and standing. If on a road bike fitted with clip-on aerobars, then you're in better business to climb than anyone else. This is due to the more shallow seat angle, which will allow you to move back a little further and make it more comfortable (if there is such a thing). When seated on this type of bike, push the hips back on the saddle without falling off. Bring your hands back to the tops of your handlebars and keep a lighter grip so you won't begin to compress the diaphragm by white knuckling. Keep your chest up so that the airway stays open and

relax the shoulders and elbows. If you bring your elbows in, it'll automatically depress the shoulders. What a concept! Drop your heels as you "pull" through the pedal stroke. I.e., you should feel like you're scraping your shoe on a curb and this will engage the hamstrings (endurance muscles) and take the quadriceps out of the equation by about 40%. This technique is called ankling. If standing, then bring your body forward so that your body is in a good upright position. Your hands should be on your brake hoods or bullhorns and you should be lifting instead of pushing. I.e., you're lifting your knees upwards instead of just mashing and pushing with the quadriceps. The chest is up so the airway stays open and your body weight is distributed evenly in the upper body and in the hips (where you should be hinging over from). When I come out of my saddle to climb, I keep my chest over my headset and stem. This will allow me to lift a little better and utilize my hip flexors a little more. Oh yeah, relax the shoulders or you'll pay for it later.

If seated, and it's a shorter climb, I'll recommend staying in the aero position (thank you Mr. Empfield. I'm now a believer). There's really no need to come out of the saddle on a short hill, unless you're attacking and we'll talk about strategy in another article. You may want to move the hips back slightly, but no more than that. It'll take you more time to mess with the gears and come up than it will to just stay seated, especially if you have bar-end shifting where it can be a real pain in the ass to shift while on a standing climb.

One last thing on climbing: your armrests on your aerobars were made just for that – your arms and not your hands. If you have clip-ons, bring your hands to the tops of your handlebars. If you have bar-end shifting and bullhorns, stay aero or stand. The geometry of a triathlon/time trial bike is different than that of a road bike and won't let you bring the hands back in proportion to how your body has been set up on your bike on the steeper seat angle.

If wanting to learn more about bike handling skills, you may want to refer to a cycling coach or even just join a local team. Even in the off-season, pros like Peter Reid ride with cycling teams to a) work on their skills as riders, and b) be humbled by other cyclists when it comes to road racing. Before he took his plunge into triathlon, Steve Larsen spent his time as a professional road rider on the Motorola team. It's amazing what cyclists can learn from triathletes, but it's even more amazing what triathletes can learn from cyclists.

**Andy MacDonald**

Andy MacDonald is a licensed coach with USA Triathlon, USA Cycling, and USA Track and Field

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