



Vol. 32 Nbr. 3

# Wheelmen Tracks

March 2010

## Six gap/Three Gap "The Ride – Part 2"

by Dan Maddock

After you hit the bottom, there is no time to rest, within 2-3 miles you start climb #5, Wolfpen gap a 4 mile brute of a climb with lots of switchbacks on a very narrow road, but it is one of the prettier as you ascent through a canopy of trees. You also join up with the riders on the shorter route here, so now you have riders to chase, or as I like to say "victims". It's a tough climb, caused mostly by the effort from Hogpen but you summit pretty quick and ride along a plateau to the last climb, #6 woody gap, a very short 2.5 mile climb that has a spectacular vista at the summit which is also the last rest stop. From here you start the big descent, nearly 12 miles of non-stop downhill and boy is it fun. It's the kind of descent were you have to pedal to keep up a fast speed and all the turns are visible, so you can power right through them.

The remainder of the route is rolling but the utter exhaustion of the day keeps the punishment high. The only thing that kept me focused was the urge to finish in a respectable

time, oh, and I guess one other thing was chasing the slower riders, tee hee!

I picked up a small group of riders along here and we made the best of it, the only pace line of the day! The school comes into view and it's ever man for himself, I cross the line in 6:42 in 160<sup>th</sup> place out of what will be around 1500 finishers. Tina is at the line as I finish

and the smile on her face tells me she did well also, it turns out she did better than well, 52<sup>nd</sup> overall out of 1000, 6<sup>th</sup> women to finish and the 3<sup>rd</sup> fastest climber, the only girls to beat her where all from Georgia. You'll have to get the details from her though.



It was a great ride and I strongly recommend anyone who wants to see what their made of to give it a go. Even if you don't do well or just do the shorter ride, the area is well worth the visit and the ride just adds to it. If you're interested, me and Tina plan on doing it again it 2010, we can put a group together and get a nice rate at the resort we stay at. Let us know!



# Minutes

Just in case you missed the minutes of the last meeting (January), here they are again.

The meeting of the Lorain Wheelmen was not really called to order as I remember but we began talking about everything and anything. It was busy that night at Olde Towne Pizza. Be sure to check with Ralph about the rides for the year.

Louise handed out the Treasurer Reports for the Red Flannel, Year End Report, Quarterly Reports and the 2 months Report. Everyone accepted the reports but no motions were made.

Ralph began talking about the winter rides beginning in Oberlin; I didn't hear any objections from anyone there. He has made up a list of rides for the year. He has starting points between Oberlin and Amherst. He wants to have some starting points like in Vermilion also, so the club can head more West into Huron/Sandusky areas. He is open for any suggestions also.

The banquet was talked about and the following was somewhat nailed down. The date for the banquet will be around the end of April which would be the 24th or the week before. Debbie M. has volunteered to chair the event. Hopefully, someone will tell her about the approved dates and that the number attending would be approximately 30+ people. The cost was mentioned and discussed; the range should be around \$35.00 with everything included. Some places were mentioned, one was the Black River Cafe, the 150 Jefferson was also mentioned but no one jumped on it.


The next meeting is in March, on the 11th, at Lorenzo's in Oberlin.



# Cateye Totals

Member	January	YTD
Panek, Carl	373	373
Panek, Carol	323	323
Krebs, Dave	230	230
Ballard, Ralph	214	214
Hohn, Clyde	148	148
Petro, Arthur	30	30
<b>Totals</b>	<b>1,318</b>	<b>1,318</b>

It's a slow start, but it's a start. After all, this winter hasn't been kind to us, even those who took refuge in the south, thinking it would be warm. Florida even had an extended cold snap of a couple of weeks. Something that hasn't happened in 20 years or more. Don't forget to turn in your miles monthly to: [miles@lorainwheelmen.org](mailto:miles@lorainwheelmen.org)

WHEELMAN

LORAIN WHEELMEN

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TRACKS

President	John Bachman
Vice Pres	Clyde Hohn
Secretary/	
Treasurer	Louise Page
Road Capt.	Ralph Ballard
Editor	Dave Krebs

For ride info, call 440.775.1573

# Go for Broke with Tabata Intervals

**Matt Fitzgerald**

*Triathlete magazine*

What can you possibly accomplish in just four minutes on the bike? A lot, actually. All you have to do is ride as hard as you can. Better yet, instead of riding as hard as you can for four straight minutes, ride at your true maximum power-output level in several short bursts, resting just long enough between bursts to avoid a precipitous decline in power output from one burst to the next.

What will this hellishly challenging four-minute session accomplish? It will boost your aerobic and anaerobic capacity simultaneously, increase your fatigue tolerance and lead directly to improved cycling performance in triathlons.

The session I just described is known as the Tabata protocol. It is named after Izumi Tabata, Ph.D., a former researcher at Japan's National Institute of Fitness and Sports in Kanoya, who learned about the workout from the coach of the Japanese national speed-skating team.

Specifically, the session consists of six to eight maximum-intensity sprints lasting 20 seconds apiece, with mere 10-second passive recovery periods between them. The session is so challenging and painful that most of the world-class speed skaters who were lucky enough to be the first to try it were totally exhausted after seven intervals. Only a handful could do eight.

## **Intensity vs. Duration**

Tabata's primary research interest was the effects of exercise intensity on fitness. Through his work he came to believe that exercise intensity was at least as important as, if not

more important than, exercise duration. So when he heard about a workout that packed two minutes and 40 seconds of maximum-intensity work into a four-minute period (and that's for those who could do eight intervals), he was intrigued.

To test the effects of this workout, Tabata first transferred it from speed skating to stationary bikes. Then he recruited subjects and had them perform the protocol five times a week for six weeks. At the beginning and again at the end of the study period, Tabata and his team

measured the subjects'  $VO_2$  max and their anaerobic capacity. To provide a basis for comparison, Tabata conducted a second experiment in which subjects pedaled stationary bikes for one hour at a moderate intensity (70 percent of  $VO_2$  max) five days a week for six weeks. Their  $VO_2$  max and anaerobic capacity were also measured

before and after the intervention.

The results were staggering. Subjects in the moderate-intensity exercise trial improved their  $VO_2$  max by a healthy 9.5 percent, while their anaerobic capacity did not change at all. Subjects in the maximum-intensity intervals trial—despite exercising for only 20 minutes per week, compared to five hours per week for the other group—improved their  $VO_2$  max by 14 percent and their anaerobic capacity by a whopping 28 percent.

Continued on page 4



## Intervals continued from page 3

Needless to say, this study got a lot of attention when it was published back in 1996, and coaches and athletes began to adapt the protocol to sports ranging from swimming to boxing. Virtually everyone who tried the Tabata protocol made the same report: It was excruciatingly painful, but it was effective.

I learned about Tabata intervals from Brian MacKenzie, owner of Genetic Potential, a fitness facility in Newport Beach, California. MacKenzie trains a number of triathletes and incorporates stationary-bike and treadmill Tabata sessions into the program of all who are willing to endure the suffering these workouts entail. An ultra-runner himself, MacKenzie credits his own twice-weekly Tabata sessions with enabling him to improve his performance on a training schedule averaging only 6.5 hours per week, and he says his triathlete clients have reported similar benefits.

### The Setup

If you think you have what it takes to survive the Tabata protocol, set up your indoor trainer and warm up with a few minutes of easy spinning followed by a few short (10- to 20-second) efforts at 90 percent of maximum intensity at increasing tension levels. Reset your computer to zero so you can record the total distance covered in the following 20-second intervals alone. You will try to increase this total each time you repeat the workout.

To perform your first interval, simply churn out the highest wattage total or perceived effort you possibly can for 20 seconds. You can stay in the saddle or get out of the saddle and use whatever combination of gear ratio and cadence that works best. After 20 seconds have elapsed, stop pedaling for 10 seconds—and 10 seconds only. Now do your second interval. Do not expect to be able to do more than six intervals in your first attempt. Cool down with just a few minutes of easy spinning.

If you're like a lot of triathletes, you will be

tempted to incorporate this session into a longer workout. Don't. If you do more than a warm-up beforehand, you will fall apart completely after just a few intervals, and while you will still be giving a maximum effort, you will not be working at your true maximum output level, and that's what counts. And you simply won't be able to even think about doing anything more than a short cool-down after completing your Tabata intervals.

There are two approaches you can take to incorporating the Tabata protocol into your regular training. One option is to do the session regularly—from once every 10 days to as often as twice a week—during the base-building period of training to quickly and efficiently boost your aerobic and anaerobic fitness. Con-

## Truth or Consequences

RBR, 1/07/10

**They say: The more air you put in tires, the easier it is to ride and the faster you will go. *The***

***truth:*** Even though some modern road tires tell you to inflate to 125 psi (or higher), lower pressure almost always results in less rolling resistance, a smoother ride and more speed. This is because rock-hard tires can't conform to pavement irregularities. They actually bounce down the road, which slows the bike while creating a harsh ride with reduced control. For 700x23 tires, try 90-95 psi front and 95-100 psi rear. You'll feel the improvement.

**They say: Replace patched tubes right away because they're not safe.**

***The truth:*** A properly glued patch bonds to the tube, so it should be good indefinitely. There's no need to replace it. However, in my experience only glued (not glueless) patches are permanent.

# Calendar

## March 2010

<u>Date</u>	<u>Start</u>	<u>Destination</u>	<u>Distance</u>	<u>the etc's</u>
02/28	Oberlin Inn	U-Show	25	short to Wakeman?
03/03	Oberlin Inn	U-Show	30	It's March already!
03/11	Lorenzo's Pizza			Meeting night
03/14	Oberlin Inn	U-Show	25	It's close to Spring
03/21	Oberlin Inn	U-Show	25	Spring has SPRUNG!
03/28	Oberlin Inn	U-Show	25	It's gotta be warm ☐

All Sunday and holiday rides start at **9:00 Eastern Standard Time starting**

## Starting Times & locations

### **Oberlin:**

The Oberlin start is in the Oberlin Inn parking lot located in the rear of the Inn.

### **Amherst:**

The Amherst start is the City parking area 3 located between Tenney & Park Avenues just east of Church Street.

### **Weeknight evening rides:**

Well, they're kaput now. If anything, there might be an informal ride in the afternoon if the weather is OK. Call Ralph & check!

### **Weekend & Holiday Starting Times:**

**Sunday & Holiday** rides start at 9:00 AM Eastern Standard time 'till spring.

**Saturday rides** will start at 9:00 AM from Prospect School in Oberlin.

Don't forget to turn in your miles to: [miles@lorainwheelmen.org](mailto:miles@lorainwheelmen.org)!

***RENEW NOW!*** Use the renewal application on the last page and send in your renewal **NOW!**

# JIM'S TECH TALK

## Stop Brake Shuddering

*RoadBikeRider, 1/14/10*

This topic cropped up last week when 2 friends asked me about the same problem. We were riding a hilly loop with twisty descents. But they weren't having as much fun as I was because every time they tapped the brakes, they were startled by a violent vibration. It was like something was grabbing their front wheels and almost pitching them over the handlebar.

I looked at their bikes and found the same problem on both, which I'll explain in a minute. But first let me say that this issue is pretty common.

I'll term it "brake shuddering." Whatever you call it, fix it as soon as possible because it can lead to a loss of control and a crash if it catches you by surprise. Let's see how to prevent it.

**Note:** For this discussion, keep in mind that rims are a key part of the braking system. Just as with the rotors on car brakes, it's often necessary to "treat" the rims. It's more important to have reliable braking than to worry about the lovely finish on a rim's sidewalls.

**---Rubber buildup.** This was the issue on my friends' front wheels. It's easy to find and fix, even during a ride. Just inspect the front rim all the way around, looking for a short section that appears as a black stain on one or both sides. What happens is that a small imperfection on the rim surface scrapes a little rubber off the pad during braking. Then, over time, more and more rubber sticks to that spot. Grabbing can start suddenly and surprise you as pad contact alternates between the bare and rubber-coated metal.

**Cure:** Stop and remove the buildup by sanding lightly with the sandpaper in your patch kit. If you want to wait until you get home, an easier way is to use a rag dampened with a solvent. Put on your rubber gloves, use isopropyl alcohol or acetone, and don't let it get on the tire.

**---Rim glazing.** If you don't find a rubber deposit on the rim, the problem might be glazing. This is harder to see and describe. Look for an area that's super polished and brighter than the rest of the rim. This inconsistency causes the pads to grab differently during braking.

**Cure:** Fix it on the road or at home by sanding. The sandpaper needs to be coarse (like in the typical patch kit) and you'll need to use some elbow grease. Hold the sandpaper in your dominant hand so you can press it against the rim with your thumb. Let your index finger ride along beneath the rim, which keeps the paper at just the right height. This way you can turn the wheel with your free hand to buff the sidewall evenly all the way around.

**---Rim bulge.** If you don't see glazing or a rubber deposit, a bulge in the rim is probably causing the shuddering. Every time this wide spot comes around, the brake pads grab. Hitting a curb, pothole or rock can cause a bulge. Or, there might be a bad seam where the rim is joined, but this usually will be caught by the wheelbuilder or bike assembler.

**Cure:** Rim bulges can be tricky to fix so I won't blame you if you take this job to your local mechanic. She may be able to tap it out using a hammer and anvil. Or, she might squeeze it with locking pliers while protecting the sidewall with thin strips of metal. Road rims are delicate, though, so sometimes there's only so much that can be done.

**---Broken rim.** This is rare on road bikes, as opposed to MTBs. But if you use a wheel long enough, the brake pads can wear through the sidewall and produce a pad-grabbing crack. It's also possible for fractures to develop around spoke holes. You may need to look closely in bright light to see them. These problems can cause bulges that make the bike shudder during braking.

**Cure:** Replace the rim and spokes, or the entire wheel if the hub is old and worn.

# Lorain Wheelmen Membership Form

New  Renewal

Name \_\_\_\_\_ Age \_\_\_\_\_ Other Family Members \_\_\_\_\_

Address \_\_\_\_\_ Age \_\_\_\_\_

City \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_ Age \_\_\_\_\_

Phone ( ) \_\_\_\_\_ Cell Ph ( ) \_\_\_\_\_ e-mail \_\_\_\_\_

Dues (due March 1st) Schedule (1/2 after Oct 1st for **NEW** membership)

Adult/Family \$15.00  
(includes CrankMail)

**Return To:**  
Lorain Wheelmen  
P.O. Box 102  
Amherst OH 44001-0102

## Waiver

In signing this release for myself or the named member (when the member is under 18), I understand the intent of this release and agree to absolve all of the sponsors, or organizers and associated entities be they individuals or organizations, singly and collectively of all blame for any injury, misadventure, harm, loss or inconvenience suffered as a result of taking part in any Lorain Wheelmen Bicycle Club ride or in connection with any activity associated with or related to said organization. If the member is 18 or over, he/she signs for self. If not, then the parent or legal guardian must sign below.

Date \_\_\_\_\_  
Signature of member or parent/guardian \_\_\_\_\_