

Get Off the Couch and Put Down That Twinkie!

November, 1991

During the October KBC meeting, cycling coach and Category II racer Houston Peterson spoke about maintaining fitness over the winter. A brief outline of his talk appears below:

Why Do Maintenance?

Doing winter maintenance will pay big dividends when you start training again. Given the fact that when you "lay off" your training completely, it will take twice as long as the layoff to regain your original fitness, let's look at an example:

Rider A: Takes off the months of December, January, and February. It then takes him 6 months of eight-hours-per-week training to regain his October fitness level. So, by August, he's back to pre-layoff levels.

Rider B: In December, she switches to a five-hour-per-week maintenance schedule of alternative exercise activities and indoor biking. When she starts serious training in March, she's still at October levels. When she meets poor Rider A on that first Club ride, she has a fast, fun ride, while he suffers to keep up, and eventually gets dropped anyway.

1. Maintain Cardiovascular Fitness

Maintaining Cardiovascular fitness

is maintenance job 1. In order to maintain current fitness, raise your heart rate into your exercise zone for 20 minutes, three times, three times per week. It's most beneficial to do this in 20 minutes on-5 minutes off segments, so each of the three weekly workouts takes a total of an hour and 10 minutes.

What's my target heart rate?

The formula works like this:

$$60 \text{ to } 80\% * ((220 - \text{your age}) - \text{RHR}) + \text{RHR}$$

Where RHR=your resting heart rate (taken right after waking in the morning).

Any aerobic activity works for this: Running, swimming, aerobics, skiing, indoor biking, off-road biking.

2. Maintain Leg Strength

Houston recommends weight training as a way to maintain your cycling muscles, reminding us that alternative cardiovascular activities like running won't maintain your cycling legs.

When lifting weights, use machines that specifically work your cycling muscles and START SLOWLY so you never get sore. Houston emphasizes high repetitions (6-10) with

low weight. As you gain strength, add sets first, rather than weight. Lifting two to three times per week should be enough to maintain your leg strength.

3. Strengthen Antagonist Muscles

To maintain muscular balance, you need to strengthen the muscles that cycling ignores, and the off-season is a perfect time to do so. Use sit-ups to strengthen your abdominal muscles and pushups to work your upper body.

Indoor Cycling

Indoor cycling sessions count as both a leg-strength and a cardiovascular workout. When questioned on the difference between rollers and wind-trainers, Houston said that rollers have the edge because they help you develop a smooth pedal stroke.

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October Meeting Minutes:

The October KBC meeting was held on Monday, October 7, at 7:00 p.m. at Scooters Malt Shop in Scotts. Vice-President Marc Luoma presided.

Club Officer Nominations

See the accompanying article on nominations and how to vote.

KBC Tour Next Year?

Houston Peterson volunteered to head a committee that will study the feasibility of KBC running an invitational tour (like the Cereal City Century, sponsored by the Battle Creek Bike Club). A tour would be a good way to raise money that KBC could return to the community and to sponsor some recently-departed Club activities.

KBC Publicity

Club member Shirley Williams agreed to provide ideas and action to help publicize the Club and our activities to the general public. The consensus of the members in attendance was that there are thousands of recreational cyclists in the Kalamazoo area who know nothing of the Club. Witness the over 500 participants in the Corporate Olympics cycling event, of which no more than 40 were KBC members.

Recreational Riders on Club Rides

A lively discussion ensued on the subject of how to get recreational riders more involved in the Club and on Club rides. A regularly-scheduled Saturday family ride during the season was one concrete idea to come from the discussion. Jeff Wetters volunteered to lead such a ride next year, if he isn't busy serving as a Club officer.

[Editor's note: Please help us out here, recreational riders. Why don't we see you on Club rides or at meetings? What can we do to make rides more enjoyable for you? Please write the P.O. Box with suggestions, or call the ride line or Marc Luoma at 778-3565.]

Secretary No More

To reflect current practice, the membership voted to remove the KBC Secretary position from the constitution.

Winter Training

See article on Page 1.

At approximately 9:00, the meeting adourned to Scooters dining room for ice cream and socializing.

November Meeting: Winter Bike Overhauls

Come to the November KBC meeting and learn about winter maintenance for your bike. Chandler Garrison, bike tuner extraordinaire and owner of Village Cyclery in Schoolcraft will provide a brief (30 minute) talk on how to determine what your bike needs this winter, what things you can try to do at home, and things that you should have your local bike-shop mechanic do.

This is a rare opportunity to get free expert advice that will save you big bucks in the future and will have your faithful steed ready to go for that first Sunny day in April.

The meeting will be held on Monday, November 4 at 7:00 p.m. at Scooters Malt Shop in Scotts.

November KBC Ride/Party/ Social Event

On Saturday, November 9, come to the November KBC get-together at Fricano's Italian restaurant in Alamo. We'll meet in Fricano's parking lot at 3:00 for a Kal-Haven Trail ride.

After the ride, we'll gather at Fricano's for munchies.

Fricano's is located on 6th St., just north of "D" Ave. in Alamo.

For more information, call Marc (778-3565).

Spike Bike #4: Lord of the Rednecks (Conclusion)

by Bob Fishell

[In the year 1998, one man fights the tyranny of the automobile...

Synopsis: Spike Bike has come to Texas in search of one man: E. J. Ross, a millionaire redneck who has murdered at least 20 bicyclists. On his way, he has an encounter with one of the locals in an old Cadillac, and after dispatching him, he visits the Yellow Rose Cantina, a sleazy, isolated roadhouse frequented by E. J. himself. Inside, he learns that E. J. will arrive within the hour, but he has to fight his way out, injuring the bartender and several of the patrons. On his way out, he advises the remaining patrons to tell E. J. he's looking for him...]

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Two plumes of smoke intertwined in the air above the Yellow Rose Cantina. Before leaving the parking lot, I'd fetched my .44 magnum from the mountain bike's panniers and fired a round through the radiator of each of the cars and trucks parked around the dump. Two of them caught fire as the heavy slugs ripped through the engine compartments. I'd taken care to cut the phone lines, but I didn't want anyone going for help. Now, I watched the Cantina through powerful binoculars from a mesa half a mile up the road.

My friends in Lubbock told me that every day, E. J. Ross stopped at this dive for a bowl of Texas chili and a few beers on his way back from his Lubbock office. The bartender had told me he'd arrive at half past noon. Sure enough, at 12:30 sharp, a cloud of dust near the horizon portended his arrival. I took some time to study his vehicle as it pulled into the Yellow Rose's parking lot.

I'd heard about the E. J. Special, but I had to see it to believe it. It had stared as an enormous Chevy pickup, but thousands of E. J.'s dollars had transformed it into a rolling monument to bad taste. It was mostly a glossy black, with elaborate desert scenes airbrushed onto the side panels. The windows were tinted very dark. The grille was from a Rolls-Royce, or a good imitation. Headers protruded from beneath the running boards, to come together and elbow into stacks that rose three feet above either side of the cab. The license plate read

———— | KICK BUTT! | ————

All the brightwork was plated in 14K gold. The antlers of an authentic Texas Longhorn steer embellished the hood. Under that hood, I knew, was a finely-tuned, 454 cubic inch V8 that didn't bother with emission controls.

E. J. himself was as audacious as his truck. He was big, at least 6'4", and 350 pounds if he was an ounce. He wore a white suit and matching Stetson, with mirrored sunglasses, a string tie, a hand-tooled Navaho belt with an enormous gold monogrammed buckle. His correspondingly enormous belly hung over it. On his feet were ornate Texas boots with gold caps on the toes. Gaudy, expensive rings embellished each of his pudgy fingers. A huge stogie jutted out from his mouth.

I regarded him through the binoculars, wishing for a moment that I was peering through the telescopic sights of a .30-06 Winchester; one squeeze of the trigger and I'd make happy ladies of each of his ex-wives. No, that would be too easy, too quick. I wanted him to know it was coming,

and who it was who brought it.

A small crowd had formed in the lot beside E. J.'s truck: the bartender, the frumpy waitress, and a couple of the men I'd dealt with earlier. I could not hear their conversation, but I surmised they weren't talking about the weather. One of the men gestured up the road, in my general direction, and I thought it was time I announced my presence. I fired the magnum at the side of the building, not expecting to hit anything in particular at this distance, but I was pleased when a window shattered. The report echoed several times from the sides of the nearby hills. All but E. J. hit the ground or scattered. He merely looked up, trying to pinpoint my location. I hoped my red jersey made it easy for him.

E. J. got into his truck and started up the road. I stuck the magnum back in a pannier and hurried down the slope to meet him. I waited behind a rock for the E. J. Special to round the bend, and took off up the road, certain I'd been spotted. Timing would have to be perfect. That monster could go from 0 to 60 in less than 9 seconds, despite its size, and it had already killed at least 20. Surprisingly, he gained on me very slowly. So that's how he did it; let them sweat a little before the kill. I let him close to within 50 feet before I made my first evasive move, cutting across the center line and darting through some rocks. I abruptly spun the back wheel around in a controlled skid as E. J. brought the truck to a halt, and I took off

Continued on the next page

Officer Nominees

KBC Officer Nominations --
Absentee Ballots.

President:

Jeff Wetters

Vice-President:

Shirley Williams

Treasurer

Nancy DeBoer
Jim Wyrick

Please come to the November meeting to vote OR use the attached absentee ballot. Mail ballots to:

KBC
c/o Marc Luoma
13220 S. 38th Street
Vicksburg, MI 49097

All ballots received by 6:00 p.m. on Monday, November 4 will be counted.

Classifieds

For Sale:

Bicycle: 55 cm Baso Gap. Team Mexico colors (raspberry/green). Set up as triathlon or time trial bike with Dura-Ace and Ultegra, Aero bars, Grip Shift, seat shifter, aero sew-up wheels. Call Brett Pschigoda at 465-3796.

Wheels: Roval TT wheels, 18-spoke front (radial), 24-spoke rear (radial/X1). Call Brett Pschigoda at 465-3796.

Spike Bike

Continued from page 3

in the opposite direction. The truck did not turn around, but screeched after me in reverse, much faster this time. As it closed to within a few yards, I sliced off to the left and rode up the steep slope of the embankment. At the summit, I paused to make certain E. J. knew what direction I took.

The road wound through a canyon cut into the low mesas that dotted the countryside. I had scouted it carefully earlier, but it was going to be tight. I sprinted over the uneven, rocky surfaces towards the bend in the road where I'd hoped to intercept him. I arrived barely in time, planting myself in the middle of the road, I just had time to draw the MAC-10 and cock the receiving bolt. The E. J. Special roared around the curve, 200 feet up the road. I took aim for the cab and looked for his face, found it, met his eyes. The huge pickup bore down on me like a hellhound, but I waited for his expression to change, his jaw to slacken, his eyes to widen in fear with the shock

of realization: that's right, this is a machine gun! He got an arm half-raised before his face and cut the wheel sharply to the left as I opened fire.

Five miles down the road, I could clearly see the column of smoke rising from the remains of the E. J. Special. A well-placed satchel charge had taken care of it, the road, and part of the adjoining hillside. E. J. Ross was no more; 20 lost souls were avenged, and Texas was just a little safer for bikes now. Perhaps E. J. had been the worst of the men I'd faced, perhaps not. At least I'd known his name, unlike most of them. The satisfaction was fleeting. E. J. and his ilk had always been there, murderous intentions just below the surface, hatred and intolerance held barely in check. The real evil was the system that allowed the E. J.s to emerge, and I and all my guns, grenades, and bombs had no more effect on that than spitting on a forest fire.

All that would change some day. I had to believe it would.

Fine Tuning — A Look at Crank Length -- by John Howard

Early in the life of every cyclist, there is a time of innocence, before gear ratios, toe clips or aero handlebars. In those days we ride with abandon for the joy of covering ground under our own power with only the wind in our hair. But they are not long, those days of innocence and bliss. They usually begin to fade with the advent of mail order catalogs and spring sales. Sooner or later most of us are bitten by the equipment bug and our checking accounts are never quite the same again. In this article, I will play devil's advocate, tempting you with a couple of component variations guaranteed to lighten your pocketbook and further enhance the relationship you share with your tubular mistress.

First and foremost in terms of leveraging power in the most efficient manner is the direct ergonomic link of crank arms. Most of our production road bikes are fitted with the old standard 170 mm arms. These work well enough for most entry level riders and especially well for those of us with inseams that range between 26 and 32 inches. However, if you are a woman with a 24 inch inseam or a man with a 36 inch inseam, you may want to experiment with a variation in crank length to increase power and improve your turnover. When evaluating crank length, four factors should be considered. Your primary concern should be trochantric leg length, muscle strength, style of pedaling and finally personal efficiency in terms of cadence. Each person is different, so you must pay careful attention to the effect of crank arm

length on your performance.

On a personal note, this writer's last serious effort during the Ironman Triathlon World Championships a few years ago produced the race's fastest bike split for the 112 mile leg. The real expense of that effort, however, was soon realized. Being in that wonderful state of "super-fit", I let ego run wild, fitting a pair of extra-long 180 mm arms that required me to coast through every turn for fear of scraping the ground! The high cranking effort severely hurt my knees and compromised my run; I produced a sixth place overall finish where a third may have been possible with a more conservative bike ride. A wiser man was seen afterwards icing his knees and limping for a week.

The following table is by no means a universal truth. It is, however, a general formula worth your consideration.

<u>Leg Length</u>	<u>Crank Length</u>
<25"	165.0-167.5
26-28"	167.5 -170.0
29-33"	170.0 -172.5
34-36"	172.5 -175.0
37-40"+	175.0-180.0

Downloaded from Bikenet of Missoula, Montana by ML.

Absentee Ballot President

Jeff Wetters

Vice- President

Shirley
Williams

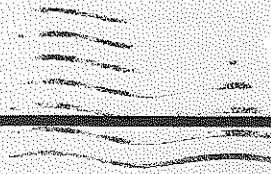
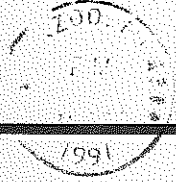
Treasurer

Nancy DeBoer

Jim Wyrick



Kalamazoo Bicycle Club
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Kalamazoo, MI 49005
Address Correction Requested



***** expires 92/01
Phil & Jini Caruso
2301 Fairfield Ave.
Parchment MI 49004

November KBC Meeting

- Monday, November 4
- Scooters Malt Shop in downtown Scotts
- Program: Chandler Garrison of Village Cyclery: winter bike overhauls .
- Business: Election of new officers.

November Ride/ Social

- Saturday, November 9, 3:00 p.m. Ride held snow or shine (*rain date 11/16*).
- Meet @ Fricano's restaurant in Alamo
- Ride Kal-Haven Trail
- Return to Fricano's for drinks/munchies @ 5:00