



# Coach-Athlete Q&A

A look at some coach-replies to common questions by topic.

**Q:** I can't seem to find anyone in the bike stores around Houston that gives the impression that they are very 'Tri Setup savvy', and was wondering if you could give me some general tips to setting up the bike (a Cervelo P3) to fit me?

AL

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**A:** Hey Al.....sure thing. We (TRMyCoach.com) have over 45 athletes riding Cervelos and 17 of those who have a P3. So I'm very familiar w/ the P3 set-up.....having dialed my OWN over 1 year.

**The things you should look for, in your own set-up, are:**

- 1) 90 degree angles between forearm/bicep.....bicep/torso.....and torso/femur (when femur is @ a position where crank-arm is @ 3-o'clock position).
- 2) when your foot is clipped in and your crank is @ that 3 o'clock position (ie: crank pointed straight forward), you should be able to drop a plumb-line from the tubercosity (boney bump UNDER the knee).....and have that plumb-line fall VERY near the pedal spindle. For an ideal wattage-to-hr ratio.....I reccomend not allowing the plumb-line (when dropped like this) to get farther than 1.5cm in front of, or behind that pedal-spindle.

Going farther than that BEHIND the spindle negatively effects comfort and 'aero-ness'.....Going farther forward (than 1.5cm) negatively effect wattage on MOST people.

The 'fore-aft' of your saddle position determines your effective "seat-tube-angle". And THIS.....in my opinion.....is why the Cervelos are one of the best bikes around. Because that fore-aft is totally adjustable (w/ the flippable seat-post head).....NOT FIXED.

4) for saddle height.....if you'll take your inseam (barefooted), take the inseam length you get [in cm].....and multiply by .90.....this give you 90% of your inseam length. This distance should correspond & match the distance from the center of your Bottom-bracket spindle to the top of your seat following a straight line.

At this seat-height, when you sit on the saddle w/ no shoes on& have both legs hanging down, your bare heel should swing an inch or 2 ABOVE the surface of the pedal when the crank position has the pedal as far away from you foot as possible.

5) For cleat position.....the cleat (FOR A TRIATHLETE) should be pulled as far back towards the ARCH of the foot as possible. If not, you lose wattage. (We do wattage test to prove this in clinics.) Additionally, if the cleat is forward (towards the toes), the ankle is flexed, toe-down.....and it's the gastroc (calf) muscle that must KEEP it flexed while pedaling. This is BAD.....because it a primary 'mover-muscle' in your run-stride.....and will be 'pre-exhausted' before you EVER get off the bike if cleat position isn't just right (& pulled back).

6) the elbow (& aero bar) height is dependant on a number of things. One of those is just how flexible your lower back is. As a rule of thumb.....I'd **not** sacrifice comfort or power output (by going lower) for a **perceived benefit** of being more aerodynamic.

Aerodynamics is crucial when your average speed is 24+mph.....but even then, why adjust the 'aggressiveness' of your position to pick up a 1minute on the bike split.....only to "cost" yourself 3 minutes on the run-split because of it.

**As you can see.....much of this is a fine balancing act. I hope this helps you get pointed in the right direction.**

Sonni Dyer