

4th ANNUAL

## QUEEN CITY WHEELMEN CLUB PICNIC

SEPTEMBER 15, 1985

NOON to 6:00 PM

BLUE ASH COMMUNITY PARK  
COOPER RD.

(See Map on Reverse)

SOFT DRINKS

FOOD

BEER

A Tim Gehling Affair 793-0800

SEPTEMBER 1985

# QUEEN CITY WHEELMEN NEWSLETTER



### Blazing Saddles.

by Dan Mocsny

Here is a medical tip from someone hardly qualified to give it...For those of you who suffer, as I have, from saddle boils, a treatment that seems to have banished them from my behind is a twice-daily application of any one of the over-the-counter acne creams containing 10% benzoyl peroxide. If your bacterial colonies are well-entrenched you may have to take several days off the bike and continue the treatment for a week. But the stuff seems to work wonders. I spent several seasons suffering from the excruciating pain of saddle boils until I stumbled on this stuff, reasoning in brilliant Socratic fashion, "Hey! These things are just like big zits!" The benzoyl peroxide is a powerful oxidizing agent that annihilates those little critters in a blaze of free radicals. If you have a sensitivity to this stuff then don't use it. Or get over it. Anyway, I am wondering why I have never seen this recommended. Do we have any dermatologists out there who would like to comment? Or better yet, any pharmaceutical manufacturers who want to reach the lucrative cycling market by sponsoring me? I can see it now: "1986 Coors Classic: Team Clearasil wins Tour of the Moon Stage."

### Race notes by Dan Mocsny

Those of you who had the pleasure of meeting Leslee Schenk during her brief stay in Cincinnati during May and June might be interested in knowing that she has rocked the cycling world with a fine 6th place in the Ore-Ida women's stage race. She had a very successful career as a swimmer until sidelined with injuries. She began cycling last summer and trained with Glenn Wolf and I while she was here this spring. We did not treat her gently, but she showed great determination and seemed to be improving rapidly. We also offered advice (at times conflicting) on racing, training, equipment, etc. I have to admit that I am amazed at her showing, however, especially in light of the fact that she had virtually no prior race experience. The race was an important one, and everybody was there, so her placing carries a lot of prestige.

### Editor's Note:

The popularity of Mr. Mocsny's columns have been evident by the letters we have received asking specific questions pertaining to the success he has achieved. We are, therefore, incorporating a "DEAR DAN" column in this issue. Send your questions to the QCW NEWSLETTER, 5070 Western Hills Avenue, Cincinnati, OH 45238, c/o "Dear Dan". He will answer as many questions as he has time for and try not to get too personal.

For copies of previous articles, please send a self-addressed, stamped envelope and we will forward previous articles published by Mr. Mocsny. Thank you.



DEAR DAN: Please write something on your diet. I know there is more in those legs than chocolate brownies. What do you eat "on the road"? And what do you munch from your jersey pockets?



Dear Friend:

Diet is not something that I see as being of prime importance in the maximization of athletic performance, in light of the fact that I have been defeated so many times by riders who eat garbage. However, it probably plays a crucial role in the avoidance of health problems in later age (i.e., cancer and heart disease). A consensus is building in the scientific and medical communities that Americans eat too much fat, refined sugar, and cholesterol-laden foods, and not enough vegetables, fruit, and whole grains.

My own diet, while not ideal, seems to work well enough. Because I prepare all of my own food on an insanely tight schedule I cannot always eat correctly. In particular, I do not eat enough vegetables. I am trying to rectify this situation. On those occasions when I go to a restaurant for dinner I select the salad bar. I also try to purchase these items when I go to the grocery store every week. The best vegetable items are of course the least palatable: kale, mustard greens, broccoli, etc. The darker they are the better. Plants in this family appear to contain chemicals which protect against certain forms of cancer, and they are high in vitamins and fiber. They are best if eaten raw or lightly steamed, because some of their beneficial chemicals may be degraded by heat.

I do eat a large quantity of whole grain products, including a batch of bread which I make every week. I do not eat eggs, red meat, or shellfish. I boil some chicken or turkey occasionally, after making quite sure that it is dead. I also make fish salads (see recipe below). I use lots of spices except pepper and I never add salt to anything. I drink skim milk rather than whole milk. Because I eat so much fiber anyway, I have no qualms about eating white rice in place of brown. I never drink alcoholic beverages or those containing caffeine. I never eat any foods which blatantly contain large amounts of refined sugar, such as cakes, sweetened cereals, jellies, candies, chocolate, soft drinks, cookies, ice cream, etc. On this last score I have maintained a good record: I remember when I consumed my last bottle of cola at age 17. I try to avoid foods which contain obvious artificial coloration. However, anti-oxidant preservatives (BHA, BHT) have been shown to extend the lives

of laboratory rats (by literally preserving them), so I do not take pains to avoid them. These preservatives retard the spoilage of food by suppressing the formation of "free radicals;" according to one unsubstantiated theory of aging, the presence of free radicals in our bodies which are created by oxidizing agents and radiation is responsible for the tissue damage and loss of function we suffer as we grow older.

Here is a recipe (subject to improvisation) for a fish salad which I make every few weeks. Ingredients:

scallions (green onions)	10-15
white onions	0-5, depending on who you are around afterwards
tomatoes	2-4
broccoli	1/2 head
parsley	10-20 sprigs
kale	small bunch
mustard greens	smaller bunch

feel free to try other vegetables, and anything growing (but not crawling) on the bathroom tile.

garlic	one or two cloves fresh, or two tbsp., same as for onions.
oregano	2 tbsp.
sage	1 tbsp.
basil	1 tbsp.
cumin seed, ground	1 tsp. other spices, to taste, but no salt. Go heavy on the spice, especially if you use cheap fish. Or if your refrigerator is broken, in which case you should eat fast, too. light mayonnaise, if desired (but not recommended); to taste. about 1-2 lbs. fish, preferably fresh cooked or still flopping about, but canned salmon or mackerel works (3 cans), when all the glop is well rinsed off.

Chop up all foliage until very fine or you get bored. If you have a Veg-o-matic, then you can slice or dice. Mix ingredients together in large salad container. Then eat them, but probably not all at once. You won't have to worry about your roommate snitching any. In any case, you had better eat it all within a week, even if you do have a refrigerator.

My major downfall in the past has been salt. I ate too many chips and crackers as an undergraduate, and still occasionally succumb to the temptation. My blood pressure tends to be borderline high so I am without excuse. At last the food industry is introducing reduced-salt crackers so I can now satisfy my munchies with less risk. Actually, the connection between salt intake and elevated blood pressure has never been satisfactorily explained. The latest info I have read says that it is calcium that plays the critical role in hypertension, but everyone knows that the average American diet contains something like ten times the amount of sodium that is necessary to sustain life, and it is unlikely that this excess can be beneficial.

I also eat too much peanut butter. It is high in fiber and protein, but it contains way too much fat. (There is also a serious question about the presence in peanuts (and many



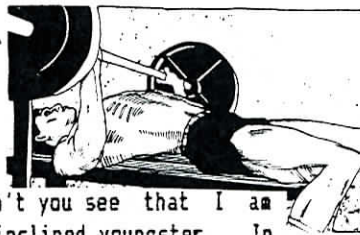
other nuts and cereals) of the highly toxic and difficult-to-detect "aflatoxins" produced by the mold *aspergillus flavus* which grows in moist storage conditions.) If you have to eat this stuff, be sure to buy the "natural" brands which have no added sugar or hydrogenated oils. But I want to put something on my bread, and the alternatives (cheese, butter, margarine, lunchmeat) are worse (cholesterol, sodium, nitrites, and/or mystery ingredients). Any suggestions?

As far as vices go, I have none. I would never think of using tobacco and I do not abuse any controlled substances. Total abstinence from alcohol may not be necessary for maximum performance, however. Rumor has it that the current Brower Road time trial course record holder consumed more than a medicinal dose of beer the evening before his scintillating ride of 22:17.

As for my body fat statistics, I have never been measured, but I would guesstimate that I come in around 8-10% in the summer and a few points higher in the winter. And lately I seem to be losing a bit more than usual what with all the riding and racing I have been doing. I could stand to lose a few more pounds of fat, particularly from my waist, thighs, and behind. My legs in particular are not nearly as veiny as those of some of my friends. On my upper body there is considerably less fat beneath the skin. If anyone wants to lend me a set of skinfold calipers we can get some hard data on this score. But why does anybody care?

What do I eat when I train? If I was a comedian, I would reply "anabolic steroids," but someone might believe it. My favorite road food is the humble banana. I eat one for every 10 miles or so after 50 miles. I also try to drink lots of water. I tend to dehydrate on training rides and "hit the wall." Because of this fact I was afraid that I would not last in the district road race. But I drank a tremendous amount of water in that event and went on to make a strong finish. I suspect that I have not been drinking enough on training rides.

DEAR DAN: *What type of work-out do you do to achieve your body definition? Is it a year-around effort? Do you recommend weight-training during the season?*



(2) What muscular definition? Can't you see that I am obese? I was not an athletically inclined youngster. In particular I was somewhat debilitated after nearly dying from rheumatic fever at age 11, a delightful illness in which these little streptococci scar your heart valves. I still have a detectable heart murmur, and maybe even an armed forces deferment (though that may not hold water anymore). So I was a spindly, introverted adolescent, one who spent his time in libraries reading books and resenting the jocks who could get dates with the girls. I began my climb from this morass with a summer construction job in high school which was brutal indeed. I rode bicycles from

time to time but without any idea of what was possible. During my freshman year of college I was in remarkably bad shape; I would be winded after climbing two flights of stairs. My resting pulse was around 80 beats per minute (I now occasionally measure as low as 48 upon waking).

When I was a sophomore and began cooperative employment I moved (was thrown?) out of home and rented an apartment. I had no automobile or friends, so for entertainment I started swimming in the indoor pool at my apartment complex. At first I could barely make it across the pool and back, but in a few months I could breaststroke for 30 minutes. That spring I purchased a used Huffy bicycle and started riding it to school and work (this was in 1979). My girlfriend at the time noted my budding interest and gave me Fred DeLong's book on cycling as a present. This proved to be a real eye-opener for me. I had absolutely no idea that people could actually do things like ride a bike for 100 miles in less than a day. I bought a Miyata 610 from Campus Cyclery in 1980 and started riding with the CCC. I began to get faster than some of the tourists; eventually, I ran into the racing crowd, and things really got moving. I took my first license in 1981 and began to time trial regularly. My best time that year was a 25:03, which was once considered fast.

A dark cloud appeared on the horizon when I trashed my knees in December of that year. For several months I could barely walk and I was in excruciating pain. The doctor prescribed anti-inflammatory drugs and rest. He also indicated to me that I needed to strengthen my leg muscles. This led me later to begin working out with weights. My condition was so bad that I gave up hope of ever riding again, but somehow my knees improved and I quickly got back in shape, riding a 24:11 in June of 1982, after just two months of training. I started racing again, and began to start placing in Category IV events. I also completed my BS degree in chemical engineering at the University of Cincinnati. Having grown used to academic life, I entered graduate study at the same institution and began working toward my Ph.D.

I began lifting weights in the fall of 1982. I followed the standard bodybuilding program which is outlined repeatedly in any number of books and periodicals. (My routine has a few variations from what is usually recommended that I think are probably beneficial for cyclists. See the section below for a description.) The weight work had a noticeable effect after a few months and I began the 1983 season on a high note, winning a Cat. IV training race in Lexington, Ky. But then disaster struck me again when I rode the TOSRV under atrocious weather and my knees inflamed painfully for the next week. After that I suffered a steady deterioration with succeeding rides until I had to suspend my training. The injury did not seem to be as severe as the one which had sidelined me a year before, so I remained hopeful. But I just did not get any better for an entire year. So I dropped out of the riding community and suffered from depression. I thought my racing days were over. I concentrated on bodybuilding, working up to a five-day-per-week split routine (two days lower body, three days upper). I gained considerable muscle bulk and strength,



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BOOTES Michael 1602 Young St Cinti OH 45210 3814667	BRUELHEIDE Franklin R. 3223 Riggs Av Erlanger KY 41018 7272567	BRUELHEIDE Robert F 3223 Riggs Av Erlanger KY 41018 7272567	BRUMLEVE Mike 427 Probasco #16 Cinti OH 45220 8612111	BURRELL Brian 4994 Bonaventure Ct Cinti OH 45238 9223867	BURRELL Don 4994 Bonaventure Ct Cinti OH 45238 9223867
BYRD Thomas D. 317 W. Main St Lebanon OH 45036 9320180	CARR Paul 11504 Carolina Trace Harrison OH 45030 3672365	DAMEN William 5932 Euclid Rd. Cinti OH 45236 9842911	DAVENPORT Joel 1225 Regent Av Cinti OH 45237 2421708	DAVIS Kathy 9247 Maineville Rd Loveland OH 45140 6835556	DAVIS Mike 9247 Maineville Rd Loveland OH 45140 6835556
DODDS Michael J. 46 N. Lake Cinti OH 45246	DOLLMAN Joe 8762 Woodview Cinti OH 45231 5223696	DRAGO Roxanne 92 Fox Hollow Ct. Fairfield OH 45014 8740526	ENDERLY Mike 2934 Feltz Av. Cinti OH 45211 6620654	EUBANKS Bob 3215 Brookwood Dr Edgewood KY 41017 3414807	EUBANKS Rob 3215 Brookwood Dr Edgewood KY 41017 3414807
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GAMBLE Bill 7421 N. Mingo Ln. Cinti OH 45243 7911911	GAMBLE Carol 7421 N. Mingo Ln. Cinti OH 45243 7911911	GAMBLE Curt 7421 N. Mingo Ln. Cinti OH 45243 7911911	GARLAND Michael 5860 Renee Ct #10 Cinti OH 45239 6813710	BEER Fritz 311 Carriage Circle Dr. Cinti OH 45246 7710685	GEHLING Carleen 22 Woodcreek Cinti OH 45241 7930800
GEHLING Tim 22 Woodcreek Cinti OH 45241 7930800	GERBUS Tim 203 Loraine Av Cinti OH 45220 8617231	GIBBY Paul 3419 Shady Ln. Cinti OH 45208 3212544	GIBSON C. David 2500 Heatherwood Ln. Cinti OH 45244	GILLIAM Fred 204 Levassor Ave Covington KY 41014 2911860	GINN Mike 5539 Edger Dr. Cinti OH 45239 7413170
GUNDERMAN Matt 3455 Oxford Terrace Cinti OH 45220	HAEFNER Carol 4818 Calvert St. #1 Cinti OH 45209 3517614	HAMPEL Tom 1721 Jefferson Ave Covington KY 41014 5818613	HANCOCK Gene 10885 Kimberly Union KY 41091 3317929	HANCOCK Helen 10885 Kimberly Union KY 41091 3317929	HANFBAUER Greg L. 5070 Western Hills Av Cinti OH 45238 2447164
HANLEY Paul 5005 Francisview Dr. Cinti OH 45238 4514764	HARRIS Joe 9 W. Lakeside Ft. Mitchell KY 41017 3413291	HIBBARD Rick 6897 Pecos Dr. Cinti OH 45244 5614784	HORVATH Mark L. 342 Dixayth Cinti OH 45220	HUGHES Mike 311 Carriage Circle Dr. Cinti OH 45246 7710685	HUTCHINSON Carlos 7936 Clovernook Av Cinti OH 45231 9316051
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KUTNEY Mark 110 Wentworth Av Cinti OH 45215 8213789	LANE Betty R. 5070 Western Hills Av Cinti OH 45238 2447164	LANE Gary 5070 Western Hills Av Cinti OH 45238 2447164	LANSKY Steven P. 1425 Main St Apt 3-F Cinti OH 45210 4210298	LAPTHORN William J. 6330 Stover Ave Cinti OH 45237 5316339	MAKSTALLER Ron 603 Dewdrop Cr. Cinti OH 45240 8252775
MDCSNY Daniel 2158 Gilbert Av Apt A Cinti OH 45206 9610668	MDEHRING Julie 1212 Isis Ave Cincinnati OH 45208 8713566	MORAN Patty 2936 Minot Cinti OH 45209 7311023	MURPHY Frank 519 Riddle Rd. Cinti OH 45220	NADLER Mike 3460 Meadowlark Dr Edgewood KY 41018 3416024	NICHOLS Scott 645 Tyler Av Milford OH 45150 8315830

NOERTKER Larry 4718 SR 133 RT#1 Williamsburg OH 45176 7247047	NORDQUIST Watson N. 3544 Edgeview Dr. Cinti OH 45213 6317786	OBERT Jim 9816 Greenriver Dr. Cinti OH 45231 8515134	PETREE Stephen C. 55 Flanders Ln. Cinti OH 45218 7422325	PETRY Don 2150 Augusta Blvd Fairfield OH 45014 8294079	PFEIFFER Philip E. 8811 Mockingbird Ln. Cinti. OH 45231
POPOVICH Paul R. 105 Winters Ln. Cold Spring KY 41076	RAHTZ Howard 5649 Glenview Cinti OH 45224 5425509	RAPPAPORT Dianne 442 Pickett Dr. Ft. Wright KY 41011 341????	REIBER Scott W. 1623 Madison Ave Cinti OH 45231 5218092	ROTH Victor 6462 Loiswood Cinti OH 45224 5210046	ROYALTY Charles M. 3404 Telford St #4 Cinti OH 45220 7510625
SANDERS Pete 140 Oak St. Cinti OH 45246 6710240	SCHENK Leslee 8195 Keller Rd Cinti OH 45243 8917837	SCHUCK Harold 2411 W. McMicken Cinti OH 45214 2417876	SCULLY Michael 5621 Sunnywoods Ln Cinti OH 45239 7413605	SHORE Teresa 3520 St. Charles Pl Cinti OH 45208 8715526	SHUE J. Darren 9333 West Rd. Clevs OH 45002 3532177
SILVER Don 2910 Jefferson Av Cinti OH 45230 8616248	SILVER Margaret 2910 Jefferson Av Cinti OH 45230 8616248	SPEIGEL Eugene 4422 Winton Rd. Cinti OH 45232	SPICKER Jonathon 3243 Bach Av Cinti OH 45209 8717393	STITES Jim 2680 Edmanson Rd Cinti OH 45209 3515650	STUARD Charley 418 Compton Rd. Cinti OH 45215 5223967
TAYLOR Matt 2336 Banning Rd. Cinti OH 45239 5413534	THEURING Ed 8505 Camargo Rd Cinti OH 45243 7938050	THEURING Mitch 8505 Camargo Rd Cinti OH 45243 7938050	TOM Elizabeth 3942 Ledgewood Dr. Cinti OH 45229	VERBRUGGE Mike 3831 Meyerfield Cinti OH 45211 6624809	WAGNER Kevin 6321 Charity Dr. Cinti OH 45248 5742429
WIEDAMANN Chris 1255 Herschel Cinti OH 45208 8719153	WIEDAMANN Heide-Inge 2513 Ridgecliffe Av Cinti OH 45212 3518075	WILLIAMS Craig 3068 W. Tower Av Cinti OH 45238 9223449	WILLIAMS Jim 7 Peasenhall Ln. Cinti OH 45208 8213583	WILMERDING Murray 5274 Zion Rd Clevs OH 45002 9417422	WOLF Glenn 2158 Gilbert Av. Cinti OH 45206 9610668



though nothing in comparison to the animals I was working out with. My aerobic capacity was nowhere, though. I tried swimming, but it irritated my knees, as did almost everything.

I was reading everything I could find about knee injuries. It gradually became clear to me that the current medical opinion held that overuse injuries were due as much to chronic inflammation as they were to acute trauma. It seems that inflammation, the body's response to an injury, is (ironically) very damaging to the joints. In the hours immediately after I was at all active my knees would grow hot to the touch, a sure sign of inflammation. I began icing my knees regularly whenever they felt warm. Eventually they began to improve, and finally in the spring of 1984 I was able to resume road training. I was strong from the weight work, but I had no form. I recall taking a ride with Debbie Stephan and not being able to hold her wheel on the flats. My fitness improved and I resumed time trialing, posting a 23:49 in September. As I was not in shape until the end of the season I did not take out a racing license nor enter any mass-start events.

With my new-found hope I followed a rigorous regimen of weights, rollers, cross-country skiing, and knee-icing over the course of the off-season. In the spring of this year I cautiously built up the road miles, easing back periodically at the first sign of knee pain. With the advent of warm weather I reached my current peak of fitness just in time for the district road race. The rest, as they say, is history. My knees are almost pain-free now, except after a particularly brutal ride. But they still inflame after every ride, so I ice them as often as three times a day as I feel the need. It appears that I will have to continue this for the remainder of my racing career, but it seems to work. Being fit is without question one of the finer things in life and I hope to be able to maintain it to an advanced age. That is, I want to achieve physical perfection even if I have to wreck my body to do it.

With regard to your question on increasing aerobic abilities, it seems that what everyone says is true: you have to ride very close to your aerobic threshold for sustained intervals several times per week. It is quite useful to ride time trials frequently and to analyze your weak points. If you become winded when you increase your speed then you need to train just below this level. If, on the other hand, your legs go out on you before you run out of breath, then a need for strength training is indicated. If you examine my time trial performances over the years you will see a steady pattern of incremental improvement during each season and from season to season. You need to insure that every time trial is a maximum effort--when you finish you must be certain that you could not have gone faster on that particular ride. It is also important to never allow yourself to get completely out of shape. You do not have to maintain peak condition during the off-season, but you must get your body working at least five days per week for the rest of your life if you want consistent results. And you must avoid winter weight gain. Having to make an excessive

weight loss in the spring puts a big stress on your body at a time when it is faced with an escalating training schedule. Do not exceed your racing weight by more than 5% at any time, except perhaps if you are pregnant. If there is a particular food that you crave that you know is not good for you (e.g., ice cream), then simply do not eat it anymore. Sweet foods are especially pernicious, because they are so gratifying that they upset your weight-regulating mechanisms. Ordinarily, when your body has had enough, it knows and gives you a sense of fullness and satiety. But if you are in the habit of eating sweets after dinner then those extra calories will go straight to fat. 100 extra calories a day adds up to 10 pounds of fat in a year. Yech.

As far as "how do I increase my aerobic capacity," I wish that I could. Those of you who have heard me coming by in a time trial know that I tend to breathe quite heavily at speed. My limiting factor is clearly oxygen uptake because my legs, while in considerable pain, can always seem to go harder. So I stay slightly in the anaerobic range in a time trial. It seems to work but the level of suffering I undergo to post relatively fast times is very difficult to describe. The funny thing is that I quickly forget how painful it is; it always seems like a surprise when I ride another one. When I finish a time trial it takes me 5 minutes to get my breathing under control. And when I ride home I am in a complete daze. ("So what else is new...") One thing that I have noticed is that quite a number of the riders that I pass do not appear to be breathing loudly enough for me to hear. Now I do not want to tell anyone how to ride their bike, but there is, after all, only one reason to ride a time trial: to go as fast as you possibly can. To do this you must willingly embrace the highest level of pain at which you can remain conscious. And at the finish line you should be quite a mess, perhaps slumping over the bars or collapsing in the grass gasping for air. Of course you must be sure that you do not have any medical condition which would endanger you, and if you are a beginner you may have trouble pushing yourself to the limit, but your path of improvement in performance will be marked not only by increasing capability but willingness to employ a greater fraction of it as well. It would be nice to be able to go fast without feeling any discomfort but nature just does not seem to work that way, at least in the absence of pharmaceutical hanky-panky. There is a need, and a time, to have pleasant rides and social interaction, but competition is something else altogether. Remember: it is a time TRIAL.

There is currently a flurry of interest in exercise physiology circles in correlating athletes' heart rates with their onset of anaerobic metabolism (the "Test Conconi"). I plan to try this test when I find a heart rate monitor (if anybody out there has one let's get together). The principle seems sound: determine the maximum heart rate at which you can still do aerobic work and train at a work load just below it. It seems to have worked for Francesco Moser. But there was a point he made that seems to have gone almost unnoticed: his emphasis on power riding (Francesco is a man



after my own heart). Get this: he practiced climbing hills in the saddle in big gears (10% grade, 2 km long, 52X13 gear (wow!!)) to build leg strength (he must have some pair of knees). Successful road time trialing requires considerable leg strength in addition to a high aerobic work capacity. I tend to believe that if you develop strength, then your aerobic capacity will improve as a result, without any deliberate attention on your part, because your legs will start demanding so much more oxygen when they can work hard.

Another favorite technique is motorpacing. This is rather dangerous (ask Glenn Wolf) but it has myriad benefits. You can establish a constant and reproducible workload without requiring the rider to concentrate on setting a pace. The high speeds and close proximity to the pacer simulate race conditions. If the driver has access to the display of a heart-rate monitor attached to the follower then he can adjust the speed to insure that the rider is training at the proper workload. Motorpacing is also a lot more thrilling than time trialing. I personally have not done any motorpacing beyond the risky and slightly illegal (but tremendously fun) game of "chase the moped (or semi-truck)." If I have my way, however, this will change (see question 5.). Paul Liebenrood trained behind a motor all through last summer in preparation for his Hour Record. Murray Wilmerding is another prominent local who believes in the technique.

Let's talk a little about weight training. My primary motivations for starting this were to overcome a weak self-image and because I found the activity enjoyable. In some circles, notably western european, weight training is thought to be of no possible benefit to road cyclists, or even counterproductive because it causes increases in body weight. In other circles, notably among exercise equipment manufacturers, weight training is held to be a means of producing dramatic gains in any athletic performance. My own attitude runs toward the middle: it is a worthwhile thing to do, especially in the off-season when you may not be getting enough work in any case, and it can certainly make you look better if you keep your body fat down, but any improvements it makes in your riding will be very subtle and slow in coming. Your principle training emphasis should be on the bike if you want to be a better biker. If all you do is lift, you will be a miserable rider. Nevertheless, I will outline my own routines and opinions on the subject for the benefit of any interested parties.

Why train with weights? Some reasons are outlined below. Because cycling offers notoriously little work for the upper body muscles, the athlete who cycles exclusively may exhibit unbalanced muscular development. Such development may lead to a body image not in keeping with the generally accepted ideal, for men primarily but also for women, who because of their advancing emancipation are finding the ability to project an image of strength to be a significant corrective to societal (read: 'male') attitudes which equate physical weakness with lack of competence. (Of course, everybody knows that it is silly and unhealthy to be preoccupied with conforming to society's unattainable concepts of perfection

(which demand that you stay young and are subject to revision, anyway). But almost everyone can make some sort of an improvement, so you might as well go for it.)

Cyclists are also faced with the near certainty of being involved in accidents of varying degrees of severity. It would seem that a strong body would be better able to absorb and recover from impacts than would a weak one (but an acrobatic body might fare still better, and please do not ask me to test the hypothesis). Unbalanced muscular development may also lead to problems in cycling, either with regard to technique or overuse injuries. Properly devised strength training routines may be of use in such cases. As mentioned above, strength training is useful in the grim winter months, because the interior of a weight room is frequently warm and dry. And finally, weight training affords some opportunities for socializing if you join a club (as I strongly recommend) rather than work at home. (Particularly if you are an at least moderately attractive single woman: it is unlikely that you could find yourself the object of more male attention (whether you like it or not) in any other situation outside of a prison or army barracks.) The reasons that I recommend that you join a club rather than work out at home are: (1) free weight exercises are dangerous when done without spotters; and (2) unlike cycling, which is intrinsically thrilling, weight training can be boring, and it is often necessary to have someone screaming "ONE MORE REP" in your face to get you to do just that. (3) Also, particularly for beginners, it is necessary to have someone with an experienced eye critique your form in the various movements, so that you can develop proper habits to avoid injury and make maximum progress. (4) Unless you are independently wealthy, you will probably need to join a club to have access to a sufficient variety of equipment items to support a good program. Of course, if you are blessed with a favorable standing with respect to society's maldistribution of wealth, I would be happy to offer you my services as a personal consultant for a modest fee.

It is my opinion that cyclists can benefit the most from a fairly specialized approach to strength training which may not follow the usual recommendations, particularly those originating from the Nautilus people (the "one set" school). I believe that you should follow a program in which your upward progression is marked not so much by increases in the weights used, but rather in the (1) number of sets and reps performed and (2) in the reduction of idle time during the workout. It is probably useless for a cyclist to lift extremely heavy weights, unless he/she plans to overturn the automobiles of obnoxious motorists at stoplights (you might as well forget about that if you wear cleats).

For the upper body you can follow a fairly typical program (say two or three exercises of one to three sets of 8-15 reps to failure for each muscle group) but for the lower body you should perform high reps and sets of each movement to simulate or even exceed the demands of cycling (eventually, six to ten sets of up to 50 reps). There are also several exercises which merit emphasis, notably leg



27-Aug-85

OCW MEMBERS TIME TRIAL STANDINGS (Min.Sec)

NOT FULL YEAR

	4/30	5/7	5/14	5/21	5/28	6/4	6/11	6/18	6/25	7/2	7/9	7/16	7/23	7/30	8/6	8/13	8/20	8/27	BEST	
NORDQUIST, Watson		35.49	36.15			35.00					35.18	35.02	35.07	34.31	35.45	35.30	33.33	33.46	33.42	33.33
TOM, Elizabeth		34.57													33.33	33.18				33.18
SHORE, Teresa																		32.44		32.44
CARR, Paul		32.14																		32.14
LANSKY, Steven		32.10																		32.10
KAVANAUGH, Dan					31.47															31.47
WIEDAMANN, Chris					31.33															31.33
GUNDERMAN, Matt										31.32										31.32
WIEDAMANN, Heide-Inge	31.25																			31.25
BARLAND, Mike																	31.14			31.14
HANLEY, Paul											30.55				32.49					30.55
SHUE, Darren													30.55							30.55
HAEFNER, Carol		31.25	30.27																	30.27
MURPHY, Frank																		30.21		30.21
BURRELL, Brian										30.18										30.18
LANE, Gary	34.28							30.27			30.22					30.45	30.14			30.14
EUBANKS, Bob						34.07				33.10	31.18	30.50	30.14	30.15	29.53	30.30	29.57	30.16		29.53
KESSE, Bob										30.48	29.49									29.49
GEHLING, Tim		30.52		30.22				30.19	30.03		30.13	29.40		29.22	29.36		29.34	29.44		29.22
WILLIAMS, Jim								29.35			29.21	29.24	29.46							29.21
GEER, Fritz														30.03	29.20					29.20
BECK, Greg													29.02	29.10						29.02
MORAN, Patty											29.19	29.06		29.22	29.33	28.49				28.49
BRUELHEIDE, Franklin		30.37		30.05	30.23			31.07	30.38	30.13	30.42	29.50	29.28		29.23	29.20	29.03	28.45		28.45
RAPPAPORT, Diane																	28.38			28.38
GEHLING, Carleen		30.50		30.38	29.36			29.49	29.11	29.21	29.30	29.51		29.20	29.25	28.50	28.28	28.25		28.25
STUARD, Charley													29.17			28.13				28.13
BRUMLEVE, Mike								28.38		28.10		28.15								28.10
GIBBY, Paul										28.36		28.09								28.09
HAMPEL, Tom												28.00								28.00
MOHRING, Julie																		27.59		27.59
DRAGO, Roxanne		30.55			30.08			29.51		29.51	29.15	29.45	28.47	28.20	28.15	27.58		28.20		27.58
HANCOCK, Gene					28.30			29.05	28.33			29.15	27.58					28.36		27.58
POPOVICH, Paul													27.57							27.57
WILLIAMS, Craig										27.49	27.55									27.49
SILVER, Don			27.46																	27.46
RAHTZ, Howard										27.41					28.21					27.41
ROTH, Vic													27.32						27.31	27.31
NDERTKER, Larry														27.17			27.47			27.17
APPLEGATE, Brian													28.47		27.56	27.22	27.07	27.20		27.07
SPEIGEL, Eugene	29.02	28.40		28.14		28.02		27.06			27.25					27.42				27.06
HIBBARD, Rick	28.09		27.14			27.05		27.45	27.21		28.02		27.47					28.04		27.05
DOLLMAN, Joe				27.02				27.32			27.11		27.05							27.02
BERGMAN, Barry																		27.00		27.00
DODDS, Michael	27.31	27.20		27.00							27.10									27.00
FINAN, Kenneth	27.42	27.08			26.58															26.58
KLING, Timothy	28.05			27.57		27.53		27.21		26.48		27.26			26.58		27.40			26.48
TAYLOR, Matt												27.02	27.08	26.46			27.03			26.46
BURRELL, Don				27.44				27.24			27.17	26.45			27.04					26.45
VERBRUGGE, Mike										26.43	27.17									26.43
GILLIAM, Fred													27.14				26.37			26.37



27-Aug-85

## GCM MEMBERS TIME TRIAL STANDINGS (Min.Sec)

																				BEST
HUGHES, Mike																				26.35
FINAN, Steven	27.32	26.58	26.31	26.35																26.31
THEURING, Mitch																				26.23
GINN, Mike				26.24																26.20
GERBUS, Tim																				26.18
PETREE, Stephen																				26.17
STITES, Jim																				26.15
SCHENK, Leslee	29.30	27.45	30.47	26.12																26.12
NAIDLER, Mike																				26.11
BRUELHEIDE, Robert				26.22																26.02
PFEIFFER, Philip E.																				26.00
DAMEN, William	26.55	26.15	27.03	25.58	26.20															25.58
WAGNER, Kevin	26.17	26.22	25.58																	25.58
FLAHERTY, James	27.03																			25.37
FOLZ, Randy																				25.29
THEURING, Ed				26.29	26.09															25.29
FISCHER, Chris																				25.21
MAKSTALLER, Ron				24.51																24.51
SCULLY, Michael	25.59	25.57	26.10	25.54																24.33
HANFBALIER, Greg				25.14																24.27
ROYALTY, Charles	24.55																			24.24
GAMBLE, Bill																				24.22
WOLF, Glenn				25.16	24.19	27.22														24.19
KUTNEY, Mark	26.32	25.40																		23.37
MDCSNY, Daniel	25.58	24.15	23.48	24.05	23.23															23.07
WILMERDING, Murray																				23.04

Personal Records &amp; Notes:



curls and sit-ups. As you may realize by now, I believe that most cyclists do not pull up enough (or perhaps at all) when they pedal through the upstroke. The fact that the two best exercises for building the required muscles are not on anyone's list of favorites serves to underscore the need for specific work in this area. When doing sit-ups, be sure to keep your knees well bent to involve the hip-thigh flexors (don't worry about your abdominals; they will be getting plenty of work). And leg curls: this movement is without doubt the single most important reason for a cyclist to go the weight room. The difficulty of this exercise will insure that you have uncontested access to the machine. Become the most proficient user in your club; it won't be hard to do. Most leg curl machines have a flat bench; I do not like that arrangement because it does not duplicate your riding geometry and causes spinal compression. My favorite machine has a "kinked" bench which puts a 30 degree bend at your hips when you lie prone on it. This gives you a much better position for pulling. A lot of machines also do not have enough padding for the back of your ankles. Oh well...you have to make do with what you have available.

My own program runs as follows, with clear divisions between off-season and in-season work. I also modify it to accommodate injuries, to which I am subjected with alarming frequency. For example, I did almost no leg work in the weight room last winter, as my knees were borderline ("I feel like I'm goin' ta lose my mind...") and I felt as though I was getting enough work from the rollers and x-c skiing. This winter I will try to emphasize power...but we will see.

In-season: when you are riding 200-300 miles per week with lots of speed and power emphasis (racing and time trialing) you will be too wasted to put very much energy into your weight room work (and you should not, anyway: you are a CYCLIST). But it doesn't hurt to do maintenance work as your schedule allows. If you stay out of the weight room for an extended period, you will have difficulty resuming your off-season program. I hit the gym once or twice a week and consider it a "rest day." I do the following: 500-1000 situps, spread over 4-8 sets; flat and incline bench work, total of six sets with light weight (135-155 lbs.); cable and/or dumbbell rowing, six sets; chins, 3 sets of 10-15; standing press; lateral raises; upright row; shrugs; pullovers; etc. If I am tired I don't push it. My legs are always hammered so I do not use any leg machines in the summer. I stretch a lot and talk to people, especially when they are interested in cycling, as a lot of them are. Unlike most people, I almost never do consecutive sets of the same exercise. To keep my heart rate up and save time, I do exercises in a circuit and alternately work antagonistic muscles.

Off-season: things are different now. This is SERIOUS. Because the riding is either relaxed or obliterated by miserable weather, there is plenty of opportunity to recover from strenuous workouts. So I take advantage of it...up to 5 times per week. One does not want to use the same muscles on consecutive days, so I split the exercises into upper-and

lower-body days. The upper-body days are typical of what you see recommended in the literature, and the lower-body days are too, except that, as I mentioned before, I emphasize higher reps. At one point I was up to 45 reps at 70 pounds in the leg curl (though machines are not comparable, so yours may be harder--or easier), which was more than anyone at the UC weight club cared to do. At the end of such a set one has entered quite a state of oxygen debt, which is exactly the idea. My typical leg workout involved 6-8 sets of 20-40 reps each in the leg curl, leg extension, calf raise, and stiff-legged deadlift. Notice that I did not say squats. That is a very productive exercise, but extremely rough on knees. If you have no knee problems you should do them (with proper supervision), but exercise caution. After a hard leg workout it is a good idea to get a leg rub and stay off your feet for a while. And if you have any knee problems, be sure to ice them afterward.

Weight rooms are excellent places to get injured, so be careful. Your lower back and knees are quite vulnerable, especially at the beginning. Even if you split your upper-and lower-body days, you may still have problems with accumulating back strain. If this is a problem, substitute machine movements for the load-bearing free-weight movements which are causing the problems, and do not lift on consecutive days. Dangerous movements such as squats and stiff-legged deadlifts should be approached with caution and very light weights. You can increase the weight as you gain experience, but beware of competing with others until you know your limits. Lifting will produce some pain of exertion, but beware of stabbing pains, grinding in the joints, etc. Go for the burn, not the injury. Do not hold your breath or jerk the weights; this can cause damaging elevations in blood pressure and other problems. If you experience dizziness or headaches, STOP immediately. Try another movement, reduce the weight, and/or see your physician.

You may find indoor exercise boring and claustrophobic when you are used to cycling through the countryside; I certainly do. But I find inactivity to be far worse, both in the gloom of winter and in its toll when I get back on the bike. The weight work will provide valuable practice in visualization and goal-setting.

When spring comes you will be hungry to ride, and you will have rehearsed your upcoming wins repeatedly (if only to survive under the iron). If you spent your winter indulging in sloth, sweets, etc., then you may lack a certain toughness that you need to succeed.

My advice to you if you want to lift weights is for you to pick up one of the many good books on the subject, which you can master in about one hour, or less if you already know the definitions of the terms: "rep," "pumped," "set," "carbs," "ripped," "failure," "iron," "cuts," and "definition." Keep in mind my recommendations about working up to high reps for your legs rather than high weights and otherwise follow one of the programs that you will find outlined. I will not recommend any specific books because



they are all the same. Just buy the one with the prettiest pictures. You should follow a bodybuilding program rather than a powerlifting program or anything printed by the Nautilus crowd to realize maximum results for cycling. If you are a beginner, start out gradually on machines and move to free weights where you can. If like most of us you cannot grasp metal bars with your toes (some of my friends at the zoo can) you will have to always use machines for some leg movements. Yes, I know that there is some debate about the relative merits of free weights versus machines,

which I can dismiss handily with this observation: working out with machines is analogous to riding an ergometer, while lifting free weights is like riding your road bike. I rest my case.

In closing this rather ponderous answer to your question, I submit that I am not at all a "natural." Therefore I rely on careful training and relentless determination. Considering what I started with (and without), I think it is clear that if I can do it, you can too.

*More to come in next issue!*

## WHAT'S INSIDE?

\*Dan Mocsny again. Answers your questions in "Dear Dan" Column.

\*Club Roster and Time Trial Results as of 8/27/85.

\*Special Event:

### Queen City Wheelmen Club Picnic



QUEEN CITY WHEELMEN  
5070 WESTERN HILLS AV.  
CINCINNATI, OH 45238

TO: