
Pedalin' Times



Official Journal
of the Columbia
Bicycle Club
**December
2023**

Columbia Bike Club fundraiser Gumbo Report!

Many thanks to all who attended the Gunbo fund raising event on Nov 4th! There were about 15 people and 11 households took advantage of the opportunity to renew their memberships for 2024. Total income raised at the event was \$445 Thanks to all who came to share the camaraderie and food



Gumbo coma!

Bicycle and Pedestrian Committee (B&PC) News from the meeting on Oct 17th:

Frank Schmidt

Safety: There have been 13 fatalities in 2023 to date, none of which were bicyclists. However three cyclists were seriously injured this year (“serious” = a trip to the hospital).

Trails: Work on the Perche Creek Trail is suspended due to reduction in Park Sales Tax receipts. Parks and Rec are still working on surface improvements to the Bear Creek and Hinkson Trails. Improvements to the MKT trail will start in a few months. Parks and Rec have applied for a Reconnecting Communities grant from, the federal Department of Transportation, to build the Stadium to Shepherd Boulevard trail.

Street Planning: Public Works has received planning funds for upgrades to Vandiver Drive and Oakland Gravel Road. The Road Safety Audit of Route B indicates a need for improvements as bike and pedestrian use increases due to development of trails and active transportation in the Northeast part of Columbia.

I-70 and Route 63 interchange: The Request for Proposals has been issued. There is still no plan for connectivity along I-70. The chief engineer will meet with the Commission to discuss this need.

AND MOST IMPORTANTLY: Our own *Carol Elliott* was elected vice-Chair of the Bicycle and Pedestrian Commission! Congratulations to her!

Pedalin' Times

Pedalin' Times is the official publication of the Columbia Bicycle Club, P.O.Box 110, Columbia, MO 65205-0110, a not-for-profit corporation for the promotion of biking.

Pedalin' Times is published monthly. Deadline for submissions is the second Tuesday of the month.

Pedalin' Times welcomes articles that would be of interest to the membership. We request submissions for publication be Emailed to the editor at:

brendap.home@gmail.com

Articles may be edited for grammar, clarity, and good taste. The editor reserves the right to refuse publication of any item.

Annual dues for the Columbia Bicycle Club are \$20.00 (US) per household.

If you move, please let us know by sending a notice to the address listed above or Email to Secretary Joe at the Email address below. We really do want you to get your copy of the newsletter.

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Pedalin' Times editor & staff

Brenda Peculis & Bob Smith!

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Minutes from Bike Club Nov 7th meeting

Meeting called to Order ~7:30 by The Benevolent Overlord
15 Members present.

Treasurer's Report – thanks to the Gumbo fest, We have money!

Balance 10/1/2023: \$759.27

Expenses: pizza: \$52.14 Income : Dues: \$20; Pizza donations: \$43

Closing balance 10/31/2023 : \$770.13 Dues collected at Gumbo

Fest: \$165 Funds raised at Gumbo Fest: \$280

Balance 11/07/2023: 1215.13

Dues are Due for 2024! Remember, one benefit of Membership is 10% off at Walts! See below, lower left

Elections at the December meeting!! Be there or you might get unanimously elected President by those are present! Just kidding!! sort-of 😊

Ride Reports:

A group rode down Rangeline to the airport and toured the new Terminal. The airport road is still a mess, but the terminal is really nice! Bathrooms are pretty and stalls are spacious! They have a newly installed filtered water-bottle filler. There is no bike rack outside the new terminal yet. Not sure if they will relocate the old one....

Marlyn is back on her bike!

Frank and Brenda biked in Bentonville on the Razorback Greenway– see article on pp3

New Business

Chili Ride on Jan 1st, 2024 is back at Dan and Rita's Tentatively (til we get an accurate weather forecast) the ride will start at 10 AM and the chili feast will start about noon-ish. Details in the next issue.

Meeting portion adjourned for pizza at 8:00 pm – the on-going discussions continued over pizza, including ways the Bike Club can be more visible by sponsoring other events – like a breakfast station at BWW or working at the Bike Co-OP . Just brainstorming at this point but if you have ideas, pass them along!

If you have made an 'interesting' ride and wish to share details and photos, Email content to Brenda and it will appear here for your friends to read and plan *their* next rides!



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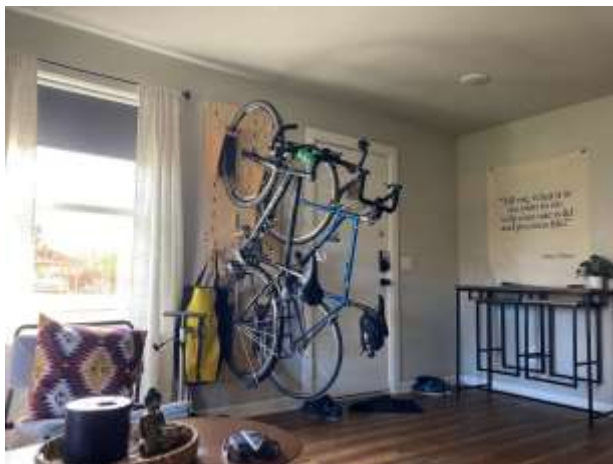
In order to be more responsive to changing preferences for riding, we are changing the format for how we post rides. Instead of fixed days, times and routes, we are asking our riding friends to post a ride they plan to do as an invitation for others to join them.

You can post a planned ride on any of 4 places: The Columbia Bicycle Club Facebook Page : “*Columbia Bike Club*” ; the Easy Riders Facebook Page : “*Columbia Easy Riders*” or send your planned ride to clubmembers@columbiabikeclub.com” to forward to all current bike club members

Our trip to Bentonville and the Razorback Greenway. Frank Schmidt

The fastest way to get there from Columbia is to drive down to Camdenton, then take I-44 to Joplin and turn Left on I-49. It takes about 5 hours. Or you could take the back roads, which, while slow, are pretty scenic.

We stayed at the Bike Inn, a 1940-ish motel/trailer court on Sam Walton Drive that has been remodeled. We were in a cabin which was nicely remodeled. It had a bedroom with 2 Queen beds, a kitchen (microwave - and a hot plate that we didn't discover until the last day),



full-size fridge, dishwasher and all the plates, flatware mugs and glasses one could need. There was a couch in the living room, so it could have slept 5 or maybe 6. There were two plywood bike racks attached to the inside walls, with adjustable wood brackets allowing us to hang up to 4 bikes vertically.

The place also had hookups for mobile homes, about 8 ‘regular hotel rooms’ and 3 one-room Quonset huts as options to stay in. True to its name, the Bike Inn has a bike wash, pump, outdoor showers (one for bikes and another for people) and fully equipped tool racks for guests’ use. Other guests included skinny young people on mountain bikes – Bentonville is marketing itself as a mountain bike mecca – and a couple of guys in for a coaching clinic.

Access to bike trails was about a block or so away, and the Razorback Greenway is a mile or so further down that trail. The Razorback Greenway (RG) got built about a dozen years ago with the help of Walton money, largely because



all the vendors who sell to Walmart wanted something to do when they weren't selling things to Walmart.

In any event, the RG goes for 40 or so miles from Buena Vista, North of Bentonville, to Fayetteville (= mile 1). We got on in Bentonville at mile ~30 and headed South. The numbering on different signs and that painted on the trail didn't agree but clearly they are upgrading constantly (and detouring the route further north than where we got on).

Our trip took us through Rogers, a suburb of Bentonville or maybe it's the other way round. Springdale's smelly chicken plants were unavoidably on the route. Once we got to the north end of Fayetteville near the lake, we detoured to see the Botanical Gardens of the Ozarks, which turned out was closed on Monday. After finding their portapotties, we headed back north. We stopped and got a beer about 3 miles from our cabin at the Natural State Brewing Company, right along the trail! It's a pretty good brewhouse but was deficient in bar snacks (the guy behind the bar apparently hadn't gotten to Walmart to buy a new supply). All in all, a wonderful ~45 mile out and back trip.

The parts of the trail that we rode on were paved, mostly separate bike/walking paths with a few miles of protected bike lanes in the street as we went thru some of the towns along the way. The only hassle was the walnuts that had fallen out of the trees had found a lower energy state in the middle of the paved trail. – It became a bit like riding on a miniature golf course where they forgot to pick up the balls. There are a few 6% - 8% grade hills to keep it interesting but they're not too long. There are a number of benches and watering spots along the way.

The next day we wanted to go to Crystal Bridges (Ann Walton's American Art Museum) but it was closed on Tuesdays. No matter, Monday was just lovely biking weather – sunny and just warm enough, while Tuesday was cool and damp with intermittent rain. Looking for indoor activities, we ended up at the Museum of Native American History. This is the hobby of an enrolled member of the Cherokee Nation who got into collecting native artifacts when he first bought his

scoutmaster's arrowhead collection. The stuff there was amazing – a Navajo Chief's blanket from the 1820s that is as good as the one we saw in the museum in Santa Fe, and a collection of head pots from the 13th century AD. There are only a couple hundred of these that are known, and the display case had 10 or so. Also a buffalo story robe, several amazing headdresses, tools and the like. Plus a mastodon skeleton. Go figure.



How could he amass all this stuff? His father was the manager for Sam Walton's first five and dime, who supposedly said "Well, Sam, why don't you call it Walmart?" He inherited the money and has spent time traveling the area buying collections from non-native people to repatriate them and display them in his museum to educate the rest of us. Both the Museum of Native American History and Crystal Bridges are free, of course. They have an amazing gift shop with about 80% of the items are handcrafted by Native peoples – and yes, they receive the funds from your purchases.

All in all, it was a very enjoyable and relaxing trip, an easy drive from CoMO, and a reminder of what's possible with interest, publicity, and of course money.

Article and all photos provided by Frank and Brenda

A Celebration of Junk Miles

Adam Schram, Bicycling

Straddling my very first hand-me-down Schwinn at just 12 years old, I felt like I had the entire world in front of me. That mile-long solo ride around my neighborhood was one of the most liberating moments of my young life: For the first time, I embraced the raw sense of freedom that we cyclists know so well, that feeling that I could blast off from my home block and never turn back.

Cycling was my greatest escape as a kid. It was meditative and explorative, and I could make whatever I wanted of it. It carved out time that I could have all to myself, which was becoming scarce as my childhood waned. Riding helped me feel capable as I accomplished the silly, arbitrary goals I'd set for myself, and that pride swelled when my friends followed me on my aimless ambles through the mountains. Sure, we'd race each other up kickers and sprint for Strava segments, but we never thought we'd wasted a day if we did nothing more than spin through the hills of Appalachia.

Then I learned about junk miles.

Enticed by the idea of meeting more riders my age, I started signing up for road races. But I learned that competition has a sharp edge, and it made gashes in my carefree approach to riding. The aggression other riders showed in the pack, and their dedication to winning, made me feel like I was among machines—or worse, predators. I was often scolded in the peloton for cracking jokes, shunned by teammates for keeping some gas in the tank, told to my face that I was never meant to ride bikes because I couldn't "take it seriously." And, maybe most damaging to my idea of why I loved bikes, I was told that the rides that had brought me to the sport were "junk miles"—a term for rides that don't contribute to a training plan. To winning. To dominating.

Though I quickly became the fittest I've ever been, I felt weak at every race as I struggled to keep up with the fitter kids, and I became sour. I thought I was losing because I wasn't trying hard

enough. In response, I overtrained constantly, ate a scant diet, ignored injuries, and abandoned much of my social life, all in a vain attempt to go that little bit faster. I struggled to look at my bike without feeling my blood pressure spike. I thought I was wasting my potential as a cyclist, and I eventually burned out. I quit racing before it broke me.

I longed to return to my roots and relearn how to love riding, but I wasn't initially prepared. I was still afraid of wasting my watts on junk miles, but I had also grown so restless from my embittered dormancy that the 12-year-old kid who'd sped off into his neighborhood spoke louder than the racer who'd let everyone down. That fall, my friends told me that the foliage looked especially vibrant in my hometown, and they wanted to ride to a nearby overlook to see it all with me. I reluctantly prepped my bike to join them.

I didn't have expectations for my first day back, which at the time felt unsettling, but I now realize that I was returning to the lifestyle I always needed. Standing in the same driveway where I started my first solo ride so long ago, I clasped my handlebar with timid hands, but I was calmed when a gust of sweet autumnal air blew down the street. I felt a pressure shift that brought my senses back. Birds chirped as I felt the cool wind across my face. No longer dreading my next bunch sprint, I felt like I belonged on a bike again. The road lay ready for me to explore it, just as I had done when I was younger. I felt myself healing.

These days I don't ride to get fitter or faster; I ride to ride, and I'm keeping it that way for a while. I work full-time now, and it sometimes feels like every chance I give myself to crawl over the hills around our office is a victory, even if I go home and celebrate it with a beer and too little sleep. On every ride, I gaze at overhanging trees and dilapidated train tracks instead of my power meter (which hasn't had a battery in years). I ride to feel the road rolling under me, not to defeat it in battle.

And, yeah, they're all junk miles. I love every one of them.

Gearing Up for Indoor Riding

Tara Seplavy, Bicycling

As the daylight hours fade and colder weather sets in across much of the country, many cyclists switch from riding roads and trails to indoor trainers. It's no longer an activity strictly for off-season bike racers or diehards, as all types of cyclists now embrace indoor riding—to train for their first century, rehab from injury, burn off energy after school, and hundreds of other reasons.

A home cycling area can be no-frills and low budget, or you can go wild with custom spaces and lavish tech or gear configurations. But at the bare minimum, you need a trainer and somewhere to ride it.

So where do you start? While many folks may quickly reply, “With a trainer, Tara,” I recommend deciding where you plan to put your trainer/indoor riding setup first. Consider the size constraints of your space and whether you will need to move it often or leave it set up. For example, if you live in a tiny apartment, you might not have the space for a dedicated training bike. But you might have room for one if your trainer setup is in a basement or garage. Also, consider noise. If you plan to put your trainer in the room next to where an infant sleeps (or a partner makes work calls), you might want to skip buying a noisy wheel-on friction trainer.

There are lots of different indoor trainers on the market at prices ranging from below \$40 to over \$4,000. And each indoor trainer style has its pros and cons.

Pick Your Trainer

➡ **Friction trainers** place a small roller against the rear tire and utilize either magnetic or fluid resistance. These trainers are usually lighter and more portable than direct-drive trainers but often are rather loud and less accurate. You can get a good-quality smart friction trainer for about half as much as a direct-drive model.

➡ **Rollers** are the most basic trainer style. They've been around for over a century, and

multiple generations of riders have used rollers for training, warming up before races, and refining their pedaling technique. With rollers, the bike rides atop three cylindrical drums. Because the trainer doesn't hold the bike in place, riding rollers require more balance than other trainers. The resistance on rollers ranges from nearly nothing to almost as much as a direct-drive trainer.

➡ **Direct-drive trainers** attach to the frame's dropouts and replace the rear wheel. This attachment directly connects the bike to the trainer's resistance unit, allowing for more consistent data measurement and better integration with smart devices and online training platforms. Direct-drive units are typically more expensive than friction trainers or rollers but are the most accurate and offer the highest resistance.

➡ **Smart training bikes** connect to popular training and racing programs (like Zwift) and, unlike spin bikes, they're designed to mimic the ride feel and riding position of outdoor bikes. With training bikes, indoor riders do not need to put an expensive road bike on the trainer or use a direct-drive smart trainer. These bikes are pricier, weigh more, and take up more space than other types of trainers, but if you have the space and budget for one, it can save you money in the long run by not destroying pricey bike parts from sweat and corrosion.

Decide on Your Indoor Studio Setup

In addition to the trainer, consider other accessories to get the most out of your indoor riding. The first thing you'll want is a fan. You can opt for something fancy like Wahoo's Kickr Headwind (it pairs with your riding sensors and automatically adjusts fan speed), but many riders simply use a heavy-duty fan that pushes a lot of air. The one I use costs less than \$50. Some riders prefer spending a little more for a fan with a remote.

To keep your bike and trainer stable and reduce slipping, use a mat or padding under your trainer and bike. It will also keep sweat off your floor and help dampen noise. I've been using an Elite Training Mat because it's long, wide, and easy to

wipe down. But even a cheap yoga mat is better than nothing.

If you use a direct-drive or friction trainer, you might want to use something to level out your bike. You can use a thick book or block of wood, or pick up a wheel block to bring your front wheel even with the rear. And if you want to go all out, Wahoo's Climbr accessory pairs with digital riding programs to raise and lower your bars to simulate the riding position on climbs.

Choose Your Entertainment

Riding for potentially hours while staring at a wall is no fun, so most indoor riders will watch movies, stream a series or two, watch bike races, or follow their ride data on Zwift. You'll be all set if you have a dedicated screen or monitor on a wall, but many riders use a laptop or tablet for this. You can put it on a table or shelf; however, using a trainer desk positions your screen at the correct height and distance to switch settings or change shows. And if you're an active Zwift user, check out the new Zwift Play controller; it allows for easier in-game control.

You have many other options to improve your indoor setup or simplify your trainer rides, but the most often overlooked one is the cheapest: cleaning your bike. Sweat is highly corrosive and gets into every nook and cranny on your bike when you ride indoors. Last winter, I performed a test by not cleaning my bike or lubing the chain on my trainer bike all season. I tallied up \$666 in worn parts (excluding labor).

Keeping your bike's chain lubed on the trainer is very important. Indoor miles wear away at drivetrain components as much it does outside.

While we often advocate for chain waxing, wax often comes off and litters your floor with flecks of wax. So, consider a good drip lube if you don't want the extra cleanup. (If you're a pet owner, however, wax tends not to wind up on a dog or cat's coat like lube does.)

85 RPM is my Sweet Spot Cadence

David Lipscomb, Bicycling

As the crisp November air embraces us, let's delve into a topic that lies at the very heart of cycling efficiency and performance: the cadence sweet spot.

Cycling, a pursuit held dear for its exhilaration and challenge, is profoundly shaped by the cadence at which you pedal. Cadence, expressed in revolutions per minute, is essential to unlocking your potential on the road. As a coach, I believe that an 85 rpm cadence is the sweet spot, a rhythm that harmonizes power, endurance, and efficiency. How can it be harnessed to elevate your cycling experience?

- ***Efficiency and power output:*** At around 85 rpm, many cyclists find that they can generate a good balance of power without sacrificing efficiency. It's a cadence that allows you to transfer energy from your muscles to the pedals effectively, resulting in a high power output.
- ***Cardiovascular and muscular balance:*** A cadence of 85 rpm allows you to maintain a steady oxygen flow to your muscles. Your legs aren't spinning so fast and you're not pushing against too much resistance. This balance can help you perform at a high intensity for a longer duration.
- ***Smooth pedal stroke:*** At 85 rpm, there are fewer dead spots in your pedal stroke. It helps distribute the workload more evenly.
- ***Recovery and endurance:*** You can recover more efficiently during brief periods of lower intensity, aiding endurance.
- ***Adaptability to terrain:*** An 85 rpm cadence is well suited for flat roads and climbs. You can adapt your cadence slightly to fit the conditions with changing landscapes.

It's essential to note that individual preferences and physical differences can lead to variations in the ideal cadence. Ultimately, your cadence choice should depend on your specific goals, terrain, and personal comfort. Experimenting with different rpms during training can help you find the best cadence comfort for your cycling style and objectives.

How to Train for Hills Without Hills

Pam Moore, Bicycling

You might have a long list of reasons why you can't tackle iconic climbs or hilly courses—but the fact that you live in a flat area shouldn't be one of them. While riding flat terrain isn't the ideal way to prepare for a hilly route, there are plenty of tactics you can take advantage of to get your body ready for climbs, whether you're training in the pancake-flat outdoors or logging miles on an indoor trainer.

Even if you have aerobic fitness for days, climbing puts specific demands on your body—and the more prepared you are to meet those demands, the lower your risk of injury, the faster you'll reach the summit, and the more fun you'll have. "Climbing typically requires high power output at a lower cadence, and if you're not training that way, [the effort] will feel foreign to the body," says USA Cycling-certified coach and skills instructor Patrick Carey of Speed Science Coaching.

To advance those skills on the bike, try these tactics, which will help you conquer climbs and improve your performance on hilly routes and races:

Take Advantage of Headwinds

If you live in a flat area, wind is most likely an ever-present factor—and with a little planning, you can use it strategically. While it's certainly not the same as riding uphill, pedaling into a headwind can create many of the same adaptations. To get the most out of a headwind, plan an interval workout so that you're warming up with a tailwind (or even a crosswind); then head into the wind when it's time to pedal hard, change direction for your recoveries, and repeat.

The benefits of this type of ride aren't just physical. Anytime you take on a challenge, you're reinforcing the idea that you are capable of doing hard things. This is the kind of resilience that will serve you well during your event when you do encounter climbs, says cycling coach Ann Trombley, who's also a physical therapist and an Olympian.

Practice Your Posture

When riders pedal hard, especially on steep hills, they tend to round their backs and "curl up" their torsos. That's a huge mistake, says Carey. This position puts pressure on the thoracic and lumbar spine and "tears your low back to pieces," he tells Bicycling.

Instead, suggests Carey, try visualizing your chest being pulled uphill by an invisible string to help open up your chest and put your spine in a more neutral position. This is a skill you can practice on any type of terrain, or even on the trainer, especially during a hard effort.

Also pay attention to your position relative to the saddle. To optimize power transfer while climbing, your weight should be slightly more forward, and your upper body should come down toward your top tube, says Trombley. She suggests practicing getting into this position when you're riding into the wind in a bigger gear.

Embrace the Trainer

If you can tolerate riding indoors, a trainer can be a super useful tool. Smart trainers do an excellent job of simulating hills, and depending which app you pair your connected trainer to, you might even have the chance to virtually ride the exact course you're training for.

If your budget is tight but you like the idea of being able to execute your interval workouts without having to contend with incompatible terrain, traffic, cold weather, or limited daylight, a magnetic or fluid trainer are great options. Trombley recalls executing hill workouts on an indoor trainer long before smart trainers existed, with her front wheel propped up on a stack of books in order to simulate the feeling riding at an incline.

If the idea of spinning in place makes you want to pull your hair out, feel free to skip it. "If you're motivated to go out and do a 20-minute interval in a big gear, do that outside. If you're motivated to get it done on Zwift, find a hilly course and do that," says Trombley. The best way to approach your hill training is whatever way works for you—as long as you actually get it in.



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Pedalin' Times

December 2023

Make: \$20.00 check payable to the Columbia Bicycle Club. Send check and form(s) to P.O. Box 110, Columbia, MO 65205. Complete one form for each household.

+++++ All
Memberships expire in December
Membership Application Form (Please print)

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Home phone: _____

E-mail: _____

Please check all that apply:

☐ recreation rider ☐ mountain biker
☐ racer ☐ road rider ☐ trail rider

Liability Waiver: Please read waiver and sign. I certify that I am (or that my child is) in sufficient condition to participate in the activities sponsored by this club, and that I will wear an approved bicycle helmet on all rides. I understand that there are risks inherent in bicycling. I hereby hold harmless the Columbia Bicycle Club, its officers, and any event organizers or sponsors in the occurrence of my (or of my child's) personal injury.

Signature(parent or guardian if under 18)

Date



203 N Providence Rd,
Columbia, MO 65203
Phone: (573) 874-7044

Mon: 10:00am - 7:00pm
Tue - Fri: 10:00am - 6:00pm
Sat: 9:00am - 5:00pm
Sun: 12:00pm - 4:00pm

The next meeting of the Columbia
Bicycle Club will be at 7:30 p.m.,
Tuesday December 5th 2023

We will meet at Shakespeare's West
Enjoy great camaraderie and the good
feeling you get from spending time
with fellow bicyclists.

Hope To See Ya!

Need a Bike Box for Travel? Remember the club
owns two. Contact either

Dan Clinkinbeard (442-8932) or the folks at
CycleX (573) 874-7044 to reserve one.

Support our Sponsors !

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