



How to 'win' the ZRL TTT events in ZRL (races 2,4 & 8) & also WTRL TTT events

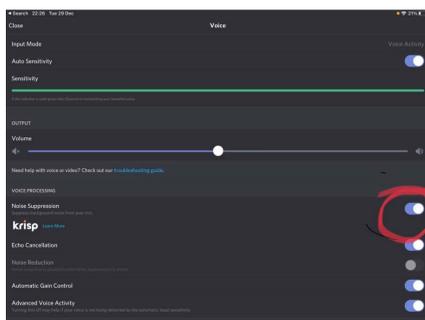
Please read the official WTRL guidance first: [TTT Rules And Info - WTRL](#)

Rob B, our SDWasps Guru will now reveal all...

Communication – use DISCORD (each SDW team has a voice channel set up)

Riding in a line, as a team, is REALLY tricky - especially with rosters that change a bit, week by week. Voice comms over Discord really does seem to be the way to turn a "blob" into a drilled efficient line (cough).

Toggle KRISP.AI on in Discord and it might just hide the sound of your turbo 747 noise from others. Not sure the AI has quite worked out cyclist heavy breathing, coughing, spluttering and puking yet though



Team Balance – pick a watts target and vary the duration each lead rider maintains it for!

We often ride with a team of mixed abilities. On flatter sections team speed is best maintained by riding similar watts "on the front". If the power output on the front goes up and down significantly, it makes it hard to ride in a consistent line behind.

It's worth picking a suitable watts target for the flatter sections (under about 3%) and then letting riders vary their duration on the front to balance the team. 30 seconds seems to be a suitable minimum for a normal turn, where you have started from 2nd wheel.

Riders with bigger watts can go longer, e.g. 1min, 1min30s or 2min turns OR they can ride above the watts target but should be careful to work up to the higher output slowly.

Watts vs. WKG

It's hard to know exactly the physics which dictate power->speed on the front of a line when taking into account rider weight and height. Suffice to say, shorter/lighter riders can probably get away with less than the watts target whereas taller heavier riders probably need to ride slightly higher.

E.g.

Sharon Watts - 188cm 87kg - 5WKG (435w)

Michael Literider - 178cm 65kg - 5WKG (325w)

On the flat, I'm pretty sure Sharon will be going faster at 5WKG than Michael. By how much, I've no idea. In the above example, a total guess would suggest the Michael might need to achieve around 375w for the same speed (5.8wkg!) - I guess we need to ask Eric Schlange to do an experiment.

Don't do a soft turn – no pain no glory

Behind you, nobody really knows how strong your turn is - they are too busy adjusting to what's happening directly in front of them. It's really on you to keep the team speed up. If you aren't going to be able to power through your turn, it's better to go shorter (not usually less than 30 sec) than to do a slow long turn.

If you've not got 30 sec in you it's better not to take your turn at all. From 2nd wheel, it's ok to call that you aren't taking your turn. Drop to the back at the same time 1st wheel drops. Even if you are totally gassed, you're still helping the team by working through the line, even if you keep dropping from 2nd wheel.

Line Order – it's now your turn!

It's worthwhile establishing an order for your turns - knowing who you should follow in the line (and what their bike/socks look like). Yet, we are finding that it seems to be worth not being too rigid. Situations occur which jumble up the line. It seems that just rolling with what happens is sometimes more efficient.

When you end your turn, try to drop to the back. If you end up halfway up the line - you just have to go with it. If you try to back off, you'll make a gap that's really hard for the rider behind you to close, as they have to power through your draft before closing the gap.

If you randomly shoot through the front, for instance coming downhill, congratulations - it's now your turn! The rider who was 1st wheel will really struggle to get past you. So give it a bit of a turn on the front. Even if that's only 10-15secs. (1st wheel, change role to 2nd wheel and then drop at the end of this turn too)

The "sink and sprint" – be confident in the Zwift draft and your abilities!

Are you feeling brave? You need to be. To get from the front of the line, to the back:

- "The Sink" you need to get right off the power - like scarily so. Stop pedalling for 0.5 sec perhaps!
- "The Sprint" when you are about level with the last rider, you need to step on it just long enough to catch the back of the draft as the rider passes you but not so much as to go shooting up the line.

Don't drop the power off enough - as you drift back, your teammates will get stuck behind you and it will open a gap. They'll thank you for that...

Get back on the power too soon - you'll be rewarded with a new place in the team order, closer to your next turn than you were planning.

Miss the back of the draft - well, that sprint gets longer and longer - just when you don't need it. Once you get to 10m you lose the draft completely.

In this YouTube video Eric Schlange shows us what not to do. <https://youtu.be/LXYfJxBJmT4?t=407>

- His turn finished at 6:00 - Good turn Eric!
- He's off the power but at about 6:08 (as passed by 2nd wheel) he back on the power, standing, and grabs the draft at 3rd wheel.
- Realising his mistake he's off the power again and drops a gap to 2nd wheel. 4th/5h have to come round him and get on the power to close the gap he made.
- He does it again at 5th wheel and gives the rider at the back a problem.
- From the back, he shoots through then backs off and then has to work to close another gap.
- It's harsh on Eric, as it's all on his own camera!

When he ends his turn at 10mins, he does a much better job of waiting for the back of the line before accelerating and getting back on the back.

Hills – you need to push on these, the team doesn't drag you

The effectiveness of the draft drops significantly as the speed drops and it's all about WKG. Everyone needs to get on the power and climb together. There is still a draft benefit, so it's worth continuing to rotate the lead and for 1st wheel to rider high power but the rest of the team need to "match" WKG. Maybe 1st wheel can ride up to 0.5WKG higher.

It's worth someone calling a WKG target but that's very much what works for the team and how long the hill is!

Passes - passing another team is a bit like a mini climb.

Firstly, don't take action too soon. You don't start to pick up the draft until about 10m behind (just remember how hard you had to work last time you got sink/sprint wrong!). Assuming you aren't in a mess, as the first rider gets to about 10m - call "everyone on the power". The team you are passing are a sticky draft danger. Without a bit of extra power, you'll catch their draft, slow down and watch your team start to disappear off. With a little power, you'll sail past and last wheel can call out that you are all through. Nifty.

Being Passed - this section isn't for SDW teams, it doesn't happen

If you're caught ease off power as a team and let them pass (this causes most controversy in the bear pit)

Some other thoughts...

If it's all getting messy. Try not to panic - a few more seconds of effort can fix everything without calling the team speed down. Try not to ask 1st wheel to slow down, most riders find it hard to back off, then jump back up to power when things are called "ok".

If you are 1st wheel and there is chatter about gaps, mostly ignore it - maybe try to back off by just a handful off watts, that's very much about what YOU can/can't do.

If the team really are struggling, tell 1st wheel to end their turn. 2nd wheel can hold steady until the team is ok and then wind up to their (probably shorter) turn.

TTT is a team sport. Team communication is really important. Don't be quiet – make it clear who is speaking!

Timing - any times being called are to the "race clock" at the top of the screen. Typical calls "thirty" (the next time the seconds are 30) and "zero" (the next time the seconds are :00)

Calling your turn - as you take your turn, tell everyone your target. "Sharon to 09:30". If that goes wrong, try to give everyone as many seconds as possible if you are ending early.

When you are in 2nd wheel, it's really helpful to your team mates to call it. "Michael 2nd wheel!" It tells them that you are taking responsibility of any gap to 1st wheel AND that you are locked/loaded for your turn afterwards.

Have some confidence in yourself. The "close the gap" warning doesn't mean "fail" - it's ok to have a gap of a couple of some metres, don't panic just try to gradually close it. It's not big enough to call the team speed down.

If your Zwift tells you how far riders are behind - then use it to the benefit of your team. If you are 15m ahead in 1st wheel, you probably shouldn't wait for someone to shout that there's a gap! If you are last wheel, keep an eye on those sink/sprinting behind. If the gap opens a few metres, try and open your gap a

bit and make it easier for them to get back on. iPad users don't get this handy information, they'd need to be "pro" and use the overhead view.

If you've just made a big effort to close a gap at 2nd wheel, heroically keeping the team speed up, it's ok to then bail out of your turn. Just let everyone know.

ENJOY THE TTT – DON'T PANIC!!!