
Pedalin' Times



Official Journal
of the Columbia
Bicycle Club
November
2024

**It is almost November :
Many things to remember!**

**Last minute Nominations/Elections
for CBC officers at the November
meeting. Come vote for your CBC
officers**

The next in-person meeting (in
November) will be on **WEDNESDAY,
November 6th at 7:30** at Shakespeare
west.

This is to accommodate various watch parties
who reserved/paid for the meeting room on
“our” Tuesday –

**Don't forget to VOTE in general
elections on Tuesday (Nov 5th) at
your local polling office!**

See you on WEDNESDAY (11/6)



**News from the Bicycle and Pedestrian Commission:
by Frank Schmidt**

Vision Zero:

As of mid-July, there were 5 fatal traffic crashes in 2024, the same number as last year, and 23 serious injuries, 5 involving pedestrians and 3 involving cyclists.

Parks and Recreation:

- Construction of the Perche Creek Trail from the MKT trail North to Gillespie Bridge Road is scheduled to begin in August.
- Bridge repair on the MKT trail will start this Fall on Bridge 2.
- Parks and Rec staff have been repairing flood damage. The order of priority is first, tunnels, then parts that require bigger rocks and finally, crushed rock. Repair of the Bear Creek Trail will require multiple vendors.
- The parking lot at the Southeast corner of Stephens Lake Park will not be expanded since Roots n Blues/Treeline festival is no more.
- The expansion of the Hinkson Trail to I-70 will depend on MODoT's plans for “Improve I-70” with nothing planned until 2027.

City Planning:

- Speaking of MODoT, negotiations to ensure connectivity across US63 and I-70 as part of the “Improve I-70” project are not progressing well, due to MODoT trying to save money by foisting expenses on to the City. At the same time, there is pressure in Jeff City for \$4 billion to “Widen I-44” since I-70 is being “improved.” Expect public meetings to continue about the project. Discussions to fund sidewalks and bike lanes are continuing.
 - The proposal to convert the Colt corridor to a greenway is in the early stages. Some people are reluctant to give up a “city asset” (the tracks that aren't usable due to no functional bridges). The solution may be to construct a Rails **With** Trails instead of a
 - Rails **To** Trails. Stay tuned....
-

Minutes from Bike Club Meeting, Oct 1st

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.

CBC Officers 2024-2025

President - Brenda Peculis
573-864 6830

brendap.home@gmail.com

Secretary -Treasurer –
Benevolent Overlord :Joe Howell
joecycleguy@gmail.com

Pedalin' Times editor & staff
Brenda Peculis
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The meeting was called to order at 7:30 by the President.

New People : Andrea, a trails rider, appeared to get more info on the club.

Treasurer's Report: Opening Balance, 9/1/2024 \$1468.28
Expenses : Shakespeare's Pizza \$43.56 Income: Pizza donations \$41.00 Closing balance 9/30/2024 \$1465.72

Old Business:

- One CBC T-shirt remains, size Large.
- The November meeting will be held on Wednesday, November 6, at Shakespeare's West at 7:30.

New Business:

- Joe Howell volunteered to run for Treasurer next year; Brenda Peculis volunteered to run for President next year. If YOU want to run for either office, please contact either Joe or Brenda (emails to the left). Elections will be at the meeting on November 6th.
- Folks mentioned several bike rides, music festivals and events that were occurring between the monthly meeting and this issue of the Newsletter – hope to hear stories from participants at the next meeting!
- Some members reported on their recent experiences with Triathletics – one of the CBC's sponsors. Steve is still in place but overwhelmed, so while he can really use your support in purchasing STUFF, your bike might be better served, in a more timely manner, if you took your ride to one of the other shops at this time.

Ride Reports:

- **Anne** and Christopher raved about their ride through Burgundy in France, supported by Randonnee (see web site <https://randonneetours.com/>) It was self-guided, but had very well curated routes and you follow your luggage to excellent B&Bs some with dinners included. She's happy to share info and passed around their info package.

There being no further business, and pizza having been delivered, the meeting was adjourned at 8:05 pm. The next meeting will be on **WEDNESDAY Nov 6th, at 7:30.**

Last-minute nominations accepted until ~7:30 on Nov 6th, AND ELECTIONS for CBC officers will be taken at the November meeting – on Wednesday 11/6.



Now with Bike Club Discount for Parts, Labor and Accessories!

It's time for our [Annual Community Transportation Survey!](#)

Got 5 Minutes? We've Got Questions, You've Got Answers!

At Local Motion, we're all about making our town a better place for everyone to move around, no matter how you travel. Whether you walk, bike, bus, or drive, we want to hear from YOU! 🧑 🚲 🚗

We're launching our [Annual Community Transportation Survey](#) to understand how people get around Columbia, and your feedback will help us create a town built for people – where getting where you need to go is easy and accessible for all.



The best part? The survey only takes about 5 minutes (7 minutes if you choose to answer the optional demographic questions). No need to share your name or contact info unless you want to – your privacy is totally up to you.

Bonus : When you're done, you can enter our drawing for a chance to win one of four \$60 grocery gift cards to a store of your choice!



So, what do you say? Will you take a few minutes to help shape Columbia's future? Your voice truly matters!

Take the [Community Survey today!](#)

Thank you for making Columbia a great place to live, work, and travel.

<https://www.surveymonkey.com/r/lomonewsletter>

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Higher Price Doesn't Always Equal More Protection When It Comes to Helmets

Safety testing research finds significant differences in performance, with some low-cost options beating their pricier competitors.

By Elizabeth Millard, Bicycling

New research rates the safety of helmets based on multiple types of impact, including rapid rotation. Of the helmets tested, a higher price tag did not mean better performance. The best ones cost under \$100.

There are several factors that go into which cycling helmet to choose, including fit, ventilation, weight, safety features, and cost—but that last variable may not be as important as you think. According to new research in the *Annals of Biomedical Engineering*, **a higher price tag does NOT come with improved performance**. In fact, some helmets that cost about \$50 outperformed helmets that cost about three times that much.

Researchers tested the 30 most popular helmets for sale in the United Kingdom in a lab setting that included multiple types of impact, data from the retailers on safety, and a survey of more than a thousand cyclists. Lead author Claire Baker, Ph.D., researcher at Imperial College London's Dyson School of Design Engineering told Bicycling that a major limitation for safety assessment up until this point is that safety standards assign a "pass/fail" rating based on impact sustained head-on. "While that's helpful information, we also know from previous research that lasting brain damage can occur when the head undergoes rapid rotations during an impact, and that might happen to the side or back of the head in an accident," she said. "The scoring system we developed rates helmets based on the likelihood of deep brain injuries from head rotation, as well as direct frontal impact."

Correlation of helmet score to protection provided

A particularly notable finding was the lack of

correlation between price and protection. One of the least expensive helmets—the Specialized Tactic MIPS, retailing around \$65—was the highest-performing among the 30 models tested.

If you're looking for more U.S. options and ratings data, check out the [Virginia Tech Helmet Ratings](#) site, which was built in collaboration with the Insurance Institutes for Highway Safety. Some 241 bike helmets are examined and rated from zero to five, based on the results of 24 impact tests done in a laboratory.

Those tests are done using a "drop tower," which matches helmet-to-ground characteristics seen in accidents involving cyclists—basically the helmets drop down from the top of the tower with the same type of velocity and weight as you'd find with a cyclist falling from a bike.

Like the recent study, the findings take rotational velocity into account because it's correlated to concussion risk. Helmets are categorized based on activity and terrain: mountain, road, urban, and multi-sport, as well as full-face options.

Some lower-priced helmets outperformed more expensive choices in the Virginia Tech research—for example, a \$65 helmet, the Giant Rev Comp MIPS, bested ones that were much higher, at \$250 to \$300.

Taking time to **look at safety information** is a crucial part of making a good helmet selection, said Baker. "These ratings provide more than just assurance that a helmet has passed a safety check," she stated. "They allow you to make an informed decision based on several points of data, not just price."

Ed. Note: the Virginia Tech Helmet Rating web site (<https://www.helmet.beam.vt.edu/>) rates all sorts of helmets, from bike helmets to those for hockey, soccer, football, including youth football and even rugby (do they even wear helmets??)

A great resource for those looking to buy/replace helmets for the holidays for your SO, your (grand)kids – or yourself.

How to Increase Cycling Cadence

By Molly Hurford, *Bicycling*

If you've ever been called a gear grinder, a gear masher, or told that you're pedaling way too slow, you may suffer from a naturally low cadence on the bike. You're not alone.

A lot of cyclists, especially newer riders, prefer spinning slowly in the 50 to 60 revolutions per minute (rpm) range, despite the fact that most experts agree that optimal cadence for cycling efficiency is somewhere between 80 and 90 rpm.

Why It's Helpful to Increase Cadence

Here's the thing: It's hard to make a change if you don't understand why you're doing it. Pedaling at 55 rpms feels good for you, so why mess with it?

"Pedaling at the lower end of the spectrum—50 to 60 rpm—offers some strength benefits to our musculoskeletal system from time spent under tension, but if it is the only thing we are doing, we are missing out on a more well-rounded fitness base and potentially placing excess strain on the knee joints," says Christine D'Ercole, a top Peloton instructor and decorated track cyclist. "The benefits of higher cadence work include improvements to our cardiovascular system while giving the knees some relief. And we may find that we are able to produce higher power output more efficiently and comfortably at some higher cadences."

Higher cadence may also help you ride longer. "Pedaling at around 80 to 90 rpms really lowers the muscular fatigue for your legs, and instead, it works the cardiovascular system," says Angie Ridgel, Ph.D., coach at Stelleri Performance Training. "It's important to increase efficiency, especially as we get older."

How to Define Your Current Cadence

If you haven't actually tracked your cadence using a sensor, you may just think that you're pedaling slow when in reality, you're closer to

an average of 75 rpm than 55, says cycling coach Peter Glassford. He says that often, his clients will think that their cadence is much lower than it is. So before you panic, actually measure your cadence for a few rides and assess your average rpms.

Cadence sensors are relatively inexpensive, assuming you already have a cycling computer (or Apple Watch) that the sensor can connect to and offer up stats. Garmin's cadence sensor is only \$40 and has ANT+ and Bluetooth connectivity.

One caveat: Hilly rides will naturally lower your average rpm, because you'll likely lower your cadence to climb, then stop pedaling to descend. Use flatter rides to check your average cadence, or use the lap button on your computer to pull out a flat section of a ride to assess.

6 Ways to Increase Your Cadence

1. Shift to an Easier Gear

Sounds obvious, but many people start trying to increase their cadence without shifting to an easier gear—and that makes spinning faster much more difficult.

"In order to gain the ability to go faster, reduce the resistance to allow the leg pace to increase," says D'Ercole. She adds that eventually, you'll want to add that resistance back—making you a stronger, more powerful rider as a result—but to get started, dial it down.

2. Add Spin-Ups to Every Ride

Runners do strides during most easy runs—little surges of speed lasting 20 to 30 seconds that increase turnover and efficiency—and you can do the same on your bike. Glassford is a fan of adding a few spin-ups to each ride.

During your warmup, simply start to increase your cadence to a fast pace for 30 seconds, then drop back to your normal cadence. It shouldn't feel too hard, but it will slowly start teaching your body to use different cadences, adapt to higher cadences, and even improve your ability to counter attacks from other riders during a race (or an intense group ride).

3. Set Small Goals

Rather than trying to go from 60 rpms to an average of 90 rpms, start small. "Increase your

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cadence from your normal cadence by five rpms as often as you can during a ride,” says Ridgel. “Over time, these little efforts will start to add up and your cadence will slowly, steadily increase.”

Make sure your cadence is displayed on your cycling computer so you can actually keep tabs on it. Even if you only hold a faster cadence for a minute before dropping down to your normal cadence, that’s fine—just repeat it as often as you can throughout the ride.

Note that you’re not riding harder during these higher rpm moments, you’re just aiming to pedal faster while maintaining the same power/speed output. You may find shifting down to an easier gear is helpful here—too often, we try to speed up our cadence while also increasing power, which quickly will tire you out and have you doing an interval workout rather than a simple cadence drill.

4. Let Go of Smoothness and Focus on Form

“As you go faster, you start to feel a bit bumpy and less smooth in your pedal strokes,” says D’Ercole. “Be patient. It takes time to develop smoothness at speed but the benefits of being able to produce greater power, reduce torque on the knees, and improve your cardiovascular system are worth it.”

D’Ercole adds that it’s tempting to start hunching and tightening up in your upper body as well. Instead, focus on relaxing the shoulders and hands, opening the chest, practicing fluid breathing, “and pedal with a sense of lifting the feet off the pedals,” she adds.

5. Use a Singlespeed

You may think that a singlespeed bike would encourage gear grinding, and sometimes it does. But it also forces you to spin quickly when you hit a flat or slight downhill section. That’s why Glassford recommends it to clients who are struggling with different cadences: You don’t have a choice other than to speed up your rpms!

You can just put your regular bike in a middle gear and pretend it’s a singlespeed, if you

don’t have a singlespeed bike. (good practice for when your electronic shifting stops working – or you break a cable - midride and it leaves you stranded in a ‘bad’ gear!)

6. Embrace the Challenge

Changing your cadence will take time. Go slow and gradually increase your cadence over a series of weeks by adding in these spin-ups, workouts where you focus on increasing cadence, and occasional singlespeed rides. You won’t go from 60 to 90 rpm overnight!

It also won’t be easy. Especially as your body is first adapting to the higher cadence, you may even feel a bit panicky as you pedal faster than you ever have before. “You will feel your heart rate increase. Breathe through it and don’t panic,” says D’Ercole. “You’re getting stronger.”

Everything to Know About Postride Nutrition and Hydration

Here’s how to recover from your last ride—and feel great on your next one.

By Natascha Grief, Bicycling

Despite all the attention that on-the-bike ride nutrition and hydration rightfully receive, research has shown that what you eat and drink after your ride is just as important in supporting your energy levels, your fitness, and how strong you feel on the bike.

In fact, leveling up your postride nutrition and hydration strategy may be one of the most effective ways you can improve your cycling performance long term.

“It’s so important to remember that we don’t get stronger when we’re training and working out, we *get stronger when we recover*. It’s so easy for people to think, ‘All I have to accomplish today is my workout and then I’m good to go,’” Uriell (cont, next page)

Carlson, RDN, registered dietitian nutritionist and owner of Inner Wild Nutrition tells Bicycling. “But actually, it’s barely worth doing your workout a lot of times—especially if it’s a hard workout and/or a long workout—if you’re also not setting aside time to be very intentional about your recovery.”
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Having the right combination of nutrients in your postride meals and snacks gives your body the benefit of stimulating muscle repair, which is crucial in order for the body to build and maintain lean muscle mass. And maintaining muscle is important not just for cycling performance but overall health, especially as we age, considering we begin to lose between 3 and 5 percent of muscle mass with each passing decade after 30.

“It’s up to us to give our body the nutrition that it needs to get stronger, and it’s so easy for people to just be like, ‘I’m good to go, I’m gonna go shower, I’m gonna get on with my day and I’ll eat when I feel hungry,’ and that’s one of the worst things you can do,” Carlson says.

How to Time Your Postride Nutrition for Optimal Recovery

The time right after any kind of exercise is a golden window of opportunity to give your body what it needs in order to gain maximum benefits from your workout. For cyclists, this means increased strength and endurance, along with less muscle soreness and fatigue. It turns out that what makes the difference isn’t just what we eat, but also when we eat after exercise.

“It’s really important to get in something as soon as possible after you have finished the effort because that kicks off your recovery and allows your body to replenish the glycogen stores (carbohydrate stores in your body) that you’ve likely just depleted [during your ride] and start to rebuild and adapt and get stronger,” Carlson explains.

What should you eat after a good ride?

Ideally, you’ll get a mix of protein and carbs

in your postride snack, but something is better than nothing. It’s common not to have much of an appetite after a hard effort, which can make food intake feel unnecessary. However, Carlson says it’s important to note that your body’s nutritional needs might not align with your hunger signals after exercise.

“When you’re exercising, especially for long periods of time at really high intensity, the sympathetic nervous system kicks into gear and our appetite is suppressed,” she says. That appetite suppression can last after the workout as well.

What Exactly to Eat After a Ride for Better Recovery

According to Carlson, carbohydrates should take priority over protein after a ride, contrary to the nutrition recommendations following a strength training session (though that doesn’t mean you should skip protein altogether!). “For endurance athletes, so for cyclists, it’s carbohydrates first and protein second,” she says. “The ideal ratio is four parts carbohydrates and one part protein.” If you’re aiming for the 4:1 carb-to-protein ratio, that would also mean getting about 17 to 19 grams of protein along with those 70 to 75 grams of carbs.

Also, go for more complex carbs than what you’d eat before a ride, which is typically fast-absorbing carb options. “Adjust your post-training meal according to the work done during your training: Keep eating carbs, but change the source to slower-absorption sources, maintain protein, and don’t forget about fruits and vegetables that will help you to recover,” Anna Carceller, Ph.D., M.D., team nutritionist for EF Pro Cycling tells Bicycling.

How to Hydrate After a Ride

Just like hunger signals may be a little funky after a ride, we may also not feel particularly thirsty. But this is another case in which you should take something in anyway to help your body repair itself for the next ride, as dehydration can leave you feeling sluggish.

“For active individuals, optimal hydration is critical before, during, and after exercise.

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Restoring hydration after physical activity improves recovery and reduces symptoms of dehydration, such as headache or fatigue,” Samuel Sarmiento, MD, MPH, MBA tells Bicycling.

Why You Need Electrolytes After a Ride

“My general rule is that anytime you’re sweating, you should be drinking electrolytes, not [plain] water,” Carlson says. She advises that your electrolyte mix should ideally contain sodium, along with potassium, calcium, and magnesium.

“While water rehydrates, it doesn’t replace these vital minerals that are used for many essential functions in the body,” Sarmiento says. The loss of electrolytes through sweating can lead not just to overall dehydration but also symptoms like muscle cramps, fatigue, and even more serious conditions like hyponatremia, where the body’s sodium levels become dangerously low, according to Sarmiento.

It’s important to note that not all electrolyte mixes are created equal, so pay attention to ingredient lists. “Natural ingredients are always better than synthetic ones,” Sarmiento says.

On the flip side, Sarmiento suggests staying away from electrolyte mixes that contain maltodextrin, a food additive that can cause a spike in blood sugar. Also, “beware of drinks containing caffeine or other stimulants like guarana, as they will have an impact on heart rate,” he says.

Shorter days = more riding in the dark: have a GOOD headlight!

From [Wheelbase](#)

With such an expansive range of lights available to cyclists, we can confidently ride all year round through the darkest nights and gloomiest mornings. To keep riding throughout the winter it’s important to have the right lights for the right occasion.

Bike lights can generally be broken down into three categories; commuting, road riding and mountain biking, with some inevitable crossover and multi-purpose lights.

See or Be Seen

The first thing to consider when buying bike lights is to establish whether you need the light ‘to see’ with or ‘to be seen’. A light used to see with will generally have a bigger brightness output (measured in lumens) and more focused beam trajectory to light the way ahead. A light used to be seen will come with a wider beam to be seen from more angles as well as a variety of modes and brightness settings.

If you’re commuting in a well-lit urban area your focus should be on buying lights that are going to help you ‘be seen’. If you’re riding off-road trails at night you’re going to need a powerful light with a focused beam to see what’s ahead.

What to look for

The majority of bike lights will have a lumen value on them, this refers to the maximum total amount of light emitted. The higher the lumen value, the more light given out. Typically a light used specifically for commuting in a well-lit area should be around 200 lumens, for road riding at night you will need at least 500 lumens if riding on unlit country roads and for mountain biking in the dark we’d recommend something with 800 lumens upwards.

Battery life and charging options should also be considered when looking at light options. The majority of bike lights now feature built-in rechargeable batteries which can be charged via USB, although some lights may still run on disposable batteries such as AA’s. Rechargeable lights mostly use Lithium-ion batteries which are generally lighter and more powerful than disposables, and will have some sort of indicator to show how much battery life remains.

Run time or burn time will state how long a light will last from fully charged to flat on each of the specified settings or modes. This is important and will dictate how long and far you’re able to ride for.

Karen Bataille
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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: _____

Zip: _____

State: _____

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 here by 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.,

WEDNESDAY Nov 6th

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 !

Let them know that they are appreciated.

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