

News from the Road



The Cleveland Bike Commuter

by Mark Yahraus

Hardware I

This month's column focuses on the key components to begin bicycle commuting. This includes the selection of a basic, entry level bicycle and all the accessories that are needed. Bear in mind that the choices for most hardware decisions are dependent upon length of commute, road conditions, the extremes of weather you're willing to ride in and hours of the day you'll commute.

The first hardware decision you need to make is whether to have a dedicated commuter or to use your primary (only?) steed. I am of the opinion that you should have one bike specifically for commuting.

Having a cycle already outfitted with accessories unique to the commuting experience saves time and more. You won't want some of these items weighing down the

bike you ride with on club evenings, the days you don't commute and on weekends. Not to mention the additional wear and tear commuting imparts.

Almost any bicycle can be modified and used by the cyclist who has a five mile or less one way commute. For example, the photo at the bottom of this page is the first bike I used for commuting. It made for a comfortable, albeit slow, means of riding the three miles from my house to the bus stop. After a lift downtown, I'd pull it off the front of the bus and pedal two more miles to the office. The process was reversed in the afternoon and this cheap, clear-

ance rack bike served its purpose well.

Let's take a look at the features of this "comfort bike" that made it suitable as a basic, short distance commuter:

Frame - steel. It may be heavier, but it handles the bumps and abuse better than other materials.

Saddle - wide, gel filled with springs. Great for shorter commutes in non-padded bottoms.

Lights - Front (removed in the photo) and back. Necessary in the morning and (early spring/late fall) evenings.

Fenders - great when the Weather Channel gets it wrong or you decide rain isn't a reason to not ride.

Bottle Cage - one is enough for short commutes

Platform Pedals - no hassle and easy starting and stopping in rush hour

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June 2009

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Letter from the Editor

Sunday in June is just a couple weeks away, and the official start of summer arrives the following week. How has your riding season been going so far? Are you ready to tackle that first century at Sunday in June or is it just one of many you're planning on this summer? Have you been on any new rides or done any of your old favorites? Consider sharing your riding experiences in an upcoming *News from the Road*. As I've said before, this newsletter is all about you, so sharing your riding experiences, your opinions, product reviews or any other observations is key to keeping the content relevant and interesting.

So here is what is new this month: Amanda Debevc, a new CTC member

sent information that resulted in a new column, the Kudos Korner on page 5. Did someone help you out or do something that you would like to thank him/her for? Recognize that person in the Kudos Korner! It's an easy way to share your appreciation in a public forum.

Other articles of interest sent in by CTC members include Ray Kirchner's thoughts on why he rides in the "I Ride, Therefore I Am" feature (page 2), "The Cleveland Com-muter" by Mark Yahraus (front page), Charles Radgowski's rides in Las Vegas (page 3), and much more. All of us can learn a lot in this month's Coaching article by Robert Panzera (page 4), which focuses on VO2 max intervals.

Again, please share your riding stories with other CTC members. It's that content that keeps this newsletter fresh and interesting. If you don't feel comfortable writing a story, just send me bullet points or shoot me an email and we can work together to develop a story. Send all information (including photos) to me at either hawkeyefan4411@sbcglobal.net or vangilder_2@hotmail.com.

Looking forward to seeing everyone on the road!

Sarah

Sarah VanGilder
Editor

I Ride, Therefore I Am...

CTC Members Share Why They Ride

The Logical Answer

By Ray Kirchner

I've always been an active, outdoor person, typically participating in high impact competitions or group events, such as basketball, racquetball and running marathons. However, after a back injury in 2003, I needed an exercise that was less stressful on my spine and joints, but would continue to provide the cardio and muscular workouts for good health. The logical answer was bicycling.

In 2006, I bought my first bike at a garage sale for \$15.00, then a hybrid bike the following year. During my first club ride in 2007, I discovered conquering some formidable hills on my 40 lb. bike was an exercise in

futility, prompting a hasty purchase of my Specialized road bike.

It's amazing how some events in life lead you to activities you might not have done otherwise. Cycling began as an alternative exercise outlet, but has given me so much more. I enjoy the personal challenges of steep hill climbing and the numerous scenic ride opportunities northeast Ohio

provides. Bicycling is terrific for stress relief from life's everyday problems.

The camaraderie and friends I've made as a member of the Cleveland Touring Club is the icing on the cake. Not to mention the official get-togethers for a Dortmunder and sandwich after a ride. This year, I'm co-directing the "Sunday in June" ride with Matt Sobel and I've thoroughly enjoyed working with him in preparing for this great bicycling event.

As you can see, there are so many rewards that stem from cycling. I can honestly say it's a major contributing factor to my continued good health, both physically and mentally.



Riding in Las Vegas by Charles Radgowski

Las Vegas has a really active and fast group with a 50/50 split of men and women. I rode with the Saturday and Sunday pickup group. We left from an Albertson supermarket parking lot, three miles from Red Rock Canyon. They use the three mile uphill ride to warm up for climbing to the 4770' top of the Red Rock. The Red Rock Canyon Park is one of Las Vegas' hidden gems for active people.



Above: Top of Red Rock lookout point

The group I rode with was a B+ group, riding a sustained 12-14 MPH up a 4-6% grade (think Route 306 to Pen Glen). I think they slowed down slightly when it looked like I might blow a gasket!

I rode the Wednesday night Red Rock loop ride with the same people, plus 30 additional riders. That's when I discovered that the original group had eased off a bit on Saturday – they dropped me like a hot rock on the first steep climb. Fortunately, there were many other riders of my fitness level to pick up with and talk to. At the 4770' look-out point at the top, we stopped for a group photo (the person with the camera has not sent me the picture).

The Wednesday ride was really fun because they had three start times: 5 p.m., 6 p.m. and 7 p.m. The really fast and fit riders rode in all three time periods. I chose the 6 p.m. start

time, which gave the temperature a chance to drop to 88 degrees from 95 degrees. Had wings and beer after – YUMMY!



Above: Las Vegas Wednesday night B group riders

While I was in Vegas, I wagered one dollar and won \$13.35, so I quit while I was ahead.

The Cleveland Bike Commuter continued from page 1

Rear Rack & Saddle Bags - if you can't or don't want to ride in your work clothes, this is a better option than back packs or messenger bags that tend to make you sweat. Good place for your lunch, extra tubes and inflator as well!

“Kevlar belts and thorn-proof tubes thwart the worst of the nails, glass, rocks and debris you'll eventually run into.”

Mirror - unless you wear a "Third Eye," it is a must have for monitoring what's sneaking up behind you.

Bash Guard - helps keep non-cycling pants out of trouble. A full chain guard is even better.



Kickstand - easier than leaning or laying it down, the extra weight isn't really noticed on short commutes.

Tires & Tubes - wider, lower pressure tires soften the blows of chuckholes that heavy traffic may prevent you from avoiding. Kevlar belts and thorn-proof tubes thwart the worst of the nails, glass, rocks and debris you'll inevitably run into.

Next month's installment will explore hardware for the more serious, longer distance commuter.

COACHING

VO₂ Max Intervals by Robert Panzera

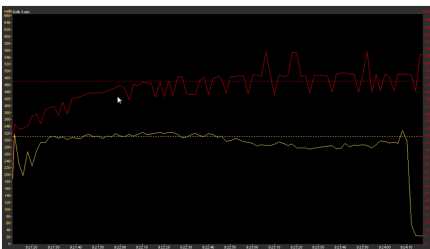
When many think of cycling intervals, they are thinking specifically of VO₂ Max intervals; that is, 3- to 4-minute all out efforts with 3- to 4-minute rest intervals between. VO₂ Max intervals provide high-quality aerobic work for a limited time commitment. They will raise your aerobic capacity; pushing up your high end and pulling up your low end.

There is technique in executing effective VO₂ Max intervals. The cyclist must be willing to achieve a certain level of discomfort to push the boundaries of aerobic ability, and to improve upon that ability. When conducted properly, however, some discomfort from VO₂ Max intervals can be reduced in tandem with greater gains in fitness.

Poorly Executed VO₂ MAX Intervals

Commonly, cyclists start each interval as hard as they can, pushing until they struggle to finish the interval. They repeat until they cannot complete further intervals. This approach does not provide the most benefit.

The graph below is an example from my personal data depicting a *poorly executed* interval:



Above: Graph 1, showing a poorly executed interval

Solid yellow line = power

Dashed yellow line = threshold power

Solid red line = heart rate

Dashed red line = anaerobic threshold heart rate.

At the start, a surge over threshold power occurs, followed by another surge over threshold for a short period, then a drop of power below threshold for the second-half of the interval. Heart rate remains above threshold for the entire interval, despite decreasing power.

Starting too hard, I tried to recover with another hard surge and tired myself to the point of not completing the interval at my attainable power. My heart rate moved well above threshold (i.e., anaerobic) within the first minute, thus rendering my power unsustainable.

The result: overly anaerobic heart rate and decreasing power below threshold, thus not targeting the proper physical systems.

Properly Executed VO₂ Max Intervals

Pace VO₂ Max intervals *within* and *between*; meaning, each individual interval should progressively build through the interval period (usually 3 to 4 minutes); and each successive interval should produce a slighter harder effort through the interval set.

The examples on page 5, taken from my personal data, depict *well executed* intervals.

Within intervals, my power and heart rate start lower than my ending targets; reaching end target heart rate and power in the last half of the interval. Overall, I perform more work—related to power as a function of heart rate—meaning I produce more power at lower heart rates.

Between intervals, my power and heart rate increase from one interval to the next. My first 3 intervals show power and heart rate below, but near my threshold, while my last three intervals, show power beyond threshold with heart rate rising close to,

but not beyond anaerobic thresholds.

VO₂ Max Intervals: How To

Before performing maximal aerobic efforts, it is essential that you have medical clearance from a qualified health professional.

Find a road with limited stop signs, traffic lights, traffic crossings, in which you can conduct 3- to 4-minutes of uninterrupted, fast-paced cycling. An excellent location is a closed or limited traffic road with a grade of 2 to 4%; the grade will ensure sustained power. A stationary trainer using a power meter is also an excellent choice—no worrying about cars, inclement weather, changing winds, and rolling terrain; plus, the work is very repeatable.

Plan on a minimum of four VO₂ Max intervals and maximum of six VO₂ Max intervals. Interval cadence target is 85 to 105 rpm. A good guideline is your time trialing cadence. It is helpful to start at lower cadences, building to higher cadences throughout each interval.

The first interval may achieve 80% of maximum heart rate (max HR), the second, 82% of max HR, and the third, 85% of max HR. If you do not know your HR percentages, a good guideline for 90% max HR is your average heart rate over a 30-minute all out effort.

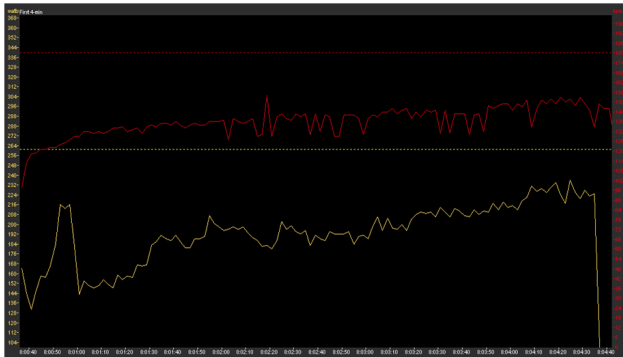
Similarly, the first interval may achieve 90% of 30-minute threshold power, the second, 92% of 30-minute threshold power, and the third, 95% of 30-minute threshold power.

The fourth, fifth, and sixth VO₂ Max intervals should be near or above 90% of max HR or 100% (or above) of 30-minute threshold power.

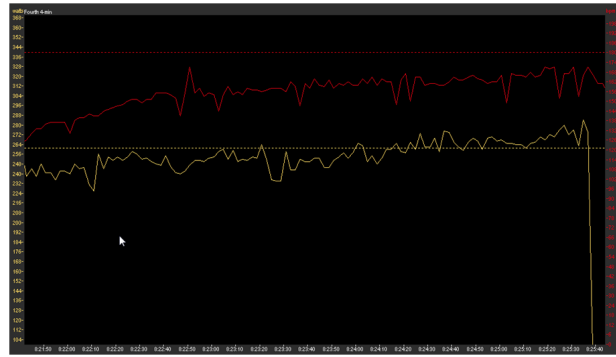
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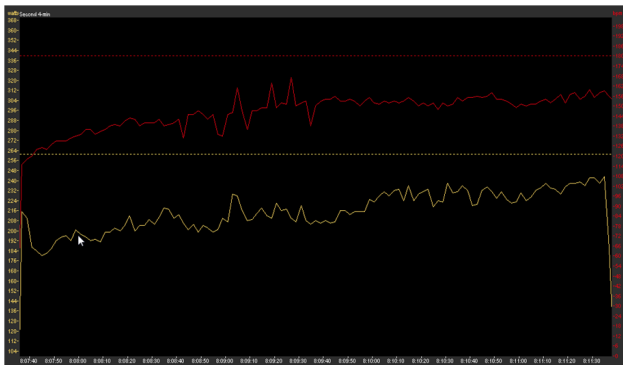
The following graphs depict a well-executed interval



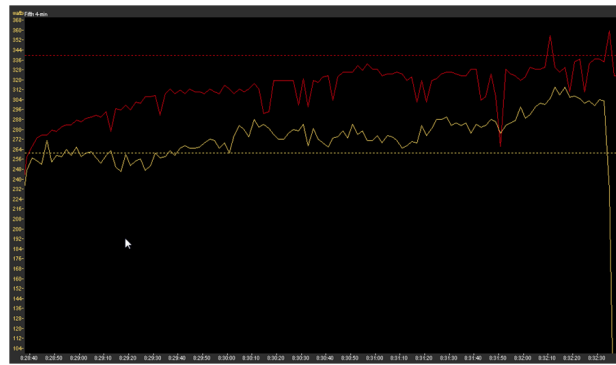
Above: Graph 2, first 3-minute interval



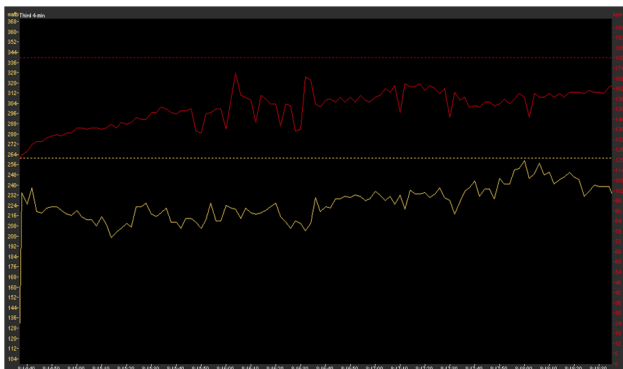
Above: Graph 5, fourth 3-minute interval



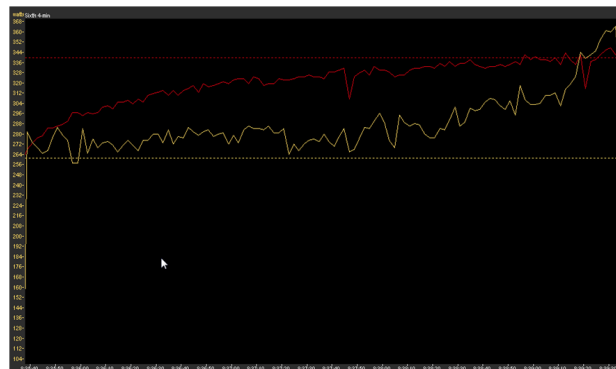
Above: Graph 3, second 3-minute interval



Above: Graph 6, fifth 3-minute interval



Above: Graph 4, third 3-minute interval



Above: Graph 7, sixth 3-minute interval

Biker Resources

Ohio's Extensive Trails

Here in Ohio, we are fortunate to have an extensive network of bike trails for recreational use. These include rail-trails, towpaths and the routes that link them. Did you know that there's a website that you can use to find out more about them?

Visit <http://www.ohiobikeways.net> for a wide range of information, including maps, trail safety, rules and tips, planning a trip using trails, news, links to other resources and much more.



Ohio Bicycle Events Calendar

If you were a member of CTC in 2008, you should have received a

packet of information in April that included a copy of the Ohio Bicycle Events Calendar. This booklet contains month by month listings of bike rides throughout the state – with plenty of options to choose from on most weekends.

The Ohio Bicycle Events Calendar is also available online at <http://www.ohiocycling.info/obec.html>. The online version contains updated information that corrects any mistakes or that was received late and did not make it into the printed edition. Check it out and plan your next ride!

Kudos Korner

Has someone helped you out when you were on the road? Acknowledge their assistance in the Kudos Korner!

Amanda Debevc, a new CTC member writes:

"I'd like to offer kudos to both **Bill**

Maurey and my boyfriend, **Kevin Skilskyj** for assisting me and my damaged tire during the Chardon Maple ride. I think I ran over an extremely large, sharp fresh-water snail shell. Check out the temporary repair that lasted for over 13 miles!"



COACHING continued from page 5

Between intervals minimum recovery is 1:1. Thus, 4 minutes of interval work followed by 4 minutes of recovery. Recovery heart rate is <75% of maximum heart rate or <2 watts per kilogram. You may need a bit more recovery between the later intervals (i.e., 5 or 6 minutes).

Conclusion

VO₂ Max intervals are an essential part of all competitive cyclists' training regimens. By pushing your VO₂ Max, you increase the body's ability to utilize a larger volume of oxygen thereby increasing aerobic capacity. If performed properly, VO₂ Max intervals deliver high quality work over

small segments of time.

In following articles, we'll address other types of intervals to improve specific cycling systems. Please contact me at

Robert@cyclingcampsandiego.com with any questions.

Acknowledgments

All graphs depicted in this article were developed in TrainingPeaks WKO+, Version 2.2. Developed by Hunter Allen, Andy Coggan, PhD, Kevin Williams, and Jeffrey Hovorka. © 2009 Peaksware, LLC, All rights reserved.

Robert Panzera is a Level 2 USA Cy-

cling Coach, NSCA Certified Strength and Conditioning Specialist, and owner and operator of Cycling Camp San Diego (CCSD). CCSD provides a venue of warm weather training miles in the off-season for serious touring and elite racing cyclists. For more information about Robert Panzera and CCSD, visit

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What to Wear: Bicycle Clothing Basics

Your choice of clothing when you ride can make a big difference in how you feel when you hit the road, trails or bike path. A comfortable rider is a happy rider! The proper clothing keeps you warm and dry in the winter, visible in low lighting situations, well-padded and safe. For example, padded bicycle shorts keep you comfortable while in the saddle, a light-colored or neon windbreaker repels wind and rain and also keeps you visible, and gloves provide padding for comfort, as well as preventing numbness. So what are the bicycling clothing basics?

First and foremost, you should always wear a helmet and make sure that it fits you correctly. That means that the helmet sits directly on the top of your head and is not tipped back, leaving your forehead bare – ready to crack if you happen to crash. The Bicycle Helmet Safety Institute recommends that cyclists look for helmets that:

- Meet the Consumer Product Safety Commission (CPSC) standards,
- Fit well,
- Have a rounded, smooth exterior with no major snag points, and
- Have no more vents than necessary, since more vents means less padding.

It's important that you always wear your helmet, even on short rides.

CTC Club Notes

CTC LIST-SERVE. Many members are missing out on announcements from other club members. Receive updates via e-mail from club members regarding schedule changes, weather conditions, road closures, parties, membership, road maps, *Sunday in June*, scheduled rides, etc. Simply send an e-mail to cleveland-touringclub@hotmail.com with a request to be added to the list-serve.

According to the Bicycle Helmet Safety Institute, there were 43,000 reported cyclist traffic crashes in 2007, and 1 in 8 involved had a brain injury. The institute estimates that between 45 to 88 percent of brain injuries can be prevented by wearing a helmet. And finally, if you are involved in a crash or accident with impact on your helmet, you should immediately replace it.

Shorts are the next thing to consider. There are several styles from which to choose, but a key point is the padding, which will help keep you comfortable in the saddle. The traditional tight shorts with a close fit is designed to keep the fabric from irritating your skin, and touring (or baggy) have a boxer-type design that some people prefer. Either design should be made of materials that wick moisture away from your skin, keeping you dry and reducing chafing when riding.

Unlike cotton t-shirts, cycling jerseys pull moisture from your skin, keeping you dry. Brightly colored jerseys will also increase your visibility, thereby increasing safety. A tight fit reduces air resistance and pockets in the back panel can hold small items. In cooler weather conditions, you can also find long-sleeved jerseys.

Cycling shoes have stiff soles, which allow you to pedal more efficiently and ventilated uppers in order to keep your feet cool and dry. They

should fit snugly, so that your feet don't move around when you pedal. Cycling shoes are usually designed to accept cleats so that you can clip into your pedals. If you decide to use cleats, there are a number of choices that you can make, so talk to a trusted advisor at your local bike store to ensure that the shoes, cleats and pedals you purchase are compatible.

There are a few other items you may want to consider for your biking wardrobe. Glasses are helpful because they protect your eyes from the sun, wind, and an assorted variety of debris and other things that may fly into them while you're riding. Gloves provide padding, prevent chafing and also protect your hands in the event of a fall. During cool weather, tights or full-length leg warmers keep your legs warm, and a windbreaker protects against wind and cold weather.

You can purchase your apparel at your local cycle shop, online or sometimes at large sporting stores. If you're a new cyclist, make sure you try things on and ask questions about the fit. Also, don't rush out to purchase a whole biking wardrobe at once. As many experienced cyclists can attest, you will accumulate plenty of clothing as you go along.

Sources: League of American Bicyclists, Bicycle Helmet Safety Institute

You'll receive an invitation from the list-serve manager within a few days. Beginning July 2009, this service will be available to paid club members only.

CLUB DUES. Club membership is annual and starts May 1 each year; so no matter when you sign up with the club, your membership runs from May 1 to April 30.

RIDER STATUS. All riders who join CTC on scheduled weekday and weekend rides *must* be CTC members. The standard club liability waiver must be signed by all participants. Guests are welcome, but regular and occasional riders must join the club to receive maps, to be covered by club insurance and ride leadership. CTC ride leaders are frequently updated with membership status.

Cleveland Touring Club

Cleveland Touring Club
3770 Northwood Rd.
University Heights, OH 44118



Cleveland Touring Club is a group of recreational cyclists who ride mostly in Lake, Geauga, and Cuyahoga counties in the Cleveland, Ohio area.

Our emphasis is on group fun and physical fitness, and our riders include a wide range of ages and riding abilities from the faster riders (all ages), to people in their 20's through 80's.

If you have information to include in upcoming newsletters, please email Sarah VanGilder at hawkeyefan4411@sbcglobal.net or vangilder_2@hotmail.com.

Mark Your Calendar: Upcoming Rides

CTC's Sunday in June Sunday, June 14

If you haven't signed up yet for Sunday in June, do so now! This scenic ride takes place in the heart of Northeast Ohio's Amish countryside, and organizers expect up to 700 people to participate. You will start, finish and have lunch at the Geauga County Historical Society facilities, just off the SE corner of the town square in Burton, Ohio. Route options include 25, 50 and 62 mile loops with an optional 38 mile loop for those who want to complete a full century. Maps detailing the routes are provided, and roads will be well marked.

Day of Ride Schedule

7:30-9:00 a.m. Packet pick-up for pre-registered riders and on-site registration

7:30-8:00 a.m. Ride start for 62 and 100 mile riders

8:00-9:00 a.m. Ride start for 25 and 50 mile riders

8:30-2:00 p.m. Parkman rest stop

10:00-3:30 p.m. Big Creek rest stop

11:00 – 3:30 p.m. Hot lunch served*

3:30-4:30 p.m. Final Route Sweep

*All riders must show wristband to be admitted for lunch.

Dayton Cycling Club Covered Bridge Tour Saturday, June 6

Here's an opportunity to return to a time when bicycles were new, cars were few, and these covered bridges were in their youth. The youngest covered bridges on this ride are over 100 years old! There is no pre-registration for this ride—registration takes place from 7:00-8:00 a.m. on Saturday. Don't be late, since they plan to leave on time!

Route options include a 23 mile ride (two covered bridges), 45 miles (five covered bridges), 74 miles (seven covered bridges), 105 miles (10 covered bridges). Terrain is rolling to hilly, and route direction arrows are marked on the roads at intersections.

The cost is only \$5 and a route map is included. Since the cost is so low, no food or drinks are provided. Bring

money and water with you – all routes pass through small towns where water, restrooms and food is available at convenience stores and restaurants. For more information, visit <http://www.geocities.com/bikewalder/tour/cbtour.html>.

Night Rides on the Towpath Trail

Saturday, June 27

This free fun ride begins in Peninsula and is suitable for all skill levels. Begin at 8:00 p.m. from the Century Cycles bike shop and ride 15-22 flat miles of the Cuyahoga Valley National Park Towpath Trail. The Night Ride on Saturday June 27 will be sponsored by Niterider Technical Lighting Systems, which will give away one Niterider MiNewt Mini-USB Plus rechargeable headlight, valued at \$129.99. For more details, see <http://centurycycles.com/itemdetails.cfm?LibId=51187>. As a reminder, a helmet and bike lights are required. For more information, visit www.CenturyCycles.com or call 1-800-201-7433.