



the outriders

■■■■■■■■■■ CYCLE CLUB

## News

It's unfortunately been a relatively quiet week cycling wise due to the inclement weather. That said this coming weekend is looking substantially better.

We did however, have a relatively good turnout on Saturday of last week despite there being a bit of rain and wind around. Around 30 of us managed a couple of loops in Duyneforntein.

I believe a couple of members also took part in the Audax. Unfortunately I'm not aware of who managed to finish but congratulations to those who did.

This week we welcome Ken Harrison back from an extended trip to the UK. Ken took part in the annual Ride London event, which also suffered from a bit of rain and inclement weather. Ken we look forward to seeing you on Saturday and getting some war stories from your trip.

We also welcome Greg back. Greg we also welcome you back and hope and trust you also enjoyed the Ride London event. Most of us are aware that you were involved in an altercation with a vehicle in London and we wish you all the best with your continued recovery and hope to see you soon.

Glyn is also participating in the Mandela Ride as we speak and keeping us updated both on WhatsApp and Twitter. It looks like he's having a fantastic time for a good cause. We know that the ride finishes tomorrow in KZN and we hope that you continue to have both a safe and absolutely enjoyable trip.

Lastly organizing for the West Coast express is continuous and looking good. Thank you very, very much to all those who have managed to volunteer their time and effort so far and on the day in question. We wish everybody riding good luck and a safe and ride. As always we could do with one or two more volunteers so please contact me on 0846601216 if you can assist.

As mentioned we hope to have a good weekend ahead and look forward to seeing you for a ride and coffee afterwards.

# TPM – The Performance Matrix

Lionel and Anja Moolman, two of our new and enthusiastic members have a physio practice based at Eden on the Bay. They have a product called...TPM – The Performance Matrix which assists with pain management, injury prevention and performance improvement that can be tailored specifically to cyclists. They would like to offer it to Outrider members at a reduced rate.

Please contact Lionel on 081 380 0404 for further details



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# How To Use Your Brakes The Right Way

By: Selene Yeager

**Scrubbing speed, slowing down, and bringing your bike to a halt are essential skills nobody really teaches us.**

You never forget how to ride a bike. That's true. That's also a bit of a problem. Not because anyone wants to forget, of course—but because as kids so few of us learned to ride the types of bikes we're riding as adults... And that's actually a problem.

There's a massive difference between skidding down the alleyway at 10km/h on a cruiser or BMX, and pumping your rim or even disc brakes in the rain on a twisty mountain descent at 30 or 40km/h. Unless you raced as a young adult, chances are nobody has ever formally showed you the most basic of skills—like braking, probably the most essential skill of all.

Sure, you got the gist. You pulled the levers, the brake pads squeezed your rims (or in many cases these days, your rotors) and the bike slowed to a stop. But if you've ever fishtailed, endoed, skidded out, and/or blown a corner, you know that there's a lot more to braking than that.

"I used to hold skills clinics, but attendance was terrible," says former cycling coach and clinic instructor Josh Horowitz. "People aren't interested in practicing skills when they could be out riding. But a little technique practice goes a long way," he says.

Here's what to work on for better braking.

**Push Your Weight Back**

As you pull the brakes and your bike slows down, your weight shifts forward over the front wheel, which puts all your braking power on the front brake. That makes it harder to control your bike and stop effectively, says Horowitz. "Push your weight back as you brake to keep weight on the back wheel and even out the braking forces," he says. Should you have to brake hard at high speed, this will also prevent you from going end over end. "The faster you have to brake, the more you should push your weight back. I've actually thrown my butt behind my saddle, where my stomach is on the seat. It makes a huge difference in your braking power and control."

You can practice this by doing some emergency stops in a parking lot or grass field. Get up a little speed, put your hands in the drops, straighten your arms, and push your weight back behind the saddle while you brake hard with both hands, staying low on the bike.

**Get Low—And Stay Off The Brakes—In Turns**

Ideally, you want to scrub enough speed *before* the turn so you don't have to hit the brakes in the turn. Approach the curve with your hands in the drops, which gives you better braking leverage and keeps your

center of gravity lower, improving your bike control. Shift your weight back and apply even pressure on the brakes. Then release the brakes, and carry a manageable amount of speed through the turn.

Of course, life is not always ideal. If you come in too hot and need to scrub speed, use a *very* light touch. Braking too quickly in a turn is a recipe for hitting the ground in a hurry. For one, hitting your brakes causes your bike to sit upright, which is the last thing you want in a corner. Worse, it also causes your bike to lose traction, says cycling coach John Verheul.

“Don’t touch the front brake while cornering’ is as close to a 100-percent rule as there is,” says Verheul. “When you’re cornering you’re close to the limit of traction that your tires have. So, when you add braking force, you’re going to come closer to breaking that limit and sliding the tyre. A rear skid is way easier to catch than a front skid,” he says. Feather your back brake for gradual deceleration, as needed.

## **RELAX!**

If your arms and shoulders are tense as you hit the brakes, your body can’t absorb any of the stopping forces, so they go into your hands, causing your hands to close and for you to suddenly brake harder than intended, which in turn makes it very difficult to maintain control of your bike. “Keep your shoulders loose, elbows bent, and relax your grip on the bars,” says Horowitz. “That will allow you to modulate your speed with the suppleness you need to maneuver around obstacles and maintain control.”

## **Easy In The Wet**

It can take about three times as long to stop in the wet as on dry pavement, so take that into consideration. “Your tyres have less traction in the wet, so an even lighter touch is called for when you do brake,” says Verheul. Because it’s harder to slow down and stop, many people end up pulling the brakes too hard, too late. That can lock up your wheels and send you into a skid... and likely a crash. Scrub speed by lightly feathering your brakes. If it’s very slick and you need to apply more pressure, err on the side of hitting your back brake to prevent the front from locking up. You may be able to save a rear wheel skid—or even put a foot down—but once the front locks up: You’re. Going. Down.

## **Set Yourself Up For Success**

You’ll be able to brake better if you use high-quality tyres with good traction, notes Verheul. “Err on the side of bigger tyres and don’t over-inflate them,” he says. “On the road, experienced riders are often doing their general riding on 25 to 28c tires these days, at well under 100psi. I’m 80kg and ride mostly on 26 to 27mm tyres at 65 to 75psi. Nice comfy ride on most surfaces, but still fast enough for the local group rides and training races.”

# Cycles Direct - Outriders Deal Of The Month August 2018

## CYCLES DIRECT OUTRIDER DEAL OF THE MONTH August

EMT 12 Multitool with Chain Breaker – RRP R600 Outriders R550

Propero 3 Helmet – RRP R1,500 Outriders R1,350

**EMT 12 TOOL**

Advertised MSRP **600.00**



## FEATURES

When everything but the kitchen sink is all that will suffice, you need the EMT 12 Tool. With 12 different tools, you'll be prepared to fix whatever bad luck mechanical the road or trail decides to throw your way.

- Forged aluminum side plates.
- Forged steel bits are nickel plated for corrosion resistance.
- 2, 2.5, 3, 4, 5, 6, and 8mm hex bits
- T25 Torx, Phillips head, and flat blade screwdriver bits.
- Chain breaker with spoke wrenches.
- Forged aluminum side plates.

## PROPERO 3

Advertised MSRP 1,500.00



This race-inspired design is known for its incredible fit and tremendous value. It has many similar features to the S-Works Prevail, like the Tri-Fix webbing system and 4th Dimension Cooling, granting the Propero 3 incredible performance at a tremendous value.

- Easy-adjust, Headset FSL II fit system with four height positions and micro-adjustable dial.
- 4th Dimension Cooling System with Mega Mouthport for enhanced comfort.
- Composite matrix internal reinforcement allows larger vents for greater cooling.
- Soft 4X DryLite webbing material won't stretch out with sweat or water.
- Tri-Fix web splitter for improved comfort and ease of strap adjustments.
- Reflective decals for increased visibility in low-light conditions.
- Patented clip-on visor included.

## PPA Calendar

### EVENTS AT A GLANCE

Please see the [PPA website](#) for more information on these events.

Please note that PPA Marshals are there to secure the safety of our riders at events so please remember to bring your own tubes and spares when participating in an event as the PPA does not supply these to riders.

Date	Event	Category	Location	Distance/Notes
Sat 1 Sep	2018 Tip Trans Cederberg Experience	MTB- listed event	Citrusdal	105 km; 65 km; 45 km; 15 km Trail Run
Sun 9 Sep	West Coast Express	Road funride	West Coast	78km; 54km
Sun 16 Sep	Cyclo Sportif #5	PPA-own Road	Simonsvlei Cellar, Paarl	98 km; 38 km
Thu 20 – Sat 22 Sep	Buco Dr Evil Classic	Other	Plettenberg Bay	Stage 1: 72 km; Stage 2: 45 km; Stage 3: 51 km

Sat 5 – Mon 7 Oct	Cpe Duo Challenge	Other	Wellington	125km, 65km, 50km and 40km
Sat 13 Oct	Java MTB	MTB funride	Van Loveren Wine Estate	80 km; 45 km; 20 km; 6 km and 10 km Trail Run
Sun 14 Oct	Cyclo Sportif #6	PPA-own Road	Perdeberg Winery, Paarl	109 km; 38 km
Sun 28 Oct	2018 PPA One Tonner	PPA-own Road	Stellenbosch High School	170 km team and ind 109 km and 42 km

## Club Rides

**Club Rides : All club rides will leave from in front of Cycles Direct (Builders warehouse car park) on Sandown Road**

Ride Times:

Saturdays - 7:30am from in front of Cycles Direct

Sundays & public holidays - 7:30am from in front of Cycles Direct

Saturday  
Leg Breaker 7.30AM +/- 60km @ an average of +/-32km/h  
Out on R27 to Link road, Turn left onto N7, take Philadelphia turnoff, back onto N7 south link, back do Link rd, left onto R27

Saturday  
Leg Shaker 7.30AM +/- 50KM @ an average of 28km/h  
Out on R27 to Link road, Turn right. At the top (N7) Turn around, back down Link, left onto R27

Saturday  
Leg Loosener 7.30AM +/- 40km @ an average of +/-26km/h  
Up the R27 to Duynefontein and back.

Saturday  
Leg Warmer 7.30AM +/- 35km @ an average of +/-22km/h  
Up the R27 to Melkbos/Duynefontein and back.

Tues & Thur  
'Mothers & Others' 8:00AM (Meet at Beachfront Opposite Doodles) - Join a very social group for a relaxed ride to Duynefo or N7 Link Road and back. This group can advise on all the local coffee shops better than Platter can tell about local wines!

Wednesday Koeburg  
ride (MTB) 5pm Meet at the top car park

Sundays &  
Public Holidays

Sunday 2nd September 7:30AM

Out on Gie, past Richwood over Tiekiedraai. Fisantekraal to R44. Left to silo's, right on Philadelphia road, left on Van Schoors....home.

Dist.: 100km

Weather: Slight SE forecast

## Club Details

Web site: <http://www.outriderscyclingclub.co.za/>

Bank account details: The Outriders ABSA (632005)

Acc No. 90 97 10 54 56

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