

# *IE Bikes Racing Newsletter*

## *October 2005*

### ***Gearing up for the 2006 Season!!***

*After an awesome 2005 season, Team IE Bikes Racing is gearing up for an even better 2006. Several of the team's board members made the trip to Las Vegas a few weeks ago to attend North America's largest bike trade show and expo. The world's top cycling companies and manufacturers rolled into Interbike showcasing the latest in road and mtn. bikes, bike components, accessories and trends. This turned out to be a huge success for the team! **Specialized** has jumped on board as a bike sponsor. Our newly formed CAT 2 Race Team will be riding **Tarmac S Works** carbon road bikes with **Dura Ace 10** speed groupos. The rest of the team will be riding **Tarmac Pro** carbon road bikes, painted in royal blue, also with **Dura Ace 10** speed groupos. The royal blue paint scheme will match the color and design of our new team clothing!*

*Team members - be sure to **renew your team memberships for the 2006 season** to secure your chance at getting the new team products. You can find membership details by clicking on the Road dropdown menu and then clicking on the "Join Team" link. Our new membership coordinator is Sharon Roberts, with an email address of [skyup1@earthlink.net](mailto:skyup1@earthlink.net) if you*

*have membership questions. Many of the bike, clothing, and accessory ordering details will be covered during our October team meeting scheduled for **Wednesday, October 26, at 6:00 p.m. at the home of Ernie Sanchez.** Again, be sure to bring a completed team application with clothing sizes filled out, membership dues, and monies for any team products you want to get, including the **Specialized Tarmac**s. Check the forum for more details!*

*Tim "The Falcon" Coleman will be making a return to IE Bikes Racing as the CAT 2 team captain, joining last year's CAT 3 State Champion, Jim Stark, Junior Sensation, Ben Bradshaw, fiery Jorge Alvarado and Pro Mtn. Bikers, Amon Pease and Chuck Jenkins. Another new addition is two-time Redlands Classic race finisher, Shawn Schwan. Look for big things to happen when these guys take on the best of the best in the Pro-1-2's next season! "They'll be fast."*

### ***Off-Season Training Rides***

*The off-season brings on shorter, colder, and sometimes wetter days, but the training continues. Because it's the off-season, however, we usually ride at a*

*more moderate pace than we do in mid-season. Most of us will do an occasional sprint here and there or a few hard efforts to finish a climb, but not much beyond that. So to all of the hammerheads out there...Let's take it easy for the next few months to rebuild our base fitness and to recover from last season before we hit training camp next year! The following is a summary of the training rides of the remainder of the month:*

***Saturday Morning Group Rides:*** *The group meets every Saturday morning at IE Bikes, located at the corner of Los Alamos Rd. and Murrieta Gateway. During these winter months we have a ride start time of 8:00 a.m.*

● ***Saturday, October 22<sup>nd</sup>: Sandia Creek***

● ***Saturday, October 29<sup>th</sup>: Ranger Road***

*Both of these rides offer some climbing, some long & fast downhill sections, and some of the most scenic roads in the Southwest. See you there!*

***Sunday Morning Group Rides:*** *The Sunday group meets at Old Pacific Coffee CO. in the Redhawk area of Temecula at the corner of Margarita and Hwy. 79 at 8:00 a.m.*

● ***Sunday, October 23<sup>rd</sup>: Beautiful Bonsall Backwards***

● ***Sunday, October 30<sup>th</sup>: Century Ride to Encinitas and back (with options for shorter routes)***

*For detailed route directions for all of these weekend rides, click on the "Rides" link at the top of this page.*

***Tuesday Night Crit Practice:*** *Every Tuesday evening from 6:00 to 7:00 p.m. riders from many different teams, and of different ages and abilities get together at the corner of Diaz Road and Remington Ave. in Temecula for an hour of intense training. As stated before, the winter rides are bit tamer than those in the summer. But the workouts are just as beneficial. It is recommended that lights are used for safety purposes. And be sure to bring your arm and leg warmers for those cold nights!*

## ***Tips for the Novice:***

### ***Riding with care in the rain***

*With the rainy season upon us, wet and oil-slicked roads pose a hazard to any road bike rider - the best of them included. This past summer saw the end of the Tour's stage 5 become a highlight staple. The crash was almost comical as rider after rider came through the final corner on his right side like Dominoes going down. Fortunately, there were no serious injuries.*

*The lesson: Beware of painted lines, crosswalks and other road markings. When they're wet, as they were in the village of Nancy in stage 5, they can be*

*slippery enough to take down the world's best bike-handlers.*

*The Tour riders certainly knew the risk, but with the finish line only 700 meters after the corner, their irrational exuberance got the best of them. Riding fast and no doubt braking when they saw the carnage ahead, their traction had no chance on the wet, painted pavement.*

*Without a race to win, we can ride smarter. Use these wet-road cornering tips to avoid slip sliding away.*

*---**Apply brakes early.** Hold the pads against the rim for a few seconds before you need to slow. This will squeegee the water so firmer pressure gives you a fairly normal braking response. Be ready to lighten your hand pressure as soon as you feel the brakes take hold, or you might lock a wheel and skid. As you begin to corner, let the wheels roll free.*

*---**Reduce your lean angle.** Braking to a safe speed helps, but you still need to cross wet paint with your bike as vertical as you can make it. Traffic permitting, start the turn wide, ride a nearly straight line through the bend, and exit wide. This path works better than leaning through a long arc. Use the same method when crossing anything that's icy slick when wet, such as metal, tar filler or patches of sand or leaves.*

*---**Accelerate gingerly.** Even when riding a straight line, wet wheels can slip if you*

*rock the bike or apply too much power. Easy does it when standing over short hills, too.*

*Paint on a dry road may still offer less traction than bare pavement. It's smart to steer around the stuff when cornering, and reduce your lean angle if you can't.*

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**Thanks for reading and safe riding!**



