



45 Dubai Roadsters  
Cycling+Triathlon Newsletter  
07/11/2007

Hello all!

What you will find in the attached Newsletter.

1. Dubai Roadsters New Website
2. Dubai Triathlon Club – Sprint & Supersprint Triathlon
3. Introduction to MUSCAT BIKE TRIP
4. Cycling Specific Stretches by Rania Boucher
5. l'Etape du Tour
6. Pete's Gossip Corner – Sharjah Riding and More
7. Cleat Position – Is Rearward Better?
8. Dubai Roadsters have Road Rides for everyone

Other News

9. Secret Men's Business – Movember!
10. Good Luck Adrian!
11. Dubai Marathon – Friday 18 January 2008
12. Jewels of Arabia Movie Event



**Caption Competition**

You must agree that this is one tough cyclist!  
Send us your best caption for this photograph and we'll  
re-publish the photo with winning caption!

1. Dubai Roadsters New Website

[www.dubairoadsters.com](http://www.dubairoadsters.com) website is up and running!

**Great way to sign up on the calendar for support car! Please do so as everyone should take their turn and it's not fair on Fran to have to beg people every Thursday to do their bit.**

**Fill in the members details form if you like so that we can get to know more about each other.**

**Any news, pictures, feedback and up to date maps welcome!**

**Please send to [helen@dubairoadsters.com](mailto:helen@dubairoadsters.com)**

## 2. Dubai Triathlon Club – Sprint & Supersprint Triathlon

Dubai Triathlon Club

Sprint & Super Sprint Triathlon

Al Jazira Hotel & Resort – Bungalow Area

Friday, 14 December 2007

Sprint Distance 800m swim, 22km bike, 5km run

Super Sprint Distance 400m swim, 11km bike, 2.5km run

For more information and to register go to :

[WWW.DUBAITRICLUB.NET](http://WWW.DUBAITRICLUB.NET)

Register on-line before Sunday, 9 December 2007.

No more registrations accepted after this date.

## 3. Introduction to MUSCAT BIKE TRIP

See the attached "Initial Registration Form" to express interest in a cycle trip in Muscat next year. You can email or fax the completed form to Thomas Tapken (details on the form).

## 4. Cycling Specific Stretches by Rania Boucher

If you find that your muscles are over-tight, then here are some cycling-specific stretches to help you out in the attached flyer from Mefitpro.

## 5. l'Etape du Tour

**RIDE A STAGE OF THE TOUR DE FRANCE** [www.etape.org.uk](http://www.etape.org.uk)

The Etape du Tour is a stage of the Tour De France open to the general public. Each year around 8500 people from all over the world take part. The Etape du Tour features roads closed to traffic, and free food and water stops. Medical and some mechanical backup is provided. It is organized by the Tour de France organisers on association with Velo Magazine, who feature the Etape in their monthly magazine.

The course varies in difficulty from extreme mountain stages to a "moyen montagne" - average mountain stage. Typically the distance will be in the region of 100 miles, though the time limits are reasonably generous, allowing people to complete the course at average speeds as low as about 12mph. Make no mistake though, it is a very challenging event. Like the real Tour de France the event is not without risks, as it includes mountain roads.

### ENTERING THE ETAPE DU TOUR

If you live in France, entry is via the form which is published in Velo Magazine. If you do not live in France, send me an e-mail at [Ron@etape.org.uk](mailto:Ron@etape.org.uk) and I may be able to help. Feel free to e-mail me if you need further information.

## 6. Pete's Gossip Corner – Sharjah Riding and More

Please see the attached "October Issue Volume 2" Newsletter from Pete for riders interested in forming cycling groups in Sharjah – road and off-road.

## 7. Cleat Position – Is Rearward Better?

### By Fred Matheny

Ultra-distance cyclists are often ahead of their time. The challenges of riding multiple centuries at a brisk pace without rest have forced this special breed of roadies to adapt. Equipment that doesn't work is quickly abandoned. Bike setup is often quite different from that used by racers. But some of the unconventional practices of ultra cyclists have gradually become mainstream.

Take aero bars, for instance. **Pete Penseyres** fabricated a set that helped him win the Race Across America in 1986, three years before **Greg LeMond** used them in the famous time trial that won the Tour de France by 8 seconds on the final day.

Twenty years ago two-time RAAM winner **Lon Haldeman** began using an extreme rearward cleat position to alleviate a bad case of "hot foot" (nerve irritation) on long rides. ([See sidebar.](#)) Because cleat slots on the soles of cycling shoes don't allow cleats to be positioned near the arch, he re-drilled his shoes. The cure was immediate and he's ridden with way-back cleats ever since.

When riders on Haldeman's long-distance [PAC Tours](#) complain of foot pain, he drills their shoes so cleats can be mounted an inch or more behind the normal position under the ball of the foot. Many riders recoil in horror. They don't want to look like a kid on a BMX bike pedaling on his arch. But their feet stop hurting and they are able to complete the tour with no apparent negative effect on their pedaling.

Now there may be another good reason to experiment with a rearward cleat position: better efficiency, meaning higher power output for a given heart rate.

Although the evidence is mostly anecdotal at this time, we've gotten some fascinating hints that conventional cleat placement under the ball of the foot may not be the ideal.

For instance, some racers have shoved their cleats back, most notably world mountain bike champion **Susan Ljungskog**. She mounts her cleats in the center of her shoes. Click to see a [picture](#) of her and note where the pedal is.

**Joe Friel**, the respected cycling coach and author of *The Cyclist's Training Bible*, became a believer after a friend suggested that he try moving cleats rearward. Skeptical at first, Friel was amazed to find that "my performance improved. In fact, my power-heart rate ratio which I tracked for years improved by 9%." That's a photo of his cleat position, above. [Click here](#) for Joe's full story.

### Counterpoints

Before you grab the power drill and perforate the soles of your expensive carbon cycling shoes, let's look at three caveats.

- There's little scientific evidence that efficiency, and therefore power output, is actually increased. **Andy Coggan Ph.D.**, a power training expert and co-author of *Training and Racing with a Power Meter*, cites [research](#) showing that it really doesn't matter where the cleat is located on the shoe sole. Because the calf supplies only about 10% of the power in the seated pedal stroke, there is minimal effect on power production whether the calf muscle is activated with a forward cleat placement or neutralized by moving cleats to the rear.
- This is certain: A rearward cleat means that more of your foot protrudes over the front of the pedal, increasing the likelihood of toe/front wheel overlap. Overlap is

a problem only when turning sharply at slow speed (or doing a trackstand at a traffic light) but some riders are spooked by it.

- Rearward cleat placement might make it difficult to produce full power in a sprint. It's when a rider is standing and going hard that calf muscles are activated the most. To address this, look again at Joe Friel's cleat placement. Because of the small size of the SPD cleats, you could have two cleats on each shoe -- one under the arch and one in the traditional position under the ball of the foot. Then you could use the rear cleat for normal riding and clip into the front cleat when you need to sprint. Of course, the saddle has to be lowered when you move cleats back, so a mid-ride switch to cleats under the balls of the feet would make the saddle too low. But that's unlikely to matter much if you change only for a sprint where you're likely to be out of the saddle anyway.

If you suffer from hot foot, ride long distances or are a power cyclist -- one who does time trials, long climbs or lengthy grinds into headwinds -- it's probably worthwhile to experiment with a rearward cleat position. There's no need to re-drill your shoes. Simply move the cleats as far to the rear as they will go and ride for 200-300 miles to evaluate how it works for you. Remember that you may need to lower the saddle a few millimeters to compensate. If some is good and you think more might be better, then you may want to break out the drill. Or, if you use Speedplay road pedals, get the Aluminum Extender Base Plate Kit (part No. 13330) that allows cleats to be mounted farther rearward than the holes in shoe soles allow.

While you may not experience the dramatic 9% improvement in your power-to-heart-rate ratio that Friel did, it's certainly worth a try. What about the study showing few positive effects on power? Everyone is different so it's possible that some riders with specific physical characteristics may benefit more than others. At least hot foot should be alleviated.

**Bottom line:** A rearward cleat position could have significant advantages. The only way to know if it'll benefit you is to move your cleats and do a few rides.

## **8. Dubai Roadsters have Road Rides for everyone**

I want to remind everyone that the Dubai Roadsters have group rides every Tuesday and Sunday evenings at Nad Al Sheba. This is on a loop circuit and caters to all levels of rider. Most of the riders are here between 5pm and 10pm, though there are always riders training here, and you can finish whenever you wish.

For the more experienced there is a longer Ride every Friday morning, starting at the Lime Tree Café on Jumeirah Beach Road at 5.30am. This ride attracts around 70 riders and there are 3 distances that you can do; 70km, 100km, or 120km. The Ride finishes at the Café where you can enjoy a great coffee and meet all your fellow cyclists.

If you would like further information about these rides including maps, please email me at [david@wbs.ae](mailto:david@wbs.ae) and I will send the information to you.

## **Other News**

### **9. Secret Men's Business – Movember!**

Mention the words Prostate cancer, and we men tend to suffer from testosterone-induced denial and that's the end of the matter.

We were sent an email about this charity event and thought it most worthy of mention here! To discover who this person is, go to [www.movember.com/ex/donate](http://www.movember.com/ex/donate) and search for registration number 68040 (Do you know who this is?)

This annual moustache-growing charity event is held during November, where men can register with clean-shaven faces and then grow their moustaches for the month. People can then go to the website [www.movember.com](http://www.movember.com) and make a donation.

Get registered or make a donation, and help spread awareness about prostate cancer!

**10. Good Luck Adrian!**

After walking to the North Pole earlier this year and having climbed Mt Everest in 2006, Adrian Hayes is on his way to the South Pole to complete his 3-Poles Fundraiser Campaign. To follow his progress go to [www.adrianhayes.com](http://www.adrianhayes.com)

**11. Dubai Marathon – Friday 18 January 2008**

This world class event will be held in January next year. Check it out at [www.dubaimarathon.org](http://www.dubaimarathon.org)

The organizers are looking for cycling marshals to help out on the day.

If you are interested in being a marshal for this event, please email [david@wbs.ae](mailto:david@wbs.ae) with your contact details. I will then pass on everyone's name to the organizers when they come out to Dubai later this month.

**12. Jewels of Arabia Movie Event**



Ibn Battuta Mall welcomes back the inspiring team from the "Jewels of Arabia" Diabetes Awareness Challenge and invites you to hear about their amazing adventures.

<b>Date:</b>	Wednesday, November 7, 2007
<b>Venue:</b>	Grand Cineplex, China Court, Ibn Battuta Mall
<b>Time:</b>	7:30pm, followed by a special screening of <i>Indiana Jones and The Last Crusade</i>
<b>RSVP Essential:</b>	By November 5, 2007 to <a href="mailto:info@ibnbattutamall.com">info@ibnbattutamall.com</a> or Ibn Battuta Mall Management 04 362 1900
<b>Donation:</b>	Dhs30 to the National Diabetes Committee + comp popcorn + drink. Fitness First memberships and I-Mate phones to be won!

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**PLEASE FORWARD THIS NEWSLETTER TO ANY  
OF YOUR FRIENDS WHO MAY BE INTERESTED**

If you wish to unsubscribe from this Newsletter, simply **forward** this email to [david@wbs.ae](mailto:david@wbs.ae) with Unsubscribe in the Subject field. Thank you.

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