

Dales  
CYCLES



GGCC  
TIME TRIAL  
09th JUNE  
2013  
RACE PROGRAMME

*"We encourage every member of GGCC to take part in our events. our members enjoy the challenge of these special rides as it gives them a chance to enjoy different cycling disciplines"*

This event fact sheet will cover all the points our members may need for taking part in the time trial. it is important for GGCC to hold a cycling events which are both all encompassing for each member of the club whilst also making sure rider safety is a priority.

Our aim is to hold a series of Time Trial events over the coming months in order to give our members a platform that will allow them to gauge the improvements in their performance over time.

On the morning of the 9th June, the members of GGCC will depart from Glasgow Green at 8:30 and cycle to the Malletsheugh Inn on the South Side of Glasgow. The event sign on and briefing will be held at approximately 9:30. This is when the start list will be confirmed to give each rider the opportunity to ask any questions. The team from Dales Cycles will be on hand to support the event.



*Entry Cost is £2.00.  
This will cover  
your race entry fee,  
associated insurances,  
hot drink and roll at  
the Malletsheugh Inn*



After the briefing the riders and support team will leave the Malletsheugh Inn and make their way to the start line.

Each Rider will be set off at 30 second or one-minute intervals. The Start and Finish line will be shown to all the competitors before they set off. We ask that each member adhere to the rules of the event in that no drafting is to take place to give any rider an advantage over another.

At the only turning point on the course, GGCC will have a marshal at the roundabout to highlight any traffic issues. It is each riders' responsibility to follow the rules of the road. Please obey the rules of the Highway Code at all times. Upon crossing the finish line, each rider is to notify the timekeeper of their full name in order that the rider will have the correct finish time recorded against their name.

# GUIDELINES FOR THE DAY

This event is open to GGCC members only and is not an official British Cycling event. The TT will be held under Scottish Cycling Insurance and therefore the riders and club are covered.

In order for the TT to be carried out in a safe manner and that every participant has a fantastic experience, we would ask that the following points are read through. We hope this allows you all to prepare for the Time Trial.

## RACE OFFICIALS + MARSHALS

Commissaire for the GGCC time trial is Ray Hicks. Ray will be main point of contact on the day and will carry out the duties associated with the start and finish areas.

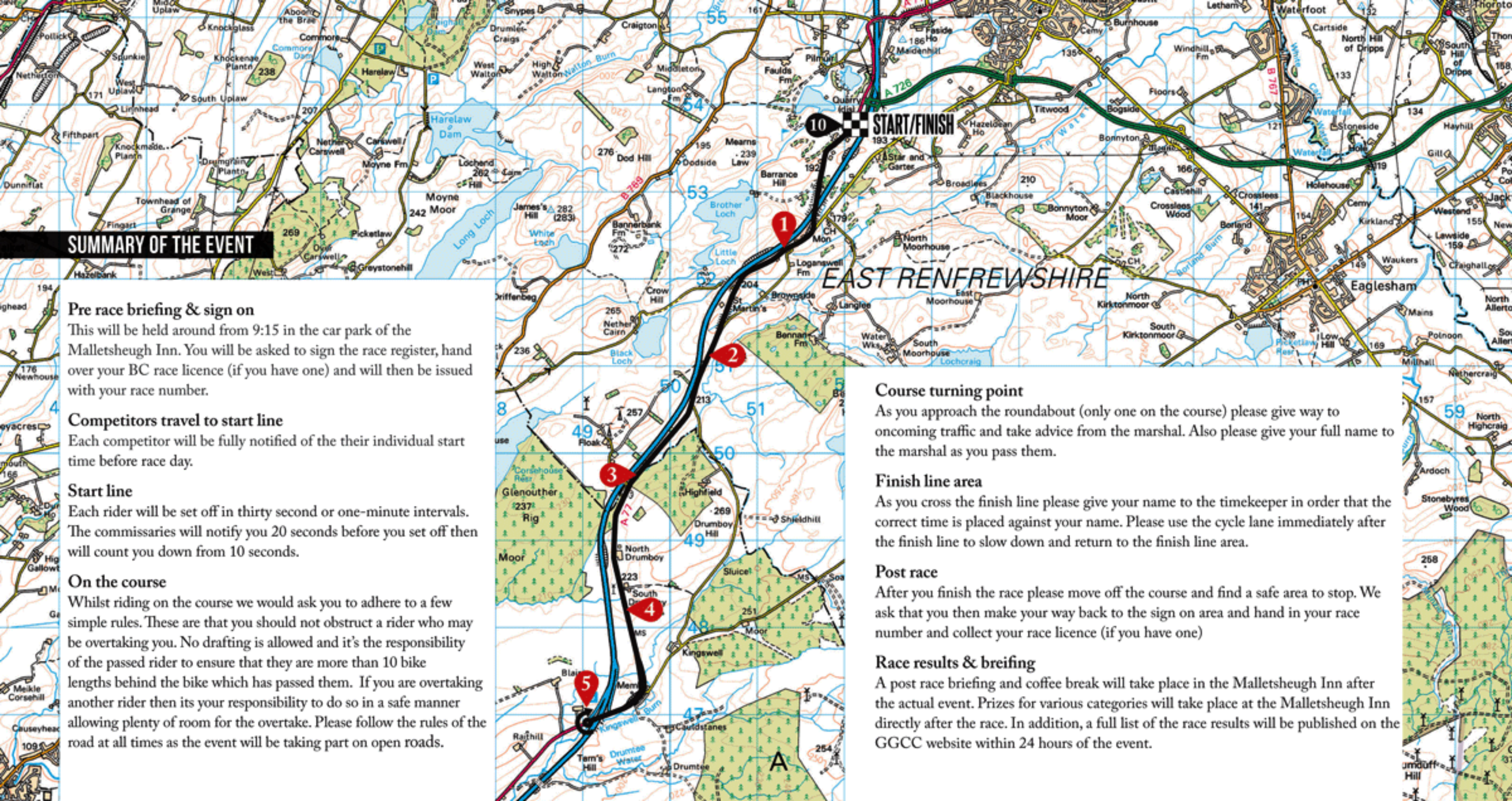
Other associates of GGCC will be supporting the event in the capacity of marshals. They will be responsible for the course including the turning point at mile 5. For everyone's safety, please follow the directions of the race officials at all times including the run up to the event and after you have crossed the line.



COMMISSAIRE

*ray hicks*

07760 676262



## SUMMARY OF THE EVENT

### Pre race briefing & sign on

This will be held around from 9:15 in the car park of the Malletsheugh Inn. You will be asked to sign the race register, hand over your BC race licence (if you have one) and will then be issued with your race number.

### Competitors travel to start line

Each competitor will be fully notified of their individual start time before race day.

### Start line

Each rider will be set off in thirty second or one-minute intervals. The commissaries will notify you 20 seconds before you set off then will count you down from 10 seconds.

### On the course

Whilst riding on the course we would ask you to adhere to a few simple rules. These are that you should not obstruct a rider who may be overtaking you. No drafting is allowed and it's the responsibility of the passed rider to ensure that they are more than 10 bike lengths behind the bike which has passed them. If you are overtaking another rider then it's your responsibility to do so in a safe manner allowing plenty of room for the overtake. Please follow the rules of the road at all times as the event will be taking part on open roads.

### Course turning point

As you approach the roundabout (only one on the course) please give way to oncoming traffic and take advice from the marshal. Also please give your full name to the marshal as you pass them.

### Finish line area

As you cross the finish line please give your name to the timekeeper in order that the correct time is placed against your name. Please use the cycle lane immediately after the finish line to slow down and return to the finish line area.

### Post race

After you finish the race please move off the course and find a safe area to stop. We ask that you then make your way back to the sign on area and hand in your race number and collect your race licence (if you have one)

### Race results & briefing

A post race briefing and coffee break will take place in the Malletsheugh Inn after the actual event. Prizes for various categories will take place at the Malletsheugh Inn directly after the race. In addition, a full list of the race results will be published on the GGCC website within 24 hours of the event.

# PREPARATION FOR THE DAY

cycling helmet  
(mandatory)

cycle clothing

tools, spare tube,  
pump/canister



road/tt bike

Check your bike is fully maintained prior to the event. Should you need to have your bike checked please contact Dales Cycles in the days before the event to obtain your membership discount on parts and servicing rates.

Ensure you have enough fluids/snacks for the event. 10 miles may not sound like a big distance though your effort over this course may need you to take on some additional fuel in the form of liquids or snacks.

Bring along spare tube, pump, multi-tool etc as you may have a mechanical on the course.

Do not test new equipment on the day of the ride. This could lead to avoidable mechanicals on the day

## PRIZE CATEGORIES ON THE DAY!

- 🏆 Fastest Time - Male
- 🏆 Fastest Time - Female
- 🏆 Most Improved Rider
- 🏆 Fastest Newcomer
- 🏆 Best Effort on the Day

# GENERAL ADVICE ON TIME TRIALS

Practice your starts. Have a teammate hold you and practice doing held starts at least a dozen times before race day.

Practice turnarounds during a hard interval effort to most closely approximate race conditions.

Pre-ride the course if possible.

Tune your bike up before the race. Clean and lube the chain and check the shifting to make sure it is smooth. Make sure the rear wheel is secure and not going to shift and go against your chain-stays. This can be especially problematic with the hard initial acceleration at the start line.

Keep a bottle of energy drink or hydration mix with you from the moment you wake up. Hydration is essential to peak performance.

Get a really good warm up. The shorter the event, the longer the warm up

Generally you should start with your chain in the big ring and an easy cog in the back. However, in practice, make sure the chain angle is not too severe.

Start with your hands in the drops and not on the ends of your Tri-bars and your front leg in the 10 o'clock position.

Get up to speed very quickly but do not go above your time trial pace. Aim for negative splits meaning you speed up very slightly, rather than slow down over the course of the race. In a perfectly paced ride, you will be completely spent when you cross the line.

Unless you have a power meter, pace yourself on perceived exertion. Heart rate can take up to 10 minutes to adjust to your effort. Keep in mind that due to the adrenaline of race day, you will be able to ride at a higher heart rate than in training

Optimum cadence for a time trial is generally 90 to 105, but it takes practice. Leg speed is the key to cycling and it is easy to train. If you can pedal smoothly at 120 rpm in training, you will be extremely efficient at 105 rpm in the race. Do one interval a week building from 10 minutes to an hour with very little resistance at 115 to 130 rpm

Keep your head up! Not only is it safer, but it is actually more aerodynamic. There's no "point" in having the rear of your aero helmet (if you have one) sticking up high in the air!

Count pedal strokes or breaths to distract from the pain. If you notice you are breathing only on the right pedal stroke, alternate it to the left from time to time.

100 rpm



