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GAZETTE

JANUARY 2014 • ISSUE 01 • 34 PAGES • CANNONDALE.COM

2014 CANNONDALE TEAM



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 welcome.



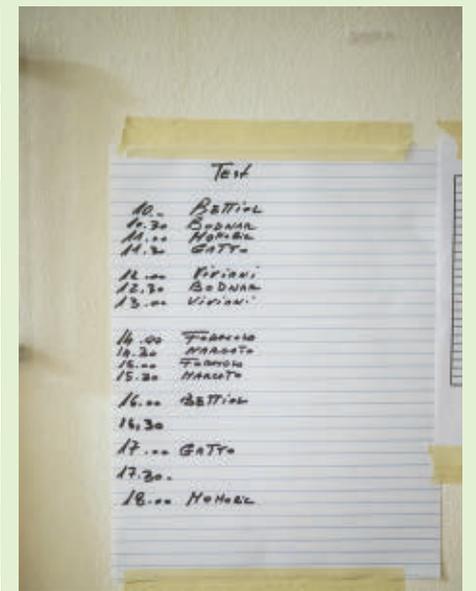
Image: Chris Millman.



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There is a basic structure when twenty-seven professional athletes and staff arrive at a hotel in the hills of Tuscany. Yes, there was riding around the narrow roads and hill towns—bordered by olive groves and ancient walls—to gather essential base miles. But in reality, this early-season training camp had very little to do with riding.

THE CANNONDALE PRO CYCLING team's arrival in Riotorto—100 kilometers from Pisa—was more like a huge and extended international family reunion. The crazy uncles are here, but in the form of a director sportif with a loud laugh and modified mullet. The kids are here in the form of some of the youngest pro riders in the peloton. The grandparents are the soigneurs and team directors, offering wisdom and calmness on the massage table and making sure the riders show up on time and learn the rules. The dining table is set three times a day for a group meal. Everyone dresses the same. The riders arrive from all around the world, short and tall, speaking different languages, with different dreams and goals. The new riders, there are seven of them, anxiously appear and get assigned to rooms, wondering constantly how they will fit into a new team, all hoping to be an integral part of a storied and very young team with a penchant for winning big races. There is an excitement you can feel. Team captains stroll in with confidence—the pecking order is clear. The Green Machine has arrived.





Images: Jake Hamm and Chris Milliman.





You see them eat together. Ride together. Joke with the staff. Meet for coffee. Get their pictures taken for autograph cards. The difference here is, when you watch professional cycling you only see the riders crossing finish lines around the world. What you don't see are the almost 60 people and sponsoring companies behind the scenes who inspire this team to race over 230 days a year.

YOU WILL MEET THEM HERE.

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PETER SAGAN

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IVAN BASSO

@ivanbasso

Born: 11/26/1977 From: Gallarate, Italy

As the Giro d'Italia winner in 2006 and 2010, and a two-time Tour de France podium finisher, Ivan Basso is one of the most successful riders currently riding in the sport today. Having joined the professional peloton in 1999, Ivan is the rider everybody looks to for advice. A tenacious climber, Basso is still the team's top rider for stage races and Grand Tours. As a father of three, most of Ivan's spare time is devoted to his family, but he rarely loses sight of his next target on the bike.



MORENO MOSER

@MorenoMoser

Born: 12/25/1990 From: Palù di Giovo, Italy

The Moser name needs little introduction, but 23-year-old Moreno—the nephew of the great Francesco Moser—is carving his own path in professional cycling. His first full professional season in 2012 saw Moser win the prestigious Trofeo Laigueglia, the Rund um den Finanzplatz Eschborn-Frankfurt, and then take two stages and the overall at the Tour of Poland. He then began the 2013 season with a spectacular solo victory in the Strade Bianche, and went on to take third place in the double-Alpe d'Huez stage of his debut Tour de France. With Laigueglia and Strade Bianche, Moser has made it a habit to win his second race of the season with Cannondale Pro Cycling, so watch out for him early this year!

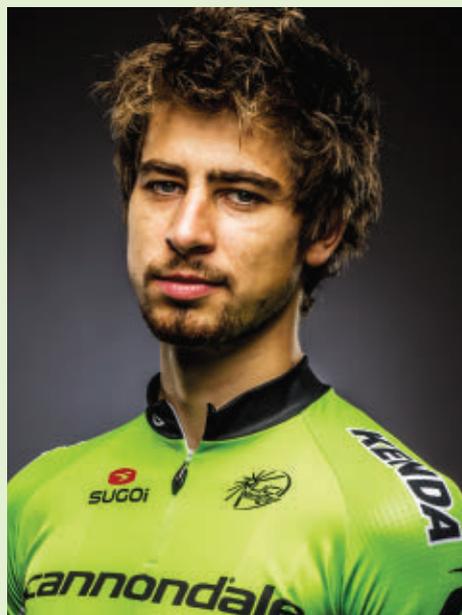
THE CAPTAINS

PETER SAGAN

@petosagan

Born: 01/26/1990 From: Žilina, Slovakia

Returning for a fifth year at Cannondale Pro Cycling, 23-year-old Peter Sagan is one of the outstanding stars of the international peloton. With race victories all over the world in 2013, it's tough to pick out highlights, but the successful defense of his Tour de France green jersey, and a fourth straight points jersey at the Tour of California have to rate pretty high. As a former junior mountain bike world champion, there are few riders who can match Sagan's bike-handling skills. Crowds were treated to one of his trademark wheelies as he won Gent-Wevelgem after jumping away from the ten-man breakaway. Fans were treated similarly on the slopes of Mont Ventoux in the Tour de France, as he was caught by the peloton after having been hunting for points in the stage's intermediate sprint. The 2014 season will hopefully see more of the same from Peter Sagan, as well as an improvement on at least one of his second places at Milan-San Remo and the Tour of Flanders. And, look for him to battle for the top step of the podium at Paris-Roubaix after missing the last few editions!



DAMIANO CARUSO

@CarusoDamiano

Born: 10/12/1987 From: Ragusa, Italy

In his fourth year with Cannondale Pro Cycling, Damiano Caruso is one of the team's stage-race specialists. The biggest races see Damiano happy to ride in support of his team captain, but he's more than capable of taking his own chances when they arise, as his third-place finish in the 2012 Tour of Britain proved. A strong Giro d'Italia in 2013 has set his sights on the 2014 race, while winning the mountains classification of last year's Tour of Beijing has given him dreams of fighting for the blue jersey in next year's Giro. As a Sicilian, Damiano spends his winters riding on warm home roads, with the imposing view of the active volcano Mount Etna always present.



ELIA VIVIANI

@eliaviviani

Born: 02/07/1989 From: Isola della Scala, Italy

Having been at the sharp end of the peloton's bunch sprints since 2010, it's easy to forget that Elia Viviani is still just 23 years of age. The sprinter from Veneto returns for his fifth year at Cannondale Pro Cycling, with the aim of building further on a successful 2013 season. Victories last year included a stage of the Critérium du Dauphiné, two stages and the overall at the Tour of Elk Grove, the Dutch Food Valley Classic and the opening stage of the Tour of Britain. Elia made his Giro d'Italia debut in 2013, and came within millimeters of a victory on the opening stage that would have given him the maglia rosa. He intends to be back at the Corsa Rosa in 2014 to take that stage victory this time. A track specialist as well as a road sprinter, Elia represented Italy in the Omnium at the London 2012 Olympic Games and, having tasted that experience, dreams of taking Gold at Rio in 2016.



GEORGE BENNETT

@georgenbennett
Born: 04/07/1990
From: Nelson, New Zealand

New to the team in 2014, but certainly not new to the WorldTour, 23-year-old George Bennett already has some big results to his name for 2013. He finished 8th in the USA Pro Challenge and 11th in the Tour of Utah, and made his first appearance at the Giro d'Italia. He's still a developing rider, but as one of the most exciting young climbers in the sport, George is set to turn even more heads in 2014. Like most Kiwis, George has a passion for rugby, which was his main sport before he began riding a mountain bike to keep fit a few years ago. Rugby's loss is cycling's gain!



ALBERTO BETTIOL

@AlbertoBettiol
Born: 10/29/1993
From: Poggibonsi, Italy

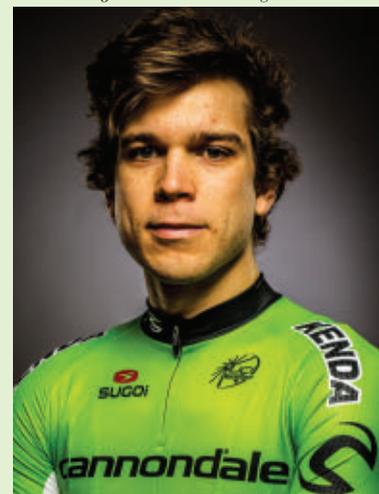
Alberto Bettiol joins Cannondale Pro Cycling as one of the outstanding under-23 riders of the Italian peloton. In 2013, the 20-year-old Bettiol claimed victories in Firenze -Empoli, the Coppa del Grano, Pistoia-Fiorano and Giro delle Province. It wasn't until Alberto joined the entire team at training camp, and sat down for dinner with the great champions, that the true magnitude of signing with Cannondale Pro Cycling sunk in.



MACIEJ BODNAR

@maciejbodnar
Born: 03/07/1985
From: Oława, Poland

Maciej Bodnar is one of the hardest-working members of Cannondale Pro Cycling, a rider who can be relied upon by his team captains to put his 6'1" frame to work in controlling the peloton on their behalf. As a five-time Polish time trial champion, Maciej is one of the anchors of Cannondale's team time trial squad, and represented his country at the Olympic Games in London 2012.



GUILLAUME BOIVIN

@Guillaumeboivin
Born: 09/25/1989
From: Montréal, Canada

Back for a second season at Cannondale Pro Cycling, French-speaking Canadian Guillaume Boivin is one of the team's up-and-coming sprinters. As a former hockey player who took up cycling to stay fit in the summer, he certainly has no fear of the rough and tumble nature of a bunch finish, and took a stage victory of the Tour de Beauce in his native Canada last year. A third-place finish in the 2012 Tro Bro Léon also proved that he's got what it takes to ride the toughest races on the calendar.



ALESSANDRO DE MARCHI

@ADM_RossodiBuja
Born: 05/19/1986
From: San Daniele del Friuli, Italy

Alessandro De Marchi joined Cannondale Pro Cycling in 2013 as one of the team's climbing domestiques, and enjoyed by far the best season of his career. Also known as a breakaway specialist, Alessandro took a prestigious victory in the final stage of Critérium du Dauphiné last year, holding off the likes of Tour de France champion-to-be Chris Froome on the climb to the finish in Risoul. Also a lover of track racing, Alessandro is a four-time Italian Team Pursuit champion, and was Individual Pursuit champion in 2010.



DAVIDE FORMOLO

@davideformolo
Born: 10/25/1992
From: Negrar, Italy

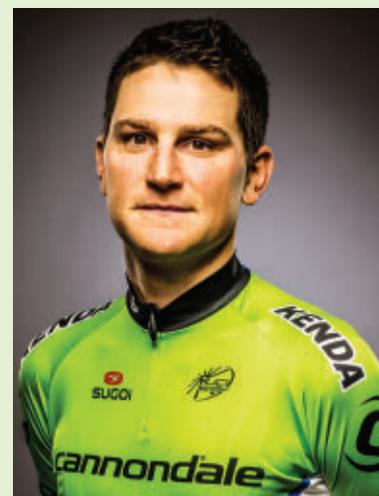
As another of Italy's outstanding under-23 riders, Davide Formolo joins Cannondale Pro Cycling for 2014 already having won the Trofeo Learco Guerra, and taking a stage and the overall victory at the Giro Ciclistico Pesche Nettarine di Romagna, finishing ahead of teammate-to-be Davide Villella. A second place overall in the mountainous Giro della Valle d'Aosta underline Davide's credentials as a climber to watch in his first professional season.



OSCAR GATTO

@gatto_oscar
Born: 01/01/1985
From: Montebelluna, Italy

Gatto's victory in the 2013 Dwars door Vlaanderen shows that he joins Cannondale Pro Cycling in 2014 to be very much part of its Classics squad. Expecting to ride in support of captains like Peter Sagan, Oscar will nevertheless be given the chance to ride for himself in many races. A stage victory in Tropea, in the 2013 Giro d'Italia, also shows Gatto's versatility and strength, as he outjumped Alberto Contador on the final climb and then held off Alessandro Petacchi in the final, flat dash for the line. Gatto almost didn't make it to Cannondale Pro Cycling's December training camp in Tuscany, as his wife was expected to give birth to their first child!



TED KING

@iamtedking
Born: 01/31/1983
From: Brentwood, New Hampshire, USA

One of the most unselfish members of Cannondale Pro Cycling, Ted King specializes in creating victories for his teammates. At 6'2" tall, the New Hampshireite can be seen hammering out a powerful tempo at the head of the peloton to chase down a breakaway—if he's not a part of the breakaway himself, that is. A lover of food and beer in the off-season, Ted is nevertheless as focused as they come when it's time to get ready to race. Ted describes himself as having "unfinished business" at the Tour de France, and hopes to make the team there again this year—hopefully appearing in the Stars and Stripes jersey of U.S. champion.



MICHEL KOCH

Born: 10/15/1991
From: Wuppertal, Germany

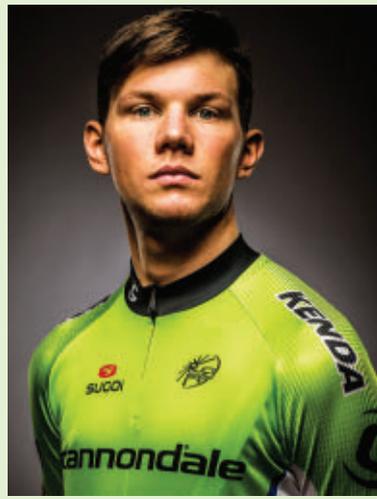
Michel Koch's first season with Cannondale Pro Cycling was 2013, and as a neo-pro was given just enough opportunities to test himself in the professional peloton. With skill on the road and track, Michel also excels against the clock, and took seventh place in the opening time trial of last year's Tour de Suisse, which was his first WorldTour stage race. He also took tenth in the Tour of Austria time trial, and then confirmed his ability with a fourth place finish in the hilly second stage of the Tour of Utah.



KRISTIJAN KOREN

Born: 11/25/1986
From: Postojna, Slovenia

As one of the team's hardworking stalwarts, Slovenian Kristijan Koren is starting his fifth season with Cannondale Pro Cycling. As a time trial specialist and a former national champion against the clock, Kristijan puts his considerable power to work at the head of the peloton, often working in service of sprinters Elia Viviani and Peter Sagan.



MATTHIAS KRIZEK

Born: 09/29/1986
From: Vienna, Austria

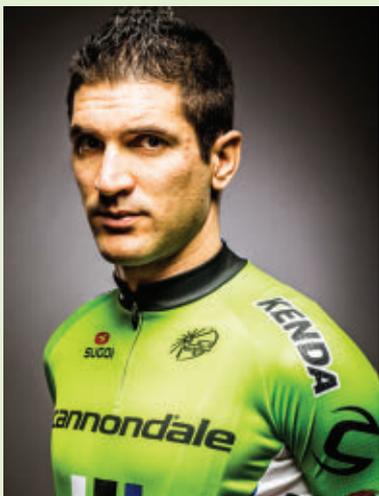
Austrian Matthias Krizek joined Cannondale Pro Cycling in 2013, having ridden as a stagiaire for the final months of the previous season, and became the very first rider from Vienna to ride in the WorldTour. A former Austrian national champion, Matthias was part of the breakaway in his very first WorldTour race, the Clásica San Sebastián, and, despite being caught before the finish, was awarded the prize of most active rider.



PAOLO LONGO BORGHINI

Born: 21/10/1980
From: Asiago, Italy

As one of Cannondale Pro Cycling's senior riders, 33-year-old Paolo Longo Borghini is one of the most trusted domestiques in the sport and one of Ivan Basso's top lieutenants. "Longo" is fully capable of putting himself into the decisive breaks of many races, but prefers to spend his energy in the service of his teammates. Paolo's little sister Elisa is one of the top riders in the women's elite peloton, winning the Trofeo Binda World Cup and reaching the podium in the Tour of Flanders and Flèche Wallonne in 2013.



ALAN MARANGONI

@ALANMARANGONI
Born: 07/06/1984
From: Lugo, Italy

Alan Marangoni has been with Cannondale Pro Cycling since 2011 and, as one of the team's hardest workers, rode both the Giro d'Italia and the Tour de France in 2013. As a time trial specialist, Marangoni is one of the team's most powerful riders against the wind and was instrumental in smashing the peloton to bits on the road to Albi in the Tour's seventh stage last year. Marangoni's efforts that day laid the ground for a victory for Peter Sagan. Boasting a passionate fan base, "Maranga" often writes about his racing experiences, giving readers an insight into the workings of the pro peloton in flight.



MARCO MARCATO

@MarcatoMarco
Born: 02/11/1984
From: San Donà di Piave, Italy

Marco Marcato joins Cannondale Pro Cycling in 2014, after eight years as a professional, to become part of the Green Machine's Classics squad. His victory in the 2012 edition of Paris-Tours showed both strength and cunning as he outsprinted the three-man breakaway at the end of the race, but performances in the Spring Classics show Marco's versatility in the world's toughest one-day races. Having spent the last five years riding for Dutch team Vacansoleil-DCM, the 29-year-old Marcato is pleased to be able to finally speak his native Italian language with many of his teammates once again.



DANIELE RATTO

@neneito74
Born: 10/05/1989
From: Moncalieri, Italy

In 2014, Daniele Ratto begins his fifth year as a professional, and his third year with Cannondale Pro Cycling. Last season saw him take his biggest victory to date—a spectacular stage win at the Vuelta a España—as he escaped from a breakaway in torrential rain on the descent of the Port de Envalira, to finish alone atop Andorra's Collada de la Gallina. Although he's a lover of racing in fine weather, Daniele clearly doesn't mind a bit of bad weather! Daniele's younger sister Rossella is also an elite rider, and took the bronze medal in the Florence World Championships in 2013.



FABIO SABATINI

@SabatiniFabio
Born: 02/18/1985
From: Pescia, Italy

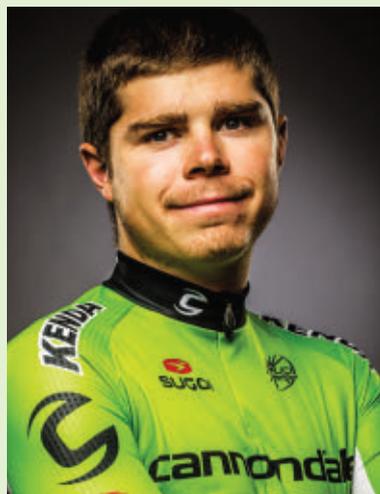
Sprinter turned lead-out man, Fabio Sabatini starts his sixth season with Cannondale Pro Cycling as an essential part of Peter Sagan's sprint team. One of the real hard men on the team, "Saba" fractured his coccyx in a crash during the 2011 Tour de France, but managed to ride through the pain to finish the race. He's also a regular part of the team's Classics squad, finishing 13th in the 2012 Tour of Flanders after leading out Sagan. Fabio's son was born during the 2012 Giro d'Italia. He flew home to see his wife and child on the race's rest day, before returning to help his teammates.



MATEJ MOHORIČ

@matmohoric
Born: 10/19/1994
From: Kranj, Slovenia

Matej is one of the new faces at Cannondale Pro Cycling in 2014, but he will certainly be one to watch! The Slovenian sensation won the Junior World Championships in 2012, then followed that up with the under-23 title in his very first year in the category last season. Not many riders make the WorldTour at 19 years of age, but Matej Mohoric is something special. While he maintains that his first season at the top is going to be like stepping up from Moto2 to Moto GP, you won't find this guy hiding in the bunch in 2014.



JURAJ SAGAN

Born: 12/23/1988
From: Žilina, Slovakia

Juraj Sagan joined Cannondale Pro Cycling as a stagiaire in August 2010 and made an immediate impact with a sixth-place finish in the Giro del Veneto behind a one-two of his teammates. One of those teammates happened to be his younger brother, Peter, and the two have been teammates ever since. A hard worker for his teammates, Juraj can be relied upon to give everything for whoever his team captain might be.



CRISTIANO SALERNO

@CrisSale85
Born: 02/18/1985
From: Imperia, Italy

Cristiano Salerno is another of Cannondale Pro Cycling's super-domestiques and returns for a fourth year with the team in 2014. As one of the strongest climbers in the Green Machine, Cristiano knows how to conserve his energy on the flat before applying it with devastating force as the road begins to tilt upwards. When given the opportunity to ride for himself, Cristiano is more than capable of taking his chance, as he showed in the 2010 Tour of Japan where he took two stage wins and the overall victory. An aggressive ride at the 2013 Volta a Catalunya saw the 28-year-old Salerno capture the mountains classification.



JOSÉ CAYETANO SARMIENTO

@cayetanosarmien
Born: 03/28/1987
From: Arcabuco, Colombia

José Cayetano Sarmiento joined the professional peloton in 2010, having won the previous year's GiroBio—the Giro d'Italia for under-23 riders. He signed with Cannondale two years later. As a Colombian José is a climbing specialist and took the mountains jersey in the 2012 Critérium du Dauphiné. Last year saw José ride both the Giro d'Italia and Vuelta a España in support of his teammates. In between these races, Sarmiento took ninth place overall in the Vuelta a Burgos.



DAVIDE VILLELLA

@Davide_villella
Born: 06/27/1991
From: Magenta, Italy

Davide Villella is another outstanding Italian under-23 rider who joins the team after having ridden as a stagiaire in 2013. His overall victory in the Giro della Valle d'Aosta, ahead of now teammate Davide Formolo, earned him a place in Cannondale Pro Cycling's team at the USA Pro Challenge. Davide ended his under-23 season with a sixth-place finish in the world championships—behind another future teammate in Matej Mohorič—and a victory in the Piccolo Giro di Lombardia. Riding in the elite peloton, he then took third in both the Coppa Sabatini and the Giro dell'Emilia.



CAMERON WURF

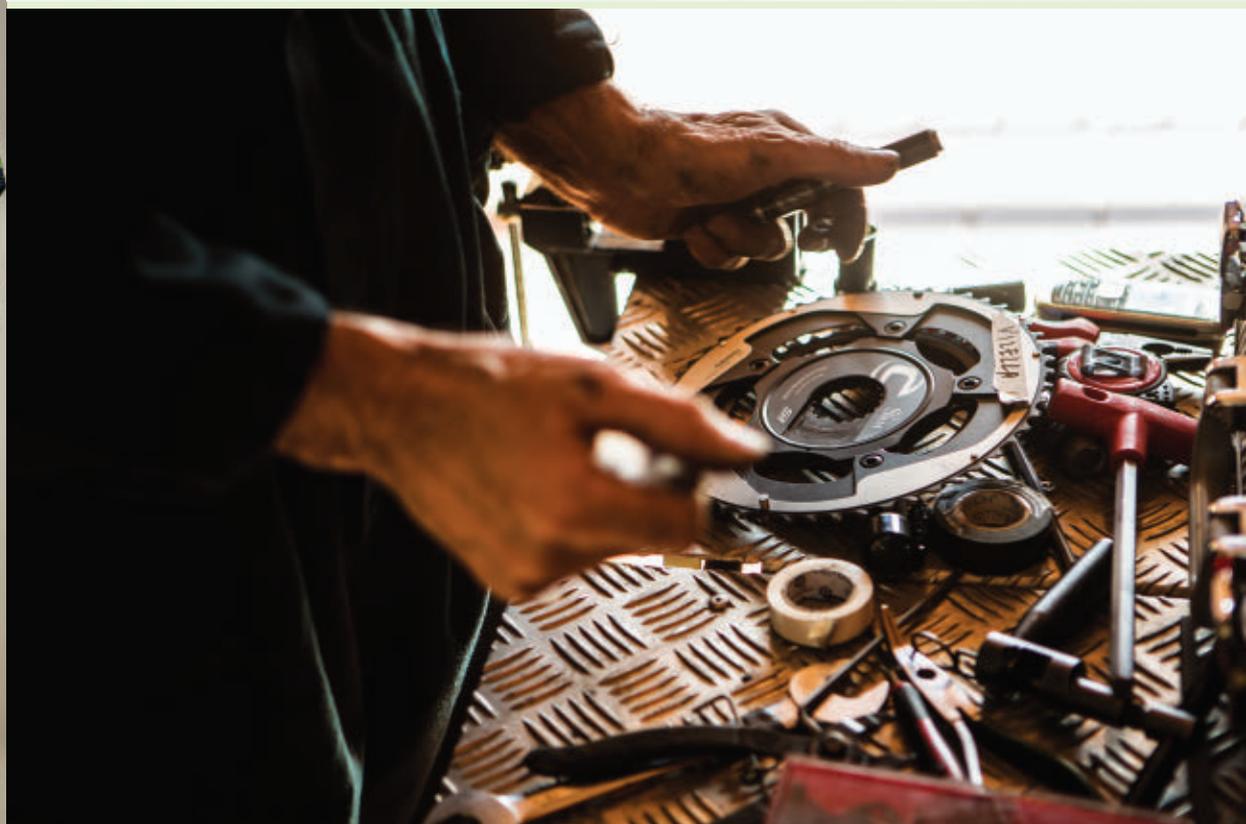
@cameronwurf
Born: 08/03/1983
From: Sandy Bay, Australia

Cameron Wurf is a famously late convert to cycling, having represented Australia as a rower in the Lightweight Double Skulls at the Athens Olympics in 2004. The Tasmanian was inspired when he saw future teammate Ivan Basso motorpacing as the Italian rider was preparing for the Olympics himself. A strong time trialist, Cameron enjoys the coordination required for the team time trial, and he can be relied upon to put his power to use at the head of the peloton in pursuit of breakaways.

THE MECHANICS

While the riders are busy logging huge miles and the sports directors are planning a full season of racing, mechanics have their own responsibilities at training camp. Luckily, for the mechanics of Cannondale Pro Cycling, 2014 training camp was a fairly relaxed affair. With no changes in technical sponsors and the move to SRAM RED 22 made last summer, the mechanics know the bikes inside and out—and there are a lot of bikes. Cannondale will provide 150 bikes for the team—EVOs, Synapses and Slice RS TT bikes. Each rider will get four bikes, but leaders like Sagan and Basso can have many more. SRAM will provide almost 250 groupsets between the sets used to build the bikes and provide spare parts needed throughout the year.

As huge as these numbers are, they pale in comparison to the days and hours the mechanics will work. During a season that now begins in Australia at the Tour Down Under in January and ends in Asia at the Japan Cup in late October, a mechanic can easily spend 230 days on the road. With an average day beginning three hours before the race starts and finishing up four hours after it ends, 12-hour days are considered short. If the weather is bad or riders go down, the hours get much, much longer. The ten mechanics of Cannondale Pro Cycling know a big season is just around the corner and, like the riders, they are ready to roll.



THE MECHANICS (L TO R, LEFT): Saul Nencini, Gianni Di Lorenzo, Win Allen, Gianfranco Zanatta.
(L TO R, ABOVE): Andrea Vezzoli, Moreno Bacchion, Nazzareno Berto, Giuseppe Archetti, Matteo Cornacchione.

THE SOIGNEURS

It's a much reported fact that soigneur is a French word meaning "to be looked after," and has given name to the selfless individuals that put the needs of the riders above all else—the soigneurs. Like the mechanics and sports directors, the 12 soigneurs of Cannondale Pro Cycling will spend almost 200 days on the road. At training camp the next 10 months will take shape for the soigneurs as they learn which races they will attend in 2014. Some soigneurs' season is based on the race schedule of the specific rider they work with, for others it is just up to the sports directors.

Much like a race, training camp is a busy time for soigneurs, as they do everything from the rider's laundry to his massage at the end of the day. But the most important aspect of training camp for the soigneurs is meeting all the new signings. With seven new riders on the squad, this is their first chance to get to know these riders and what their needs will be—from nutrition to massage. The soigneurs will also work closely with the team doctors to learn of any medical issues the new riders have and how best to treat them.

Once the season is under way, the soigneurs know that for every one of the 200 days they may be on the road, they will be the first out of bed in the morning and the last to hit the pillow late into the evening.

THE SOIGNEURS (L TO RIGHT, BELOW): Maros Hlad, Luigino Moro, Gabriele Mugnaini, Simone Schuler, Francesco Benvenuti, Alessandro Amadio, Fabio Mugnaini, Fabrizio Settembrini, Sante Visentin, Yankee Germano, Carmine Magliaro, Thomas Rech.



“It simply comes down to the fact that I have lived and experienced life for over 40 years. Many children will not get that chance.”



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-Ted King*

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CANNONDALE PRO CYCLING SIX-PACK: 2013 REWIND

As Cannondale reloads for the 2014 season, the expectations are stratospheric. Their youth movement delivered the goods last season, with major victories in some of the biggest races in the world. From single-day races in the early season, to the Grand Tours, to North American results that were simply extraordinary, Cannondale Pro Cycling delivered a season to remember.

STRADE BIANCHE

Playing the one-two punch of Sagan and Moser to perfection, Cannondale started the season with a bang on the white gravel roads of Tuscany. Attacking the lead group with 17 kilometers to go, the young Moreno Moser rode Juan Antonio Flecha off his wheel as he scooped up the breakaway. Sagan marked Cancellara back in the field as Moser rocketed away from the breakaway on the 16 percent slopes of the final climb. With Moser a green blur streaking towards victory, Sagan was free to attack the splintering peloton and give Cannondale an impressive one-two finish.

QUOTED: “Wow! I think it’s the greatest moment of the season. It was a huge emotion, a huge sensation. You can see in the photo that I was very excited. It’s a new race, because it started, I think, six years ago, but the location for this race is one of the most beautiful places. For that, it’s a great race, and I’m very happy and very proud to have won it.” —Moreno Moser (looking at a photo of his victory)

THE CLASSICS

Last season, Peter Sagan announced himself as one of the greatest classics riders in the peloton. Only a weather-shortened Milan-San Remo denied Sagan victory there in the form of bunch sprinter Gerald Ciolek making it over the Poggio. Sagan still managed to beat Cancellara for second step on the podium and foreshadow an epic battle to come at the Ronde Van Vlaanderen. A diabolically difficult route in 2013, every rider in the field knew Cancellara was the man to watch at Flanders, but only Sagan could follow his acceleration up the Kwaremont. The Swiss superstar opened a small gap on the final cobbled climb, the Paterberg, but Sagan held on for second step on the podium and has resolved to return stronger in 2014. It was in the semi-classic, Gent-Wevelgem,

that Sagan proved he has not only the power, but the tactical nous, to win big on the cobbles. In a star-studded breakaway, with each and every move marked, it was Sagan making the decisive attack at 4 kilometers for a solo victory ahead of riders like Haussler and Flecha—with enough time for his trademark wheelie at the line, of course.

QUOTED: “Every year I get more experience in these races. What I take from this year, from San Remo maybe, is never underestimate other riders.” —Peter Sagan

TOUR OF CALIFORNIA

With classics success behind them, the versatile Cannondale Pro Cycling team switched into bunch sprint mode. Sagan’s support riders in California included the horsepower of Ted King to reel in breakaways, and the young Guillaume Boivin to deliver him to the final 200 meters. Sagan won two stages and the green jersey, for a career total of 10 stage wins and four sprint classification victories. No one has more stage victories, and no sprinter has more green jerseys.

QUOTED: “Thanks to all my teammates. I’m happy with my fourth points jersey in California.” —Peter Sagan

CRITÉRIUM DU DAUPHINÉ

Using incredible form earned during a difficult Giro d’Italia that saw Elia Viviani tantalizingly close to his first Grand Tour stage victory, the young Italian took a page from Peter Sagan’s book during stage 2 of the Dauphiné. He battled to stay in the lead group over six categorized climbs to reach the line as the only true sprinter left and take a well-deserved victory. But Cannondale Pro Cycling wasn’t done there, as





domestique Alessandro Di Marchi was given free rein on the race's final day and he made the most of the opportunity. The lone survivor of a long breakaway through the rain, Di Marchi held off a hard-charging Chris Froome for his first victory as a professional.

QUOTED: "It's my job to take the work of all the other riders and get the result. Next year the big focus is to win one, two, three—or more—stages of the Giro d'Italia." —Elia Viviani

"It was an amazing day, a perfect day. Behind me were big riders like Talansky and Froome. It's difficult to understand!" —Alessandro Di Marchi

TOUR DE FRANCE

Cannondale Pro Cycling entered the 2013 Tour de France knowing every pure sprinter in the bunch was determined to stop Peter Sagan from taking the green jersey again. Cavendish, Greipel, and a revelation named Marcel Kittel, came with entire teams dedicated to this pursuit. But Sagan once again showed that his all-around ability and incredible team support are too much for the pure sprinters. While the "Tourminator" rebounded from a bad crash in stage 1 to finish in the top five in nine of the 21 stages, Cannondale Pro Cycling's 2013 Tour will be remembered for a legendary team performance in stage

7. Cannondale put all their horses on the front with over 100 km to ride. They crushed the pure sprinters on the second category Col de la Croix de Mounis, reeled in the break and continued to ride at the front, eventually leaving Greipel, Cavendish and Kittel 14 minutes adrift and handing the stage to Sagan on a silver platter. He would go on to win the green jersey for the second consecutive year, this time by a commanding 97 points.

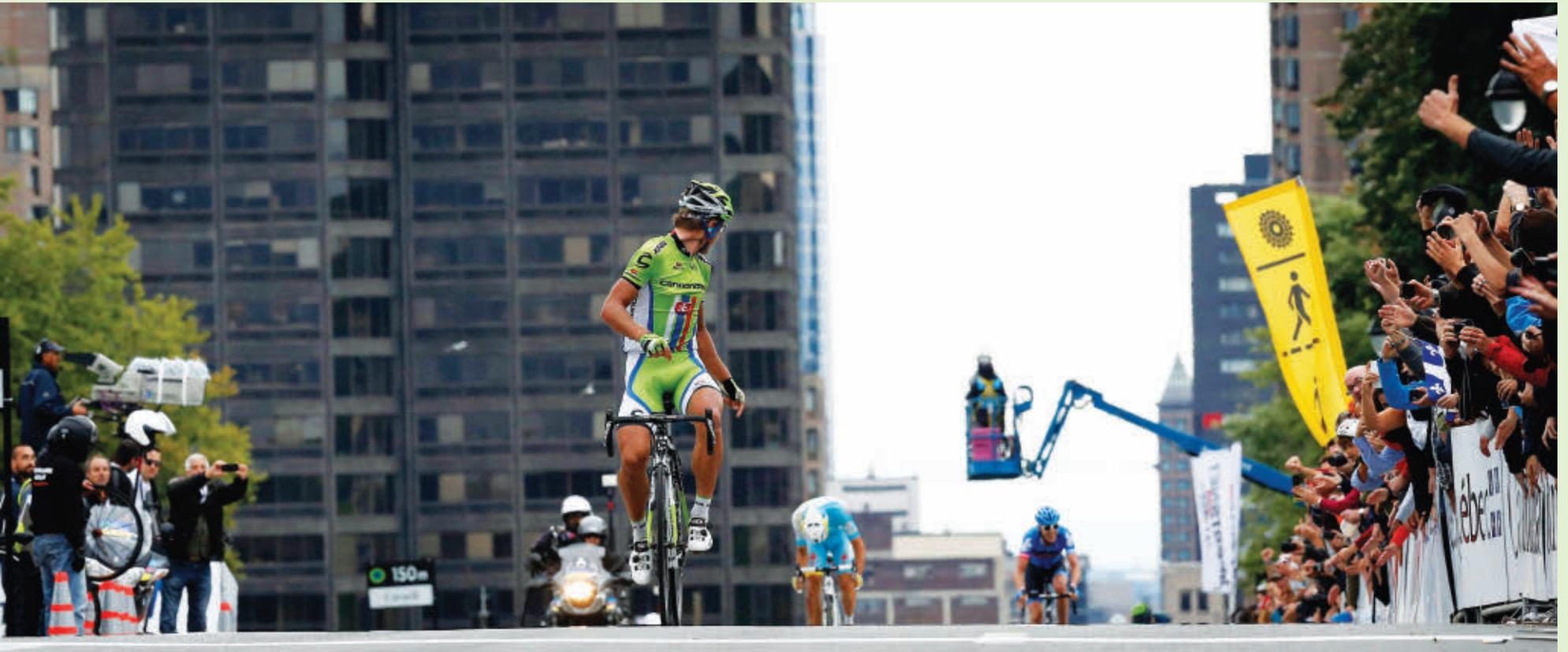
QUOTED: "The team did an incredible job and I want to thank them all." —Peter Sagan

COLORADO, ALBERTA AND MONTREAL

Sagan headed back to North America for the high-altitude USA Pro Cycling Challenge in Colorado, the Tour of Alberta and the GP de Montreal. Proving he loves the racing in the West, Sagan won four out of seven stages in the climber's paradise of Colorado and three out of five stages in Alberta. He followed it up with a virtuoso performance in Montreal, relying on his blistering pace on short, punchy climbs, to win solo from 5 kilometers out.

QUOTED: "Other teams wanted to do a hard race and on the last lap I saw other riders going too hard, so I thought maybe today I'd try an attack on the last climb." —Peter Sagan

Top: Looking back on the competition as Peter Sagan wins the GP de Montreal. Image: Bettini.



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IN THE CAR WITH STEFANO ZANATTA

Image: Chris Miliman

The Ruta de Mexico. In a ten-year cycling career, that is the only race Stefano Zanatta, Cannondale Pro Cycling's head sports director, ever won. The list of races he has won as a sports director is longer, much longer—classics, stages, Grand Tours. Riders under his direction have won simply everything. One could look at his years on the bike not as a racing career, but an education preparing him for his true calling.

How did you go from racer to sports director? It is in my family. My father was a sports director, so when I was asked, it was very natural.

Where can a sports director influence a race more, a single day race or stage race? For my character and attitude, the Grand Tour is where I have more influence. Day by day you build the victory and the results. You have the time before the stages, after the stages, to manage the riders and the rest of the group.

How does Cannondale Pro Cycling's green jersey strategy differ from the teams with pure sprinters? We know Peter can be competitive with the sprinters, but compared to Cavendish and Greipel, Peter is a step down. We know his strength is in the mixed stages, stages with small climbs at the finish. We create a team that is able to work early in these stages and make the selections. Peter is stronger than the other sprinters in these situations. The best example of this tactic is the win we took at the Tour [2013, stage 7] with the great work of the team.

How do you stay safe driving in a hectic caravan while trying to lead the team? The first thing is that having been a pro rider teaches you spacing,

timing, the speed of the pro riders and how the caravan and the peloton moves. Secondly, it's the passion. You need to like driving and to know your car. This is not something you can teach, but you need the skills for sure.

Have you ever had a crash in the caravan? In the first year, yes! (laughter). In the last few years, I've had some very small ones, yes. But big ones? No, I'm very lucky!

What is your secret to finding young talent for Cannondale Pro Cycling? More important than the talent on the bike and knowing race results is to know the rider's background—family, friends, where he comes from, how he developed. I have a network of people around Europe to give me this information, to know the person, not just the rider. Riders also know we are patient with the young guys and we let them develop the right way. This is useful when we approach a young rider.

What is the one race you most want Cannondale Pro Cycling to win this year? March 23, Milan-San Remo.

POWERFULLY LIGHT

The race-ready K-Force Light features hollow monocoque composite crank arms mated to an oversized extruded AL7050 spindle.

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K-FORCE LIGHT



FEATURES

Asymmetrical Bolt System (ABS)

Optimized spacing of the arms to increase the stiffness where the load is highest.

Forged outer chain ring with special machining increases rigidity for instant shifts and lighter weight.

FSA
FULL SPEED AHEAD

MAKING GREEN

SUPERSIX EVO: When the stat-happy Germans at Tour magazine claimed the SuperSix EVO the greatest combination of stiffness, light weight and compliance to ever grace two wheels, the riders of Cannondale Pro Cycling were not surprised. They've been riding the EVO to victories on epic mountain stages, supersonic bunch sprints, and everything in between. No other bike offers the same combination of light weight, stiffness, compliance and confident handling in the peloton. It is performance in perfect harmony with the demands of WorldTour cycling, and it will again be at the disposal of Cannondale Pro Cycling in 2014.

QUOTED: "The EVO is the best bike. The first time I rode it, I won in Colorado. I'll have a good feeling with this bike forever!" —Elia Viviani

SYNAPSE HI-MOD: Launched only last year, the Synapse already has a race resume to make other bikes green with jealousy. The go-to race bike for Peter Sagan and the rest of Cannondale Pro Cycling's classics hard men, the Synapse combines the endurance needed for seven hours of racing in Flanders, the compliance to get over the brutal cobblestones and the get-up-and-go to respond to Sagan's crushing attacks as he rides to victory. A technological tour de force, the Synapse features SAVE PLUS Micro Suspension, BallisTec Carbon, Power Pyramid, and a host of other technologies that manage to take the edge off the road while giving your attacks an added edge.

QUOTED: "For the classics, we ride the Synapse. This bike was made for these broken roads. Its comfort is very important; it's a very good bike." —Peter Sagan

SLICE RS: The race of truth, contre-la-montre, pure suffering. Whatever you call a time trial, the boys of Cannondale Pro Cycling rely on the Slice RS. Cannondale focused on one simple idea to make the bike slippery: narrow is aero. From the aggressive look of the steerless fork to the microscopic dimensions of the seat post, no opportunity to reduce frontal area was missed. But true to Cannondale philosophy, the Slice RS balances cutting-edge aero shapes with comfort and fit flexibility. When Cannondale Pro Cycling mounts up for a time trial in 2014, they do it with the confidence that their bike already has them 40-seconds ahead of the competition.

QUOTED: "This bike is really perfect. I have respect for the bike I used before, but this one is much more aerodynamic. When you push on the pedals, when you feel the position ... it's great!" —Maciej Bodnar

SRAM RED 22: Nothing is lighter, nothing is simpler, nothing is more reliable, nothing offers more range. Every Cannondale team bike takes advantage of SRAM's True 22 technology—the ability to shift from one side of the cassette to the other without ever worrying about trimming your front derailleur. It does all this without gaining weight over its ten-speed predecessor or losing any of its peloton-leading ergonomics and adjustability. When the road gets really steep, WiFLi is there for the riders to provide even more range.

FSA: The Italians at FSA continue to provide all the stems, bars and seat posts for Cannondale Pro Cycling. With an incredible range of compact and new ergo bars, in both carbon and aluminum, the riders always get the fit and feel they need in a light, stiff and durable cockpit. An indication of just how much Cannondale Pro Cycling has faith in FSA products is the number of riders running Plasma integrated carbon bars and stems. In a peloton where many riders still rely on aluminum, Cannondale riders know they can trust the FSA Plasma to hold up under the most punishing conditions, race after race.

VISION METRON: When Vision decided to sponsor Cannondale Pro Cycling last season, they knew they would have to deliver wheels that could compete head-to-head with the best in the world. They turned to their U.S.-based office and asked for a complete redesign based on cutting-edge computational fluid dynamics. This season the Metron family of wheels is as fast as

GO

 PLAY



anything in the field, and better than anything in the field when the crosswinds start to blow. Look for Cannondale Pro Cycling to do some serious damage to the field on their Metron 55 and Metron 40 wheelsets this spring.

SPEEDPLAY: No other pedal has a following as rabid in the pro ranks as Speedplay, and once again Cannondale Pro Cycling riders will take advantage of Speedplay pedals and their low weight, low stack height, micro-adjustable float and incredible aerodynamics.

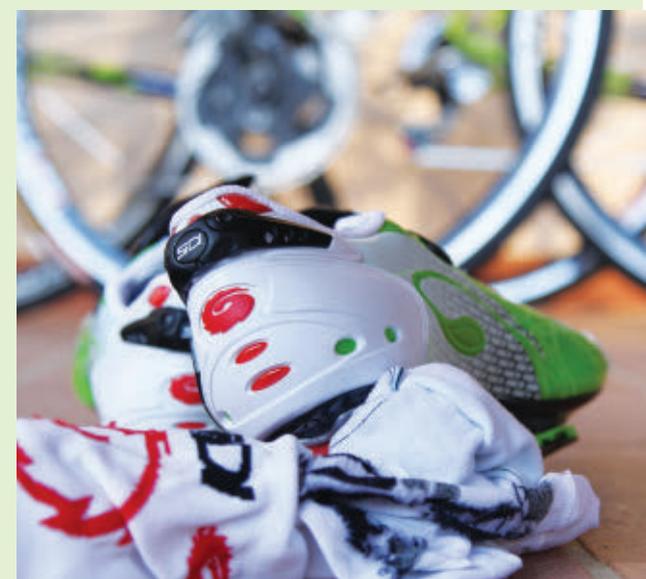
RUDY PROJECT: Today, helmets and sunglasses mean more than just safety and good looks. They are true performance components, and Cannondale riders perform with the featherweight 220-gram Windmax helmet and a huge selection of cutting-edge optics.

SIDI: The shoes by which all other shoes are measured are back for another season with Cannondale Pro Cycling. An integral part of every team win last season, no shoe transmits more power and more comfort than the SIDI Wire, handmade in Italy.

FIZI:K: Snakes, bulls, chameleons—Cannondale Pro Cycling has them all and f'izi:k has them all covered with their saddles based on the Spine concept of rider flexibility. Peter Sagan? He's a bull, of course.

KENDA: Kenda knew the riders of Cannondale Pro Cycling would push their products farther than ever before. From the demands of cobbled classics to the pure speed of a Tour bunch sprint, Kenda proved their rubber has the chops to compete and they're back stronger than ever in 2014.

GURU: The GURU Fit System delivers the most comprehensive, performance-driven fit experience for the world's top professionals, featuring the 100 percent motorized GURU Dynamic Fit Unit, Rider Scan technology and more.





MAKING THE GREEN MACHINE FASTER



SEBASTIAN WEBER

Whip thin and well dressed, Sebastian Weber could easily be mistaken for a professional cyclist at the races and training camps he attends, but his job is much more important than that. The new head trainer of the Cannondale Pro Cycling Team has the ability, and credentials, to impact the team's winning ways more than any lead-out or attack in the mountains. The German has the bearing of a man confident in the knowledge that he is at the very pinnacle of his profession, and there is a simple reason for this: he is.

Weber has been training professional riders for 12 years, reaching the elite ranks the same way a racer does, with results. Initially working with individual pros, his methods and the incredible success they generated, garnered him head trainer jobs at T-Mobile, HTC-Colombia and Katusha. Among his athletes are three-time world time trial champion Tony Martin, and until 2014, the Lotto sprint train and its powerhouse finisher, Andre Greipel.

When Cannondale Pro Cycling came calling for the 2014 season, they found Weber ready for a new challenge. Combined with the unique familial atmosphere of the team and a roster laden with young talent, it was a quick sell.

"I was kind of ready for a new task, new goals, to move on. The management of Cannondale approached me and I really liked the way the team works, how they function together, the atmosphere. From the first talks we had good chemistry and it made the decision really easy actually," says Weber.

Weber immediately set to work. He studied the riders' data from previous seasons, went on the road to visit many of the riders, and tested and met with the entire team at training camp. He wanted to discover riders' goals and discuss what has limited their performances in the past and, most importantly, how to get past those limits. To do this, the training program Weber is bringing to Cannondale Pro Cycling is undeniably cutting-edge.

"What we are setting up right now is actually, I think, quite different to what is out there. We have training programs that are not only based on the latest science, but also based on combining different ideas on nutrition with very specific knowledge about race demands and

muscular adaptations,” Weber says. “It’s really going deep into the details.” Only a handful of teams put this kind of detail into their training.

Weber’s training program is informed by an incredible wealth of data from his years training professional cyclists at the highest level. This data includes all of the biggest races in the world and allows Weber to create programs laser focused on a rider’s goals. Happily the race files of Cannondale Pro Cycling riders have already impressed him.

“For me, one thing is the consistency of Basso over three weeks. In the beginning of the year, what also stand out are the performances of Moser. For sure, we don’t have to talk about Sagan. For him, it’s a combination of power values, the endurance values, and the anaerobic values. For those combinations to be so high is very unique. I will also name Matej Mohorič. His power is pretty tremendous and he just finished his first lab testing for us and he shows very interesting numbers there also. It’s nice if you have very good riders to work with. They will know exactly what power they will need to come over the Cipressa with the front group in Milan-San Remo, how much power they need to put out with one kilometer to go in a sprint final. We use this to set up specific training programs. We need to know before the race if a rider is ready to perform the way he is asked to perform.”

Imagine the confidence boost Weber can give his riders. Peter Sagan can target his training to the exact watts he will need to get over the Paterberg with Cancellara. Basso can enter the Tour knowing he has prepared to handle the accelerations in the finale of the climb up Hautacam. Sebastian Weber’s methods have the capability to not only prepare riders for specific moments in races, but to then model their potential performance based on their physiological metrics and the real-world conditions of the race: distance, elevation, even expected weather. This method is so accurate he has been able to predict the winning time for major time trials featuring the world’s best riders to within five seconds.

Cannondale Pro Cycling’s history of developing young talent is unequalled in the pro peloton and this is a strength that will only build under Weber’s guidance. The training plan for the team’s four neo-pros will be very different than the one for team’s established pros. Weber will work to create a strong foundation for these riders, rather than ask them to strive for big peaks, aimed at specific races. It’s a method some teams don’t have the patience for but Weber has a willing partner in Cannondale.



TRAINING TEAM: Samuel Marangoni, Sebastian Weber and Mattia Michelusi.



“I’m very happy the team has so many young riders. High Road was also known for taking on young talents and developing them, so I am very happy to be back in this business. I think the goal is really to keep them training to build a very good base so they can learn something and really improve step by step during the year, the next two years, and make them ready for the next ten years of performing at a very, very high level.”

We can only speculate on the reaction of the pro peloton upon learning of Weber’s move to Cannondale Pro Cycling. A more powerful Sagan or more explosive Ivan Basso can only mean more victories. When the peloton learned of Cannondale’s young signings that will now be under Weber’s care they must have shook their heads and sighed. It’s safe to say that Cannondale Green will be at the head of the peloton for many seasons to come.



MOHORIČ'S WORLD

At just 19 years of age, Matej Mohorič is, by far, the youngest member of Cannondale Pro Cycling. As the winner of the junior world title in 2012, the young Slovenian took his first season in the U-23 ranks by storm and took the rainbow jersey at his first attempt last year. He's under no illusions that he will be able to take the even bigger step up to the WorldTour so easily.

"I don't believe so, because it's different level. It's like racing Moto2 before, and then going straight to Moto GP," he explains. "It's like a whole new level, new people, new speed—everything. So it would be nice, but I think it would be difficult."

"But I'm still young. I'm 19, so I think I have some time to develop myself, and I'm sure that one day I'll be able to race with the big guys."

Matej will be one of the youngest riders in the 2014 WorldTour, but with a personality and atmosphere that he describes as "a family," he is settling in to Cannondale Pro Cycling very nicely already.

"I think I am. I get along pretty well with everyone, so I'm pretty happy for it. I already feel myself as part of this great new team, so I'm really excited about doing the next season with them," he says.

"It's a big honor to be able to be on the same team as the big champions like Peter Sagan and Ivan Basso, and all the other guys," he adds, "because it's just like you have their posters in your bedroom and the next moment you're on a training ride with them. It's just incredible."

Matej may be the youngest member of Cannondale Pro Cycling, but many of his new teammates are not very much older, which has created a young, dynamic atmosphere for him to fit into.

"It's true, we're a pretty young team, so I'm quite happy about it," Mohorič explains. "They're all friendly and, like I said already, we get on with each other really well."

Although new to Cannondale Pro Cycling, Matej is not new to Cannondale, as he rode them through the 2013 season. Staying with the EVO in 2014 is certainly something he is happy to be doing.

"I really like the bike because it's stiff, it's light, and it has everything that a good bicycle should have, so I'm really happy that I will be able to use it for the next few years," he says. "It's a great bicycle and I didn't have any problems with it in the past, so I'm excited about doing another year on it."

With the Synapse and the Slice RS also in the Cannondale stable, Matej has the problem of choosing which bike he likes best.

"This is a difficult question," he laughs. "I like all of them, they are just amazing. When I sat on Cannondale for the first time, I was like 'WOW!' It's amazing how big the difference between bicycles can be. I rode on the EVO and it is just so much stiffer than my old road bike. On the climbs, I felt light as feather."

In his first season with the professionals, Matej knows that he will have a lot to learn, but he can hardly wait to be lining up at the start of the biggest races in the world.

"I am very young and I have never done a Grand Tour, but for me, all those races are special—they have long history, tradition, spirit, passion," he says. "I think that everyone who is able to survive and finish a three-week race is a true champion. I hope that one day I will be one of those cyclists."

Whether he rides one this year or not, Matej Mohorič is determined to have a good time with Cannondale Pro Cycling this year.

"I don't mind too much about it," he says. "Because I just prefer to enjoy every single day of my life, to live every moment, because it just happens once, you know, and it's too valuable to make it bad if you're not good tempered or something. So you just have to enjoy every single second and be happy."

Having become a rider on an American team, with an American sponsor, however, Matej would love to represent the Green Machine in one of the many big races that the team will be riding in the United States this season.

"I've never been to America before, and I'm pretty excited about doing it," he smiles. "Because I also like to travel, so it would be nice to do some races in America, like the Tour of California or something, so I'm looking forward to it."

Something he is also looking forward to is the passion of the American fans at the sides of the road, which he has seen on TV.

"Yeah, because it's just not a big difference between the Tour de France and the Tour of California, the cycling fans are just huge there, so I'm looking forward to it," he smiles.

A few races in the States would give Matej plenty of opportunities to use the English that he speaks almost perfectly.



“I just studied in high school, and before in primary school,” he explains. “We have English in Slovenia from fifth grade on, so in seven years time I should be able to speak some words already!”

Aside from practicing his English, when he’s not riding his bike Matej Mohorič is just like any other cyclist, but for now has a new subject to learn!

“I like to read. I like to cook. I like to study,” he says. “Right now I study Italian, because we sometimes speak Italian in the team. I like to hang out with my girlfriend for a time, or maybe I do some other things, but mostly I read.

“As far as the food is concerned, I am very simple,” he adds. “The simpler the better. My favorite meal is homemade Italian pasta with tomato sauce. I can eat that day after day and still love it.”

“I like to eat gelato,” he laughs, “but I do it very rarely during the season.”

Whatever he does on the road in 2014 though, Matej Mohorič is sure to be enjoying himself all the way.

“I wake up every morning with a smile on my face, and go to sleep tired but happy,” he says. “So that’s my big goal: to remain the person I am, to get along with every single guy very well, and the results will then probably come on the way, so I’m not too frustrated about it.”

He also has a message for the fans he hopes to see at the side of the road this season, where the most exciting young rider in the sport will take on the biggest names in the biggest races for the first time.

“I’d like to thank them and to encourage them to come to races and cheer,” says Matej Mohorič. “Because the sport of cycling has such passion and spirit, the feelings when you’re riding the bike on the road and the fans are cheering from both sides of the road are just incredible—so let’s do that!”



15 questions.

1. Who introduced you to cycling? I was introduced to cycling by the Australian Institute of Sport. I was recovering from a rowing injury and was focusing on cycling to stay in good condition. My first race was the national championships TT and I loved it. I was instantly hooked on cycling.

2. Your favorite training ride? My European base is in Gavirate, Italy. I ride along Lago Maggiore and climb Alpi Nigia, Passo Cuvignone, Brinzio and then Campo de' Fiore. It's a ride that always takes my breath away, both physically and from the scenery.

3. In what race did you suffer the most? Paris-Roubaix. After a few sets of cobbles your hands are locked to the bars from the jarring. All you want to do is stretch them to relieve the pain, but it hurts too much to open your hands! The same goes for your backside. You just want to stand and stretch your legs, but your legs are in so much pain that they don't want you to stand up! The race is like no other.

4. Favorite climb? Mt. Wellington, my home climb in Hobart, Tasmania.

5. What do the Grand Tours mean to you? The Grand Tours for me are the ultimate test. Everything and anything can happen when racing over 3,500 km and you have to learn to deal with any and every situation.

6. Your favorite post-ride meal? My favorite post ride meal is a big protein thick shake after a long hot day in the saddle. It consists of chocolate multi-power protein powder, frozen vanilla yogurt, a banana, and tray of ice and rice milk. Nice and thick and very refreshing—always brings me back to life.

7. What is the one food you deprive yourself of during the season? Kettle chips. If I don't deprive myself of them during the season I eat them way too often!

8. Can you race harder for yourself or working for a teammate? I definitely find I push myself harder working for my teammates than chasing my own ambitions. I really enjoy working for my team.

9. Which race do you look most forward to? The Tour Down Under. It's the only opportunity I get to race in front of a home crowd, so that's always a special race for the Aussies.

10. Which race do you dread the most? Paris-Roubaix.

11. Who's the next big thing for Cannondale Pro Cycling? I think the next big rider on our team is Matej Mohoric.

12. After a big win, who is your first call to share the news? The first call home after a race is to my mum. She has always been my number-one fan, so any success, no matter how big or small I have, I want to share it with her.

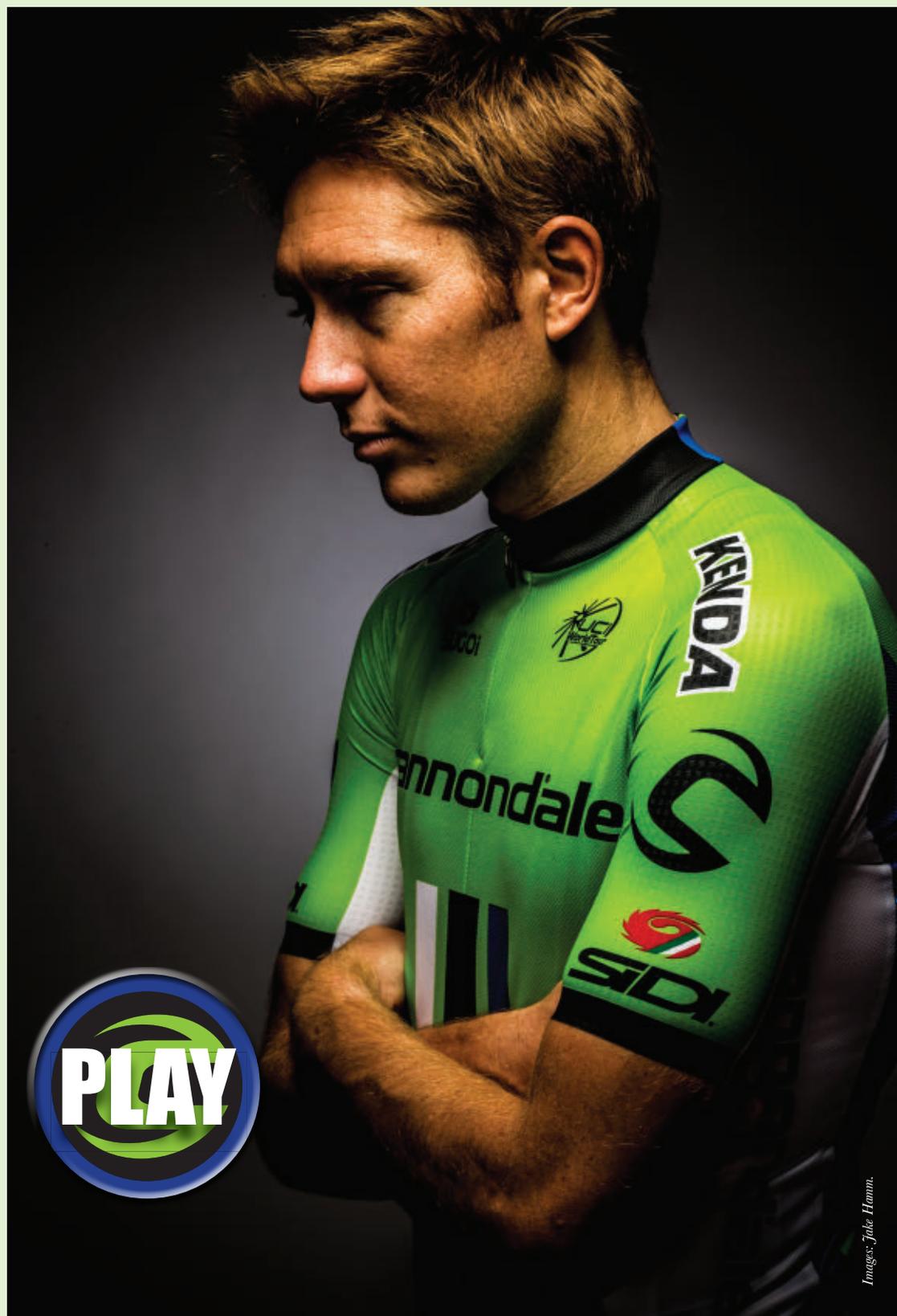
13. Do you enjoy going to the front and dishing out suffering to the riders behind? It's really satisfying when you finish your turn on the front on the climbs and the peloton has shrunk considerably. It makes the often painful, out-of-energy ride to the finish very, very enjoyable.

14. Cobblestones. Do you fear them or love them? Both. I love them because of their place in cycling history, and I hate them for the amount of suffering they inflict on you.

15. Can you sum up the Cannondale Pro Cycling Team's personality in one word? Verde.

CAMERON WURF

Cameron Wurf began his athletic career as a rower, representing Australia at the 2004 Olympics. The talented and gregarious Australian rider will focus on domestique duties with Cannondale Pro Cycling in 2014.





GEORGE BENNETT

Twenty-three-year-old George Bennett joins Cannondale Pro Racing in 2014, fresh off an 8th place finish at the USA Pro Cycling Challenge and with one Giro d'Italia under his belt. The climber from New Zealand will assist Ivan Basso in the mountains as he matures into a GC rider in the major stage races around the world.

“... it's quite a good feeling, going up a climb and looking back and seeing some destruction. It's always good for your ego.”

1. Who introduced you to cycling? My friend back in 2004 introduced me to mountain biking. It was first a way of keeping fit for rugby season, but I discovered I was better at mountain biking than I was at rugby, and road cycling evolved from there.

2. What is your favorite training ride? In Nelson, New Zealand, on a sunny day: the lap from my house in Aniseed Valley around Marahua to Kaiteriteri.

3. In what race did you suffer the most and why? Giro d'Italia, 2013. Before I even started the race I was suffering from intense fatigue and then I crashed badly on stage 3. I got sick in the second week and really struggled with the cold in my first Grand Tour.

4. Favorite climb? The Aniseed Valley Hill. It's super steep and I have to get over it every day to get home.

5. What do the Grand Tours mean to you? Everything. In the future I hope to be a specialist in racing for the GC in the Grand Tours. They have been my dream since I started road cycling.

6. What is your favorite post-ride meal? Simple: omelet, rice, avocado. Easy.

7. What's the one luxury or food you must deprive yourself of during the season you miss the most? Mum's cooking.

8. Can you race harder to win for yourself or working for a teammate? Always the same, my limit is my limit.

9. Which race do you look most forward to during the season? USA Pro Cycling Challenge. One of my first races as a pro. I've done it three times already. I lived there for a while and I love the crowd and love the course.

10. Which race do you most dread? Anything in Belgium.

11. Who's the next big thing from Cannondale Pro Cycling? It's hard to say. Villella was really good in the Giro dell'Emilia, and Mohoric is the world champion [U-23 and Junior]. Everyone's really good. I think we'll see some new captains coming through this team; maybe not this year, but in years to come.

12. After a big win who is your first call to share the news? Mum and Dad—always. They've been there from the start.

13. Do you enjoy going to the front and dishing out suffering to the riders behind? I don't dish out any suffering if I go to the front on the flats, that's for sure! Yeah, it's quite a good feeling, going up a climb and looking back and seeing some destruction. It's always good for your ego.

14. Cobblestones. Do you fear them or love them? I hate them. I can't stand them!

15. Can you sum up the Cannondale Pro Cycling Team's personality in one word? Exciting.

AMERICAN SERVICE

Win Allen is the newest member to the Cannondale Pro Cycling mechanic staff. The owner of Win's Wheels in Thousand Oaks, CA. Win is a master mechanic with over 24 years in the bicycle industry. When Cannondale Pro Cycling reached out to him, his life took a WorldTour turn. We caught up with Win in Tuscany to learn more about his journey.



How did you end up on the staff of Cannondale Pro Cycling? Cannondale came to me in 2012 and asked me to work for them at the Tour of California. I of course said, 'Sure.' I had the dream of being able to work for a pro tour team, and doing it stateside was a nice introduction. I guess through working with Cannondale, I made them happy enough to come back for the Tour of Colorado. Shortly thereafter, I got a call asking if I'd be

interested in working for Cannondale Pro Cycling in 2013. I ended up working all of the North America races for them and finished out the year. I did 60 race days last year, and in 2014 I will do 120 race days, including training camp here, coming back and doing the classics, then following up in North America. It's a privilege to work for this team, and it is unique that they have brought an American onboard. It is my dream job. I love my shop, but

to be with this team and traveling the world with them has been awesome.

Was it easy to integrate into the staff?

My first race in 2012 was intimidating, to say the least! There was the language barrier; I didn't know a single word of Italian! Not knowing what was going on around me was tough. I knew the race scene and I knew the country I was in, I just didn't know what was being said. The patience they've had with me, and their enormous interest in wanting to learn English, has been amazing. I've been able to help with that as well by picking up some Italian.

What's an average day like at a race like the Tour of California?

We are at the breakfast table 6:30 a.m. We then pull all the bikes out of the truck and air up all the tires, all the spare tires. We load up the two support vehicles with bikes, parts and tools. Then the other side of it is the teardown of the setup, with tents and trucks that move every day to a new city. There is a lot of hustle from the first thing in the morning, to dinner at 8:00 or so. While the race is going on, one of us is driving the support truck to the next city, and then setting up again the tents and parts and getting ready to wash the bikes. When the riders finish, they drop the bikes and we start washing them as they come off the cars. Anything that has happened in the race—any flat tires, mechanicals—is addressed at that point. And, we check on the wear and tear of the bikes and go through and torque every fastener, and check wheels. Everything has to be good. Even as repetitious as it is, it's still extremely important work. We are dealing with the rider's careers and their lives, so we take it extremely seriously.

Do you share in a team win? There is a whole lot of joy that many people don't get to see. We are high-fiving each

other, we are congratulating each other, and typically when we have really have good runs, we are congratulated by other teams, which is something I never knew happened or expected. It's so phenomenal to have your fellow mechanics congratulate you. The camaraderie of cycling is so unique that even other teams are happy for you when you win.

What is your role at team camp? For the new riders, we are getting them on our team bikes. We have seven new riders so they are all being outfitted with new bikes and put through the Guru fit system. The fit numbers are given to the mechanics and we make adjustments based on those with input from the directors, the rider, as well as what years of experience have shown the mechanics. That's a big part of training camp—meeting new people, integrating new staff. It's also a shakedown period for new products. Riders can go out and test it when there is nothing on the line and give feedback. It's really an education time as well as a team building experience.

How many bikes does each rider have? It depends on the rider and what their focus is. Our strong TT riders will have a Slice at home, one to travel with, and a spare. Every rider has a training bike, a primary bike and a spare bike. At the service course in Italy we have spares of everything.

Do you have any picky riders with difficult requests? Our guys are really easy. Everyone gets the same air pressure, et cetera. Gearing-wise it's all 11/26 and 53/39 up front. I've heard the horror stories from other mechanics, and I'm just very thankful to be on a team with guys that are just happy to race their bikes!

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Image: Ben Edwards

TRAINING CAMP TRAVEL BAG

A WorldTour rider is on the road most of the year, living out of a suitcase. New Zealander **GEORGE BENNETT** showed us what he traveled with to training camp in Tuscany, and shared the method to his packing madness.

GEORGE BENNETT'S "MUST-HAVES"

-  Two passports.
-  A real book, printed on paper.
-  A foam roller—always.
-  Travel pillow.
-  New Zealand wallet I actually found in Spain.
-  Ice pack.
-  An expired gold card to sneak into the travel lounges.
-  A hard drive.

BENNETT'S PACKING STRATEGY

"I run through like I'm Iron Man getting equipped. I start with socks and sort of build my way up. One side riding gear, one side casual. You'd think I'd get better at it, but no matter the size of the bag, I'll fill it. I'll take like four T-shirts, but you only ever wear the same two."



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