



2021: A Year of CIBike Partnerships and Fellowship



A round of applause, please, for the outgoing CIBike Board of Directors. Meet the 2022 board starting on page 4, inducted at the 2021 December 12 holiday party. Fun holiday party photos are on page 13.

2021 BOD, left to right: Public Relations, Kate Faulker; Grants, Dan Mathews; Treasurer, Jenny Owens, Secretary, Dana Werner, Programs, Bill Faulkner, Rides, Jim Dinges; Director-at-Large, Mirta Millares. Not shown: President, Leslie Ogden; Membership, Ron Dow.

It was a challenge for club leaders and volunteers to plan rides and events but they were successful in keeping the club wheels spinning. Please read President Leslie's CIBike 2021 wrap-up message starting on page 2 regarding all of the good work the club has done during the past year. It's always fun to look back at the cycling adventures and good times some of which are shared in the photo gallery starting on page 10.

Index of good reading!

President's Message	2
Meet the new BOD	4
2021 Grants	8
New Oxnard HUB	9
Photo Gallery	10





CIBike is a nonprofit recreational organization that provides enjoyable and recreational bicycle riding and related activities in and around Ventura County.

2021 Club Officers/Volunteers

President.....Leslie Ogden
 Secretary..... Dana Werner
 Treasurer Jenny Owen
 Programs Bill Faulkner
 Public Relations Kate Faulkner
 Rides..... Jim Dinges
 Grants Dan Mathews
 Membership Ron Dow
 Government Liaisons..... Leslie Ogden, Kate Faulkner
 Director at Large.....Mirta Milares
 Web Content..... Soheil Roshan-Zamir
 Web Content.....Mike Stewart
 Year Rounder ProgramSonia Sandomer
 Website.....www.cibike.org

Chain Chatter Newsletter

Our newsletter, Chain Chatter, is distributed by email to members, unless requested otherwise. It is also posted on cibike.org under "members." Your letters, stories of cycling experiences (good and bad), news items, ride ideas, tech info, etc., are welcome! Please email information to: Margaret Mathews, Editor, at Margaretann2105@aol.com.

Renewal Notices

Please watch for your renewal notice; notices are emailed to members annually. Questions about membership may be directed to Ron Dow.

Monthly Presentation Meetings

News about the club's quarterly meetings will be posted in club emails, Chain Chatter, Facebook and on www.cibike.org.

Cool Breeze Century

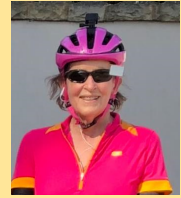
The 2021 Cool Breeze Century, was held on August 7, 2021. It is held every third week in August. The 2022 Cool Breeze will be on August 20.

CIBike Mission

The Channel Islands Bicycle Club (CIBike) is an inclusive, non-profit organization that promotes bicycling for recreation, health, sport and transportation. CIBike is committed to increasing awareness, skills, and safety for cyclists through worthy programs, grants, and partnering with agencies that share our vision of fun and safe cycling.

President's Message

By Leslie Ogden,
2021 CIBike President



2021: A Year of Partnerships and Fellowship

The Partnerships:

After missing a year to Covid, CIBike paired once again with Ventura Kiwanis to put on a wonderfully resourceful/joyous/reimagined **Cool Breeze** closely integrating with Ventura's downtown and all the bright energy that brought. Huge thank you to all the hundreds of volunteers who made this possible and especially to Bart Bleuel of the Ventura Kiwanis, Kevin Clerici of Downtown Ventura Partners to CIBike's own Bill Faulkner who guided our focus to Ventura's city center.

Monies from previous Cool Breezes allowed us to support three other important organizations.

- Over \$5000 to long-time partner **BikeVentura** to move cycling forward in underserved communities. three bike related events serving over 400 youths with bike safety instruction, bike rodeos, bike and helmet distribution. All were crucial in a time when our children had so little in person schooling or PE time. BikeVentura has just established a new HUB in Oxnard, 154 E 6th Street.
- \$3000 to the **Ojai Valley Land Conservancy** for new decomposed granite paths in the Ojai Meadows Preserve. These paths will allow easier hiking and mountain bike access to this splendid preserve.
- Over \$3000 to an important partner, the **League of American Bicyclists**, to support their leadership on a national level.

Continued on page 3

Leslie's Message continued

The Fellowship:

After over a year of riding solo or with small pods of trusted friends, our regular riders are back in force. A nice mix of familiar and new routes now dot the calendar, thanks to Ride Leader Jim Dinges and veteran pot-stirrer Mike Steward. And people are flocking to them!

In addition, Dan Mathews developed a faithful 8 am Saturday group, composed largely of people who had discovered or rediscovered biking during the pandemic and were looking for guidance and company. Thank you, Dan! This group accounts for a good portion of the steady increase in CIBike membership this last year.



We were able to restart our general club meetings – finally – after a hiatus of nearly 2 years. Thanks to Bill Faulkner for getting us together again this November to get a peek at the future of cycling as seen through the eyes of Hypercat's Phil Casanta.

And the Holiday Party was on this year... Patrick and Sherry Mullin made it happen once again! We all got to see your friends in real clothes. The event was on December 12 at the Courtyard Marriott.

Your 2021 board proved to be light-hearted, thoughtful and unflappable. My sincere appreciation to Ron Dow, Mirta Millares, Jenny Owen, Bill Faulkner, Dana Werner, Kate Faulkner, Dan Mathews and Jim Dinges. Likewise, Mike Stewart and Soheil Roshan-Zamir who kept the website apparatus running smoothly and Margaret Mathews who finished strong as our Chain-Chatterer-in-Chief. Kudos, all.

Message from Editor Margaret:

Chain Chatter Soon To Be Under New (Co)Management



Me

As my vast legion of fans know, I was planning on retiring as the Chain Chatter newsletter. However, due to the overwhelming negative response from my devotees, I have decided to seek a short respite rather than a retirement. This necessitated a plan of action and I am happy to announce that Leslie Ogden has graciously volunteered to share the editor's news desk with me during my respite.

Effective January 2022, this fine publication will be under a new management scenario with co-editors – Margaret and Leslie. We will share the workload and continue to impress and delight our Chain Chatter readers with our usual thrilling and informative news and cycling content.



Leslie

Meet Your 2022 Board of Directors

2022 CIBike President Kate Faulkner

I look forward to 2022 with hope that our lives will start to look more like they were “pre-pandemic”.



Many people have experienced illness, loss of loved ones, stress at work, disrupted schooling, cancelled plans, and economic losses due to Covid-19. These impacts have taken a huge physical and mental toll on people over the last two years. We have each had to figure out how to navigate the challenges of Covid-19.

CIBike was an important part of my solution.

I am so glad that my favorite activities (biking, hiking, and walking my dog) take place safely outdoors. Also, I have a terrific group of friends with whom I enjoy doing these things. Instead of being trapped inside my house during the pandemic, I had a wealth of very fun activities and friends who have kept me active and connected.

Not everything associated with the pandemic has been bad. The pace of life slowed down. There were fewer cars on the roads. Many people who hadn't ridden their bikes in years, pulled them out of the garage and started rolling. We had a reminder of how important parks, open space, and exercise are to our well-being and our daily lives.

For a number of years, I and others had been asking downtown Ventura to remove parking on Main Street and create more space for outdoor dining, walking, biking, and socializing. Well, “downtown” refused; they felt their economic survival depended on a parking place in front of every business.

The pandemic showed that the opposite was true. The pandemic forced the opening of Main Street to people rather than cars. Many people refer to this as “closing Main Street”. I see it the opposite way. I see Main Street as opening up – opening as a popular gathering place for people.

This has been so much of a success that Ventura is now developing plans to design and develop a permanent and enhanced downtown experience. I hope we see this happen in more community centers throughout the County.

The pandemic also forced the Cool Breeze to find a new home. Bill Faulkner built a wonderful partnership with the Downtown Ventura Partners (thank you Kevin Clerici) that allowed CIBike/Kiwanis (under the capable leadership of Bart Bleuel) to base the Cool Breeze out of downtown Ventura.

Cool Breeze riders responded in greater numbers than anticipated and we had an excellent Cool Breeze 2021. Additionally, all of the riders who I talked with were very excited about the downtown venue. Several told me that if they had known how much there was to do in Ventura, they would have brought their non-cycling spouse and made a weekend of it. I think this gives us great optimism that Cool Breeze 2022 (August 20, by the way) can be a huge success. The Cool Breeze is the wind (pun intended) behind our grant program that allows us to financially assist programs and projects that promote bicycling.

Continued on next page

2022 President Kate Faulkner - continued

As you know, all of our efforts run on volunteers.

We can use your help. For example, CIBike organizes regular trash pick-ups on our coastal bike paths (we were the first "Adopt-a-bike-path" in all of California). We organize goathead pulling in late spring (before the seedheads form). We assist with bike education in Ventura and Oxnard Schools. We work with city and county governmental agencies. These efforts all need leadership and volunteers. If you would like to lead, or participate in, any of these programs please let me know.

Stronger together! That's what I like about CIBike.

Thank you for also being part of this important organization



**Secretary
Dana Werner**



I've been enjoying biking with the CIBike club for over 4 years now. I particularly love how freeing cycling is and how many fun and interesting friends I've made along the way. I plan on cycling with the club for a long long time into the future!

**Rides
Dan Mathews**



As the 2022 Rides Director, Dan invites all club members to join his Saturday ride. He offers a friendly, no-drop ride and encourages everyone to join the group and enjoy a mid-route rest stop. He is looking forward to introducing new and old members to fun rides. Dan has been a club officer for the past seven years and is looking forward to introducing new and various challenges including a quarterly century ride. His wife, Margaret, is the new Grants Director. His son, Danny, enjoys mountain biking, running, and all things airplanes.

Treasurer Jenny Owen



I live in Ojai with my husband Rod, of 33 years. We moved to Ojai in 2000 from Indiana. I grew up in Santa Barbara so 11 years of midwestern weather was all I could take! We have two adult kids. Elena lives in San Diego and Rodney lives with his wife in Fort Lauderdale, Florida. They both work in healthcare so this has been an especially difficult year for them. I am a Software Engineer and work at the Point Mugu Naval Base. The less I say about my job, the better!

I started riding my bike more in 2017 as I was preparing for a backpacking trip on the PCT. While training, I hurt my foot – the doctor told me to take up biking and swimming instead of walking. After riding alone for about a year, I looked for biking buddies and found CIBike! Saturday is my riding day. I am now looking forward to retirement when I will be able to ride during the week.

*2022 CIBike Board of Directors - continued***Programs
Mirta Millares**

I joined CIBC about 5 years ago after taking an early retirement and moving to the Ojai Valley with my wife Cheryl. It was a wonderful learning experience serving as Director-at-Large this past year alongside a great group of dedicated CIBike members and experienced Board members. I thank the membership and the Board for the opportunity to continue on the Board I 2022 as the Director of Programs. Luckily, Bill will be a wonderful mentor as I learn the ropes

I hope to bring some interesting Programs to you in 2022 and look forward to seeing all of you at our club meetings.... and of course, out on our rides! Ride on!!

Public Relations Bill Faulkner

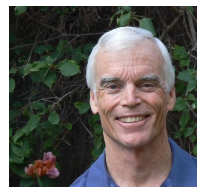
Bill has served the club in most positions including president. In 2021, he served as Programs Director and now takes over the position his wife Kate, fulfilled in 2021— Public Relations Director.

Grants Margaret Mathews

Margaret has been a club member for many years, has held several BOD positions, and has been the Chain Chatter editor for the past six years. She will continue serving the club as the 2022 Grants Director as well as continuing her work on the newsletter.

**Director-at-Large
Chad Kominek**

My wife Darcy and I live in Camarillo, where I own a small business. My cycling began in my 20's when I challenged myself with long solo road rides, including some crazy solo rides like to Las Vegas, Palm Springs, Big Bear, etc. After some years distracted by other sports, I took up Saturday mountain biking. Now that I deal with permanent atrial fibrillation, and I'm finding road biking to be a favorite activity again. I've really enjoyed the bike club camaraderie and friendships.

**Membership
Ron Dow**

In the mid-1990's I incorporated mountain biking into my routine, as a cross-training exercise. I fixed up a garage sale road bike to augment my riding routine, principally when the trails were too wet to ride the mountain bike. Upon my retirement, I quickly developed a deep enjoyment of road riding due to the amazing outdoors, the good friends and the great exercise. The Channel Islands Bike Club was an easy choice for my membership: great people (I have known Kate Faulkner for about 25 years), great routes and schedules and is a great organization!

CIBike has a proud tradition of maintaining old friendships, volunteering, and supporting local cycling organizations.



Mike Gold and Soheil shared a holiday visit.



Janette snapped this photo of Mike Gold having some holiday fun.



These intrepid CIBike volunteers work tirelessly to keep our bike trails cleaned up. Kate and her work crew celebrated Earth Day 2021 by cleaning up and hauling trash from bike paths including the club's "adopted" Omar Rains Bike Path.



Another CIBike Tradition Honored in 2021 – Grants and Donations

By Dan Mathews, 2021 Grants Director

CIBike received and awarded two grant applications during 2021 - BikeVentura and the Ojai Land Conservancy. In addition, several bicycle advocacy groups received donations. These gifts were made possible by proceeds from the successful 2021 Cool Breeze Century

BikeVentura

As many know, BikeVentura works with local youth by providing bicycle repair training, cycling guidance, rules of the road and safety. BikeVentura also organizes instructional bike rodeos and other fun events to draw younger people into safe cycling. The grant received from CIBike was used to organize the rodeos, teach bike safety and distribute helmets.

BikeVentura continued their operation during the pandemic. During the year, they distributed 90 free bikes and helmets to Ventura County youth. Families from Ventura, Oxnard, Fillmore and Ojai can now ride together and stay safe during the pandemic.

Ojai Land Conservancy

The conservancy is working to improve existing hiking and biking trails in the Ojai Meadows Preserve. The grant is being used to convert and harden a dirt path that will permit year-round bicycle use while also improving natural resource protection of the surrounding nature preserve. The path will be hardened using decomposed granite. This will help keep cyclists on the path rather than going off to the side to avoid mud and water and potentially damaging the natural landscape.



Mirta, grant recipient Brendan, Jenny and Dan make the award at the Ojai Meadows Preserve.



Welcome to the BikeVentura Oxnard HUB

BikeVentura opened a new community HUB in Oxnard. The grand opening was November 18 with friends and neighbors, State Representative Steve Bennett, and local leaders touring the facility. The opening showcased not only the array of bikes and accessories but also the fine craftsmanship of the new storage cabinet built by Norm Schiele and the smiling faces of staff members.

If you are interested in helping to make this new organization a success by volunteering or donating, please contact Pedro, store manager at www.Bikeventura.org. Some volunteer opportunities are helping at the shop, at kids' programs, events and/or becoming an advocate.



SUPPORT OUR COMMUNITY RESOURCE OXNARD Bike HUB

Help Us Succeed!

Please purchase our gift certificates

Service Gift Certificate

\$15 Flat Tire

\$25 Wash Lube

\$75 Tune-Up

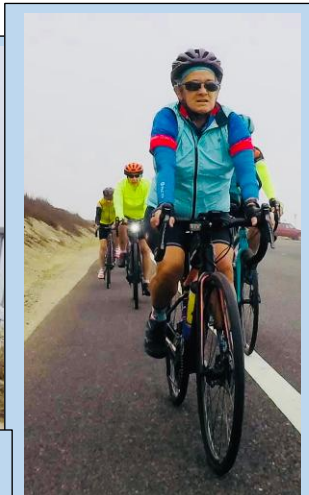
\$200 High Spec

Support:

- Community Bike Service & Repair
- Bike Education
- Bike Advocacy



Photo Gallery: We Are CIBike – Join Us For Fun and Friendship on Rides, Events, Clean-Ups, Relaxing



Read Ride Director Dan's article on page 14 to learn about our favorite rides and his new adventures being planned for 2022 including a quarterly century ride. Watch for Dan's emails with info on his ride program. Be sure to check the club's rides calendar on www.cibike.org.

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CIBike Gallery of Fantastic fotoz - continued



CIBike Gallery of Fantastic fotoz - continued



The final, fun event of the year – the annual Holiday and CIBike Officers Installation Fest December 12, 2021





Club Rides – Join Us!

2022 will bring some new fun and challenging rides while continuing our traditional cyclist-friendly routes.

By 2022 Rides Director Dan Mathews

Welcome to the 2022 ride season. We are organizing a variety of new and different rides for 2022 with the goal of increasing participation with a variety of riding opportunities. The plan is to introduce some new challenging rides, opportunities for training, remote starts with our Moorpark and Ojai compatriots, and continuing with our traditional Tuesday and Thursday rides as well as our Carpinteria and Santa Barbara adventures. I hope to provide a variety of rides that will include beginners to more experienced riders, and as always, I am open to your suggestions.

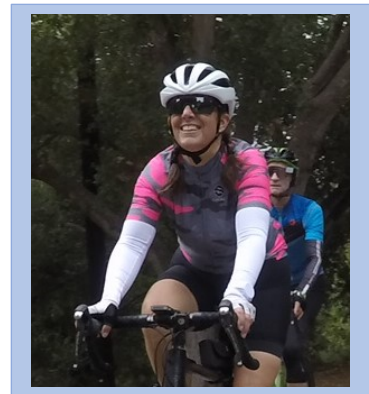
Year-Rounder Program

I am also looking at expanding the famous Year-Rounder program managed by Sonia Sandomer. Currently, this program requires participants to ride at least one 62-mile event per month. If a month is missed, it can be made up by riding two events the following month. Contact me if you need extra support to reach your year-rounder goals. I am hoping to add one more, longer ride to this program – a quarterly century.

Quarterly Century Rides

I am planning on adding a quarterly century ride to the Year-Rounder program. Recently joined member and experienced century rider, Carol (shown at right), has agreed to help organize and lead the century rides. This ride will offer training for century “newbies” who are ready to try a century but need some extra support. Be on the lookout for more info in my monthly rides emails.

Send comments and suggestions to Dan at danmathewsla@aol.com



Want to look like a really cool rider? Wear your club jersey with pride.

By Dan Mathews, Jerseymeister

Our club jerseys include the words “Ventura County California” on the back, as shown in the picture of our perennial and talented jersey model Patrick. (Thank you, Patrick, for anonymously and unknowingly agreeing to be our model.) These fine jerseys include the traditional three pockets for carrying one’s many valuables such as candy bars, sardines and chocolate coffee beans. To purchase some of this groovy attire, please contact Dan the Jersey Man at danmathewsla@aol.com



And please remember to show your bike club pride by wearing your jersey on the first Saturday of each month. We do not want to be shown up by the other bike clubs who share our starting area near the museum. But we have noticed they slyly peer out of the corners of their eyes admiring our fine jerseys. They could be so lucky.

Training Tips By Club Member Billy Dean

Young or old, aging changes you.

This guide to cycling is the result of my attempts to reach my potential fitness on a bicycle by training **smarter**, not by struggling **against** the effects of aging.

Aging

- Your heart delivers less oxygen to your muscles because your maximum heart rate and the amount of blood your heart can pump on each stroke decrease with age.
- You've also lost muscle mass and produce less of the hormone needed for muscle repair.
- You've lost more fast-twitch muscle fibers than slow-twitch muscle fibers, which makes fast, intense riding more difficult than slow, moderate riding.
- You can't inhale as much oxygen nor exhale as much carbon dioxide because the elasticity of your lungs has decreased and the resistance of your airways has increased.
- You can't maintain intense riding as long as you once did, because the lactic acid produced by fast riding isn't dissipated as rapidly.

Fitness

One of the ways we tend to deal with aging is to do **fewer** short, intense rides and **more** long, slow rides. Long, slow rides are just easier than fast, intense rides. And aging motivates us to focus more on merely **maintaining** our present fitness than **improving** it. So, we slip into long, slow rides as a comfortable way to surrender our youth gracefully. For some, that is a wise and reasonable approach to cycling.

Goals

Studies show, however, that you can **increase** your fitness well beyond the age where research predicts you will slow down. How? By combining endurance and speed training. That will produce your **best** overall performance with your present fitness. It will also help you reach your **potential** fitness in **less** time. Why? Because short, intense rides have **more** effect on your fitness than long, slow distance. And fewer long, slow rides give you more time to recover for the next intense ride.

If you are **not** satisfied with your present fitness, the tips in this guide will help you reach your potential fitness by training **smarter**, not by struggling **against** the effects of aging.

So keep your training aligned with your goals, and you'll get back exactly what you put into it. How do you align training and goals? Pay attention to **how** you train (specificity) and **why** you run (passion). Even people blessed with world-class genes must develop their natural talent by training consistently and effectively. That means being **specific** about **how** you train. How do you ride faster than people who have as much or more raw talent than you have? Train more **specifically** than they do.

Even people who train specifically must have a **passion** for cycling. That means tapping into **why** you cycle. How do you ride faster than people who train as well or better than you do? Ride more **passionately** than they do. Learn to be **specific** about **how** you train and **passionate** about **why** you ride.

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STANDARD INTERVALS »

Training vs Straining

One of the ways we deal with aging is to do **less** short, intense rides and **more** long, slow rides. But a combination of distance (endurance) **and** intensity (speed) will produce your **best** overall performance. And short, intense rides will have **more** effect on your fitness than long, slow distance. Fewer long, slow rides will also give you more time to recover for the next intense ride.

Intervals, in other words, are the most effective way to improve your cardiovascular fitness. Pushing your heart rate into the high aerobic and anaerobic levels on a regular basis improves your heart, your lungs, your muscles, and your ability to mentally deal with the muscular discomfort of riding fast. Intervals are more effective when you.

Limit your repetitions to 2 or 3 because most of the training effect comes from the first interval, and much less from a second and even less from a third.

Add intervals to your training schedule only after you've got an aerobic base of at least 500 miles of riding at a steady, moderate pace.

Pay attention to intensity (heart rate), duration (1-2 minutes), frequency (2-3 per week) and recovery (48 hours).

Maintain the total hours you cycle per week with a combination of distance (endurance) and intensity (speed).

NUTRITION

Keep your glycogen stores high so you can handle more intense riding. Most cyclists have enough glycogen stored in their liver and muscles for about two hours of moderate intensity. When glycogen runs out, the body begins to burn fat, which can lead to bonking. So, make sure you ingest 40 grams of carbohydrate per hour **during** your rides. Most energy bars contain about 40 grams of carbohydrates.

Your glycogen is low **after** a ride, but your blood flow will remain high for an hour or so. That hour after a ride is a glycogen window during which your body will convert the carbohydrates you eat more rapidly than normal. So, eat or drink carbohydrates as soon after a ride as possible to ensure adequate glycogen recovery.

RECOVERY

Let your body tell you when it's ready to ride again. Your body repairs itself at night, while you sleep. So, make sure you get adequate rest. If you need an alarm clock to get up in the morning, you probably didn't get enough sleep.

« FARTLEK INTERVALS »

Grim vs Grin

Fartlek is a Swedish word for speed play. They are a less-structured form of interval training. They allow me to be flexible, to listen to my body so I can add short periods of intense cycling when I'm feeling good.

When I was a competitive runner and swim-bike-run triathlete, I did intervals twice a week—on the track, on my bicycle and in the pool. They weren't fun, but I never thought of them as something I was struggling against. They were just a necessary aspect of my training so I could achieve my competitive goals, which were to win or place in my age division and improve my personal best times. Intervals are still not fun, but they are still **necessary** because I still have goals.

Slow the aging process to enjoy cycling as long as possible.

Stay fit enough to continue riding with my cycling friends.

But intervals on the same day and the same route week after week can cause boredom and burnout. So, I limit my standard, scheduled intervals to once a week, and add brief periods of more intense riding to my long and short rides.

Fartlek intervals are an efficient way to transform the grind of standard intervals into the grins of speed play. Here are a few to consider.

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POLE SPRINTS.

Sprint from one telephone pole to the next at your maximum aerobic speed--the edge of your anaerobic threshold. Then spin easily for 4 poles. Repeat 3 times.

HILL REPEATS

As you get near the hill, select a lower gear than you normally would. Stay seated and spin fast two thirds up the climb, then shift up, stand up and pedal over the top. Let your momentum carry you over and down to the next hill.

BREAKAWAYS

The last person in line charges past the group. When she's about 200 yards ahead, the pace line works to pull her back. Everyone rides easily for a few minutes, then another rider springs from the rear. Repeat 3 or 4 times.

CHASES

Two riders stop, allowing the others to continue in a pace line. Then the two work together to chase down the group. Repeat with pairs of riders.

SURGES

Stand and accelerate for 10-30 seconds, or until you spin out the gear, then sit down and spin 10 RPM faster. Hold this cadence for five seconds, then return to normal pace. Repeat 3 or 4 times every hour.

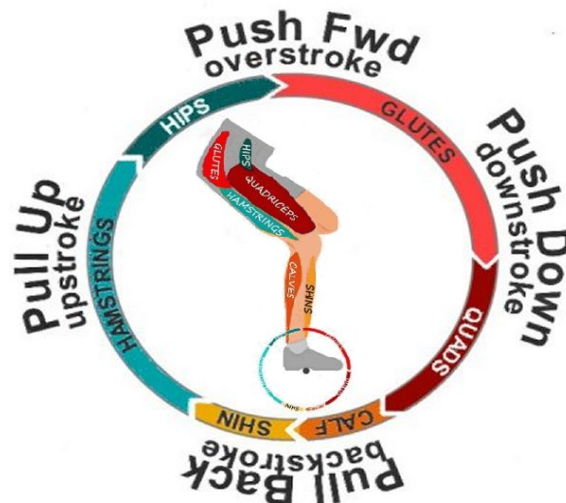
PICKUPS

Get out of the saddle and accelerate away from stop signs, over short hills, out of turns or around a car parked in your bike lane—check your mirror!

« SPINNING »**Stomp vs Spin**

Spinning correctly will increase the effectiveness of your distance and speed training. Spinning is smoother and more efficient than stomping because spinning applies power through the entire 360 degree stroke by engaging all your leg muscles, not just your quadriceps. Stomping does, however, deliver more power to your pedals. So, stand and stomp for short climbs or when accelerating, and sit and spin on long climbs or when drafting.

You can't spin while standing, but you can stomp while you're sitting. So, becoming a better spinner is finding ways to take the stomp out of your spin. Start with a push-and-pull pedal action by pulling back with one foot and pushing forward with the other, as if you are trying to scrape mud off your shoes. Then practice applying this push-and-pull technique throughout the entire cycle.



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« SEAT POSITION »

Maximize power... minimize fatigue.

The purpose of adjusting the vertical (up/down) and horizontal (forward/back) position of your seat is to spread the load **evenly** on your quads, hamstrings, glutes, hip flexors and calves. The correct position of your seat will minimize your fatigue, maximize your power, and lessen the load on your arms and torso, which support your weight on the bars. If your seat position is spreading the load evenly on all muscle groups, you should be able to get off the bike and walk upstairs without any muscle group complaining excessively. The information below will get you started, but you'll get a more comprehensive presentation of this important topic at... <https://www.bikefit.com>

Keep in mind that your flexibility will affect the position of your seat. Cycling can cause your muscles to shorten and therefore limit your flexibility. Tight muscles not only put you at risk of injury, but decrease your range of motion and therefore the power you can deliver on each stroke.

Hip Flexors, for example, do not extend completely when cycling. This can make them tighten up over time and that can make it more difficult to activate your glutes. Tight hamstrings can also minimize engagement of the glutes, and glutes are one of the strongest muscles in your body. If your flexibility is preventing the glutes from contributing to the downstroke, you are placing the load entirely on your hamstring and quads. And that can lead to tight quads, tight hamstrings and lower back pain.

The Internet is a good source of stretching exercises for cyclists, and most have diagrams or a video to help you understand how to do them. Most blogs recommend that you do them after a ride, and that has proven to work best for me. Warmup for 10-15 minutes at a slow-to-medium cadence on a relatively level road before the ride, then stretch after your ride for 10-15 minutes.

SEAT HEIGHT

Your **quads** contribute most of the power on the **down stroke**. Higher seat positions *increase* the load on your quads, and **lower** positions **decrease** the load on your quads. You should be able to walk up a flight of stairs after a ride without your quads screaming at you. If you have to struggle up those stairs with **dead** legs you are putting too much load on your quadriceps.

Your **hamstrings** contribute to the downstroke as they extend, but provide most of your power on the **upstroke** as they contract. Power output on the downstroke decreases rapidly if your seat is too high but only slightly if your seat is too low because lower seat positions recruit your hamstrings more effectively. So, it's usually better to position your seat too low than too high.

Your **glutes** help your quads on the downstroke, but they also stabilize your pelvis on the seat. Lower saddle heights decrease the mechanical advantage of the glutes, and higher seat positions make your glutes work harder to maintain stability on your seat.

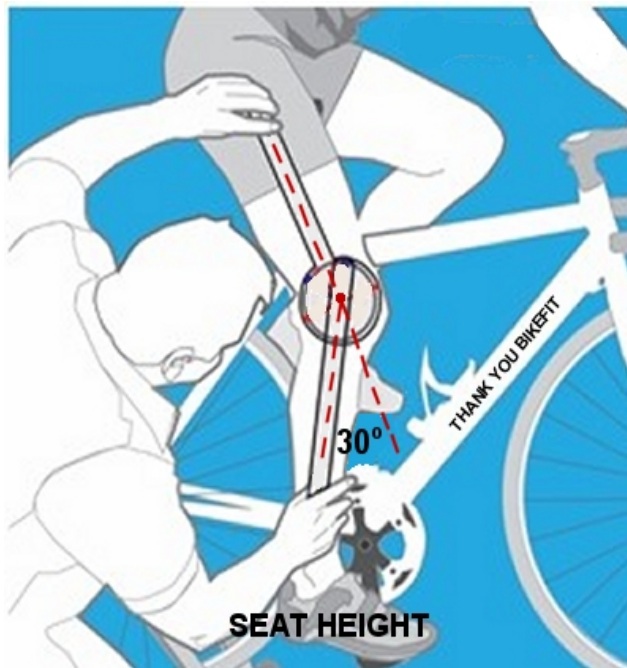
Your **calves** have more fast-twitch fibers than your quads and hamstrings so they can be recruited for sprinting but not for endurance. The best seat position is therefore where your calves are **not** engaged unless you need some short-term speed or acceleration. Higher seat positions lead to a more toe-down style and hence more calf muscle recruitment. Under heavy load, most cyclists drop their heels to disengage the calves. This changes the effective length of your leg, and that changes the effective height of your saddle.

Your **knees** are affected by the vertical position of your seat. If your seat is too high, you might experience pain behind your knee, or a slight jerk at the bottom of the stroke. If your seat is too low, you might experience pain at the front of the knee, just below the kneecap.

You'll encounter dozens of methods in books and blogs for setting the *vertical* position of your seat to balance these factors and thereby spread the load evenly among all your muscles. There is scientific evidence, however, that the method depicted below yields equal or better results than the other methods. And other than having to purchase a Goniometer (\$7 at Amazon), it follows the KISS principle.

Continued on next page

Move your foot to the 6 o'clock position (the bottom of the stroke)
Measure the angle your knee makes between your thigh and lower leg
Raise your seat if it's greater than 30 degrees
Lower your seat if it's less than 30 degrees.



SEAT SETBACK

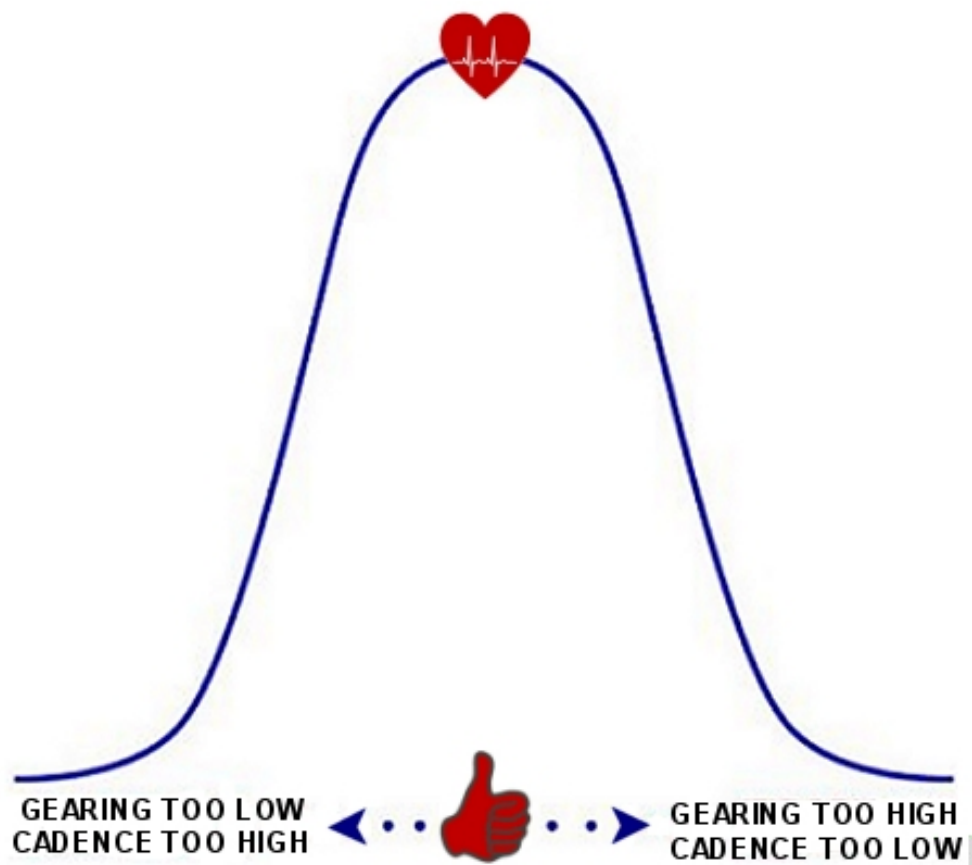
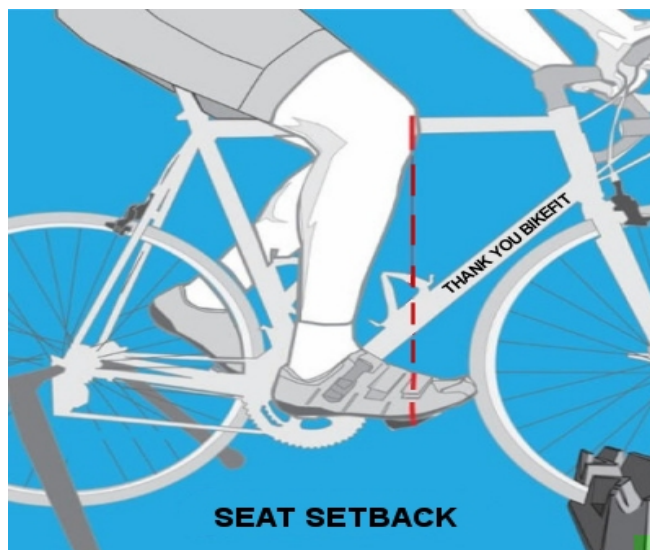
The horizontal position of your seat affects the relationship of your pelvis to the crankshaft. Further forward positions will engage your quads more than your hamstrings because you increase your ability to push down more than to pull back. Conversely, further back positions will engage your hamstrings more than your quadriceps because you increase your ability to pull back more than to push down. If your quads and/or calves.

your seat back to engage your hamstrings. If you suffer from hamstring fatigue, the seat needs to move forward.

Like seat height, you'll encounter dozens of methods in books and blogs for setting the horizontal position of your seat to balance these factors and thereby spread the load evenly among all your muscles. There is scientific evidence, however, that the method depicted below yields equal or better results than the other methods. And other than having to rig up a do-it-yourself plumb line, it also follows the KISS principle.

Move your feet to the 9 o'clock and 3 o'clock positions
Drop a plumb line from your knee cap to the pedal center
Move your seat forward or back so the plumb line is vertical

Continued on the next page



Bicycle Shorts

Useful and entertaining tidbits to read in your spare time. Everyone is invited to submit tantalizing and informative news tidbits and links to this wonderful page of info. Thanks to member Terry Spragg who continues to submit most of these links.



- Read about the Buffalo relief Program and how it transforms the lives of people across the globe. A tool for change - Trek Blog | Trek Bikes
- Best trails in Ventura County <https://www.alltrails.com/us/california/ventura>
- Use the map to find bicycle friendly states. <https://bikeleague.org/bfa/awards>
- Oh oh - Lexus Velodrome collapse in Detroit. <https://www.freep.com/story/money/business/2021/12/13/lexus-velodrome-collapses-detroit/6500224001/>
- Cycling the Danube. <https://youtu.be/WofJF6cBG0M>
- Global bike and component shortages force WorldTour teams to be frugal with equipment <https://www.cyclingnews.com/news/global-bike-and-component-shortages-force-worldtour-teams-to-be-frugal-with-equipment/>
- Good news for bike infrastructure. <https://bikeleague.org/content/bbb-passes-house-good-news-bike-infrastructure>
- Cycling and bone density <https://www.outsideonline.com/health/training-performance/cyclists-low-bone-density/>
- Calbike's e-bike subsidy program [The Latest - CalBike](#)

- ***Important News Announcement!***

The Spring Chain Chatter will feature the Fifth Annual Rides Extravaganza! Please submit your true, adventurous, humorous, disastrous, lessons-learned biking stories to Margaretann2105@aol.com, before the end of February.