

So... You've signed up for Cape to Cape, you've been training for months, your whole family is here to cheer you on, and on stage one you get a mechanical. If you prepped your bike and carried the right goodies you'll likely be okay. There are issues that are avoidable and there are issues that aren't. We're here to show you the light. Our experience will decrease your chances of being a kook by 82%

Tyres

- Make sure your tyres have at least 50% of their tread on them. You'll be riding 220kms and the only thing that's keeping you upright is your skill and your tyres. One's a lot easier to upgrade than the other.
- Bring tubes! If you're thinking to yourself: "But I've got tubeless!" ... Congratulations! However, you need to carry a tube, no matter what.
- If you wait to the last min to swap over to tubeless make sure you give yourself a few weeks. Tubeless is a tricky creature and getting a seal can take a few days and a few tries. Ask any of the veterans. With that said, go tubeless! It'll change your life.
- Valves and tubeless goo will be available for sale at the event, but relying on the tent can leave you vulnerable on day 4.
- When was the last time you put sealant in your tyres? If you can't remember, it's time to re-up. Sealant dries out over time, make sure you've got the stuff that makes tubeless so great.

Hanger

- The most common "fatal mechanical" at C2C is snapping a hanger.
- There are somewhere between 1 million & 1 billion different types of derailleur hangers. They are specific to make, model and year. Please don't expect a shop to have your specific one. It angers them. The local shop may have your hanger, but it's a silly gamble. If you're serious enough to sign up to C2C then you need to have a space hanger for your bike. It's that simple.
 - You've got a few options: go to your local shop or hit the internet. The internet has its pitfalls and your local shop is rad. You know the drill.

Gears

- Again. You're about to do 220kms of MTBing over 4 days. Nothing is worse than not being able to drop a gear when you're at the end of your rope. There are 5 things that make your bike shift.
 - Chain, cassette and chain ring
 - Gear cable (inner and outer)
 - Shifter
 - Hanger
 - Derailleur
- We're not about to explain how to tune your gears. It's not that simple. Please make sure a mechanic has looked over all the elements that make up gear selection.
- #SnappingAGearCableSucks

Brakes

- Make sure your pads have at least 50% going into the race.

- Bleeding brakes takes time and the mechanics have almost no time at the end of each stage to bleed your brakes. They are there for crisis management, not to do servicing that you should have done prior to the race.
- If your brakes feel “spongy” or need to be pumped so they work. Look into getting them bleed. Don’t be surprised that we recommend going to your Local Shop for this.

Bearings

- One of your biggest battles in cycling is rolling resistance. You’ve got the following bearings to take care of.
 - Hubs
 - Bottom Bracket
 - Pedals
 - Headset
- Sometimes it’s a matter of servicing and sometimes it’s a matter of replacing. The world of bearings is extremely un standardised.
- It’s quite easy for a mechanic to check the health of your bearings.

Nutrition and Water

- No, we don’t want you to feed and hydrate your bike. We want you to take enough liquid and calories with you so you don’t bonk. This may sound obvious to you veterans, but it’s astonishing how many people are finishing the stage empty on food and water looking for a food stall like a bear out of hibernation. No one has ever said “Gee, I wish I hadn’t taken so many gels.”
- MTBing demands more calories per kilometer than other forms of cycling, sorry roadies!
- Figure out your norm for liquid consumption at race pace. Take into account the terrain, the weather and the fact you’re going to go out way faster than you should because it’s the Mother Flippin’ Cape 2 Cape

Transport

- Don’t go the Maccas on the drive down while you’re bikes on the roof. It’s an expensive mistake and you’re friends will judge you because you were at Maccas. As they should.
- If you’re bike is on the back of the car, make sure your tyre is clear of the exhaust. It’ll melt / roast the rim and tyre making for a slow start to the race.
- If it’s being transported in a box, make sure you’ve lined up someone knowledgeable to re-assemble. Also, make sure to give yourself enough time for a long test ride to ensure the beast is ready for the beast.