



TARGET TRAINING

Cornering

-Always try and pre-ride course if possible to recognize any potentially dangerous corners and to have an idea of what to expect.

- Always keep eyes on the line you want to take...your body will naturally follow where you are looking.

-While keeping eyes focused on your line, shift your upper body into the corner, using your belly as a "pointer"

-Always keep inside pedal up and weight on outside pedal. This will help you carve line through corners.

-Don't get out of saddle to sprint in middle of turn...wait until you've exited and bike is almost straight again.

-Anticipate your gear selection before corners so you don't come out either under or over geared.

-Think of the bike as an extension of you and lean together.

-Try and stay in a low position to keep your center of gravity as low as possible.

-Keep your upper body relaxed, and arms slightly bent. Being too tense or having arms locked will cause you to over compensate should you have to alter yourself in corner.

Descending

- As with cornering, try and pre-ride course to recognize any potentially dangerous descents.

-Always keep eyes on the line you want to take.

-Always keep your eyes on the road, scanning the next corner and any other obstacles.

-Keep your weight back, firmly on the saddle.

-Keep your hands on the drops for maximum control, and one or two fingers lightly on brake levers.

-Do most of your braking before corners. Braking hard in the corner while leaning can cause your wheels to slide out.



TARGET TRAINING

-Straighten line through gravel.

Bumping / Contact

-Always be aware of what's happening around you, as well as in front of you.

-When in the pack, keep hands on hoods or drops for maximum control.

-Keep your arms slightly bent, not locked and upper body relaxed.

-Practice leaning in with your shoulders to "push off" people.

-Overreaction is cause of most accidents. Try to stay as relaxed and attentive as possible.

Starts

-Always prepare for start with one foot clipped in, and be seated in saddle.

-If you can't get clipped in right away, don't panic...rest foot on top of pedal and accelerate to speed with pack to maintain position.

-Focus on getting up to speed as quick as possible. The race is not necessarily to the first corner, but you want to maintain a position close to the front.

-The start doesn't need to be a full sprint. If you put yourself in oxygen debt to quick, you will have a difficult time recovering.

Drafting / Echelons

-Don't sit out to the side of the field when racing. Always try to stay tucked in, near the front, to conserve energy.

-Drafting can save as much as 30% of your energy, and it's important to remember the strongest rider doesn't always win.

-Ride with hands on hoods or drops, staying as low as comfortably possibly to minimize exposure to wind.



TARGET TRAINING

- Be aware of which direction the wind is blowing from. When it's blowing from either side the best place to receive shelter is not directly behind the rider, but alongside the rider in front of you with your front wheel positioned alongside their back wheel or as far forward as their bottom bracket.

Pacelines

-When drafting, always maintain a relaxed position and keep fingers within reach of brake levers.

-Don't just stare at wheel in front of you. Get as close as is comfortable and try to look at the small of the riders back in front of you as your reference point. Be sure to periodically look around them to keep yourself aware of any upcoming road hazards

-Never brake abruptly while in a pace line.

-Always remember if you are leading the paceline, you are responsible for those behind you.

-When leading, point out all road hazards, and move around them smoothly.

-When rotating through, don't abruptly speed up or slow down. This causes an accordion effect behind you.