

# Riding in Groups:

Some tips for technical paceline skills.

## Issue Highlights:

- Group Riding skills
- Basic Bicycle Maintenance
- Event Calendar
- Upcoming Event highlights

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Coast to Coast Riders:

We've started a [Facebook page for the C2C Challenge](#). Feel free to share photos, stories, and suggestions for the February event.

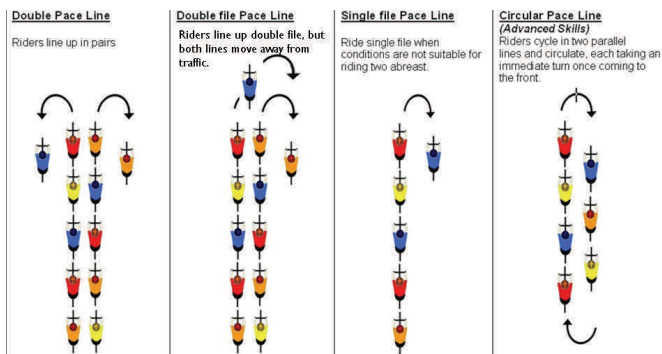
One of the things that we've had many riders on the recent Coast to Coast Challenge ride bring up in our suggestion box for improvements (metaphorically speaking), was the lack of consistent and effective group cycling techniques.

Now, it's no surprise that in a group the size of the one we had for this last ride that not every rider is going to be at the same skill level on more technical aspects of road riding, like running a paceline.

There are several common mistakes that riders who haven't been taught the proper techniques for running a paceline make.

This article, which is an excerpt from an interview with Ray Ignosh, one of the Coaching Staff for the USA Cycling Federation, discusses both these common mistakes, and the proper techniques to replace them.

"When carried out properly, a paceline is an effective tool for a group ride: It enables cyclists to share the work of pushing through the wind. When performed poorly, the formation becomes counterproductive. "Most people are never taught the proper way to ride a paceline," says Ray Ignosh, a



### Pacelining methods for different road conditions

These methods appear simple, but in practice require more skill and training than you might imagine. Practicing them with friends, even doing rides solely for the purpose of practicing these group skills, will make your group rides both more enjoyable and infinitely safer.

USA Cycling expert coach based in Pennsylvania's Lehigh Valley. "So they make the same common mistakes that eventually become habits." Whether you're riding in a single or double formation, try these tips for taking your pulls and pedaling in line.

### KEEP THE PACE:

The number one mistake riders make is picking up speed when they get to the front, says Ignosh. "Some guys just want to show off; others are well-intentioned—they just aren't in tune with their effort and feel like they're supposed to take a pull, so they pull." As you're riding through the line, pay attention to the group's average speed and effort. When you get to the front, do your best to maintain those

levels. The goal is to keep the pack together, not blow it apart or shell riders off the back.

### MICROADJUST:

It's nearly impossible for everyone to put forth equal amounts of effort, especially on undulating terrain. You need to make adjustments along the way to prevent what Ignosh calls the Slinky effect, where the line alternately bunches together and becomes strung out, with big gaps. "It's better to make two small undercorrections than one big overcorrection," he says.

"Think of it like driving: You don't slam on the brakes, then hit the gas; you moderate your speed." To do that in a paceline, try one of these techniques:

**The Soft pedal:**

If you feel like you're getting sucked into the rider in front of you, take a light pedal stroke or two to adjust your speed accordingly.

**The Air brake:**

An easy (and safe) way to trim speed is to sit up and catch some wind. It'll slow you down a notch without disrupting the rhythm of the line.

**The Feather brake:**

Gently squeeze the brakes while continuing to pedal. You can scrub speed while shifting up or down as needed to alter your pace.

**DON'T STARE:**

Focusing on the wheel directly in front of you is a natural instinct when riding in a line, but it gives you zero time to react should something go awry. "Keep your head up and check about 10 meters down the road," says Ignosh. "Look through holes in the leading rider—over his shoulder, under his arm or through his legs—and ride proactively instead of reactively. This will help keep the line moving smoothly."

**EASE OFF THE GAS :**

Rather than accelerating when you pull, try to ride in the line at a steady pace and decelerate as you pull off and drift to the back. "This provides the right work-to-recovery ratio without all the punchy surges that tend to blow the weaker riders off the back," says Ignosh.

**SHARE AND SHARE ALIKE :**

Pacelines are designed to share the workload, so limit your pulls to 1-2 minutes to stay fresh and give other riders a chance.

**CONSERVE ENERGY**

If you feel tired, sit out a few turns until you're ready to take another pull. Simply open a spot for riders to rejoin the line in front of you, or come to the front and immediately pull off and drift to the back. You'll do the pack a favor by staying with them rather than working yourself into the red and falling off the back, which makes the group slow down to let you catch up.

Of course, these are just a few simple things to think about, and even they will only become second nature with practice and training.

One other thing which I feel is more important than any other point on a group ride, both in and out of a paceline:

**COMMUNICATION**

Riding in a group, whether it's just a few buddies on a coffee run, or a major event with months of training and planning, is a matter of trusting the people you ride with.

Trust, especially in high speed, close contact sport like road cycling, is mostly a matter of knowing what the person riding beside, behind, or ahead of you will do, before he does it.

Pro cycling teams make this look easy. They seem to read each other's minds, and just know what to do in any given situation. The truth is, it isn't easy. It requires practice, training with the same group of people, and above all communicating what you plan to do before you do it.

If you need to split the group to allow traffic to flow, make sure the rider immediately to your back know it, and that they pass it to the riders behind them. Otherwise, your carefully timed and perfectly executed split will get blown by a guy five riders back who thinks you've

bonked, and that he needs to bridge the gap. And when he jumps, he'll take every rider behind him with him.

Pro teams have the advantage of radios. They can actually talk to each other. You will likely need to use hand signals to indicate splits and road hazards, and pace changes. Warning of a steep and technical descent, or an object in the road can prevent serious injury to one of the riders behind you.

Of course, that means that signals, and what they indicate must be worked out ahead of time, and communicated to every rider. It also means that those signals need to be practiced.

For a ride like Coast to Coast, where riders often come in from other countries, and where there are a great many riders who don't have the opportunity to train with the group ahead of time, that becomes quite a challenge.

For those of you with group riding experience, how do you communicate? What signals or methods do you use?

[Email me here and let me know.](#)

I'll be putting together a signaling "primer" for the riders for the next Coast to Coast, so your suggestions and experience will be very welcome.

In addition, we'll be doing the Beginning "Group Skills" ride at least one more time before the next edition of the Coast to Coast. If you're a little rusty, or if you just want to be sure you're using the same signals and methods that will be in practice on the C2C ride, come out and join us.

This is not a beginner's ride. It's a ride designed to teach and practice the necessary group skills for a successful group event like Coast to Coast.

Call us, or check the calendar for the next scheduled skills ride.

## A Message from Wolfi's Bike Shop Service Center



As many of you know, the winter season is the busiest time of year for Wolfi's Service Center. We are often booked out for service up to 3 weeks ahead of time.

Since we want to provide all of our valued customers with timely and effective service, there are a few things of which we would like to remind you.

If you need your bike service turned around in a short time, either for an event, because you're training heavily, or because of the travel arrangements to get your bike to the shop, you will need to book it

in advance. If you do not, we will always do our best to accommodate you, but we can't guarantee your bike will be done when you need it done.

Even when you've called and made a booking, there will be some circumstances which will affect the delivery time for your bike. We will need to evaluate your bike when it is delivered to the shop, and determine what services will be required before we can tell you when the bike will be finished. Even after that initial evaluation, if other things come to light during the ser-

vice, or if parts are required which we do not have in stock, your bike may take longer than originally scheduled.

You can make sure your bike is delivered back to you as scheduled by booking your service in advance, making sure your bike is available at the shop when we open on the day of your booking, and being specific with the service writer regarding the issues the bike has been brought in to fix.

In addition, if you service your bike regularly, every 3-6 months, it will help your service go smoothly each time.

Call 04-3394453 or [Email Josh](mailto:Email Josh) at Wolfi's with Service issues or Questions.

## New and Interesting Products

### KASK HELMETS

Storck Bicycles are known for the engineering and care which are put into the design of their carbon fiber bicycles.

What is new for Storck this year is their entry into the 29'er market.

The Rebel 9, a full carbon 29'er hardtail, with modern lines and Storck's typical boutique engineering, is a machine to behold.

The matte white frame, accented with a matte black head tube and chain stays and blue text logos, stands out from the crowd with it

### Storck Rebel 9 29'er HT



powerful, but understated graphics.

And while it's nice to have a bike that looks good, it really all about how it rides.

Twenty-nineinches.com, a website

devoted solely to the 29'er crowd, says this:

"Where other producers implement compliance and comfort, STORCK clearly puts the stiffness to weight ratio first ...", which I can tell you produces a fast and efficient ride. In addition, since Storck always thinks of comfort in their engineering, we can count on a ride which is both efficient and smooth.

Available in 17" and 19" only.

## New Jerseys Now Available in Black

New Jerseys are here at Wolfi's Bike Shop. They are available in Black and White, in addition to the Red, Blue and Green. Cost is AED 350, and the sizing is X-Small, Small, Medium, Large, X-Large, and XX-Large.

In addition, we have new

Castelli Dubai Roadsters' Socks and Dubai Roadsters' Gloves.

The socks are AED 75, and the Gloves are AED 180.

Check them out.



# The Gearbox: Mechanical Tips and Tricks

## Prepping your bike for the riding season:

### Easy ways to get your bike in shape.

#### 1. Clean and lubricate your chain

The chain and sprockets on your bike play a key part in the transfer of power in your legs to your wheels, making them go round and round. When they collect dirt and grit and get gummy, not only does it slow you down, but they also wear out faster. Keeping your chain clean and lubricated is one of the best ways to keep your bike working well.

[How to clean your chain - quick and easy](#)

This is not a daily or weekly task by any means. Plan on doing this every thousand miles or so; more often if you ride in dusty or dirty conditions.

**Tip:** Use a lightweight oil specially designed for bikes. Stay away from motor oil as it is too heavy and will quickly attract dirt and crud. Want a big greasy chain ring mark on your leg? Using too much oil or the wrong kind is a guaranteed way to get one. Light lubrication is the key, and wipe off excess at the end.

#### 2. Lubricate the moving parts of your brakes and derailleurs.

Your bike has quite a few moving metal parts that are vulnerable to dirt and moisture. To keep your bike happy and functioning well, these parts should be lubricated regularly.

Pivot points on the brakes and derailleurs are good examples of the types of places you should target because they are vulnerable to attracting dirt and grit due to their placement on your bike.

[Here's a diagram of common lubrication points on a bike](#), but you can

spot many of these places just by watching your bike in action and seeing where metal parts move against and around each other.

For instance, think about your brakes. On most road bikes, they are mounted on a bolt on the frame above your wheel. When you squeeze the lever, the brake pivots around this bolt as it contracts. It's these places where you want to apply a couple drops of oil.

#### 3. Inspect your brake pads.

A quick check of your brake pads will often reveal potential problems that are easy to fix. You want to check:

- Are your brake pads properly aligned?
- Brake pads are the little rubber things that clamp down on your rims to slow you when you squeeze the brake levers. Make sure they are hitting the rims evenly, and aren't either rubbing the tire or missing your rim partially or completely.
- Are the brake pads toed-in?
- The bike brake pads should also be "toed-in," which means the leading edge of the pads should touch the bike rim first when you lightly apply the brakes. The pads squish a little, and when you squeeze down hard, you should get full contact to the rim. This helps prevent squeaking
- Check for junk embedded in the brake pads
- Inspect the surface of the brake pads where they meet the rims, and using a pointy sharp instrument like a knife, pick out any bits of sand or metal that may have become embedded in the pad. Removing this grit prevents the pads from wearing and scratching

your rims and helps them provide more even and consistent stopping power.

#### 4. [Check the pressure on your tires.](#)

One of the simplest things you can do is the one that can have the greatest effect, and that surprisingly, people most often overlook.

Paying attention to keeping the proper level of air pressure in your tires accomplishes many things:

- Makes pedaling easier
- Protects your rims from damage
- Prolongs the life of your tires
- Makes it [much less likely that you'll get flats.](#)

Checking for proper air pressure in your tires before every ride is quick and easy to do.

#### Tip:

Use a lightweight oil specially designed for bikes. Stay away from other oils as they will likely be too heavy and will quickly attract dirt and crud.



And as always most important, until next time, keep the rubber side down...

# Nutrition and Fitness

## Basic Nutrition for Better Bike Riding

One of the best things about riding your bike is that you get a free pass to eat what you want, right?

Well, sort of. You can definitely consume more calories, but the right eating plan will give you energy, help you feel better, fuel your body more efficiently and help you lose weight, if that is your goal.

The best eating plan for a cyclist is one that includes plenty of low fat, high carbohydrate foods to provide energy and fluids to offer hydration.

While 'carb' is a four letter word to many dieters, they are certainly not the diet-wrecking evil food that some people might lead you to believe. Carbs are your body's preferred source of energy for cycling. Since you are constantly burning carbs to fuel your cycling as well as daily activities, you must regularly replace them with a high carbohydrate diet.

The kind of carbs that give all carbs a bad reputation are those made with simple sugars and refined flours. These offer little nutritional value. Get your fill of carbohydrates through fruits, vegetables, beans, and whole grain breads, rice and pasta. Round out your diet with lean protein and a small amount of fat.

When you eat is almost as important as what you eat. About an hour before a ride, fuel up with a high carbohydrate snack or small meal. Some ideas might be fresh fruit and whole grain toast or a half whole wheat bagel with peanut butter.

If your ride is longer than 60 minutes, you'll

need to refuel with more carbs.

Researchers recommend about 30 to 40 grams of carbohydrate each 30 minutes you ride beyond the first 60 minutes. This might be a good time to consider a sports drink or energy bar. Eating a high carb snack or meal within 60 minutes after a lengthy ride is important to replenish your body and prepare you for your next ride.



Cyclists must make a conscious effort to drink fluids before, during and after riding to stay hydrated.

Becoming dehydrated is one of the worst things that can happen to you and so it is important to be proactive and push lots of fluids, even before you feel thirsty. You'll want to drink at least 8 - 12 ounces of fluid immediately before a ride, another 8 ounces every half hour during a ride, and enough when you're finished to gradually replenish those lost fluids after a ride.

For any questions or detailed information you can contact:

Gustavo A. Netto

Nutritionist/Triathlete

E-mail: [gustavo@wbs.ae](mailto:gustavo@wbs.ae)

# ▶ December 2011

## Schedule of Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 Friday Ride	3 Bab al Shams Coffee Run Al Ain Wadi Tri
4 Training Ride Group Skills Ride	5	6 Training Ride	7 CycleSafe at the Dubai Autodrome	8	9 Friday Ride	10 Bab al Shams Coffee Run
11 Training Ride	12	13 Training Ride	14 CycleSafe at the Dubai Autodrome	15	16 Friday Ride AeroFit Tri Series Dubai 92 Cycle Challenge	17 Bab al Shams Coffee Run Christmas Pursuit Race
18 Training Ride	19	20 Training Ride	21 CycleSafe at the Dubai Autodrome	22	23 Friday Ride	24 Bab al Shams Coffee Run
25 Training Ride	26	27 Training Ride	28 CycleSafe at the Dubai	29	30 Friday Ride	31 Bab al Shams Coffee Run

} Friday Ride - Starting at Lime Tree Café, Jumeirah Beach Road at 5:30 a.m. or Safa Park at 5:45 am. 80km, 120km and occasionally a 140km distance.

} Group Skills Training Ride - Starting at 7.30 p.m. Learn about riding in a group, cycling technique and build your fitness. Age 14 +

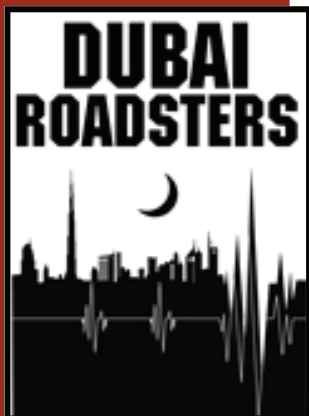
} Training Ride - At Nadd al Sheba, starts around 6pm. Casual, social ride.

} Hatta Rides - Hilly, winter season rides. 70km and 100km distances. Keep an eye on the calendar and the Facebook Page for dates.

} Autodrome rides - CycleSafe rides presented by Spinney's at the Dubai Autodrome.

SINCE NOVEMBER 4TH, THE FRIDAY RIDES HAVE BEEN STARTING AT 6 A.M. SHARP at the LIME TREE CAFÉ. ALL OTHER DETAILS WILL REMAIN THE SAME.

## Upcoming Events for the Roadsters



**The Roadster's Core Rider Sticker is required for participation on advanced rides.**

### February Coast to Coast Ride:

Date TBD

Start watching the Facebook Page and your email for the open registration announcement. We will be opening registration before the end of December.

It will follow the same pattern as last event, and will end with a BBQ at the hotel. There will be a limited number of hotel rooms available for reservation for the night before and after the event.

Cost is AED 200 for ride and BBQ, and AED 150 for return transportation.

We look forward to seeing you out there with us.

### Spinneys Dubai 92 Cycle Challenge 2011

This 92 kilometer annual charity ride is a Dubai favorite.

Challenge yourself over 92km on the streets of Dubai, while taking in some of its iconic landmarks.

Entry is open to all, with four build up rides scheduled to ensure proper training in advance of the event to make sure you have the fitness required to complete this ride, on December 16th.

Starts at Dubai Autodrome. For more information, contact:

Stewart Howison  
+971506804528

Or visit:

Cyclechallenge.ae

### Wadi Bih MTB & Adventure Race 2012

The Wadi Adventure Race is a multi disciplined (MTB/mountain run) adventure race set in the dramatic and stunning Hajar mountains near Dibba Oman for individuals and teams of 2 people.

The event comprises of mountain biking and mountain running.

Starting at the Golden Tulip Resort-Dibba, Oman, the route follows the Wadi Bih run course through the dramatic Wadi Khabb Shamsi into the stunning Musandam mountains.

The event will be held on Friday 6th January 2012.



The Dubai Roadsters Cycling Club is the premier road cycling club in the UAE.

The ride support has been incredible, thanks to all of our many partners and friends.

We want to see every man and woman in the UAE enjoy cycling as much as we do.

All you need is a bike in good working condition, a helmet, pump, spare inner tube and lights for the night rides.

There are no fees for the Dubai Roadsters as we are an informal, though regular, group of cyclists.

For further information about these rides please email [josh](mailto:josh) or telephone:

+971-4-3394453

See the Information section on the web page for more information.

[www.dubairoadsters.ae](http://www.dubairoadsters.ae)

## Our Friends and Partners



ARE YOU A  
CORE RIDER?

**DUBAI  
ROADSTERS**



بطولة أبوظبي  
الدولية للترايثلون  
ABU DHABI  
INTERNATIONAL  
TRIATHLON

