

THE CT NEWS

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Race Ready?

Wildflower used to be considered the beginning of the triathlon race season. As the sport continues to grow, many athletes are doing events earlier in the year. Sang Hong and Anthony Kimbirk are both going to race the Oceanside 70.3 Half. Other Coach-Tony Athletes including Melinda Leong, Renatta Osterdock, Josh Nordell, and Jason Lester are heading to Tempe in April to conquer IM Arizona. I'm sure there are more of you gearing up for a big event. With you in mind, I've gathered a series of articles to help you prepare for your big day. As always, I hope you enjoy this and future issue of The CT-News.

Tony Troccoli
Certified Coach

Ironman Transition Bags – How To

Many of you have your first Ironman planned in your near future. First and foremost, best of luck to you all. I'm sure you will all do very well. This article is intended to address the question many of you have asked: how do I prepare my transition bags?

During your Ironman training, you have the liberty to stop at a store and refill your water bottles with fresh Gatorade or buy additional calories. If you get cold, you have the opportunity to put on a jacket. You have access to the things you need. Ironman transition bags provide you with the same opportunity. The difference is that you need to plan ahead.

Remember, during the event you cannot accept outside assistance: help from friends, family, or spectators. On race day, you should have a plan. You should know what you intend to use (calories, equipment, and clothing)

throughout the four disciplines: swim, bike, run, and transitions. When you register for your Ironman race, will receive your race number, goody bag, and you should also receive the following transition bags

- Dry Clothes
- Swim to Bike Transition
- Bike Special Needs
- Bike to Run Transition
- Run Special Needs

You will also receive stickers with your race number; one for each of your transition bags. The Dry Clothes Bag is to hold your morning clothes. I carry my wetsuit, goggles, and swim cap in it. When its time to suit up, place all your clothes except your tri suit in the Dry Clothes bag. You can typically find your Dry Clothes bag with your bike after the race.

The Swim to Bike transition bag should hold all you need to transition from swimming to cycling and start the bike portion of the race. These items include Helmet, Gloves, Bike Shoes, Socks, Sun Glasses, Small Towel, Bike Clothes (if different from swim), Chaffing Lube or Body Glide, Calories or liquids (if your plan calls for it). You prepare this bag one day in advance of the race and place it in the transition area the day before the race. You will have access to this bag the morning of the race.

As you come out of the water, the wetsuit strippers will peel off your wetsuit and hand it to you. As you make your way to the changing tent, you will either pick up your bag or a volunteer will hand your Swim-to-Bike transition bag to you. Once in the changing tent, dump out the contents of your bag and place your wetsuit, goggles, swim cap, and anything else you don't need in the bag. This bag is also typically found with your bike after the race.

During your long training days on the bike, take note of what you use, when, and consciously think about how it relates to your Bike Special Needs transition bag. This bag you delivery to a specific area race morning and it will be transported to (roughly) the half way point on the bike course. The bag may sit in the sun. If you plan to use your own drink mix, I suggest you place the powder in a dry water bottle and include unopened bottled water or 2. Mix the two when you arrive. This also will give you a well deserved break. Other items you may want to consider placing in your Bike Special Needs are Calories or liquids (if special, not provided by race), Spare Tubes, Chaffing Lube, Spare Tire (may carry with you), Boot (should carry with you), CO2 (should carry with you as well), Valve extender (as needed). Not recommended but a few examples of what others have placed in their Bike Special Needs bag; bean & cheese burrito, In-&-Out Burger, pancakes? What do I recommend? Whatever worked on your long training rides. I am partial to Peanut Butter & Jelly Sandwiches on wheat bread or bagel, cookies & cream or vanilla crisp Power Bars, Hammer Gel, E-Caps, Gatorade or Accelerade, and Spiz.

The Bike to Run Transition bag is easy. Prepare this bag with those things your need to do the run; Running Shoes, Socks, Chaffing Lube, Run Hat. Place Your Helmet, bike shoes, gloves, etc... in this bag and it should be placed with your bike.

Lastly, the Run Special Needs bag is delivered race morning to a specific location. It will be transported to the half way point on the run. Preferred calories or liquids (if special, not provided by race) are always a warm welcome at this point. Fresh socks, T-Shirt or Sweatshirt in case it gets cold, chafe lube, and maybe some Advil or something to get you home.

Things to think about leading up to race day that will help you prepare your transition bags:

- When will you need calories?
- If you use powders and plan to have them in your special needs bag(s), consider putting the powder in a sandwich bag and mixing it with water when you get to it. Otherwise, it may go bad by the time you get to it.
- Do you desire specific foods or liquids? Is the race providing your regular source for hydration or calories: Gatorade, GU, etc...? Do you need to carry or will you have access to your own preferred liquids / calories
- Is your race in another country? Will you be able to purchase what you are use to? Will this raise additional concerns?
- It's a long day. Regardless of how fast or strong you are, your motor will eventually stop if you don't feed it properly. What and when are you going to drink and eat?
- Comfort. What you're about to do is not easy. How can you make it more comfortable? Place things in your bags that you will look forward to when you arrive; some kind of treat or reward.

On my web site www.coach-tony.com, you will find this article as well as a chart that outlines the purpose of each transition bag. It also suggests what to put in each bag, as well as discusses when you will have access to the bags and how to recover them.

Lastly, rehearse your plan. Don't try anything new on race day. You have invested too much time to jeopardize your event. Bets of luck and enjoy the moment.

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What do all the Z's mean? Training 'zones' explained

By Don Russell
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6/2/2004
(Courtesy of Active.com)

Training plans should always be tailored to the individual goals, strengths, and weaknesses of each athlete.

This article provides an overview of the almost-universal "zone" terminology used by many coaches and training-related articles. It's designed to give you a "feel" for each of these zones, not the associated power (Watts) or heart rate (HR) or "perceived rate of exertion" (RPE or PE) for each level of training.

There are numerous additional terms that are used to describe these basic concepts, and I won't even begin to attempt to write them all down. Suffice it to say, most everyone is conversant with the following terms even if they know or use a few more.

Active recovery (Z1)

Easy, easy, easy. This is the region where you want to put in some quality conversational time with that significant other(s). This level provides little (but not no) training affect. Most coaches won't usually prescribe any specific amount of time to spend in this zone. They may schedule it after or before races to recover physically or prepare mentally. You can do all you want, but don't do it instead of a prescribed Z2/3/4/5 schedule.

Endurance (Z2)

This is the basic endurance-building zone, and should be at a conversational pace and still feel pretty easy. This is what's usually described as LSD ("long slow distance"). A significant amount of

your training schedule (more than 50%) will be in this zone, even during your racing season, and it provides the physiological foundation for more intense training.

You should normally do at least an hour of Z2 training -- and don't do a half-hour in the morning and the other half-hour in the evening. This does not provide the stress and adaptation we're looking for.

It is an excellent way to improve basic fitness, but will not help you get stronger or perform better. The benefits from Z2 don't really kick in until 45 minutes, and increase exponentially through 1 hour and 15 minutes, before starting to level off. Drink plenty of fluids before and during the workouts, thirsty or not.

With the foundation that you build here, the more intense efforts will provide significant benefits. Without it, the Z4/5 stuff will break you down swiftly.

Typically, athletes will sacrifice Z2 workouts/time before Z4/5 whenever time runs short. If you do, you're guaranteed to burn out or overtrain. Don't worry; even the pros spend most of their time here. Of course, a pro cyclist (for example) goes 25 mph in Z2 where the rest of us do closer to 16-20 at the same HR; it's a function of genetics and training.

The direct benefits of Z2 training include fat-burning as the primary energy source, increased endurance, and stamina. Most people could do these types of workouts every day of the week.

Tempo (Z3)

This is where the work starts; usually referred to as Tempo rides or runs. You can still carry on a conversation, but the sentences get shorter and the level of

conversation of a group decreases noticeably.

It's totally aerobic, and it should be a pace that you can handle for several hours. Use the entire zone, depending on the terrain. If you're scheduled for Z3 time, you'll probably have to work hard going downhill and not so hard going up those hills. This is the zone that you'll typically be at during races.

Get comfortable with recognizing this zone. If you're a cyclist, don't become a slave to your heart-rate monitor any more than your power meter (if you use one -- they're a great training tool). You'll spend about 25-30% of your training time in this zone.

In cycling, a typical Z3 ride will last around 1 to 1 1/2 hours in duration. Fast group rides or fast moving pacelines usually fall into Zone 3, but many times they exceed Z3 yet don't provide sufficient workload to stress your lactate threshold (LT).

The primary energy source in Zone 3 remains fats, but those limited glycogen stores are now being tapped to provide adequate energy. Many coaches prescribe back-to-back days of Z3 training depending on the athlete's ability to recover for this type of workout intensity.

Threshold (Z4)

Commonly referred to a lactate threshold (LT) or anaerobic threshold (AT). Although there's a range, when you do Z4 workouts you want to be very close to your actual threshold. As you get stronger, faster, and fitter, you'll raise your threshold.

This zone is hard; conversation is in one- or two-word sentences. You'll be breathing hard and be on the edge of suffering. This is still an aerobic activity but, as the name implies, you're on the edge.

Expect to do 20-25% of your training in this zone. Typically you'll do these efforts individually. You can go out with other guys, but these are normally precisely prescribed efforts (i.e. for a cyclist, 15 min x 3 reps, 2 sets, 3 minutes' rest between reps, 6 minutes' rest between sets). Even if the others do the same efforts, you'll all cover different distances.

Don't expect to see any of these workouts during base-building periods. This doesn't mean you can't do them, but the structured Z4 training isn't usually prescribed during base building.

Typically you'll see either flat or hill intervals prescribed. Flat intervals should be on generally flat to slightly rising terrain or into a slight headwind. Hill intervals can also be called "hill repeats." For cyclists, find a hill that has 3-4% grade that you can climb for 8-10 minutes. You should be able to start and finish the interval prior to the top of the climb while producing the same power or perceived power throughout.

A typical session would be 10- to 20-minute intervals followed by 2-5 minutes' rest. Do two of these, and then take a 5- to 10-minute rest followed by another set of two intervals.

Recovery from each interval is only partial, not complete. Rest periods for intervals vary widely and are usually dependent on the type of racing and goals you've established. If you aren't feeling well, don't do any Z4/Z5 work and drop to Z2 or Z1, or check out the latest video and get a good night's sleep.

Remember that Z4 intervals are an aerobic event. If you can't complete the interval, you either started out too fast and put yourself into lactate acid debt -- or your assumed LT/AT is too high, or you're dehydrated, or you didn't get enough sleep, or any number of factors.

You'll have to make an educated guess and make appropriate adjustments. If you have a 10-minute interval scheduled, then it should take about 1 - 1 1/2 minutes to get into the zone, hold it for the remaining time and it's done.

Recovery starts immediately when you complete the intensity. Usually you can just shift from the 53 chainring to the 39 and spin.

By increasing your power at threshold, you'll be able to stay aerobic in situations where previously you would have been forced into a full sprint.

Note: There is a "No-Man's Land" between Z3 and Z4. Training in this area has been found to not be beneficial for either the aerobic requirements of Z3 or the LT/AT training in Z4. You'll probably also find this to be the area you train in most. Avoid this area like the plague.

Max efforts (Z5)

These are sprint or max-effort-type workouts. Suffice it to know that these will hurt -- a lot. The good news is that you will only be doing about 1-2% of your training here. Z5 workouts are typically divided into two areas: sprints and VO2 Max efforts. Some coaches have divided Z5 into additional areas, but I'm not going to address those.

Sprints: Short duration (15-30 seconds), all-out efforts, generally on slightly downhill terrain or with a tailwind.

There will probably be some of these on uphill terrain since many road races end with an uphill sprint. Rest period after a sprint is around five minutes. You'll probably feel ready for the next sprint in less than 5 minutes, but physiologically you need the recovery time.

Only do as many sprints in a workout as you can maintain form or as prescribed.

Sprint technique: Be at or near Z4 when starting the sprint. A measured-distance

course is best so you don't have to look at your watch.

VO2Max: Longer duration (2-5 minutes), all-out efforts. After 4 or 5 of these, even with 5-10 minutes' rest, you may not be ready for the next one, so take some extra time to recover. You want your entire energy system recharged so you can give a 100% effort on every attack.

These efforts increase your anaerobic power and develop the athlete's VO2 max, the maximal amount of oxygen that can be used during exercise for the development of sustained power.

Rest

The most important component of any training program. You only get stronger on rest days. Remember this. The best riders go hard when they have to and easy as much as possible. It is not a sin to take a day off. If you have a complete off-the-bike-day, don't do anything more strenuous than walking at a leisurely pace.

Rest, recovery, and recuperation are three of the most important and usually most overlooked parts of a training program.

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Engineered sports foods: A primer

By Nancy Clark, MS, RD, CSSD
Courtesy of Active.com
November 08, 2006

Remember water, bananas and granola bars -- the original sports fuels? Maybe not. They've been buried by a multitude

of engineered sports foods and fluids created by the multi-billion dollar sports fuel industry. Since the 1970's, when Gatorade was introduced, this business has mushroomed and continues to expand.

PowerBar's debut in the 1980's and GU's debut in the 1990's bolstered the commercial sports food scene. Since then, a multitude of companies have jumped on the bandwagon to create niche fuels that appeal to a variety of athletes. There's a product for every dietary need -- gluten-free, vegan, kosher, lactose-free, fructose-free ...the list goes on.

If you have ever felt confused by the plethora of commercial sports fuels from which to choose, you are not alone. Runners, cyclists and other athletes inevitably ask me "What's the best energy bar? gel? sports drink?" I only wish I had the right answer! The best choice for one person may be lackluster for another. You simply need to experiment to determine which products satisfy your needs.

In general, commercial sports foods tend to be more about convenience than necessity. They can make fueling easier, and offer more benefits than you'd get from just plain water. But if you're on a budget, take note: a daily pre-exercise sports drink @ \$1.59 adds up to more than \$570 a year. An equal number of pre-exercise calories from water and a Nature Valley Granola Bar cost only 50¢ a day, \$180 a year.

SPORTS DRINKS

With sodium (and perhaps other electrolytes):

Gatorade, Edge Energy, Hydro-Boom!, Hammer Nutrition Heed, GU2O, CytoMax, Clif Shot Electrolyte, Motor Tabs



www.desotports.com



www.tusadivegear.com/view.html



Running Center

1430 Industrial Park Ave
Redlands, CA 92374
Ph: (909) 335-2226

2584-B El Camino Real
Carlsbad, CA 92008
Ph: (760) 720-7475

27548 Ynez Road, #1-3
Temecula, CA 92591
Phone (951) 587-8450
<http://www.runningcenters.com>

Top Speed Running

1371 Foothill Blvd.
La Verne, CA 91750
(909)593-7400
<http://www.topspeedrunning.com>

www.snickermarathon.com

All natural without dye/food coloring:

First Endurance EFS, Clif Shot
Electrolyte Drink, Hammer Nutrition
HEED, Recharge

Extra sodium (Good idea if you plan to exercise for more than two hours in the heat):

Gatorade Endurance, PowerBar
Endurance, E-Fuel, First Endurance
EFS, Cliff Shot Electrolyte Drink, E-
Load, Hydro Pro Cooler

Added "buffers": Cytomax,
Perpetuem, Revenge Sport

Extra carbs: Perpetuem, Carbo-Pro

Added protein (May reduce post-
exercise muscle soreness):

Amino Vital, Perpetuem, Accelerade,
Revenge Pro

Sports drinks for dieters (i.e., lower calorie):

PowerAde Option, Ultima Replenisher,
Xtra LowOz, Propel, Nuun

GELS

Test with these during training. They
can taste very sweet and are common
contributors to diarrhea.

Gu, Carb-BOOM!, Clif Shot; All
natural: Honey Stinger;

Extra sodium: PowerBar Gel, Crank
Sports e-Gel

Added protein: Accel Gel, Endless
edge

Added caffeine:

GU Espresso Love, Clif Shot Mocha,
Cola and Strawberry; Carb-BOOM
Chocolate Cherry, Hammer Gel
Espresso, PowerBar Gel Double Latte,
Tangerine, Chocolate, Green Apple and
Strawberry-banana; Honey Stinger
Ginsting and Strawberry

Added extras: EAS Energy Gel
(taurine)

ENDURANCE FOOD

Jelly Belly Sports Beans (a jelly bean
with sodium). Clif Shot Bloks (a soft

gummi candy in a block), Sharkies
(organic fruit chew), SPIZ ("liquid
food")

RECOVERY DRINKS (Carbs with a little protein)

Amino Vital, First Endurance E3, EAS
Endurathon, Perpetuem, PowerBar
Recovery Drinks, Recoverite, Go
Energy Drink, Endurox R4, Gatorade
Nutrition Shake, Hormel's Great Shake,
GNC's Distance, Clif Shot Recovery
Drink. First Endurance Ultragen

ENERGY DRINKS: (Concentrated sugar, often with added caffeine):

Red Bull, Rock Star, Monster,
Rebound-fx, Full Throttle

ENERGY BARS (should be eaten for extra energy, not for a meal replacement):

All natural/organic ((have no added
vitamins or minerals): Clif Bar, Peak
Energy, Perfect 10, Clif Nectar, Clif
Mojo, Lara Bar, Optimum, TrailMix
HoneyBar, Odwalla Bar, PowerBar Nut
Naturals, Honey Stinger Bars, Kashi
Bars

Granola-type bars: PowerBar Harvest,
Nature Valley Granola Bar, Quaker
Chewy Bars, Nutri-Grain Bar, Fig
Newtons

Women's bars (fewer calories; soy,
calcium, iron and folic acid): PowerBar
Pria, Amino Vital Fit, Luna Bar,
Balance Oasis

40-30-30 Bars: Balance Bar,
ZonePerfect

Kosher: Pure Fit, Lara Bar

Dairy-free: Clif Nectar, Pure Fit,
Perfect 10, Lara Bar, Clif Builder's Bar



Don's Bike Shop of Rialto
384 S. Riverside Ave.
Rialto, CA 92376
(909) 875-7310
info@donsbikeshop.com
<http://www.donsbikeshop.com>



The Competitive Edge Cyclery
65 E. Foothill Blvd.
Upland, CA 91786
(909) 985-2453

The Competitive Edge Cyclery
7890 Haven Ave. # 21-B
Rancho Cucamonga, CA 91730
(909) 483-2453
<http://www.compedgebikes.com/>



Cyclery USA
415 A Tennessee St.
Redlands CA 92373
(909) 792-2444

10000 Magnolia Ave.
Riverside CA 92503
(951) 354-8444
<http://cycleryusa.com>



Coates Cyclery
760 E Foothill Blvd.
Pomona, CA 91767
909-624-0612
<http://coatescyclery.com>

Gluten-free: Perfect 10, Elev8Me, Hammer Bar, Clif Nectar, EnvirKids Rice Cereal Bar; Omega Smart Bars, Odwalla Bar, Clif Builder's Bar

Fructose-free: JayBar

Vegan: Pure Fit, Lara Bar, Hammer Bar, Vega Whole Food Raw Energy Bar, Clif Builder's Bar

Low fiber: Balance Bar

Bars with caffeine: Peak Energy Plus

Vitamin & protein-pumped candy bar: Marathon Bar; Detour Bar

Recovery bar (4:1 carb:pro ratio): PowerBar Performance

PROTEIN BARS (*Your choice of soy, whey, egg or blended protein source*):

PowerBar ProteinPlus, EAS Myoplex Delux, High 5 Protein Bar, Maximuscle Promax Meal, USN Pure Protein, Atkins Advantage, Tri-O-Plex, Clif Builder's Bar, Detour Bar, Honey Stinger Protein Bar

MEAL REPLACEMENT BARS (offers 10-15 g protein, fiber, some fat, vitamins, minerals -- but not really enough calories for a whole meal):

Kashi Go Lean Bar , Balance Satisfaction, MetRx Mr. Big, MET-Rx Big 100 Colossal

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Ironman Race Week – How To

There are several Coach-Tony athletes participating in half or full Ironman races this summer. This article was written with these athletes in mind and for those working their way up to these distances. A half Ironman is a long event. The fatigue factor makes the Ironman seem more than twice as long. Race day should be approached like a mid-term or final exam. All of the work is done in advance. Your preparation needs to soak in over time and through repetition. Race day is all execution. Let me be more specific; execution of the things you practiced, constant assessment of your situation throughout the race, and good decision making. Racing smart will get you to the finish faster than racing fast and its more enjoyable as well as rewarding. Here are a few key things to remember that will help ensure your race smart and your race is a success, not a survival.

Race Week Factors

Rest!!! There's no cramming for this test. Don't contemplate what you didn't do up to this point. I'm sure you prepared well enough given the time allowed. Focus on what you can do given you current fitness level, not what you could have done or what you can't do. "The glass is half full!!!" Continue to work out but only to keep your muscles loose. Otherwise, rest. Stretch to stay flexible (injury prevention). You will hear this many times by many coaches "it's better to go into the race under-trained and over-rested than over-trained and under-rested." Stay off your feet as much as possible and just relax. Follow your race week taper plan.

Nutrition. Very key!!! Your body needs good nutrition leading up to race day (not just the day before). You'll want to keep your muscles loaded with

glycogen. This means plenty of carbohydrates just like you prepared for your long weekend training. Don't make drastic changes in your diet the week before your race. Repeat the nutrition repertoire that worked for your training. You should also understand your sweat rate and plan accordingly. For more information on sweat rate, see my article in the Triathlon Connection newsletter; March 2007 issue (www.triathlonconnection.com).

Mental Confidence. The quickest way to damage your confidence is to forget something that is key to you. Make a check list and double check it as you pack. Set up your race bags as soon as possible so that you have time to acquire anything you missed or forgot. Thereafter, enjoy your trip. Take your mind off the race, visit a few sites, see a movie, nap, and relax. While staying off your feet is good, don't just sit in the hotel and ponder the race for 3 days prior to the race. Remember, this is fun so enjoy your trip. Otherwise, you'll need a straight jacket race morning, not a wetsuit.

Race Day Factors

Have a Plan. It's important you have a plan for race day. Know your expected (and realistic/conservative) pace; in the water, on the bike, and on the run. What, when, and how much are you going to eat and drink? Once the gun goes off, it will be very easy to forget your plan. Don't let that happen. Stick to the plan. Constantly reevaluate how it's going and make necessary adjustments. This being said, do not panic if your day is not going according to plan. Seldom does it go according to plan. Weather things are going good or bad, get into the habit of telling yourself you're a WINR as follows:

- W – What is my situation?
Evaluate. Is there something wrong?
What caused it?

- I – Identify your options!
What can I do? What needs adjustment? Pace? Nutrition? Hydration? Heart Rate? Rest?
- N - Necessary adjustment
Make the necessary correction. Be decisive. If it doesn't work, start over.
- R – Repeat!!!

I like to refer this as Winner (WINR). Thought the race, repeat to yourself that you are a WINR. What is my situation? Identify my options! Make the Necessary changes? (Sometimes its do nothing.) Repeat! Take a sharpie and put WINR on your forearm so that when you're in arrow, you won't forget.

Heart Rate: Your heart rate is a measurement of stress placed on your body. It is your body's tachometer. When you redline a car's tachometer for too long, it fails. What do you think will happen if you redline too long? Your body can sustain minor stress for a prolonged period of time. Your body can sustain major amounts of stress for a short period of time. Imagine that all your energy is in a bucket and the higher your stress, the faster you exhaust your bucket of energy. I'll let you figure out the level of stress you should place on your body during an Ironman event. You have 17 hours. All you need to do is cross the finish line and you're an Ironman.

Eating and drinking requires blood to digest and contributes to stress increases during digestion. As a result, you will notice your heart rate increase a few beats. Therefore, slow down enough to allow your stomach the opportunity to digest calories. If you don't slow down, your legs are, in essence, being stingy with blood. If the stomach cannot digest the food, it will give it back to you. Remind me to tell you about Linda Blare at Vineman someday.

Race- Swim

Drink as little ocean/river water as possible. Don't get caught up in the race or allow your heart rate to sky rocket. Once the gun goes off, repeat after me "Relax.....Relax....Relax." Find your swim stroke pace. Maintain a smooth, even, aerobic pace throughout the swim and limit your kick. Draft, Draft, Draft!!! Let someone else do the work. While the swim is 1/3 of the race, it is only 1.7 % of the total mileage you will do as part of an Ironman. Drafting will allow you to conserve your energy for the remaining 2/3 of the race or 98.3% of the distance. Make sense?

T1: Relax and take your time but keep moving. No need to run through T1, walk or very slow jog. T1 is a great place to gather your thoughts and allow your heart rate to come down. But don't take a nap. T1 and T2 are great places to loose big time. Take the time that is necessary and move on.

Race-Bike

The bike is nearly 80% of the total mileage and often about half the time of your race day. It is an exercise in perseverance and decision making. Remember; WINR. Don't be surprised to feel a variety of emotions on the bike. At times you will feel like you have an "S" on your chest and other times you will feel more like part of the road kill you passed in the Arizona heat. These emotions are normal and may iterate back and forth. Keeping your nutrition and pace in check will minimize the oscillating emotions. How often do you ride 112 miles without stopping? Never? I thought so. Use the aid stations as triggers to rest, eat, drink, and stand up in the saddle. Repeat what you do during a long training ride. If you stop and get off the bike during training, then plan to do so on Ironman day. The special needs or one of the aid

stations are both great places to break. NOTE: Special needs may not be near an aid station; they may very well be separate locations.

T2: See T1

Race-Run

For most athletes, Ironman becomes a survival on the run. Nutrition or pacing mistakes on the bike will come back to haunt you on the run. It used to be said that eating on the bike is what allows you to run and not walk. This is still very true. If you have made nutritional mistakes during the bike, don't aggravate your day by refusing to slow down. The quickest way to get back on track is to eat and wait for your body to digest. Run/Jog the first 13 slower than you can. Walking the aid stations will help save energy.

The run is probably the part of the race where your mental toughness will benefit you or be your demise. Your mind is most powerful tool you have on the run. Use it to your benefit. Keep your mind on the task at hand. Pain is temporary, glory is forever and you've come too far to quite now.

Some trick to help you get through the run:

1. Take it one mile at a time, there are only 26. From the very beginning (out of T2) only concern yourself with the next mile marker. Chip away at the stone.
2. Mark an object ahead of you and run to that object.
3. Run with someone and combine your energies. Get to know them. Take your mind off the race.

The Finish

An Ironman is made up of 2 journeys. The first starts the day you sign up and

continues through the day before your race. The second is race day itself. Both journeys will include emotional peaks and valleys. Most athletes work on speed but in reality, speed is important to very few on race day. I can't say this enough, preparation, patience, and good decision making (training and racing smart) will contribute to a more enjoyable and probably faster race than if you solely focus on speed. There are few overwhelming feelings of accomplishment like that of crossing the Ironman finish line.

A Different Kind of Ironman

Just for kick, I thought I share with you a friends training ride (starting March 17th).

- 17 Beaumont PCH, Santa Ana River trail, Green River, Ramona Expressway
- 18 Joshua Tree NP I-15, Hwy 62
- 19 Kelso Old Route 66, Amboy
- 20 Henderson, NV Cima, Nipton, Stateline, Jean
- 21 Overton, NV Lake Mead Rec. Area, SR167/SR12
- 22 St. George, UT I-15, Virgin River Gorge
- 23 Rest (catch-up) day
- 24 Kanab, UT Hwy. 9 (Hurricane), Zion NP
- 25 Page, AZ US89A, Vermillion Cliffs SP, Grand Cyn. NP
- 26 Kayenta, AZ US89
- 27 Aneth, UT Monument Valley (US163)
- 28 Durango, CO SR41, US160, Mesa Verde NP
- 29 Counselors, NM US550
- 30 Albuquerque, NM US550

And you think I'm crazy?



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Coach-Tony
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Rancho Cucamonga, CA 91739
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12 Month New Membership \$25.00

In consideration of the acceptance of my membership application by Coach-Tony.com, I (including and all my heirs, successors, family, and/or representatives) hereby waive, release, and forever discharge any and all rights and claims for damages or injuries which I may receive, incur, or sustain against Tony Troccoli, Coach-Tony.com or the club, its members, officers, agents, representatives, successors, and/or sponsors in any event or activity I may travel to, enter, or participate in. By signing below, I hereby authorize the Club to include my name in newsletter or newspaper stories including articles posted on the web. I also grant the Club express permission to use photographs of myself in Club newsletter or newspaper articles and for submissions to Club sponsors.

Signature (required): _____ Date: _____