Rocky Mountain Cycling Club

For People Who Love to Ride

Chain Chatter **Fall 2011**

Welcome First-Time Randonneurs!

By John Lee Ellis

Please welcome these fifteen riders who finished their first brevet this season, moving beyond the century mark to their first 200 km (125-mile) event!

Robert Auhll
Bert Boyce
Andy Fox
Annie Fox
Trevor Greenwood
Ashton Lambie
Colton Mailes
Dan McDonald
Rick Melick
Hal Naiman
Mark Niedermier
Ric Reifel
Mark Schultheis
Dave Shanks
Michael Spencer

This list includes longtime RMCC Board Member Rick Melick, who rode his first 200K on the September Stove Prairie brevet!

How far you go just depends! Ashton Lambie had his eye on the Colorado High Country 1200K in July. His first brevet ever was the Falcon-Limon-Kiowa 200K in April, complete with snow flurries.

Start of a 200K brevet

From the Editor

By John Hughes

I rode my first brevet with the RMCC in 1995 and have been a club member since then. I served for 12 years as the Managing Director of the UltraMarathon Cycling Association and now I'm happy to give back to the sport I love by editing the club bulletin.

In this issue **Page**

First Time Randonneurs—John Lee Ellis 1
Thanks to Our Sponsors—Mike Fulton 2
A Wealth of 1200Ks—John Lee Ellis 3
Triple Crown Results 4
Training: The Off-Season—John Hughes 5
Bike Safety—Brent Myers 6
PBP 2011 Charly Miller Society—John Hughes 7

Billy Edwards, Ryan Franz and Tom Knoblauch finished in less than 56:40 hours!

If you have suggestions for the newsletter, please e-mail me: JHnFriends@gmail.com

RMCC Sponsors

HAMMER NUTRITION®
ENDURANCE FUELS
http://www.hammernutrition.com/

REI
http://www.rei.com/

BIKESOURCE
For the Ride of Your Life
http://www.bikesourcedenver.com/

TURIN BICYCLES LTD.
http://www.turinbikes.com/turin/

SELLE AN-ATOMICA
http://www.selleanatomica.com/

SCHWAB CYCLES
http://schwabcycles.com/

He made his way through the successive qualifying distances—300km, 400km and 600km—each a new personal longest distance and test—to qualify for and finish the "highest 1200K in the country."

This story is not unique. Accomplished RMCC randonneur and multiple-Paris-Brest-Paris finisher Paul Foley did his first qualifying series in 2002 on the way to riding the Last Chance that year.

You do not need to ramp up to a Super-Randonneur series:200K, 300K (187-mile), 400K (250-mile) and 600K (375-miles brevets your first year on your way to a 1200K (750-mile) Grand Randonnée. Rather, you can choose your own course:

- More 200K's throughout the season, maybe some mountainous ones.
- Gradually ramping up the distance to 300K, 400K, or whatever you're comfortable with.
- Ride 200K Permanents through the off-season riding by yourself or with friends—you can find info on Colorado Permanents here: http://www.rmccrides.com/brevetpermanents.htm

Along the way:

- Plenty of folks to ride with, to glean tips from, and to enjoy their camaraderie at every level.
- Plenty of awards to motivate you and other goals to shoot for. A few here: http://www.rusa.org/awards.html

Lots of options. Lots of ways to grow and explore the world of randonneuring! It starts with a 200K.

Thanks to Our Sponsors!

Michael K. Fulton, PE

As the 2011 cycling season winds down, we all *thank the RMCC sponsors* for their generous donations and continued sponsorship. They helped us underwrite the cost of the new club jerseys this year and they look great! Thanks to **Hammer Nutrition** ('08 – '12) for sponsoring us both monetarily and with product for the High Country 1200K. Many riders got a pick-me-up from their products at just the right time. Their products are available at RMCC sponsors **Turin** ('02 -'12), **Schwab** ('96 - '12), **Bike Source** ('04 - '12) and **REI** ('08 – '12) .

Auto Anything ('10 -'12) and **8Z** ('10 - '12) real estate helped us partner with *long time* sponsors **Schwab Cycles** ('94 - '12) and **Turin** ('02 - '12) to provide you with deeply discounted gift certificates for merchandise.

REI ('08 – '12) has been a great sponsor for us for years, letting us use their meeting rooms for monthly meetings. REI is much nicer than meeting at someone's house or the Village Inn. **Bike Source** ('04 - '12) continues to give monetarily to the club, and provide our members with discounts on purchases. **Basil Doc's** ('02 -'11) and **Sports**

AutoAnything Auto Accessories

http://www.autoanything.com/

8Z REAL ESTATE

http://8z.com/

RMCC Supporters

BASILDOC'S PIZZA

http://www.basildocspizzeria.com/

SPORTS OPTICAL

http://www.sportsoptical.com/

HANSON'S GRILL & TAVERN

http://www.hansonsgrill-tavern.com/

Optical ('02 - '12) continue to give our members discounts on purchases.

I also want to welcome **Selle An-Atomica**—American Made Bike Saddles. "When you ride, the right and left sides of your pelvis move independently. There's no reason your saddle shouldn't move with them. We make the world's most comfortable bicycle saddle. Period. From the patented slot carved out of watershed leather to the suspended leather design, you'll feel the difference from day one."

To all the RMCC Members, please go out of your way to support the businesses that continue to support our club. When you purchase something, pull out that membership card, or at least mention that you are an RMCC member. It goes a long way to maintaining these long-term relationships!!

A Wealth of 1200Ks For Us To Enjoy!

John Lee Ellis

Photos© Richard Stum

Twentythree RMCC members rode in four of the seven 1200Ks (750-mile) offered worldwide this year. Five rode their first 1200Ks and four of the finishers rode two events. Three of the 1200Ks were inaugural events. Paris-Brest-Paris, the fourth, drew 17 RMCC randonneurs.

Texas Rando Stampede: In May the Lone Star Randonneurs, with help from the Houston Randonneurs, took riders on a big ellipse starting just west of the Dallas/Fort Worth area south into the stiff rollers of Texas Hill Country and back through the East Texas piney woods. Riders enjoyed motel accommodations and in-room hot meals at the end of each suggested stage. They contended with violent thunderstorms the first two days, but things brightened up for the remainder, just in time for a BBQ evening spread on Day Three.

Catherine Shenk—1000K+200K ♦ ♦
Irene Takahashi—1000K ♦ ♦

Colorado High Country: Local riders had a slight advantage on the CHC in July with the altitude (three times up to 10,000 ft.) and the long climbs to which they were accustomed. Riders praised the tireless field volunteer staff—Kay Covington, Tim "Foon" Feldman, Jim Kraychy, Charlie Henderson, Rick and Sherrie Isham, Tammie Nakamura and Irene Takahashi —who kept the riders fueled for the rigors of the course. Riders had some cold showers and hail the first two days, but otherwise fine weather to enjoy the scenery!

Russ Cummings, Mike Sturgill and Todd LeBlanc on the Colorado High Country

Cathy Cramer ♦
John Lee Ellis ♦ ♦
Tim "Foon" Feldman
John Flanigan
Todd LeBlanc
Vernon Smith ♦ ♦
[Non-finishers: Beth and Brent Myers]

Alaska Big Wild Ride: The route for this ride in August was a big arc starting at Valdez on the coast and finishing in Anchorage, up the coast. Most riders flew into Anchorage and then took a scenic train and ferry ride to the start. Kevin Turinsky and his Alaska Randonneurs provided excellent support with a nearly 1:1 ratio of support to riders along a route into the interior with remote sparsely served areas that were generally quiet and spectacularly scenic.

Catherine Shenk ♦ ♦

Paris-Brest-Paris: First held in 1891 and now run every four years, this is the oldest 1200K in the world. The 17th edition had 4,998 starters, as big as 2007, but we enjoyed much drier conditions! The route starts on the western edge of Paris, goes through Normandy and Brittany to Brest on the Atlantic coast, and returns via the same course. Some riders dealt with showers and lightning but overall conditions brightened with lots of tailwinds. The Audax Club Parisien met this huge challenge and exceeded themselves this year with more places to sleep. Riders with 80 hours and 90 hours to finish were sent off earlier this year, which may have spread out the ridership and lessened the bunching towards the finish.

Merle Baranczyk
Will deRosset * ♦

Mirror Lake on the Colorado High Country

Billy Edwards * ♦
John Lee Ellis ♦ ♦
Paul Foley
Ryan Franz * ♦
Roger Hedlund * ♦
Michael Henderson *
Tom Knoblauch
L. John Mangin
Brian Rapp
Ray Rupel *
Vernon Smith ♦ ♦
Irene Takahashi ♦ ♦ *
Dick Wiss
[Non-finishers: Tammie Nakamura and Ben Staggs]

* First PBP
♦ First 1200K
♦ ♦ Two 1000/1200Ks

Triple Crown Results

Four riders finished the Triple Crown: Mark Lowe, Michael Henderson, Tom Miller and Gary Lancaster. Congratulations for finishing three very tough rides:

- June 11 Denver Aspen 180 miles with 13,000 vertical feet
- July 3 Colorado Death Ride 226 miles with 15,000 vertical feet
- July 30 Grand Loop 200 miles with 15,000 vertical feet

	Rider, Age	Total Time	Speed	Aspen	Death Ride	Grand Loop
1	Mark Lowe, 37	33h 57m	17.85	10h 4m	12h 29m	11h 24min
2	Michael Henderson, 45	41h 14m	14.69	12h 49m	14h 33m	13h 52min
3	Tom Miller, 42	44h 25m	13.64	13h 47m	16h 23m	14h 15min
4	Gary Lancaster, 44	46h 02m	13.16	13h 47m	16h 23m	15h 52min

Interview with Tom Miller and Gary Lancaster in the next issue.

Training: The Off Season

By John Hughes

Hughes is the author of Distance Cycling

In a recent lecture at the Boulder Center for Sports Medicine, Neal Henderson, Director of Sports Science, emphasized the difference between training and working out. When you are training you are exercising with purpose, you have a goal in mind and select your activities to reach that goal. When you are working out you exercise in habitual ways, which may also be fun and you may be generally fit! Nothing wrong with that!

You might have a goal like riding a first 200K (125-mile) as described in John Lee Ellis' column. Or you might be riding because you love to ride! In the training column in each newsletter I'll provide advice on how to train with a purpose as well as how to get fitter to have more fun on club rides.

The Off-Season

Getting fitter depends on overload—doing more than your body is used to—and recovery! After Tom Danielson took third in the Tour of California he came home to Boulder for a couple of weeks of recovery, meeting friends in Boulder for coffee and going for a ride. Now a recovery ride for Danielson is climbing Left Hand Canyon but that's less than his normal training volume and intensity.

The pro stage race season extends from the Tour Down Under in January through the new Tour of Beijing in October. That's 10 months of racing! The pros know that they can't be in peak condition for every race and they certainly can't maintain racing fitness over the winter. After the season the pros take a mental and physical break for a couple of weeks, many doing something different and fun. The Garmin Cervélo team was just in Boulder and one day did a six-hour hike up Bear Peak and back.

The RMCC ride calendar is well designed, starting with shorter rides in February, building to longer rides in the summer and then continuing into November. However, like the pros you can't carry your peak fitness to next February. You also need some recovery time. If you haven't already, take some time off. Hike, play with your kids or go for a coffee ride with your significant other.

Then start getting in some easy aerobic exercise. How easy? The classic conversational pace so that you are able to talk in full sentences. When you do an endurance ride you are metabolizing a mix of fat and glycogen from carbohydrate for energy. When you exercise at an easy pace you train your fat-burning metabolism, which will improve your endurance next season. This metabolic adaptation won't take place if you exercise harder, e.g., in a high-intensity spinning class. The club has show-and-go rides on the weekend:

http://www.rmccrides.com/schedulecurrent.html

and a weekday ride group:

http://www.rmccrides.com/weekdayrides.html.

We also have the opportunity to cross-country ski and snowshoe, both of which are great exercise.

Weight Management

Many cyclists are concerned about body weight, particularly how not to gain weight during the off-season. Exercising at the low, fat-burning intensity will not

http://www.hammernutrition.com/

Weight Management

Many cyclists are concerned about body weight, particularly how not to gain weight during the off-season. Exercising at the low, fat-burning intensity will not necessarily help you lose weight. Weight loss is a function of calories in, calories out, not fuel source. One of the best ways to burn more calories is by changing your activities of daily living. We use so many laborsaving devices: elevators, dishwashers, snow blowers, cars for commuting, etc. Look for opportunities to get a little more exercise multiple times a day. Even if you commute by car, park farther away and walk to the office.

A good friend of mine simply practices "push-aways". He pushes himself away from the table before seconds!

The government provides excellent resources on a healthy diet as well as weight loss at:

http://www.choosemyplate.gov/

Core Strength and Stretching

Want to increase your power? Ever had a sore back on a ride? Leg ever cramped? Working on your core strength and flexibility over the winter will help! A strong core provides a stable platform to anchor the leg muscles, increasing power, and supports the upper body, reducing upper body fatigue. Core strength doesn't mean lots of crunches—these develop the superficial abdominal muscles but don't provide core stability. Rather you need to strengthen the deeper muscles that form a girdle around your core. Your legs act like levers and a strong core provides a fixed fulcrum around which the upper legs pivot—more power to the pedals! A strong core will also support your upper body relieving fatigue in your lower back, shoulders, arms and hands. Your core should be strong enough that your hands rest lightly on the bars like you are typing!

As you ride your muscles tighten. Your legs are going through a limited range of motion and your upper body is moving very little. Stretching regularly will reduce stiffness and discomfort on the bike. Stretching will also reduce problems with cramping.

The resources section of my website shows a simple core strength program you can do at home and illustrates seven key stretches, which should take 10-15 minutes, as well as other good stretches.

http://www.coach-hughes.com/

Stay active this winter but don't overdo it. Work on core strength and flexibility and pay attention to your weight—we all have a tendency to gain a few pounds in the winter. In the next issue I'll talk about how to do your base training for the season ahead.

Bike Safety: Learn the Skills

By Brent Myers

I can remember the first accident I ever had with a car. I was 8 or 9 years old delivering papers in inclement weather with my stocking cap pulled down on my head. I was coming down a hill on my favorite Sting Ray going a magical 20 mph when a parked car suddenly appeared out of the sleet impeding the progress of my banana seat bike of joy. The multiple layers of wool protected me from the back of this inappropriately parked car and I escaped unharmed to complete my rounds for the Des Moines Register.

After 50 years of riding what do I have to pass on about safety? First, follow all the rules and laws of the road. They apply to you as well as to cars and are designed to prevent accidents.

In addition, here's what I have learned about keeping yourself safe when riding alone or in a group. These distinct components of safety can then be combined to make you a safe and confident rider in any situation. Then go out and have fun.

It does not matter if the bike that you have is from Wal-Mart or made of unobtanium, you must be comfortable shifting and pedaling. Take it out and ride by yourself with your new pedals on the local grass. Fall over if you can. You probably can't talk on the phone, program the Garmin, adjust the wheel sensor, or put makeup on so don't do this when you are riding. Learn how fast you can go turning on the slick grass before the bike goes down. This is fun to do with a group.

Next take your first group ride. You can ride with friends or better yet with an experienced group such as the Rocky Mountain Cycling Club. A "Link Up" group is forming to facilitate the learning curve in order to be comfortable with other riders. If it is your first time, let the ride leader know. We all started as new riders

at some point and have benefitted from the mentoring we have gotten. Initially ride in the back of the group. Think of the safety of the other riders.

One of the most important things is *be predictable*! Ride in a straight line. Learn how to drink and eat with *predictable* moves.

If you overlap the rider in front of you let the rider know. Only do this when riding in a wind protecting echelon. It is safer to have the rider shoulder to shoulder or completely ahead of or behind you.

When drafting, look at the shoulders of the rider in front of you and beyond. The body moves before the bike plus you can see the riders in front. You'll have warning if something comes up and you have to exit to the side.

Be predictable. It is unfair to the other riders if you are not. Everyone is there for different reasons but most just want to have a good time. Don't be the one to end another's season or lifetime of riding. Practice at the back of the pack and with time move up and enjoy riding in a group. Pick out the best rider and ask questions, as most riders are happy and flattered to have another rider ask their opinion. I had the luck of riding with a Schwab team and played with bumping and leaning into other riders. This is what the pro peloton is: think "roller derby".

To summarize, use common sense. Be predictable. Be prepared when you ride. Practice riding in groups so that you and others can enjoy the ride. Follow these suggestions and you can be a safe and happy rider.

RMCC Riders Earn Charly Miller Society at PBP

By John Hughes

Congratulations to Billy Edwards, Ryan Franz and Tom Knoblauch for fast times at Paris-Brest-Paris 2011, which earned them membership in Randonneurs USA Charly Miller Society:

Billy Edwards	48:46 hours
Ryan Franz	53:43
Tom Knoblauch	55:28

Club members Bob Fourney earned membership in the Society in 1995 and 1999, as did Chris Grealish and Mike Fulton in 2003. The Society honors Charly Miller, the first American to ride PBP, who finished in fifth in 56:40 in 1901.

On August 21 and 22, 5,000 riders departed Paris headed for Brest on the Atlantic Coast. They had to cover the 1200 km (750 miles) to Brest and back on the same course in less than 90 hours. Most rode to finish, some rode to set a personal best and a few rode it as a giant road race. The first four riders finished in 44:22 in great spirits, two more at 44:52 and then a group of eight riders at 45:20.

Direct support is not allowed on the course; however, crews can meet riders at periodic controls. Edwards did not have a support crew that met him at each control but some friends met him with full gear and food resupply in Loudeac, at approximately the 1/3 and 2/3 points. He was off the bike 3:41 and rode without sleep.

Edwards is a pro triathlete and this was his first 1200K. Afterwards the ex-Marine said, "My wife, who is a great endurance athlete, did it in 2007 so I had to do it also. I race Ironmans but this was something else. There was nothing, which could have prepared me for this. Physically I trained hard, my equipment was perfect … but mentally this was the hardest thing I have ever done and I have been to war." (VeloNews.com, August 30, 2011).

This was also Ryan Franz's first 1200K. He rode it using a Sturmey Archer three-speed hub! His original plan was to ride a fixed gear "but I suffered more than I anticipated on the Black Forest 300K so I added a freewheel to the hub … Gearing was pretty good, although towards the end I certainly wished for a lower gear on the climbs. In 2015 I think I might take more gears—PBP is certainly not flat!"

Franz grabbed 1:30 of sleep in Loudeac on the return and was off the bike for 8:30. For him the highlights included:

- "Seeing the devotion and selflessness of hundreds of great volunteers at controls—they really make the event happen and add a lot to the experience.
- "Riding all night on the return in torrential rain and lightning, with thousands of lights coming at me from outgoing riders. Very surreal.
- "The experience of being around so many thousands of people celebrating how far one

can go on a bicycle (for fun).

- "Realizing how much you can really have left even when you feel exhausted. The group I finished with raced all out to the finish line—felt like a crit race!"

Tom Knoblauch rode six 1200Ks including PBP in 2007 before PBP 2011. He was off the bike for only 6:30. On the return he fell asleep on a park bench and when he awoke he didn't know how long he had slept. "I was so confused I could not understand where I was nor why. I asked myself what PBP was and what difference it would make at the end of the day and whether I could take it home and put it in my refrigerator. My stupor was so deep I had to stop and try and take stock of my surroundings in an attempt to make sense of it all. I remounted and struck off with no clear understanding of what I was doing. I spotted a cyclist darting past some trees far off down the road and focused all my attention upon him. My mind fixated upon following him and keeping him in sight. I felt he could lead to something. I was dispirited by how hard I had to ride to keep contact with this cyclist but in time the fog began to lift and I began to understand what PBP was and in time realized the cyclist in front of me was on the route of PBP. About now I was able to reconstruct what had transpired and my unplanned nap. As my vision cleared I realized how much the nap had helped as I was no longer struggling on the bike and observed my speed at 40 km/h over this flat terrain and in short order caught my road compatriot who not only had shown the way through but later would lend me a headlamp to shine my way through to the finish in the coming darkness."

Each trained hard doing more than the required brevet qualifying series 200K (125 miles), 300K (187 miles), 400K (250 miles) and 600K (375 miles).

Edwards ran up to 50 miles a week, rode up to 250 miles a week (not including weeks with a brevet or Grand Loop), and swam up to 22K a week. He placed seventh in an Ironman in June (9:12). "My last great training ride was the Grand Loop, which I highly recommend, but especially for those headed to PBP or a 1200k in the future."

Franz tried to average around 200 miles per week including extra brevets: two 200Ks, two 300Ks and one 400K.

Knoblauch completed 5,000 miles of long distance cycling prior to PBP including an official double brevet series. He also logged over 3,000 commuter miles.

Edwards summed up what the club did to help him prepare: "PBP was a once (ok, maybe twice) in a lifetime experience. However, I would not have done this ride, had my wife Lara not enjoyed her overall experience with RMCC in the build-up and riding PBP (minus the rain) in 2007. My performance was a product of the great people that make up the RMCC. Michael Fulton's counseling was spot-on as he led me in with little fear of the unknown. Charlie Henderson gave me a headlamp that proved to be a necessity, but also helped with the pacing and use of the controls. John Lee Ellis is amazing in his brevet work and he was great for advice and more importantly steering me towards the best areas/people to get that advice. Plus it was great to see a friendly face by chance on the course as John and I passed going the opposite direction at St. Nicolas du Pulem Ryan. Franz and I struck a great friendship in the brevets and even did some night riding outside of the brevets to assure our preparation. Then there are the great friends that did PBP or were on other rides: Mark Lowe, Dick Wiss, Tom Knoblauch, Vernon Smith (and his atrocious 400K that had me PBP ready), Andrea Koenig, Michael Henderson, Will deRosset, Brian Rapp. *Thanks to RMCC, I got Charly Miller!"*

Franz urges, "Get out there in 2015—PBP is a huge and fantastic experience unlike anything else!"

Keep In Touch

We have many ways to keep in touch:
Ride calendar: http://www.rmccrides.com/schedulecurrent.html#topofthepage
Web updates by e-mail: http://www.rmccrides.com/subscribe.html
Facebook: http://www.facebook.com/group.php?gid=49954761259#topofthepage
Twitter: http://twitter.com/#!/RMCCRides
Club blog: http://rmccrides.blogspot.com
Brevets: http://www.rmccrides.com/brevets.htm
Brevet blog: http://coloradobrevets.blogspot.com