

# Pedal Power

October 2021

[www.BayViewBikeClub.org](http://www.BayViewBikeClub.org)



## The Prez Sez

By Joe Fischer



Thank you to all club members that participated and/or volunteered for Chris' Slow Roll. By all appearances, it was a successful and enjoyable event.

The board has decided to postpone our annual banquet. We have tentatively targeted Thursday, February 3rd. As usual, we will present awards, including the rider points awards and electing board members for the coming year.

We are still looking for a venue. If you have any suggestions, please let a board member know.

There are only a few weekends left in our ride schedule. Get out and enjoy a ride!

And remember let's have fun out there! Joe



## Membership Notes

By Rich Temple

It's been another quiet month membership wise, so here is our membership total for the 2021 season

We have had one (1) new member join since the last newsletter, please welcome **James Reisenbuechler** to the BVBC. We are now up to (drum roll please) 188 members for the 2021 season (this includes 63 new members).

It's almost time to start thinking about renewing your membership for the 2022 season 😊



9/25/16



# Membership Spotlight

CONTRATULATIONS TO THOSE BVBC MEMBERS WHO PARTICIPATED IN THE  
2021 PENNISULA CENTURY FALL CHALLENGE





# 2021 BVBC Ride Schedule

By Andy Sikorski

Date		Route Name	Starting Location	Dist. 1	Dist. 2	Dist. 3	Event / Notes
Saturday	October 16	LaGrange - Southern Kettle	LaGrange	30	48		
Sunday	October 17	Burlington Roll	Town of Norway	23	33	50	
Saturday	October 23	Lakeshore Interurban	Port Washington	30	38	50	
Sunday	October 24	<b>Stonecutter Number One</b>	Elm Grove	32			
Saturday	October 30	Lake Andrea	Pleasant Prairie	27	42	54	
Sunday	October 31	Ozaukee Interurban	Mequon	30			BVBC Annual Halloween Costume Ride

Routes in **bold** have been significantly reworked (and possibly renamed) for 2021

Click here for ride detail:

<https://bayviewbikeclubblog.files.wordpress.com/2021/05/detailed-schedule-15may2021-to-27jun2021-08may2021.pdf>

**HOPE TO SEE YOU ON OUR LAST SCHEDULED RIDE  
OF THE SEASON  
OCTOBER 31<sup>ST</sup>, OZAUKEE INTERURBAN - THE ANNUAL  
HALLOWEEN COSTUME RIDE!**



# Rider Points Update

Rider Points through 10/10/2021					
Ziegler, Suzanne	1748	Stoner, Joyce	356	Bartkowiak, Rosemary	106
Meyer, Craig	1432	Dames, William	334	Hegland, Carol	105
Roessl, Linda	1429	Burton, Becky	333	Wolfgram, Heather	100
Ziegler, Joel	1400	Yurasovich, Diane	329	Schmidt, Deb	99
Dix, Michael	1362	Beachkofski, Clare	316	Gresl, Lois	97
Siebers, Scott	1344	Kinser, Brittany	316	Howe, Douglas	97
Donahue, David	1291	Bansemar, Mike	303	Cannon, Pete	91
Retzlaff, Roger	1133	Montgomery, Bobbie	300	Reid, Bill	90
Santoro, Ron	1127	Kitzinger, Joseph	288	Haas, Jill	87
Soriano, Joseph	1102	Cabaniss, John	282	Lamers, Kim	81
Hogan, Helen	1093	Blain, Peter	272	Turner, Matthew	79
Heller, Rich	1087	Fronberry, Patti	262	Whisler, Eileen	79
Sikorski, Andy	1052	Burke, Christine	259	Glodowski, Mike	69
Gast, Ted	1003	Litzenberg, Jill	254	Orosa, JoJo	69
Tuckwood, Debra	962	Palla, Raheel	251	Templin, Tod	67
Schmidt, Jeff	961	Kenehan-Krey, Jill	246	Butters, Gary	61
Blakely, Chuck	936	White, Becky	245	Turner, Mary	60
Wojtal, Norm	905	Sandler, Mark	241	Shor, Andy	59
Turner, Steven	889	Schoone, Amalia	241	Schwabe, MaryJo	58
Wojtal, Prati	877	Wrensch, Matt	241	Samolyk, Vicki	56
Zur, Kimberly	813	Ripple, Rick	237	Paque, Samuel	55
Borchardt, Jeff	792	Sullivan, Tim	233	Fasi II, Joseph	54
Burdick, Jerry	768	Zellner, John	222	Kronberg, Andrea	53
Talsky, Ron	765	Connors, Dennis	205	Roy, Sharon	51
Smiley, Michael	692	Wick, Timothy	194	Volkman, Sue	51
Willman, Jan	596	Shalamova, Nadya	193	Tuinstra, Robbyn	50
Blanchard, Stephen	581	Maus, Ted	188	Schwabe, John	48
Meyer, Nick	550	Pfersch, Harriet	187	Fisher, Katie	47
Fischer, Joseph	545	Steckhahn, Mark	187	Frausto, Patricia	47
Bockhorst, Joe	521	Barr, Amy	185	Talberg, Janet	45
Samuels, Tina	519	Granholm, Lance	169	Rotter, Ethan	43
Temple, Richard	501	Cichanowicz, Sam	168	Show, Jeremy	43
Bond, Eric	476	Borley, Kyle	166	McBride, Patricia	38
Matson, Kevin	474	Radtke, Lorraine	164	Glodowski, Berta	36
Torres, Jeff	468	Shor, Judy	164	Martinez, Andrew	33
Peterson, Pat	463	Ellington, Pauline	157	Veitch, Monica	32
Kuhs, Kelly	420	Zimmer, Joe	157	Veitch, Ross	32
Manke, Rob	419	Peterson, Beth	145	McAttee, Eric	28
Aschenbrenner, Gary	418	Gietzen, Catie	133	Kjaer, Amy	21
Dadian, Joan	410	Spars, Donna	132	Byrne, Sandy	20
Rosenberg, David	379	Haupt, John	124	Polk, Robert	20
Rindahl, JD	378	Schmitz, Gerry	116	Zalewski, Mark	16
Murray, Bob	364	Reid, Linda	115		

# Which is Better: Two Shorter Rides or One Really Long Ride?

By Chris Carmichael, CEO/Head Coach of CTS

We received a great long ride question from an athlete and thought the answer would make a good post for everyone.

Here's the question:



## GET STARTED

**“Would it be preferable to ride 6 hours in one day with a day off following, or 2 days back to back for 3 hours? Obviously a person can ride harder each day for 3 hours but if the objective is staying in the middle of the endurance zone and that can be maintained for 6 hours is there a difference in benefit?”**

NOTE: This specific question is about 3-hr and 6-hr rides. “Short” and “long” are relative based on your fitness and experience level, but for simplicity sake I’m going to stick with the 3- and 6-hour example. It is also important to realize these are generalized recommendations meant for moderately-fit amateur athletes. Ideally, all training is designed specifically for the demands of your goal event, your current training load, experience level, and fitness level.

There are a lot of training aspects we could focus on just from that short paragraph, but the crux of the question is whether it’s better to ride at a higher power output for two shorter rides, or a lower power output for one steadier ride. The short answer is that both scenarios have a place in your training, but for different reasons. Here’s what I mean:

### **Two Back-to-Back “Shorter” Rides**

Generally speaking you can ride at a higher average power during a 3-hr ride compared to a 6-hr ride. Even if you’re aiming at staying in an endurance training zone, you will still have a higher average power over 3 hours compared to 6 because fatigue will cause you to slow down in the final hours of the longer ride. But what does that mean for your training?

### **Endurance is rarely your limiting factor**

Even if you’re training for a long endurance event, aerobic endurance is rarely a limiting factor. A moderately-trained athlete can reach the finish line of almost any endurance event. Your

training will affect how fast you finish and how enjoyable the event is, but for the audience reading this blog, you have the endurance to finish already. More generalized endurance won't improve your performance; specific energy system work (particularly power at lactate threshold) will. This means I prefer to focus training on maximizing training quality (higher power output, more time-at-intensity) so you can get to the finish faster, more comfortably, and achieve your performance goals.

### **Shorter sessions are easier to recover from**

Even though you're going to go harder during a shorter ride, you will be able to recover more quickly from that session compared to a much longer ride. Your overall kilojoule count will be lower. You're going to be able to replenish your hydration status and caloric expenditure more easily, and you'll be more functional for the remainder of your day (a valid concern for amateur athletes who have a long list of things to accomplish on weekend days). Of course, this is not always the case. You could go ballistic for 3 hours and come back as shattered as you might be from a more moderate 6-hr ride. You could suffer from heat stress and hydration issues in a hard 3-hr session, too. But in most typical cases, the shorter sessions are easier to recover from. This means your ride the next day can also be a high-quality training session.

### **Shorter rides add training stress incrementally**

This also brings up the idea of frequency in training. Rides induce training stress, and rest allows time for adaptation. But fitness also decays as you rest, which is why the amount of time between training sessions becomes important. For the rider who can choose between one long ride per week or two shorter rides, two rides per week will often prove more beneficial. Even with the big dose of training stimulus from, say, a long Sunday ride, you'll reach a point where the fitness decay over 6 days of rest is equal to or greater than the training stimulus from your last ride. Your fitness will stagnate or plateau. Increasing frequency (with adequate rest days between rides) lets you add stimulus incrementally.

### **Shorter rides are effective for improving power and speed**

If your goal is to get ready for a great performance at a goal event or in pursuit of a personal goal, only do as much work as you need to do. Extra work at ineffective intensities just add fatigue, which you have to recover from before you can train effectively again. It has been proven time and again that improved power at aerobic, lactate threshold, and VO2 max intensities can be accomplished with relatively short rides that include intervals to accumulate time-at-intensity. Particularly for higher intensities (lactate threshold and above), the maximum time an athlete can ride effectively at a given effort level is limited, and once you have maxed out that time, the goal of the workout is accomplished and you can be done. Improving lactate threshold power will make your performance in long – even ultradistance – events better. As I'll explain below, the long training sessions are necessary, but for a different reason.

### **One Long Ride**

The fact you can develop the fitness for great performances in long-distance/duration events with shorter rides doesn't mean you should avoid huge rides. Not only is the all-day ride a big part of the reason we love cycling, it is also a necessary component of training for big events. It's just that while there are some physiological benefits from long rides, they are similar to those from shorter rides and they aren't the most important training benefits of those 6-hour rides anyway.

## **Nutrition/Hydration Strategies**

One of the biggest benefits to your 6-hour ride is the opportunity to test and hone your nutrition and hydration strategies. You can make some pretty big mistakes in a 3-hour ride (or a one-hour ride) and get away with it. Those mistakes will be a lot more noticeable and detrimental when you go long. If you're preparing for a really long goal (100-mile MTB race, long course triathlon, gran fondo, gravel race, etc.), it is crucial to learn what foods work for you several hours in. Just as important, you need to learn how to eat and drink in the first 3 hours when you're going to be on the bike for another 3-6 hours after that! You can't learn that in the shorter training sessions.

## **Bike Fit and Contact Points**

Just as your nutrition/hydration strategies need to be tested and honed in long rides, so does your bike fit. A riding position that is powerful and comfortable for 3 hours might be utterly unbearable after 6 hours or more. You may not have a sore neck, numb hands, or hot spots on your feet during short rides, but if you're event is a long one you need to make sure your position and contact points (saddle, bars/grips, pedals) are still comfortable and effective many hours later.

## **Mental Toughness**

To be 100% Prepared for your event you have to train your mind as well as your body. Can you remain focused 6 hours in? 12 hours? During the DK 200 gravel race one year I remember riding into a stiff headwind, almost entirely without a draft, for 70 miles. Physically, it wasn't that terrible. I just maintained a power I knew I could maintain and let the speed be what it would be. But mentally it was awful. Even with 40+ years of cycling experience in all kinds of races and conditions, there were times when I wanted to quit. I had to call upon mental skills and reserves of determination to keep plowing forward. Long training sessions – especially solo training sessions – are essential for developing the mental toughness to make it through the rough times in endurance events.

## **What You Should Do**

The best solution is not a choice between short and long rides but a combination of both. You could, for instance, devote some weekends to back-to-back 3-hour rides and focus on developing fitness (power and speed). Other weekends commit to one big, long ride and focus on the skills, techniques, and habits that make long rides successful. Your goal is to finish those long rides tired but not so shattered that the last hour is a death march. The important thing to remember is that it's not the individual comparison between two short rides and one long ride that matters; it's the how the two scenarios impact your fitness and performance over the long term.

<https://trainright.com/better-two-shorter-rides-one-really->



# Ride Safety

The following is from Operation Lifesaver

## Rail Safety Tips for Bicyclists



Attention Bike Riders! The Alaska Chapter of Operation Lifesaver (AK-OL) and the Alaska Railroad (ARRC) want you to be alert and safe near and/or crossing railroad tracks.

**Remember: highway/rail grade crossings are the only places it is safe and legal for bicyclists, pedestrians and vehicles to cross the tracks!**

### Please keep these life-saving tips in mind:

- **LOOK BOTH WAYS:** Cross the tracks only after you are sure that no trains are coming (watch for a second train!) and no warning devices are activated.
- **LISTEN:** Turn off music and remove your earphones at a crossing. Music can be a deadly distraction near the tracks, preventing you from hearing an approaching train.
- **WAIT FOR A TRAIN TO PASS:** An optical illusion makes trains seem farther away and slower moving than they really are. Never take chances by trying to "beat the train" across the tracks!
- **STAY BACK FROM THE TRACKS:** Trains are wider than the tracks. Locomotives and railcars can extend by as much as three (3) feet beyond the rails on both sides. When a train is passing, stay at least 15 feet from the tracks or crossing gates.
- **CROSSING TRACKS:** Bike wheels can get caught between rails. Walk — don't ride — across and always cross at a 90-degree angle.
- **WET TRACKS ARE SLIPPERY.** Dismount and walk your bike across the tracks if the crossing looks wet or otherwise hazardous. Step over the rails, not on them.

To schedule a free highway-rail safety presentation, contact Alaska's Operation Lifesaver State Coordinator Dwight West, at (907) 265-2691 or WestD@akrr.com. For additional rail safety tips and information, visit: [www.oli.org](http://www.oli.org)



# ALWAYS EXPECT A TRAIN



# BIKE EVENTS



## 2021 Marquette Tour de Foliage to Holy Hill



<https://www.facebook.com/events/1830287120523620/>

\* SAG Support provided by Wheel and Sprocket

\* Routes with distances of 68 miles from Marquette University

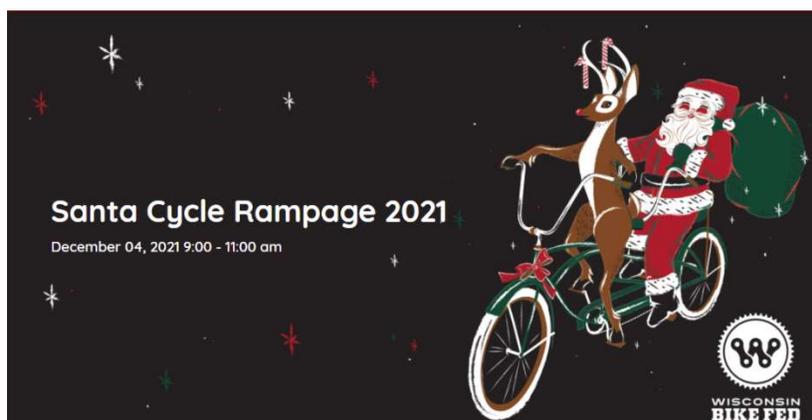
\* To be as inclusive as possible, the ride will travel in three pace groups each led by a ride leader

\*20-22 mph (you can maintain this speed for an extended period on flat terrain)

\*18-20 mph (you can maintain this speed for an extended period on flat terrain)

\*16-18 mph (you can maintain this speed for an extended period on flat terrain)

[Bike & Body \(bikeandbodymke.com\)](http://bikeandbodymke.com)



<https://wisconsinbikefed.org/events/santa-cycle-rampage>

# The Board Members



**President Joe Fischer**  
[Info@BayViewBikeClub.org](mailto:Info@BayViewBikeClub.org)



**Vice President Mike Dix**  
[Info@BayViewBikeClub.org](mailto:Info@BayViewBikeClub.org)



**Treasurer Dean Mowery**  
[Treasurer@BayViewBikeClub.org](mailto:Treasurer@BayViewBikeClub.org)



**Ride Chair Andy Sikorski**  
[Info@BayViewBikeClub.org](mailto:Info@BayViewBikeClub.org)



**Secretary Joe Fasi**  
[Info@BayViewBikeClub.org](mailto:Info@BayViewBikeClub.org)



**Membership Rich Temple**  
[Membership-info@BayViewBikeClub.org](mailto:Membership-info@BayViewBikeClub.org)



**Ride Asst. Craig Meyer**  
[Info@BayViewBikeClub.org](mailto:Info@BayViewBikeClub.org)



**Newsletter Editor Diane Yurasovich**  
[Newsletter@BayViewBikeClub.org](mailto:Newsletter@BayViewBikeClub.org)



## Newsletter

By Diane Yurasovich

Don't forget, all club members are welcomed **and encouraged** to submit articles of interest and pictures to the newsletter.

[Newsletter@BayViewBikeClub.org](mailto:Newsletter@BayViewBikeClub.org)



## **BVBC Mailing Address**

Bay View Bicycle Club  
PO Box 070455  
Bay View, WI 53207



## **Club Website**

Thanks Dean for keeping our website updated!  
[www.BayViewBikeClub.org](http://www.BayViewBikeClub.org)



## **Facebook**

Check out our club Facebook page for up-to-date information and events.



## **Bike Fed Group Riding Information**

Please see the link below for the Bike Fed's brochure on group riding safety. It is a great learning tool for new riders and a good refresher for seasoned riders. Let's be safe out there!

<http://wisconsinbikefed.org/wp-content/uploads/2013/05/2013-GROUPRIDINGREV.pdf>

## **A Word About Your Electronic Information**

Your privacy is important to us. We don't share any of our membership information with anyone. We don't sell or forward your email address to any outside organizations. The BVBC board has decided not to make our member names, addresses or e-mails available electronically to members. We will continue to print a paper membership directory available in June. With very few exceptions, all of the e-mails you get from us will be directly related to club activities.

Please don't ask us to forward any e-mails to our membership. We don't do that. If you would like to share your experiences about a particular ride, feel free to do that in the newsletter. Many bicycle event organizers ask us to forward information about their ride to our members. In order to limit the number of e-mails you get from the club, we don't forward e-mails from outside organizations. We will publish information about rides, events etc if it is submitted to the newsletter.



Let's Be Safe Out There!