



"Developing Our Youth Generation"

Parent Handbook

Version F 01-16-15

www.fraziercycling.com

Table of Contents

1. Welcome
2. www.fraziercycling.com
3. Common Cycling Terms
4. Practice
5. Preparing for Race Day
 - a. Purchase a USA Cycling License
 - b. Purchase a Frazier Cycling Race Kit
 - c. Register for the race
 - d. Race Waivers
 - e. Preparation the night before
 - f. Day of the Race
 - g. Race Etiquette
6. Bike Maintenance
7. Annual Time Trial Series
8. National Competition
9. Event Rides
10. Camp
11. Suggested Reading
12. Sponsors/Discounts
13. Key Contacts
14. Event Calendar
15. Team Directory

WELCOME:

Welcome to Frazier Cycling. We are thankful that you have entrusted your child to us and we will work with you to develop his cycling skills and ability to perform as part of a team. We realize you may be unfamiliar with the sport of cycling and are providing you this handbook to assist you with the key things you need to know. It will take a big commitment from both you and your child and we hope this handbook helps you navigate. A member directory is included and we encourage you to talk to parents of current cyclists about their experience and gain insight from their helpful hints.

FRAZIER CYCLING WEBSITE

www.fraziercycling.com should become your first line of information. Whenever you have a question just go to www.fraziercycling.com and you are very likely to find the answer. It contains:

- Practice Schedules/Locations/Dates/Times
- Race Information
- Contact Information
- Stats on each cyclist
- List of events
- Stories on recent events
- List of Sponsors
- Merchandise

Frazier Cycling on Facebook – If you have a Facebook account be sure to tag Frazier Cycling so you get routine news feeds about the team.

COMMON CYCLING TERMS:

Circuit: A race course that is 1-3 miles with a rolling enclosure. This means the road will not be closed but there will be limited traffic.

criterium: A Criterium or crit race course is a loop that is less than 1 mile in length. It is on a closed course (no traffic). The race will cover multiple laps of the course. Generally the race is measured by time, i.e. 30 minutes plus 3 laps.

Drafting: Drafting is a technique used in all races with the exception of the Time Trial. When drafting a rider positions his bike directly behind another rider to reduce the drag created by wind. By drafting behind another rider, the resistance created by the air is reduced by approximately 30%.

Junior Gears: All riders racing age 18 and under are required to race all USA Cycling sanctioned races with restricted gears. This is done to prevent injuries. We recommend that all junior riders have a maximum gear ratio of 50x14 for 700c wheels and 50x13 for 650 wheels.

Pace Line: A pace line is created by multiple riders drafting in a line. The reduced drag of the wind is achieved by each of the riders that are in the line behind the lead rider. This allows a group to achieve a faster overall speed by sharing the work at the front.

Race Kit: The race kit is comprised of the team jersey and team shorts/bib or skin suit.

Road Race: A road race course is a loop that is greater than 3 miles in length. Depending on the length of the course, the race may cover multiple laps of the course. The length of the race will vary based on category and/or age group. The race is measured in miles not time.

Time Trial: A time trial is a race against the clock. Riders generally leave one rider at a time at 30 second intervals. Most time trial courses are out and back. Drafting is not permitted. The winner is determined by the shortest elapsed time. In a time trial riders may use special equipment like aero bars, aero helmets and specialized time trial bikes.

Trainer: A trainer is a device that holds the bike stationary while riding. It is a useful tool to allow the cyclist to warm up at a race without worrying about trying to find a safe place to ride outside of the race course.

PRACTICE

Practice is essential if your child wants to develop his biking skills and improve endurance. We realize this takes a big commitment from you. Your child must regularly attend practice if he wants to advance and be eligible to race. This is important for his safety.

The practice schedule is at www.fraziercycling.com . The schedule will vary based on the time of year taking into account school schedules, amount of daylight and weather. During the winter months there will be some indoor practice but we do ride our bikes in the cold. With the appropriate clothing and the mild winters in Georgia this is not a problem. Riding when it is cold will not make your child sick.

There are different types of practices each designed with a specific purpose ranging from:

- Bike Handling Skills
- Endurance
- Race Tactics
- Sprinting
- Time Trial Performance

All practices are designed to encourage team participation, improve skills and prepare cyclists for competition. Each practice has a specific goal that is important for the success of the athlete. As such, it is important that the athlete attend the required practices. As your child progresses additional practices will be added to

improve the fitness and skill level of your child. The coaches will let you know when your child is ready to add additional practices. If you are unsure which practices your child should attend ask Coach Ralph or Coach Kelli. If your child is unable to make a practice due to illness or another commitment, you should notify the coach prior to the practice. By doing this the coach is able to suggest replacement workouts or practices so that your child does not miss out on learning critical skills. If your child has a fever or an upper respiratory illness he should not attend practice.

PREPARING FOR RACE DAY

It may be hard to believe now but the day will soon come when your child will want to enter their first race. Now what to do to be prepared:

1. Your coach will tell you when you are ready to race and what category of race you will be doing.
 - You will start out racing with other juniors of your same age group. Depending on the size of the group you are racing you may be with a large age range and have boys and girls racing together. If it is a larger race you may be racing with a smaller age range, 9-12 year olds for example. USA Cycling now supports a Youth category for ages 6-8 yr olds to race. Unfortunately, most races do not offer this yet.
 - The group you race with is referred to as the 'FIELD'. The younger juniors 10 – 14 typically have fields of <25.
2. Purchase a USA Cycling License. Each racer must have a license or they will not be allowed to race. You must present your license at race registration and check-in.
 - Go to www.usacycling.org
 - Go to the Buy a License. Create an account
 - Click on Purchase/Renew License. Purchase a junior license.
 - It is very important to input the team/club name when filling out your application. If you do not fill in "Frazier Cycling" as your team, then you will appear on the race roster as "unattached".
 - Because your child is a minor you must print out a waiver, sign it and mail it to USA Cycling. They will not mail the license until they receive the signed waiver.
 - The license will be mailed to you typically within a week. Go ahead and print an "Authorization to Ride" to use until your actual license arrives.
 - The license is valid from January – December. A new license needs to be purchased each year.

- You will notice the 'Race Age' of your child is his/her age on December 31. So even if he turns 16 on 12/31 he races as a 16 year old from January 1 – December 31 of that year.
 - Purchase a race kit (custom jersey and shorts/bibs). Each year you must purchase a new race kit to reflect the current year sponsors. Check with us about ordering your kits.
3. You will receive a race roster approximately -2 weeks prior to the race. The roster will tell you which event your child will be racing in. It will also include the all race details including race registration information and whether you need to bring a trainer or not.
4. REGISTER FOR THE RACE. It is your responsibility to register your child. This is typically done on-line and the roster will have the website address. Occasionally you may register on site the day of the race but there is almost always an extra fee. There are a few websites that tend to do most of the race registrations, bikereg.com for example. You should set up an account the first time you register as it will make it very easy the next time you register. Each site is slightly different but they are all fairly easy to navigate
5. The night before the race:
- Your child needs to hydrate and get a good night's sleep
 - The night before is not the time to experiment with new foods. A high carbohydrate meal is usually best.
 - The night before is also not the time to add new accessories or components to the bike.
 - Pack their race bag
 - i. Helmet
 - ii. Gloves
 - iii. Shoes
 - iv. Sunglasses
 - v. Arm warmers, leg warmers, etc if it is cold
 - vi. Race nourishment (goos, gels, etc)
 - vii. Safety pins (for pinning race #'s to their jersey)
 - viii. Water bottles
 - ix. Change of clothes for post race (including street shoes)
 - Make sure you know where you are going; the website where you registered typically has a race flier with the schedule, directions, etc.

6. The Day of the Race (it's finally here)

- Prepare to arrive 1 hour and 15 minutes prior to the start of your race; this allows for getting your number pinned on your jersey, warming up and getting instructions from your coach.
- Wear your race kit
- What to eat? Your child will learn with experience what works best prior to a race and it will vary depending on the length of the race but some general guidelines to keep in mind are:
 - i. Hydrate all the time. You can't make up for lack of hydration all week by drinking that morning
 - ii. Do not drink milk products within 3-4 hours of the race
 - iii. Do not eat a heavy meal 4 hours prior
 - iv. Try a power bar, bagel, peanut butter sandwich – you get the idea, something bland with carbohydrates and a little protein seem to work best for most
 - v. Most will want a goo, gel, some sort of quick energy about 30 minutes prior to the race. If it is a road race of significant length they will want to take an extra goo in their pocket. Not to worry that won't occur on their first race and they will have practiced getting things out of their jersey's back pocket and eating before needing to do it in an actual race.
 - vi. They will want a water bottle on their bike with either water or Gatorade, they should not drink just water as they need the electrolytes.
- When you arrive bring your bike, bag, water bottle (with water or Gatorade) and trainer if required, to the Frazier Cycling tent.
- After dropping off your child go directly to the Registration tent and check in. You will need to show your child's race license. You will receive a bib number. If you are paying for on-site registration note that many smaller races only accept cash.
- Please ask for assistance/instructions from one of our parents or coaches the first time you put a bib number on. There is specific placement on the jersey depending on the race and some helpful tips for ensuring your child's number doesn't fly off during the race.
- After that defer to the coaches for direction. They will ensure your child is ready for the race. The first few times you observe your child warming up you may think he will be tired before the race even starts, but this is an important part and just trust the coaches – they have done lots of races. There is no need to hover over your child. Let the coaches coach (do not give your child coaching advice – leave that up to the experts). Make sure your child has the water bottle he needs, and his number pinned correctly and then **leave the team tent** unless, a coach has

asked for your help. Once it is time to race the kids move to what is referred to as the 'Staging' area. This is just a gathering place near the start line. From there the official will call them to the Start Line. Then you simply cheer them on – and all their teammates of course. But parents, cheer, not coach.

- The race is over – all the juniors (all cyclist age 10 – 18 are considered Juniors) go immediately to 'Roll-Out'. Juniors race with a certain set of gears that is suppose to help protect them from injury. Without these gears they are not qualified to race. In 'Roll-Out' a USCF race official will check to ensure all participants had the appropriate gears. If for some reason your child does not pass roll out, do not question the official. Let the coaches know and they will provide you with an explanation of what needs to be done to your child's bike so it qualifies or they will address it with the official. If your child fails to go to 'Roll-Out' he can be disqualified
- Parent Escorting Guidelines

At some point, the parents who are cyclists may be ask by the coaches to 'escort' your or new riders during a race or there may be a parent or coach escorting your child. Here are the "rules" for escorting: The whole idea behind escorting is to ensure no junior is left on a course riding alone. The coaches will assign escorts to certain juniors. The basic rules for escorting are:

- You cannot escort your own child.
- We escort non-Frazier juniors if they need it.
- Stay behind the junior.
- No coaching at any time.
- No pacing.
- You can encourage them depending on the circumstances - if they are trailing and need a pep talk it is ok. If they are out in front that is not appropriate.
- Be flexible. If your junior has bridged up to a group you may drop back to another junior that needs escorting.

7. Race Etiquette

- We race as a team, that means that some days your child may be designated to help set up another teammate to win. This reinforces our philosophy of team. There are team tactics that can only be learned by practicing in a real situation. These decisions are left to the coaches.
- We cheer for all our teammates and we all go to the podium whenever possible for awards presentations.
- We ignore negative talk from our competitors.
- We never approach a race official, race staff or race announcer with complaints, issues, or corrections. If there is an issue let the coach know and they will decide when and how to handle it. There are times when the issue is really not worth worrying about. There is always another race and sometimes things just need to be left as they are.

- We all work together to set up/tear down 'camp'. We have tents, water coolers, trainers, etc. Everyone helps set it all up and tear it down at the end of the race. This is greatly expedited if you /your child keep up with his belongings and make sure his trash gets to the appropriate place throughout the event.
- Each of our actions is a reflection of the team. We have an outstanding reputation and are often invited to races. We ask your assistance in maintaining that reputation.

Non-Team Race Participation

Frazier Cycling Juniors program is based on the team concept and unlike other junior organizations we train and race as a team. Therefore we do not condone members racing in races that we do not attend as team or where a coach or staff member is not there to support. In special circumstances there may be exceptions (i.e. out of town travel). Check with the coaches.

Annual Time Trial Series

Each spring we begin the Time Trial Series. A time trial is held every 3 weeks and takes the place of the Wednesday practice for that week. It is a great opportunity for individuals to monitor their progress. A few weeks in advance a volunteer assignment will be distributed. Volunteer duties range from marshalling the course, to timing, to recording.

How we conduct our 3.2-mile Individual Time Trial:

An "Individual Time Trial" is a race against the clock. No drafting. "The race of truth".

The cyclists are ordered (seeded) according to their standing from the slowest time to the fastest time (in our case, we use the individual's previous time). Hence, the slowest rider starts first and the fastest rider starts last. For those riding their first 3.2-mile ITT (Individual Time Trial), they will be seeded subjectively, usually before the seeded riders. Each cyclist is started alone from a standing start (One of the coaches will hold each rider as the person keeping the stop-watch (the timer) counts down the cyclist's start time) at a specific interval. Our interval is one cyclist every 30 seconds. The timer counts aloud the final five seconds for each starter so they can prepare to GO! The clock begins with the first starter's "GO" and ends with the last starter crossing the finish-line. If an individual misses his or her start time, the clock continues to run and the individual is assumed to have started. This teaches our kids, parents and other members to get to the start on time! Split times are recorded as each cyclist finishes such that the total elapsed time can be calculated for each competitor.

The group will warm-up on the 1.6-mile course with two laps after riding from the parking lot. After the warm-up, we will order all starters. **Only those who arrived for the warm-up will be permitted to participate because the seeding will be set during the warm-up. Make sure to arrive early.**

Following the seeding, we will start a "practice" 3.2-mile ITT such that the competitors get another warm-up, get familiar with the course, and the starters and timers practice their jobs such that we don't have any mistakes for the final run.

For the practice run, everyone will ride the complete 3.2 miles (twice around the course). After each rider finishes his/her practice they pull off of the road and return to the same place in order (according to the seeding). When everyone finishes the practice, we will begin the final and "real" 3.2-mile ITT. The results of the final 3.2-mile ITT are official and these results will be recorded in our database and posted on the website.

When everybody has finished the official 3.2-mile ITT, we group will reassemble and ride back to Dan's Car Wash parking lot where the preliminary results will be announced.

Please note that we will have escorts on the course.

Coaching Fee Payments:

Frazier Cycling will invoice you electronically at the beginning of each quarter. Payment is due upon receipt. We take VISA/MC/AMEX/Discover. If paying by check mail payments (please do not hand a coach your check at a race or practice to:

Frazier Cycling
675 Welford Road
Suwanee GA 30024

Contact us if you would like have monthly invoicing instead of quarterly.

CAMP:

Frazier Cycling holds a week long camp each summer. The camp is designed for cycling juniors of all skill levels. It gives them a chance to further develop their cycling skills and have a lot of fun at the same time.

Activities include:

- Skills Practice
- Time Trial
- Criterium
- Road Race
- Endurance group rides
- Downtime for typical camp activities (swimming, volleyball, hanging out)

Bike Maintenance

When your bike needs maintenance/repairs we recommend the sponsored local bike shop. Your child should be sure to pump his tires (or have them pumped for him if he isn't strong enough) before rides and carry a spare tube and CO2 cartridge with them.

Recommended Reading for Parents

Here are some books the coaches recommend for the kids and parents to add to their cycling libraries:

- **Racing Tactics for Cyclists** by Thomas Prehn with Charles Pelkey, VeloPress.
This book applies to all ages.
- **The Cyclist's Training Bible** by Joel Friel, VeloPress.

Note: When reading this book, especially the chapter on "Intensity", please realize that Joe Friel's audience is adults, not youths and juniors. Most all of our juniors have not come close to their threshold of miles.

In the chapter on "The Training Year", Joe Friel describes the number of training hours per year that are typical for successful racing per category. You may notice sort of a conflict for training hours/year per race category in his chart that includes juniors. Basically, he considers juniors as Men Cat 5. For juniors, Joel shows 200-350 annual hours (~3,400 - 6,500 annual miles); however, he shows 350-500 annual hours (~6,000 - 9,500 annual miles) for Cat 4; and 500-700 annual hours (~9,000 - 13,000+ miles) for Cat 3. Training hours for Cat 2 is 700-1,000 annual hours. This is where training years, available training time, and growth development are important for juniors. You can bet that those kids in the older age groups that we saw at nationals are training nearer to the category annual training hours than the juniors specified time. Frazier Cycling's stance is that Joel Friel's chart really illustrates what is typically necessary to compete in various categories. It puts things into perspective. In order for "normal" kids to compete at the highest levels, it takes a lot of coaching care.

For the most part, the growth development and maturity of juniors is not a part of Joel's consideration because he deals with training adults; however, in his chapter on "Unique Needs", Joel briefly addresses juniors and women. The few words Joel writes are important.

- **Bicycle Medicine** by Arnie Baker, M.D., Fireside.

This book applies to all ages. Arnie has a short section specifically addressing kids and juniors, "Hints for Kids and Juniors".

SPONSORS

Sponsors are an important part of our team. Sponsorships may be in the form of financial assistance to the team to fund equipment, coaching, etc. or it may be in the form of products, i.e. nutritional products, clothing products, bike components, etc. Many of our sponsors offer the team discounts on the products they sell. Current sponsors: Check our website for our sponsors. If you know a contact or business that would be interested in sponsoring the team please contact Cathy Frazier.

VOLUNTEERING

Parent involvement is critical to the success of the team. Throughout the year all parents will have the opportunity to assist. If interested in volunteering please contact Cathy Frazier @ 770.513.8640 / cfrazier@fraziercycling.com.

Easy Steps to Properly Fit a Bicycle Helmet

It's not enough to simply buy a bicycle helmet – it should be properly fitted, adjusted, and worn each time you ride.

The Proper Helmet Fit

Helmets come in various sizes, just like hats. Size can vary between manufacturers. For the most comprehensive list of helmet sizes according to manufacturers, go to the Bicycle Helmet Safety Institute (BHSI) site: <http://www.danscomp.com/products/charts/helmetchart.htm>

To select and properly fit a bicycle helmet, follow the helmet fitting instructions in this flyer.

It may take some time to ensure a proper fit. It is easier if you have someone help you adjust the straps.

Step 1 Size:

Measure your head for approximate size. Try the helmet on to ensure it fits snugly. While it is sitting flat on top of your head, make sure the helmet doesn't rock side to side. Sizing pads come with new helmets; use the pads to securely fit to your head. Mix or match the sizing pads for the greatest comfort. In your child's helmet, remove the padding when your child's head grows. If the helmet has a universal fit ring instead of sizing pads, adjust the ring size to fit the head.



Step 2 Position:

The helmet should sit level on your head and low on your forehead—one or two finger-widths above your eyebrow.



Step 3 Buckles:

Center the left buckle under the chin. On most helmets, the straps can be pulled from the back of the helmet to lengthen or shorten the chin straps. This task is easier if you take the helmet off to make these adjustments.



Step 4 Side Straps:

Adjust the slider on both straps to form a "V" shape under, and slightly in front of, the ears. Lock the slider if possible.



Step 5 Chin Strap:

Buckle your chin strap. Tighten the strap until it is snug, so that no more than one or two fingers fit under the strap.



Step 6 Final Fitting:

- A. Does your helmet fit right? Open your mouth wide...big yawn! The helmet should pull down on the head. If not, refer back to step 5 and tighten the chin strap.
- B. Does your helmet rock back more than two fingers above the eyebrows? If so, unbuckle, shorten the front strap by moving the slider forward. Buckle, retighten the chin strap, and test again.
- C. Does your helmet rock forward into your eyes? If so, unbuckle, tighten the back strap by moving the slider back toward the ear. Buckle, retighten the chin strap, and test again.
- D. Roll the rubber band down to the buckle. All four straps must go through the rubber band and be close to the buckle to prevent the buckle from slipping.



 **When to Replace a Helmet.**

Replace any helmet that has been involved in a crash, or is damaged.

 **The Helmet Should Fit Now.**

Buy a helmet that fits your head now, not a helmet to “grow into.”

Replace any helmet that has been outgrown.

 **The Helmet Should Be Comfortable.**

If it feels small, put in the thinner sizing pads or purchase a larger helmet. Ideally, select a helmet brand and size that fits well prior to any adjustments. If you buy a helmet that you find comfortable and attractive, you are more likely to wear it.

 **The Helmet Must Cover Your Forehead.**

 **The Chin Strap Must Be Tight and Properly Adjusted.**

 **The Helmet Should Not Rock Forward or Backward on Your Head.**

If it does, see step 6.



A bicycle helmet can protect your head and brain ONLY if you wear it each time you ride!

Helmet Laws

Many States and local jurisdictions have bicycle helmet laws; please refer to your State or local jurisdiction. To find this information go to www.helmets.org/mandator.htm

A bicycle crash can happen at any time. A properly fitted bicycle helmet reduces the risk of head injury by as much as 85 percent and the risk of brain injury by as much as 88 percent.

More children age 5 to 14 go to hospital emergency rooms for injuries associated with bicycles than with any other sport. Many of these injuries involve the head. Helmet laws ensure the safety of our children.

Model Safe Behavior

Everyone — adult and child — should wear bicycle helmets each time they ride. Helmets are the single most effective way to prevent head injuries resulting from bicycle crashes. Wearing a helmet each ride can encourage the same smart behavior in others.

Helmet Certification

Buy a new helmet that has been tested and meets the uniform safety standard issued by the U.S. Consumer Product Safety Commission (CPSC); use an old helmet only if it has a seal from one or more of the voluntary bicycle helmet standards, such as ASTM, Snell, or ANSL. Look for the certification seal labeled on the helmet.

DOT HS 810 600
April 2006



For more information on bicycle safety, visit the National Highway Traffic Safety Administration (NHTSA) Web site at: www.nhtsa.dot.gov



