

IE Bikes Racing Newsletter

August/September 2005

Weekday Training Rides:

Tuesday Night Criterium Training: Even though the race season is coming to an end, the Tuesday night crit. rides are attracting the largest groups of the year. Jim Stark, Robert Ramirez, and Tim Coleman usually lead out to form the attack group while Ernie Sanchez, Hector Gomez, Ed Sibby and a few of those SC Velo guys lead the chase group. So be sure to join us every Tuesday evening from 6:00 to 7:00 p.m. at the intersection of Diaz Road and Remington Ave. for an intense hour of criterium training and tactics. The 1.5 mile, 4 corner course climbs on one side and descends on the other. Many racers say these practice crit. rides can be more intense than races! As always, bring a friend.

Thursday Night Road Rides: For a longer but more relaxed road ride, come on out every Thursday evening for the ride up to and around La Cresta. The group usually meets at the intersection of Clinton Keith and Palomar Roads and 6:00 to 6:05 p.m. The steady climb up Clinton Keith is enough to get the lungs working and the short, but steep, climb up Tenaja Rd. will definitely get the heart pumping. You realize all this climbing was well worth it when you are in the tucked position going 50 m.p.h. down Avenida La Cresta on your way back! Combining these two evening training rides with the long Saturday morning group rides will keep even the seasoned Master/Senior rider in race shape! Watch for posts on the IE Bikes Racing Forum for any other weekday rides that are organized by team members!

Weekend Group Rides:

Saturday Mornings: Summertime means an earlier start to the Saturday group rides. We meet at the IE Bikes shop parking lot on the corner of Los Alamos Rd. and Murrieta Gateway at **before 7:00 a.m.** (I'm with you Tom) and hit the road at 7:00 a.m. sharp (or whenever the ride leader feels like he's ready to lead us out). We usually have an "A-group" and a "B-group" that ride together until the racers from the A-group start cranking it up! But since we're at the end of the race season, the main pack of riders usually stays together. These Saturday rides are great for

getting in some miles, working as part of a pace line, increasing your hill-climb fitness and getting in some sprint work as the rides reach the turn around points. Riders of all ages and abilities are welcome as well as mountain bikers looking for some cross-training or triathletes looking to shave seconds off their time-trial PRs. The following rides will finish out the month of August: **Domenigoni Parkway – August 20th** and **Olive Hill Road – August 27th**. Domenigoni is flat and fast while Olive Hill Road is fast and moderately hilly! For detailed route directions for these remaining August group rides, click the following link: <http://iebikesracing.org/road/satsched.htm>. If you have some favorite rides that you would like to have added to the list of Saturday group rides, post them on the forum c/o Tom Hall or e-mail them to me at teampruett@adelphia.net and we will give them a try!

Sunday Mornings: For those you really wanting to get the miles in or if you have to miss a Saturday morning ride, Martin Wildgoose has organized Sunday morning group rides that are open to everyone. The meeting time is 7:00 a.m. at the Old Pacific Coffee Co. on the corner of Margarita and Hwy 79 South in Redhawk. For a list of the current ride routes use the following link: <http://iebikesracing.org/road/sunsched.html> Thanks Martin!!

A Great Year for Team IE Bikes Racing!!

As the 2005 race season comes to a close, I thought I'd take a chance to reflect on the some of this year's highlights (or lowlights, depending on your perspective). With so many new team members coming aboard

- *Our team has grown substantially! The road team has seen many new faces this year brought about some changes for the IE Bikes Race Team. The biggest change was how many new team and club members we now have*

Upcoming Races:

Racing season is coming to an end! The following is a schedule of selected races in the area. If you plan on racing be sure to coordinate with fellow team members and post it on the IE Bikes Forum.

- **Ontario Criterium #5 – Season Finale – Sunday, August 28th – Ontario, CA**

- *City of Bicycles – Cycle for life Crit. – Saturday, September 10th – Inglewood, CA*
Last SCNCA – SoCal points race of 2005!

For a complete schedule of racing events check out [SoCalCycling's Website!](#)

Recent 1st Place Results:

Several of our IE Bikes Racing teammates have been showing up at the tops of podiums with some phenomenal efforts. Be sure to congratulate them on the next ride:

- ***Jim Stark – CAT 3:** Barrio Logan Criterium Championships, Ontario Spring Classic Grand Prix, Ontario Mid Season Criterium, San Diego Cyclo–Vets Omnium, Tour de Utah Criterium and the USCF Criterium Championships. With these first place results and a handful of other top 10 finishes, Jim Stark is now the **2005 USCF CAT 3 State Champion**. And with this honor he has now been upgraded to CAT 2. He will now join Jorge Alvarado and Michael Stroud in the Pro–1–2 categories to do battle with the “big boys.” Congratulations Jim!*
- ***Ed Sibby – CAT 5:** Cliff Bar/Cliff Shot Criterium, CBR “Ride it Like You Stole it Criterium” Ed, also, has had several other impressive results earning him his upgrade to **CAT 4**. Way to go, Ed!*
- ***Cal Pools and Spas/IE Bikes Racing Ten–man Corporate Team:** 24 Hours of Adrenaline Mountain Bike Race in Idyllwild, CA.*
- ***Robert Ramirez – CAT 3:** Madera Stage Race (Criterium), Ontario Crit. #4, Semena Nautica Critreium*
- ***Rodolfo Vitela – Master Especial:** VI Vuelta Ciclista Mazatlan 2005, Santa Barbara Criterium 50+*
- ***Peter D’Aquanni – CAT 5:** Tour of Murrieta (Criterium)*
- ***Ben Bradshaw – CAT 3:** West LA College Circuit race (break away solo victory)*

Tips for the Novice: Paceline Advice/Avoid Going Down

It's often said that paceline riding is the epitome of road cycling. Some might disagree, but there's no denying the fun and advantages of cruising in a line with a group of several fast friends.

Among the rules for safe pacelining is one that some riders have a hard time obeying: Don't use the brakes.

Why not? Because snatching the levers will take off too much speed, opening a gap in front and making everyone behind suddenly react to your slowing bike.

So instead of using your bike's brakes to trim a little speed, use your air brakes.

It's easy. Simply slide to one side of the wheel ahead to leave the draft, catch more air and make your speed fall off slightly. As you do this, continue pedaling but let off the pressure to help you slow. This is called "soft pedaling." As soon as your speed is where you want it, smoothly resume applying enough power to keep it there. Remember to be watchful of the wheel in front of you as well. At races you always hear "Protect your front wheel at all times." This is also true in pacelines. (More about this topic below)

Once you master this technique, riders behind won't be disturbed by what you're doing. You'll correct your speed, but they won't need to correct theirs.

Tip! *Air braking is the right way to temper your speed on descents, too. By sitting up and catching more air, you can take off several mph. This reduces the need to use your bike's brakes and that means less chance of overheating rims.*

Steer toward a rear wheel when there's contact.

Probably the most common cause of crashes on group rides is front wheels striking rear wheels. When you're the front rider, you'll merely feel a bump. When you're the one whose front wheel touches, you may find yourself in a heap on the pavement -- if you don't react correctly. The right response will give you a much better chance of staying upright.

First, of course, don't overlap anyone's rear wheel. If you can manage that, you won't need to keep reading. But it's not always possible. Sometimes you'll find your front wheel getting too close or making contact.

The instinctive reaction is to steer away. But that will actually throw your weight in the direction you're trying to avoid. This, combined with instability caused by the wheel contact, is the reason riders lose control and crash.

Instead, when wheels touch steer toward the rear wheel to cause your bike to move away and give you a chance to keep control. This is done with a slight movement of the handlebar, not a hard turn.

***Tip!** Don't wait for a real incident before you try this. Practice on a grassy field when riding at an easy pace. Intentionally bump your friend's rear wheel so you can practice the reactions it takes to stay upright. Bump one side, then the other. Once you have the knack, trade positions and let your friend practice. Wear your helmet and gloves because a fall or two is likely. Welcome grass stains now to avoid blood stains later.*

Thanks for reading and safe riding!