

# FIRST TIMER GUIDE TO GRANDMAN TRIATHLON

TeamWorks Multisport Training  
2018 version

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## FAVORITE QUOTES:

“Nobody succeeds beyond their wildest dreams unless they first have some wild dreams.” -Anonymous

“If it doesn’t challenge you, it doesn’t change you” -Fred Devito

“Today is where your book begins, the rest is still unwritten”  
-Natasha Bedingfield

“Anything is Possible”  
-Ironman

## THE 4 C'S of TRIATHLON

### COMMITMENT

**COMMITMENT** means that being a triathlete is part of your identity, that engaging in triathlon is meaningful to you as an athlete, that it provides enjoyment and satisfaction. **COMMITMENT** is connected to your dreams, your desires, and your motivation. It means that you understand the sacrifices needed and are willing to make them. Only when you are **COMMITTED** can you be successful, whether it is to strive for the Olympics or be the best you can be in your age group, or just to finish the race with a smile on your face. Regardless of your level, it takes **COMMITMENT** to go out and train, to get in the appropriate rest and recovery, to eat the right nutrition, to stay away from drugs or other temptations that may impair your performance. *To sustain COMMITMENT, it is important to know what will foster it and what will undermine it.*

### CONFIDENCE

When we are **CONFIDENT**, we find the right balance between the demands of competition, training and our response capabilities. **CONFIDENCE** is having a positive outlook, a positive self-image, and carrying yourself in an effective manner. **CONFIDENCE** doesn't mean that you never have doubts or worries, **BUT** that you understand how such thoughts and emotions influence you, and how to work with them effectively. The **CONFIDENT** athlete is very deliberate in preparation, very disciplined in every area—training, recovery, nutrition, etc. and sets specific, realistic and challenging goals. Thorough preparation is a hallmark of a **CONFIDENT** athlete. Self-talk is positive, instructional and motivational. *A CONFIDENT triathlete is consistently more persistent in the face of obstacles.*

### CONCENTRATION

Competing successfully in a triathlon, whether it is Sprint, Ironman, or any distance in between, requires a considerable amount of concentration. **CONCENTRATION** is the ability to focus on the immediate task at hand—**Swimming**: components of the stroke—relaxed reach, weight shift, underwater pull, and breathing. **Biking**: quick cadence, consistent pedaling, body position. **Running**: stride length, quick cadence, foot placement, upper body relaxed and rhythmic breathing. Triathlon, whether in competition or training requires long and continuous **CONCENTRATION** on the task at hand. Learn to recognize distractions both internal & external. Be aware of possible distractions or triggers and use your **POSITIVE** internal self-talk to stay on track. Anxiety or fatigue can disrupt **CONCENTRATION**. Get yourself back on track by focusing on what is important **right now**—get to the next swim buoy, slow down your breathing, get to the next mile marker, etc. Beware of distractions out of your control. Practice staying relaxed and positive outcomes. Envision what it feels like when your goal is accomplished, crossing the finish line, when you've tackled the challenge you set before yourself.


### COMPOSURE

*Competition is an emotional experience.* Emotions can range from anxiety to elation and everything in between. Emotions can sometimes hinder and sometimes help the competitive effort. Different than concentration, **COMPOSURE** is about self-control. It is about you being in charge of you, understanding that as an athlete you don't always control what happens to you, but you certainly can control how you respond to what happens, which puts you back in the driver's seat. Focus on what you know you **CAN DO** and not what you think you can't do. Tell yourself you have put in the training time, you understand the proper techniques and you will not let outside distractions influence your **CONFIDENCE**, your **COMMITMENT** and your **CONCENTRATION**.

**NOW YOU ARE READY TO RACE!**

# Basic Week Worksheet

\*21 weekly opportunities to train

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
AM							
LUNCH							
PM							

## CREATING YOUR WEEKLY TRAINING SCHEDULE

- Start by inserting any weekly training you already do regularly such as yoga or spin class, strength training, group swims, rides, runs.
- Cancel out any timeframes you know you cannot do (such as Tue/Thu lunch time, etc.)
- If you already are or will be joining a class or group session in the near future, indicate the day, timeframe, and activity.
- Block out realistic, doable, available times even if it is only 20-30 minutes. We can accomplish a meaningful session in just 20-30 minutes!
- Make appointments with yourself each week and reschedule immediately to another day if you must postpone your session.

[illegible]

## TRI GEAR CHECKLISTS:

*Items in bold are MUST HAVES.*

### SWIM & GENERAL

1. \_\_\_ Wristwatch, Timer, GPS, or Heart Rate monitor
2. \_\_\_ Tri Suit/Swim suit (wetsuit for cold weather)
3. \_\_\_ Cap & Goggles
4. \_\_\_ Race Belt

### BIKE – CHECK/PUMP UP TIRES BEFORE EVERY RIDE

1. \_\_\_ **Brightly colored bike jersey or snug fitting moisture wicking shirt** (no T-shirts.)
2. \_\_\_ Tire pump (
3. \_\_\_ Flat Tire kit (extra tube/patch kit, tire tool, CO2
4. \_\_\_ **Certified Helmet** (MUST FIT SNUGLY)
5. \_\_\_ Sunglasses
6. \_\_\_ **CELL PHONE + ID** (bracelet, tags or driver's license is mandatory on all rides.)
7. \_\_\_ **Red flashing bike light/reflector on rear**
8. \_\_\_ **2 Bottle Holders (1 Water bottle/1 Sports drink)**
9. \_\_\_ Bike Shoes/Socks (optional-you may be biking in your running shoes)
10. \_\_\_ White lights (on your helmet and on your bike) MANDATORY for riding in the dark.
11. \_\_\_ FUEL/NUTRITION (for longer rides-over 1 hour)
12. \_\_\_ Bike gloves (optional-a must for cold weather, but not for short triathlons)
13. \_\_\_ Money (just in case)
14. \_\_\_ Bike Rack (for your car)
15. \_\_\_ Trainer (for indoor cycling)

### RUN

1. \_\_\_ **Proper fit/supportive Running Shoes** (*Pro shoe fit recommended by [Running Wild](#) or similar shop*)
2. \_\_\_ **Proper seasonal running attire which is moisture wicking/dri fit /wind resistant**
3. \_\_\_ Socks (optional-moisture wicking material, stay away from cotton)
4. \_\_\_ For long runs bring water bottles + nutrition (protein bar, gels, chews)
5. \_\_\_ Sunglasses/Sunscreen (optional)
6. \_\_\_ Hat/gloves (optional)
7. \_\_\_ Speed laces for your shoes

## GLOSSARY OF BASIC TRI TRAINING TERMS

### GENERAL:

**Adaptation:** Refers to body's ability to adjust to various demands placed on it over a period of time.

**Aerobic:** means 'in the presence of oxygen'. Aerobic metabolism utilizes oxygen. Intensity = low to moderate.

**Anaerobic:** "without oxygen" Exercise that demands more oxygen than the heart and lungs can supply.

**Bonk:** A state of extreme exhaustion mainly caused by the depletion of glycogen in the muscles.

**Cadence:** Revolutions or cycles per minute of the swim stroke, pedal stroke, or running stride.

**Cool down:** (Also known as warm-down) Low-intensity exercise at the end of a training session.

**Drafting:** Swimming, biking, or running behind others in order to reduce effort.

**Drill:** Short, repetitive, technique focused exercise working on a specific part of a swim, bike, run movement.

**Endurance:** The ability to persist, to resist fatigue.

**Force:** The strength evident in a muscle or muscle group while exerting against a resistance.

**Glycogen:** The form in which glucose (sugar) is stored is stored in the muscles and in the liver.

**GPS:** Global Positioning System

**Hammer:** A fast, sustained effort

**Intensity:** Qualitative element of training referring to effort, velocity, maximum strength, and power.

**Interval Training:** A system of high-intensity work marked by short but regularly repeated periods of hard exercise interspersed with periods of recovery.

**Lactate:** Formed when lactic acid from the muscles enters the bloodstream.

**Lactate Threshold (LT):** The point during exercise of increasing intensity at which blood lactate begins to accumulate above resting levels. Sometimes referred to as anaerobic threshold.

**Lactic acid:** A by-product of the lactic acid system resulting from the incomplete breakdown of glucose (sugar) in the production of energy. (As you become fitter your body will learn to metabolize lactic acid more efficiently at higher and higher intensities.)

**Periodization:** The process of structuring training into specific periods.

**Overtraining:** Extreme fatigue, both physical and mental, caused by extensively training at a workload higher than that to which the body can readily adapt.

**Overreaching:** \*The goal of Periodized training by overstressing bodily systems in a structured plan. Training beyond the adapted workload. (Can produce overtraining if continued without recovery.)

**Power:** The ability resulting from Force + Speed skills.

**Progression Principle:** Theory that the workload must be gradually increased accompanied by intermittent periods of recovery.

**Recovery:** A period of training when rest and rehabilitation is emphasized (includes metabolically-nutrition).

**RPE Training Zone:** Rate of perceived exertion. Level of intensity based on a percentage of some measure such as heart rate or power of the individual's capacity for work.

**REP:** Repeat

**Session:** A single practice period that may include one or more workouts (Bike + Run = Brick training session).

**ST:** Strength Train

**Speed skills:** ability to move body in ways that produce optimum performance (Includes correct form + speed)

**Tapering:** A reduction in training volume prior to a major competition.

**V02 Max:** The capacity for oxygen consumption by the body during maximal exertion, also know as aerobic capacity or maximal oxygen consumption. Expressed as liters of oxygen consumed per kilogram of body weight/minute (ml/kg/min).

**Volume:** A quantitative element of training, such as miles or hour of training within a given time. The combination of duration and frequency.

**Warm up:** The period of gradually increasing intensity of exercise at the start of a training session.

**Work interval:** High-intensity efforts separated by recovery intervals. Example 5 x 5:00 (3:00 at Zone 4 FAST pace/2:00 Recovery pace).

**Workload:** Measured stress applied in training through the combination of frequency, intensity, and duration.

## SWIM or RUN:

**100:** twice the length of a 50, and a common repetitive pace distance.

**2:1:** Breathing pattern where you breathe once for every two strokes.

**3:1:** Bilateral breathing pattern taking one breath for every three strokes.

**Arm Recovery:** portion of the arm stroke as arm leaves water until it re-enters.

**Build:** Each swim or run within a set starts easy and finishes fast. 400 Build means start easy and gradually speed up throughout the 400.

**Buoy:** flotation device used to stabilize legs + correct body position.

**Circle swimming:** swimming in a lane in counter-clockwise direction.

**Descending:** increased speed during repeat set. 1<sup>st</sup> swim easy; last fastest.

**Even split:** swim the first and last half of set distance equally.

**Hypoxic training:** any set where breathing pattern is focal point of the drill.

**Interval:** time given to complete any given exercise within a swim, bike, or run set. (eg. 2:00 interval for 100yd means if you swim 100yds in 1:40, you have 20 secs rest before the next 100 in the set.)

**Lap:** distance swum up and back in any given pool.

**Length:** distance swum in one direction in any given pool.

**Long course:** 50m pool- 2 lengths equals 100m. Olympic distance. Also refers to endurance triathlons (70.3 or 140.6)

**M:** Meter

**Negative split:** swim second half of a set distance faster than the first.

**On the bottom:** starting @ 6 o'clock (or 30-second) mark on pace clock.

**On the top:** starting a set @ 12 o'clock (or 60-second) mark on pace clock.

**Pace:** references effort level, depending on the instructed RPE Zones.

**Paddles:** plastic hand-disks used to maximize upper-body pulling workout.

**Repeats:** the components of a given set; 5 x 100 is a set of 100 repeats.

**Set:** grouping of distances composing part of a workout (5 x 100 or 8 x 400)

**Short course:** a 25-m/yd pool where 4 lengths equal 100 meters/yards.

**Speed Work:** Training movements of the body to reach optimal performance (Bio-mechanically correct + quick)

**T-Pace: Threshold Pace** = typically fastest 100yd avg. pace for repeat 100s.

**Tapering:** paring down workouts (length + intensity) for weeks/days leading up to a specific race.

**Tempo training:** A tempo run is a faster-paced workout also known as a lactate-threshold, LT, or threshold run. Tempo pace is often described as "comfortably hard." Tempo running improves a crucial physiological variable for running success: our metabolic fitness.

**Threshold:** maximum time you can hold, or repeat for a given set.

**Tube:** inner-tube used to bind ankles while wearing a pull buoy.

**Two-beat kick:** one kick per one arm. Typically, the kick during longer race.

**YD:** yard



## BIKE: (know your bike parts)

**Aero:** short for aerodynamic, used to describe gear (bike frame, helmet, wheels, water bottles, etc.)

**Attack:** a sudden attempt to pull ahead by a rider, from a group of riders. (also known as a breakaway)

**Bunny hop:** A bicycle trick in which you use your arms and legs to jump and lift the bike off the ground to avoid an obstacle or hop onto a curb.

**Cassette:** The set of sprockets (pyramid shaped set of gears) in middle of your rear wheel. The chain moves up and down these gears to make riding (resistance) easier or harder.

**Century:** 100-mile ride or race. A metric century (100km) is just over 62 miles (62.137)

**Chainrings** - Circular metal discs with teeth that are closest to the front wheel and next to the pedals. Together they make up the crankset, which is rotated by the crank arms. Your bike can have one, two, or three chainrings depending on the bike.

**Climb:** Outdoors, an actual hill or mountain. Indoors, it's when you crank up the resistance to simulate one.

**Clincher:** A standard tire design that has a hooked, U-shaped rim and open tire casing with a tube inside. Clinchers are commonly associated with road bikes because the high tire pressure forces the lip of the tire into the rim for a super-snug fit (quite literally clinching it into place), but they can be found on all kinds of bikes.

**Cornering:** Basically leaning your bike to "steer" around a curve.

**Crank (or crankarm):** The arm that connects the pedals to the chainrings.

**Cross chaining:** When the chain is either 1) on the big ring in the front and the easiest (or biggest) ring in the back or 2) on the small ring in the front and the smallest (or hardest) ring in the back. This stretches the chain across the cassette and sometimes causes a weird noise. Cross chaining isn't ideal, so if you realize you're doing it, simply adjust your gears.

**Deraileur:** 'de-rail-yeur' This mechanism moves the chain from gear to gear whenever you shift. Depending on your bike, you may have zero, one, or two deraileurs. On most road bikes, there is a deraileur in front for the chainrings and one in the rear for the cassette.

**Drivetrain:** The entire mechanical system that converts pedaling into forward movement. Drivetrains include the pedals, cranks, front and rear deraileurs, chainrings, cassette, and chain. Think of this as the engine of your bicycle. Zoom zoom.

**Drops:** On a road bike set up- the lowest portion of the (turned down) handlebars.

**Fork:** Nope, not what you eat with. The fork is the part of the bicycle that holds the front wheel.

**Hoods:** On drop handlebars (road bike), the covers of the brake handles.

**ILT:** Isolated Leg Training – pedaling with one leg to improve technique.

**Kit:** A cycling (or TRI) outfit that includes shorts or bibs; a jersey; and possibly even socks, shoes, and other accessories. Many athletes like to dress to impress, and triathletes are no exception. The truly committed go matchy matchy and coordinate with their bikes too.

**LSD:** Long steady distance. LSD refers to a long training ride at a steady distance, which usually means a few hours in the saddle at a solid aerobic pace.

**Mash:** Pushing hard on the pedals. A Masher is one who pushes the harder gears with a low cadence (RPM) which is not efficient, especially in the world of triathlon where you want to save your legs for running.

**Paceline:** A line of riders (all it takes is two, yet the more there are, the better it works) traveling closely together and taking turns in the lead in order to save energy, share the work and travel more quickly than possible if riding alone. There are many types of pacelines, such as single and double ones, but the goal is always the same, to cover the distance more efficiently by riding **closely together**, sharing the work of riding in front and breaking the wind, while your riding partners rest and get ready for their "pull" at the front when the time comes.

**Pack:** "The pack," is used to refer to the main group of riders sticking together in an event or race.

**Peloton:** The largest pack of riders in a road race, also called a bunch or pack. Why stick together? Riding in a pack allows cyclists to take advantage of drafting, saving them some much-needed energy during long races.

**Presta:** A style of valve commonly found on high-pressure tubes, like the ones used on road bikes. An easy way to remember the difference between Presta and Schrader: You "press" a Presta to release the air.

**Pull:** Riding on the front of a paceline or peloton. To "take a pull" means you're the person working the hardest since you're not benefiting from drafting. In a rotating paceline, take a short pull, drift to the side, and then roll to the back of

the line and let the next person pull. Draft until it's your turn to be on the front again. This is a tactic used by groups for maximum efficiency on long rides or when there's a strong headwind.

**Quick release (or QR):** A bolt and cam lever that allows cyclists to manually adjust the saddle height or remove the wheels from the bike. Unhinge and twist to open the QR when needed.

**Rim:** The hoop portion of the wheel, which the tire fits onto, supported by the spokes. Historically made of wood, rims are now made of a variety of metals, alloys, or carbon fiber.

**RPMs:** Revolutions Per Minute (ideal number for cycling efficiency is 90)

**Spinning:** refers to high cadence pedaling, typically in an easy gear.

**Saddle:** The bike seat, where you sit while your legs spin away. Saddles get a bad rap for being uncomfortable, but finding the right one for you is key (what works for your friend might not work for your rear end).

**Saddle sores:** Chafing that occurs due to friction from the saddle. A chamois can only do so much to ward off chaffing, and hours in the saddle, an extra bumpy ride, or unwanted moisture from an unexpected rain shower can cause sores on your nether regions—a true pain in the butt. Prevent them by applying a chamois cream before you get rolling.

**Shifting:** Transitioning from one gear to another, allowing the cyclist to maintain a constant cadence despite changes in resistance or incline on the road or trail. On most bikes, the shifter on the right moves the chain along the back gears (cassette) for small changes. The shifter on the left adjusts the front gears, used for more major shifts. Cyclists spend most of their time shifting the rear gears in search for their cadence sweet spot.

**Stem:** The component on a bicycle that connects the handlebars to the steerer tube.

**Time trial (or TT):** A road race against the clock. This style of racing can be done alone or with a team, and features aerodynamic bikes, helmets, and skinsuits. Some triathletes use TT bikes to reserve energy during the bike leg of a race.

**Tops:** The portion of the handlebar closest to the stem.

**Watts:** The unit of measurement for power, or the rate at which energy is used over time. The more oomph applied to the pedals, the greater the wattage. A more common cycling unit of measurement is watts per kilograms (or watts/Kg); it takes the power to weight ratio of a rider into consideration.

## SWIMMING POOL ETIQUETTE - US MASTERS SWIMMING

You are just about to begin training. But before you do, a brief word about pool etiquette is in order. Every day more people are getting in the swim. These people range in ability from rank beginner to accomplished athlete; from individuals who are focused completely on their own movement up and down the pool to those who are continuously aware of the position of every person in their lane. To avoid conflict, and make everyone's experience more enjoyable, a number of conventions have grown up over the years. Here they are in brief:

1. **Lane designations.** In most pools, lanes are designated as slow, medium, or fast. These are relative terms. Choose a lane compatible with your speed, then notify the others in the lane that you are joining them.
2. **Swimming pattern.** If there are two of you in a lane, you may opt to keep to one side of the lane; the other swimmer will stay on the opposite side. Three or more swimmers in a lane must *circle swim*. In the United States, Canada, and most of the rest of the world, the custom is to stay to the right, that is to swim counterclockwise. (As you might expect, in Great Britain, Australia, and a few other Commonwealth outposts, swimmers circle clockwise. When *will* these people get it right?)
3. **Joining a workout.** If there is a workout set in progress, you may join only as part of the set.
4. **Speed.** Slower swimmers must yield to faster swimmers.
5. **Passing.** Pass on the left (on right in the United Kingdom and Down Under). Tap the foot of the person in front of you before passing. If you are being overtaken at the turn, stop, and wait until the other swimmer has pushed off.

In addition, observing several rules of common courtesy will be helpful.

1. Do not stand in front of the **pace clock**.



2. **Entering.** When you enter the water, never dive, jump, or push off into oncoming swimmers. Wait until they have made the turn and pushed off.
3. **Stopping.** If you need to stop, squeeze into the corner to the right of oncoming swimmers, so they will have sufficient room to turn.
4. **Push off underwater.** This will reduce the waves encountered by oncoming swimmers.
5. **At all times** be aware of what is going on within your lane. Also try not to kick or swing your arms into another lane.
6. **Keep your toenails and fingernails trimmed.**

## CYCLING RULES OF THE ROAD: Paceline Basics

As we start peddling in groups, it's probably good to emphasize basic paceline rules and etiquette:

### Basic skills

A few basic skills are needed in order to successfully ride with any group. You must be capable of riding a straight line, controlling your speed, anticipating possible problems and watching the road ahead of you. At the same time, be alert for activity in your peripheral vision.

**Hold your line** -- If you have watched a professional cycling race, you know that every rider needs to "hold a line." This means that cyclists need to be capable of riding a line parallel with the edge of the road. Practice this skill by riding 12 to 24 inches to the right of the white shoulder line while trying to keep parallel with that line.

**The slipstream** -- Some group rides practice staying together as one large mass—more or less—with little movement among the group. Other group rides incorporate pace lines—or some version thereof—into their sessions. In its most basic form, a pace line occurs when one rider pulls a line of other riders behind them. Each person follows the rider in front of them by staying within a few inches to a few feet of their leader's rear wheel. This area of least wind resistance is known as a slipstream. Staying in the lead rider's slipstream is called drafting. Riders that are in the draft position save upwards of 30 percent of energy compared to the lead rider. If you've ever had a chance to draft, you know that riding 20 miles per hour is significantly easier when you're following rather than leading. The difference is even more pronounced in a head wind.

1. Your actions and movements on the bike affect everyone behind you. Remember this when you stop pedaling or hit your brakes with 20 riders behind you. **DON'T OVERLAP WHEELS.**
2. When you stop your pedal cadence in the paceline, it will cause the riders behind you to brake.
3. It is **not** safe to ride on aero bars in the paceline. It does not matter how experienced you are, you cannot react quickly enough to a change in the paceline when you are in your aero position. This can result in panic moves when something happens which will affect the riders behind you (this is the reason you do not see aero bars allowed in road racing with packs of riders). Please don't do it unless you are in the front doing the pull. Experienced riders, please set the example for everyone.
4. Many riders will not come to the front of the paceline. If you can hold the speed of the paceline, it is best to stay in the rotation all the way to the front. If you do not want to pull, maintain the pace for a second or two, pull smoothly over, and then slow down to drop back. Slowing down suddenly by braking or just not pedaling to open a gap for a rider coming back from the front causes problems for the riders behind you.
5. When the group is going downhill, the riders behind will always roll up on the riders in front because of the drafting advantage. **FEATHER YOUR BRAKES LIGHTLY AND TRY NOT TO OVERLAP WHEELS.** This will avoid a dangerous situation and will help maintain the paceline rotation once the road flattens out.
6. If you want to pass riders to come up to the front or you want to initiate something like a sprint or breakaway, look behind you and move smoothly out of the paceline. Make the move smartly, try to accelerate slightly as you pull out, and then accelerate to the speed you want to ride. This will prevent any problems for the riders behind you.

7. When you are in a paceline and want to get out of the saddle for a butt break or to get more power climbing, signal the riders behind you by sticking out your right hand and giving a thumbs up signal. This will alert them that you intend to come out of the saddle. When you come out of the saddle, try to increase the power in your pedal stroke. If you don't you will actually slow down and cause a problem for the riders behind you.
8. When your turn comes to pull at the front and you want to pick up the pace do it in single digit increments (i.e. don't surge). This allows for smooth acceleration at the back and makes it easier for the rider who just pulled your butt to get back on.
9. If you are leading, point out gravel/potholes/bumps to those behind you. Hold your line and maintain a straight course, don't weave or make any sudden moves. Hold a steady, even pace. Don't "yo-yo" (slow down and speed up). This wastes energy and forces everyone behind you to waste theirs as well. When you are about to finish your pull, flash your hands, check over your shoulder for traffic, and smoothly move to the left and drop back.
10. If you see a rider ahead pointing or calling out a hazard, pass it on to the riders behind. They may not be able to see or hear the rider ahead of you.

## ETIQUETTE FOR RUNNERS

In the interest of promoting an enjoyable running and racing experience for everyone, the Road Runners Club of America encourages good runners' etiquette whether running in a group or running alone.

Always follow the RRCA Safety Guidelines.

### Whatever the pace, wherever the race, manners matter... Rules of the road & trails:

- Run against traffic if running on the road. If running on the sidewalk or multi-use trails, travel on the right and pass on the left.
- Never run more than two abreast if you are running in a group. Don't be a road hog.
- Don't run down the middle of the road or trail.
- If you are running an out-and-back route, don't just make a sudden u-turn at your turn around point. Stop, step to the right to allow oncoming traffic the opportunity to pass. Ensure the road or trail is clear of oncoming traffic (runners, cyclists, in-line skaters, etc.) then make your u-turn. Making a sudden u-turn without looking over your shoulder is a good way to get hit.
- Alert pedestrians when you are passing them – don't assume they are aware of their surroundings. A simple "on your left" warning will suffice.
- Be alert on blind curves.
- Stop at stop signs and ensure oncoming traffic yields to you before proceeding across a road. Don't assume cars will stop if you are entering a cross walk.
- Respect private property along your route. *Don't relieve yourself in the neighbor's bushes.*
- Don't litter. If you can't find a trash can, carry your trash home.

## COMMONLY VIOLATED RULES & PENALTIES - PLEASE DISTRIBUTE TO ALL ATHLETES

### 1. Helmets:

Only helmets approved by the US Consumer Product Safety Commission (CPSC) may be used in USAT sanctioned events. Helmets must be worn at all times while on your bike. This means before, during, and after the event, **WHENEVER** you are on your bike.

**Penalty:** Disqualification

### 2. Chin Straps:

Chin straps must be fastened at all times when on a bicycle. **DO NOT** unbuckle your chin strap unless you are off your bicycle.

**Penalty:** Disqualification on the course; time penalty in transition area only.

### 3. Unauthorized Assistance:

No assistance other than that offered by race and medical officials may be used. Triathlons and duathlons are individual tests of fitness.

**Penalty:** Time penalty

### 4. Transition Area:

All equipment must be placed in the properly designated and individually assigned bike corral. The wheel of the bicycle must be down on the side of the assigned space. All participants must return their bicycles to an upright position in their designated bicycle corral. No person shall interfere with another participant's equipment or impede the progress of another participant. All bar ends must be solidly plugged. No participant shall bring ANY glass containers into the transition area.

**Penalty:** Time penalty or disqualification

### 5. Drafting:

**Drafting**--Keep at least four bike lengths of clear space between you and the cyclist in front. If you move into the zone, you must pass within 15 seconds.

**Position**—ALWAYS keep to the right hand side of the lane of travel unless passing.

**Illegal Pass**--cyclists must pass on the left, not on the right.

**Blocking**—DO NOT BLOCK- which is riding on the left side of the lane without passing anyone and impeding other cyclists attempting to pass.

**Overtaken**--once passed, you must immediately exit the draft zone (four bike lengths) from the rear, before attempting to pass again.

**Penalty:** Time penalty

### 6. Course:

All competitors are required to follow the prescribed course and to stay within all coned lanes. Cutting the course is an obvious violation and going outside the course is a safety issue. Cyclists shall not cross a solid yellow center line. **Cyclists must obey all applicable traffic laws at all times.**

**Penalty:** Referee's discretion, time penalty or disqualification

#### 7. Unsportsmanlike-Like Conduct:

Foul, harsh, argumentative or abusive language or other unsportsmanlike conduct directed at race officials, USA Triathlon officials, volunteers, spectators or fellow athletes is forbidden.

**Penalty:** Disqualification

#### 8. Headphones and Telephones:

Headphones, headsets, walkmans, ipods, mp3 players, or personal audio devices, etc. are not to be carried or worn at any time during the race. Telephones may be carried, but must be stored out of sight, and in the "off" position. A participant may only use the phone when dismounted, off course, and not making forward progress.

**Penalty:** Time penalty

#### 9. Race numbers:

All athletes are required to wear race numbers at all times during the run. Numbers must be clearly visible at all times. Numbers may not be altered in any way that prevents a clear identification. **DO NOT transfer your number to any other athlete or take a number from an athlete that is not competing.**

**Penalty:** Time penalty for missing or altered number, Disqualification and one year suspension from membership in USAT for transferring a number without race director permission.

#### 10. Wetsuits:

Each age group participant shall be permitted to wear a wetsuit without penalty in any event sanctioned by USA Triathlon up to and including a water temperature of 78 degrees Fahrenheit. When the water temperature is greater than 78 degrees but less than 84 degrees Fahrenheit, age group participants may wear a wetsuit at their own discretion, provided, however that participants who wears a wetsuit within such temperature range shall not be eligible for prizes or awards. Above 84 degrees, wetsuits are prohibited.

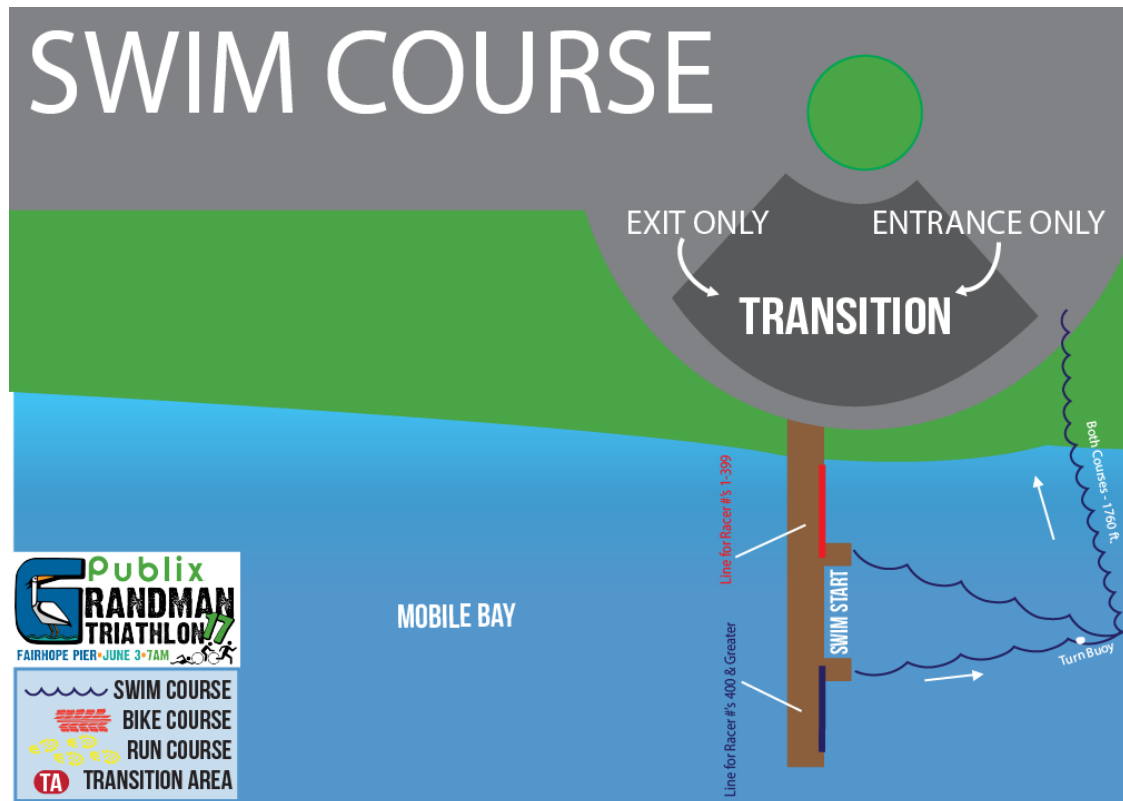
#### 11. Abandonment:

All personal equipment and belongings taken out onto the course must stay on the athlete the entire time. No garbage, clothing, etc. shall be thrown on the course.

**Penalty:** Time penalty

#### Variable Time Penalties

Distance Category	1st Offense	2nd Offense	3rd Offense
Sprint	2:00 minute	4:00 minutes	Disqualification
Intermediate	2:00 minutes	4:00 minutes	Disqualification
Long	4:00 minutes	8:00 minutes	Disqualification
Ultra	6:00 minutes	12:00 minutes	Disqualification



\*Racers will jump off two finger piers approx. 3 seconds apart from the Fairhope Pier, and swim 200yds out and 400 yds to shore, for a total of 1/3-mile swim leg.

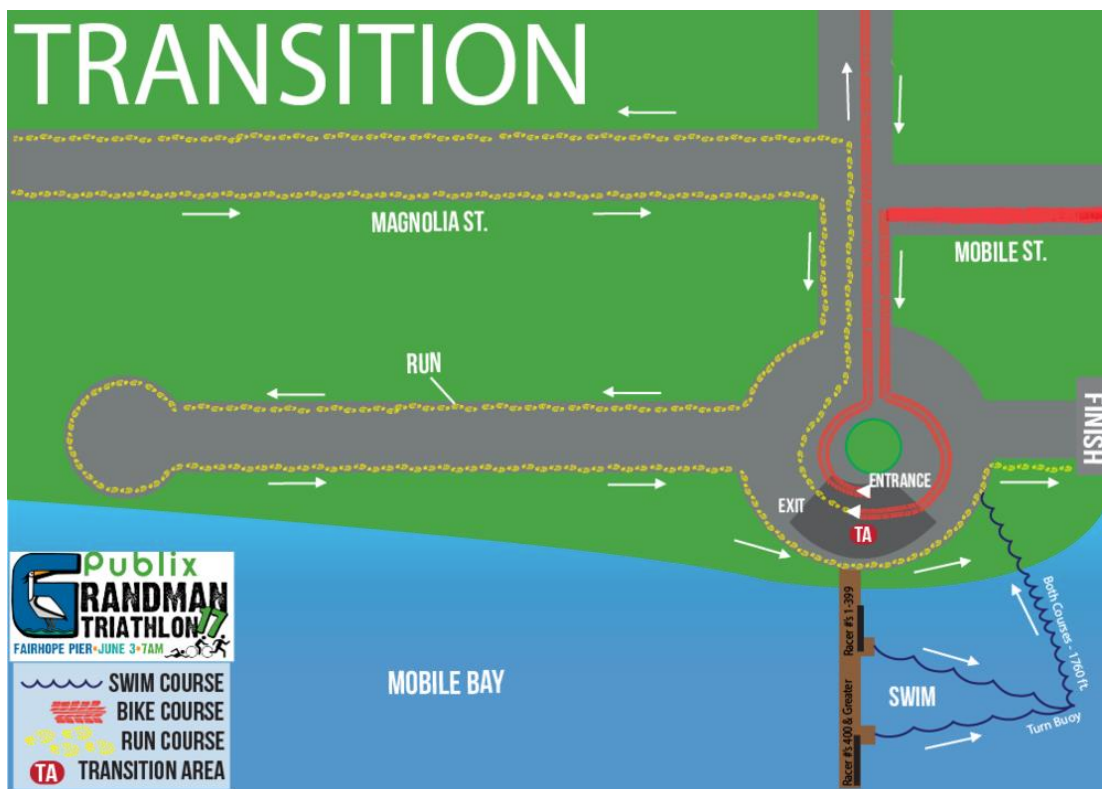


The bike course covers 18.6 miles of beautiful rolling hills traversing under giant live oaks and finishing with gorgeous views of Mobile Bay. Be careful coming back to transition down the Fairhope Hill, it's steep!





The run course takes competitors through side streets views of spectacular Fairhope and Mobile Bay throughout. The course sets up a dramatic conclusion to the race with the finish set right near the Bay.



1. Transition area will be open to racers at 5:30 a.m.
2. Only body-marked racers allowed into the Transition area.
3. Transition area will be closed for setup at 7 a.m. as the race starts.



## TRIATHLON DISTANCES & MIN. TRAINING TIME

(depending on your base fitness)

*\*6 weeks minimum to acclimate to any new multisport training regiment*

**SPRINT** --> 5-12 wks

**OLYMPIC** --> 8-16 wks

**HALF IRON** --> 10-24 wks

**IRONMAN** --> 24-26 wks

### BALLPARK TRAINING HRS

TRIATHLON	DISTANCES	MIN. WEEKLY TRAINING	RECOVERY TIME
SPRINT	300-800y/15-18m/5K	3 – 5 hrs	1 week or less
INTERMEDIATE	1.5K/40K/10K	5 – 7 hrs	2 weeks
HALF	1.2mi/56mi/13.1	7 – 10 hrs	3 weeks
FULL	2.4mi/112mi/26.2	10 – 16 hrs	4-6 weeks

## FIVE REASONS YOU SHOULD TRAIN WITH A GROUP

–By David Bertrand

It's easy to fall into the monotony of a solo training regimen and lose sight of the challenge and empowerment we seek from our workouts. As humans, we are social creatures and can draw energy and motivation from each other. Whether you are just starting your path toward fitness, returning to training after some time off or lost your competitive edge, the company of a group can help you go the extra mile. *Here are 5 ways a group can help maximize your training:*

### Accountability

The 5 a.m. alarm goes off — do you feel like hitting snooze and going right back to sleep? You might think twice knowing your training partners are out there getting the workout done.

### Motivation

Draw on energy of your training partners to fight through that last interval of a speed workout or climbing up that hill!

### Challenge

Training with others gets the competitive juices flowing, pushing you to continue challenging yourself.

### Distraction from Training Barriers

Whether your head is full of negative thoughts from a bad day at work or trouble with friends or family, your training group is there to keep things in perspective. You have opportunities for conversations with your training partners and structure from a coach to help you through rough spots that might otherwise result in a missed workout.

### Building Relationships

Your training group is there for you to share your experiences, learn from others, teach others, support others, be supportive and forge long-term friendships.

In the end we all have a goal when we start training. By leaning on each other we can stay on track to reach our goals and have fun. The group dynamic can breathe fresh air into your workouts and carry over into all aspects of your life. Soon enough, you might find yourself recruiting friends and family to join you in the next group-training session!