

THE ISLAND EIGHTY™

1 MI SWIM * 66 MI BIKE * 13 MI RUN



MARCH 29, 2009

THE ISLAND FORTY™

1 MI SWIM * 33.5 MI BIKE * 5.5 MI RUN



FIRST RACE TIPS

(This section has been prepared by Slowtwich.com)

Bring all manner of race apparel with you

One thing you can be sure of in Turks & Caicos in December... it rarely rains, it's never cold! Check the weather network website before you leave – prepare for what's to come – pack clothing for HOT to WARM weather and just in case RAIN!

Learn the Rules of the road (in Turks & Caicos)

In Turks & Caicos the cars drive on the LEFT HAND SIDE of the road!

Ride on the right, pass on the left. When you do need to move to the left to pass, take a quick glance and make sure nobody's coming up behind you.

Ride under control

The best athletes I know have a mantra when they're on the bike: "If the ride was to end right now, am I prepared to have a relatively strong run?" This is a question you ought to ask yourself throughout the bike ride. If the answer is ever "No" then it's time to back off a bit. This doesn't mean you necessarily need to slow down, but to simply ride with less effort. Perhaps you're in a gear that's too big, or you're not thinking about how to keep the pace up using less effort. It's uncanny how much more comfortably you can ride if you just ask yourself the question, from time to time, "Can I do anything technically right now to conserve energy without letting the pace fall off?"

Part of riding under control is to use a lower gear and a higher cadence. If you ever find yourself in a mini conundrum while on the bike, wondering whether you ought to be in a smaller (easier) gear, you almost certainly ought to be. You won't find that your pace slows much if at all (it may even increase) but you'll find the pedaling less arduous. Here's a paragraph about Chris Carmichael and his pupil, Lance Armstrong, in a recent issue of Bicycling Magazine:

Instead of putting him through white hot intervals that essentially mimicked racing conditions, Carmichael sent Armstrong on long, easy rides with a strict heart-rate ceiling. Instead of pushing big gears, he was to spin at high cadences—85 to 95 rpm to start—to keep his legs fresh... In hindsight, the benefit is obvious: Any

cyclist who can produce power aerobically, while rivals tap their anaerobic systems, will stay fresher.

This is a perfect analysis of what top triathletes already know and have known for years: the bike ride is an exercise in who can whisper the loudest. When you dismount, you need to have used your muscles economically, without standing and powering up the hills in big gears, without using lower cadences.

Run with your brain, your legs will catch

I and other experienced triathletes know something you don't, and the more I race the better I know it: As long as I haven't shot my wad on the bike, my legs are going to feel way better after two miles of running than they feel immediately after getting onto the run course. Just put one foot in front of the other, do not worry about pace, just stay patient. Your brain knows something right away that your legs will need ten or twenty minutes to figure out: It's time to run. It's quite common to exit the bike feeling like you've got no running legs at all. Run at whatever pace is comfortable at the start, things will almost always be much better at the end of mile-two.

You can come back from temporary hardship

Triathlons are like no other sport in this one respect: You can be absolutely out of the running, gone, dropped, dead, with no chance of resurrection or rehabilitation—and come back to win, or at least have a very respectable finish. I've seen people have the worst luck early in the race, and danged if when it's over they aren't on the podium. It's hard to imagine how that might be while you're in the midst of a bad patch. Just know that things change, and that's the one truism that remains the same in our sport.