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**RoadBikeRider.com Newsletter**

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Produced almost every Thursday by RBR Publishing Company. E-mailed without cost or obligation to roadies around the world.

Please forward this issue to cyclists who may not know about RBR. They, too, can [sign up](#) and receive a complimentary copy of our eBook, *29 Pro Cycling Secrets for Roadies*.

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You can read this issue online at <http://www.roadbikerider.com/247n.htm>

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**In This Issue**

1. Weekly Dispatch
  2. Uncle Al: *Well Hung*
  3. Best of Coach Fred: *How Much Should a Hard Workout Hurt?*
  4. Views You Can Use: *Small Gears*
  5. RBR eBookstore
  6. Scott's Spin: *Going Once*
  7. Try This on Your Next Ride
  8. Commercial Classifieds (**2 new**)
  9. Roadie Classifieds
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**1. Weekly Dispatch** o^o o^o o^o o^o o^o o^o

Check our review of the **Ritchey WCS Compact crank**, a lighter and more elegant way to lower your gear range compared to installing a triple.  
<http://www.roadbikerider.com/producttests.htm>

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**Early last Thursday, the 50,000th newsletter subscriber joined our mailing list.** We'd like to acknowledge that person for putting an exclamation point on RBR's growth, but our software doesn't let us track new subs that way.

So we'll just say this to him or her -- and to the 50,289 other roadies (as of this morning) that have signed up for these weekly e-mails -- **THANK YOU!**

When newsletter issue No. 1 went to 343 subscribers on July 5, 2001, it was with fingers crossed. We knew what we wanted to do for road cyclists. We didn't know if it would catch on.

Because of your loyalty and support, this has become the most popular independent newsletter in cycling. And as far as we know, our [Premium Site](#) is the sport's most successful membership website.

We wonder about such good fortune. Maybe one reason is that we don't write for 50,289 subscribers, we write for each individual roadie who is reading this. It's a privilege to help you grow in the sport.

How far will this ride take us? That's not something we dwell on. RBR is as much fun now as it's ever been, and there's nothing else we'd rather be doing.

Thanks for being with us. Keep riding and improving and having fun. And stay tuned for lots more from RBR!

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**The Armstrong Truth?**

News broke yesterday that a Dutch investigator has found **Lance Armstrong not guilty of using the illegal blood-booster EPO** in the 1999 Tour de France.

Further, the investigator's 132-page report recommends a look into possible legal and ethical violations by the World Anti-Doping Agency (WADA) for the manner in which Armstrong has been treated.

Armstrong has steadfastly denied using EPO, and he challenged the validity of a test that allegedly found six of his urine samples from the '99 Tour positive for the drug. The test, supposedly anonymous and confidential, was conducted on frozen samples five years after the race.

Results were leaked to the French sports newspaper *L'Equipe*, which used them last August to denounce the seven-time Tour champion with the banner-headline article: "The Armstrong Lie."

The International Cycling Union (UCI) named Dutch lawyer **Emile Vrijman** to investigate how the French national anti-doping laboratory conducted the urine tests.

Vrijman, who led the Dutch anti-doping agency for 10 years, said yesterday that his report "exonerates Lance Armstrong completely with respect to alleged use of doping in the 1999 Tour de France."

The report also states that WADA and the French lab "behaved in ways that are completely inconsistent with the rules and regulations of international anti-doping control testing," and may even be against the law.

This incensed WADA president Dick Pound, who had expressed reservations about the probe since the UCI announced it. He and UCI officials were blindsided by Vrijman's report, which was leaked to the media before they received copies.

"It's clearly everything we feared," Pound told the Associated Press. "There was no interest in determining whether the samples Armstrong provided were positive or not. I don't know how a Dutch lawyer with no expertise came to a conclusion that one of the leading laboratories in the world messed up on the analysis. To say Armstrong is totally exonerated seems strange."

Vrijman's report has been posted by *velonews.com* at <http://www.velonews.com/media/report1999.pdf>

There's bound to be much more to this breaking story in coming days. We'll update you next week.

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## Big Boss Basso

**Who'd you bet on to win the Tour de France?** A rider that dominated the Giro d'Italia by the largest margin (9:18) in 41 years, or a rider lying in 42nd place, 45:31 off the pace when he quit the race feeling "a little tired" with two stages to go?

Seems like a no-brainer. But despite **Ivan Basso's** superstrong Giro, some people are still saying the man to beat in France will be **Jan Ullrich**, the second rider just described.

Looking ahead to the Tour, Ullrich (T-Mobile) says of Basso, "He makes a strong impression, and his CSC team is well-balanced. Ivan is on top of his game. However, I don't think he will win the Tour. The competition in Italy is distinctively weaker than the one in France. And I want to have a say in it, too."

Basso, 28, didn't respond to the German's put-down and also did his best to sidestep a controversy with Italian rival **Gilberto Simoni** (Saunier Duval) that erupted after the Giro's penultimate stage.

Simoni and Basso had dropped everyone on the next-to-last climb of the Giro's final hard day. On the descent, both riders agree that Basso asked Simoni to take it easy to reduce any risk of crashing. Then Basso rode away from the two-time Giro winner on the uphill finish instead of gifting him with the stage victory.

Simoni, clearly ticked off, accused Basso of deceiving him into slowing down. Simoni also claims that Basso asked for money to let him (Simoni) win. Basso says that's a lie, and he took further offense when Simoni called him an "extraterrestrial" for his domination of the Giro (three stage wins, three second places), which could be interpreted as a code word for "drug user."

The Italian cycling federation will look into the bribery allegation, but the consensus seems to be that Simoni, known for petulance, is being a sore loser. He could face disciplinary action if he can't prove his charge.

The row took a bit of the sweetness from the biggest victory of Basso's career. He kissed his trophy, said he couldn't wait to get home to see his son born during the race, and then set sights on the Tour de France -- where riders named Simoni and Ullrich will be waiting.

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Final top five in the 89th Giro d'Italia:

1. **Ivan Basso** (Italy), CSC. 91 hours, 33 minutes, 36 seconds for 3,566 km
2. **Jose Gutierrez** (Spain), Phonak, 9:18 behind
3. **Gilberto Simoni** (Italy), Saunier Duval, 11:59
4. **Damiano Cunego** (Italy), Lampre, 18:16
5. **Paolo Savoldelli** (Italy), Discovery Channel, 19:22

Four of the five Americans in the Giro crossed the finish line in Milan. The casualty was **Tom Danielson** (Discovery Channel), who was in 17th place overall when he dropped out, suffering from a fever, with two days to go. He is expected to be Disco's leader in the Tour of Spain.

**Bobby Julich** (Team CSC) finished 92nd, 2:50:32 behind the man he helped to victory. He'll work for Basso again in the Tour de France, which starts July 1.

**Pat McCarty** (Phonak) ended his first grand tour in 113th place at 3:26:05. He successfully worked for his team captain, Jose Gutierrez, who surprised everyone by finishing second overall.

**Jason McCartney** (Discovery) ended his second Giro in 135th place at 3:54:02. **Aaron Olson** (Saunier Duval) was 148th at 4:16:23. There were 150 finishers in the starting field of 198.

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**Overheard:** "We saw that Armstrong rode small gears and was very agile on the climbs and that uses your muscles differently and allows you to change pace more easily. We know that Jan Ullrich can't do that because he pushes big gears, and so we're convinced he'll struggle to stay with Ivan when he accelerates on the climbs in the Tour de France." -- **Bjarne Riis**, Team CSC director, anticipating a Basso advantage

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## Latest Doping Scandal Too Much for Liberty

In the wake of last week's arrest of manager **Manolo Saiz** and doctor **Eufemiano Fuentes** on blood doping charges, Liberty Seguros canceled its \$8.5-million sponsorship of the Spain-based pro team. (Liberty Seguros is the Spanish arm of Liberty Mutual Insurance based in Boston.)

The 29 riders and 23 staff members under contract will be paid for the rest of the season, according to Liberty, whose sponsorship represented about 80% of operating funds. Secondary sponsor Wurth, a German tool manufacturer, says it will honor its full commitment through 2006.

Liberty Mutual had set a firm no-tolerance drug policy following the suspension last year of team leader **Roberto Heras**. Shortly after Heras won the Tour of Spain, it was revealed that he had tested positive for the illegal blood-booster EPO on the penultimate stage. He was stripped of his victory and shelved for two years.

Already tainted by that incident, Saiz was nabbed last week with a quantity of frozen blood and 60,000 euros. A three-month investigation by Spanish authorities using wire taps and video surveillance discovered a blood doping clinic belonging to Dr. Fuentes and detained him too, along with three others.

In addition to blood products and transfusion equipment, "Operation Puerto" reportedly found a thousand doses of EPO, human-growth hormones and anabolic steroids as well as codes for which riders were to receive which drugs.

As many as 200 cyclists, including several at the top of the sport, could be involved in what's being termed a widespread doping network. "If it is true . . . we will not be afraid to take disciplinary action against them all," stated **Pat McQuaid**, president of cycling's international governing body.

Liberty Seguros was planning a major assault on the Tour de France with **Alexandre Vinokourov**, who was to be team leader after being signed away from T-Mobile. Vino says he'll race the Tour somehow, even if it means hooking up with a rival team.

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Two of pro cycling's biggest stars, **Ivan Basso** (CSC) and **Jan Ullrich** (T-Mobile), have been named by Spanish media in conjunction with the Liberty Seguros doping scandal. Each has strongly denied any association with the accused kingpin, **Dr. Eufemiano Fuentes**. Among well-known riders reportedly filmed entering the illicit clinic or otherwise linked to the doctor are **Oscar Sevilla** (T-Mobile) and Phonak riders **Santiago Botero** and **Jose Gutierrez** (second in the just-completed Giro).

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## KO the BO

Coach Fred's tips last week for **purging persistent body odor** from synthetic cycling jerseys, shorts and base layers prompted many roadies to send us their solutions. Try these tricks if you're finding that no one wants to ride in your draft. (We received multiple recommendations for some of these solutions.)

---After laundering, my kits still had that rode-in odor. I mentioned it to a friend who asked if I was using a liquid detergent. I was. He said liquids have something in them that retards sudsing. I switched to a **powdered detergent** and the problem was solved. -- Daniel S.

---In taking a tip from the French, I line dry my cycling clothes in the **sun** (inside out). It seems to disinfect them and they smell "sunny fresh" all the time. -- Randy W.

---Add **baking soda** to your washer along with the laundry detergent. About 1/3 cup for a full load should do the trick. It's cheap, natural, non-irritating, and doesn't add its own smell to your clothes. I've been using it for a couple of years, not only for my bike clothes but for my husband's hockey gear. Believe me, if you think bike clothes smell bad, hockey gear is 10 times worse! -- Stephanie C.

---I've always washed my bike clothes in cold water with normal detergent and added approximately a tablespoon of **vinegar** to the load. My bike clothes don't stink and there's no vinegar smell. -- Bill C.

---After many years throwing away perfectly good riding clothes, I finally discovered a product that was made specifically for this problem: **WIN sports detergent**. Believe me it works. I have been using WIN for about a year. I do not have any affiliation with this company. I'm just a guy who is psyched to have finally found a product that cleans my sweaty clothes! -- John W. <http://www.windetergent.com>

---I have a laundry regime that gets the stink out for me easily and does a good job of keeping my jerseys looking good. Warm water is a must, and I use Dreft or Ivory Snow and **OxyClean**, which makes sure the drool and spilled sports drinks don't stay a permanent feature of the fronts of my jerseys. -- Dan R. <http://yhst-54645302932347.stores.yahoo.net/oxiclean.html>

---I use a product called **Sport-Wash**. I use a stronger concentration than they say (couple of capfuls and no fabric softener). I've also had good luck with their powder odor remover (N-O-DOR II). -- Mary P. <http://www.atsko.com/sportwash.html>

---I too used to throw away my Coolmax shirts. But I've been using **Febreze** "Laundry Odor Eliminator" for all of my sweaty synthetic-fiber clothes for three years and it works. However, it isn't very effective at exorcising evil stench that have already possessed a garment. -- Jack M. <http://www.febreze.com>

---We have found that washing Coolmax in **Arm & Hammer laundry detergent** (with odor-absorbing baking soda) eliminates the odor problem. -- Dave M. <http://www.armandhammer.com>

---Here's the easiest solution for stinky synthetic clothes: **Stink Be Gone**. It's available at the big mailorder houses and some bike shops. It works. -- Rick G.

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## Liggett Speaks Out

**Phil "The Voice of Cycling" Liggett** can be heard and seen on an exclusive 13-minute podcast conducted by **Carlton Reid**, the progressive editor of Britain's *BikeBiz.com*.

Liggett gives his views on the Liberty Seguros affair and the chances of **Ivan Basso** or **Jan Ullrich** winning the Tour de France. He also talks about OLN's audience, Trek's Lance-themed ads to be aired during the Tour, and why **Lance Armstrong** was a "pathological killer."

At RBR we don't know a podcast from a pea pod, but according to Reid you can subscribe to the podcast of the interview without charge at <http://feeds.feedburner.com/CyclingNewsAndViews>

"If you don't want to install a podcast catcher or iTunes," says Reid, "listen to the podcast and watch the photos at Google Video or YouTube. These two links will open in a standard web browser and, thanks to the wonder of Flash, will play the video/audio." (We can only trust that he knows what he's talking about.)

Google: <http://video.google.com/videoplay?docid=-8558603062844444594>

YouTube: <http://www.youtube.com/watch?v=ludypzd4nFc>

iTunes is available as a free download for PCs and Macs at <http://www.apple.com/itunes/download>

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## Cycling Shorts

---Citing recent injuries, **star Canadian cyclist Lyne Bessette has announced her retirement.** The all-round rider suffered shoulder damage in a training crash in March, causing her to miss the Commonwealth Games. An earlier injury had hindered her since the start of the season. Bessette, 31, won national titles in road, time trial and cyclocross as well as the gold medal in the 1998 Commonwealth Games road race. "I wanted to go until 2008," she told the press, but "the injuries in the last couple of months accelerated my decision. I'm really thinking about my body now and I've crashed a lot and I'm scared. Once you've crossed that line, it's impossible to keep going."

---**Road cycling is rising Down Under**, particularly in the corporate world. "Every Saturday about 10,000 people swap their business suits for Lycra shorts and take to Melbourne's bayside roads on their bicycles," reports *The Financial Review* in Australia. It seems cycling has overtaken golf as the corporate sport of choice, seen as a better way to keep fit and network. The rule of thumb is that an hour on the bike entitles an hour of socializing in the coffee shop afterwards. But with groups as large as 60 riders on the roads, motorists are complaining. They say cyclists are a menace with little regard for road rules (hmmm, sound familiar?). New laws, such as limiting group size and requiring that riders stay in single file, have been proposed. "Lawyers are the worst riders," says one local resident. "There is a group of federal court judges and they ride through red lights and all sorts."

---**Saul Raisin** is now swimming and riding a stationary bike while alternating time at a rehab center and his home in Dalton, Georgia. "Some of the things I have to work on are my thinking skills and working the left side of my body," writes the 23-year-old pro on his website, <http://www.saulraisin.com>. "My injury is similar to a stroke victim." Raisin, riding for the French team Credit Agricole, suffered a near-fatal head injury and broken bones during an early-April race in France.

---**Edouard Michelin**, the president and CEO of auto and bicycle tire manufacturer Michelin, drowned last week in a fishing boat accident off the coast of Brittany, France. The great-grandson of the company's founder, Edouard was 42 and had led the company for six years. He is survived by his father, wife and six children.

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RBR subscriber **David V.** says, "I've saved a good bit of money by dealing with your advertisers and gotten some really good products." We say, **please support these advertisers** that support this newsletter and make it free for you:

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Neuvation Wheels <http://www.neuvationcycling.com>  
New England Classic Bike Tour <http://www.cyclenortheast.org>  
Viva Travels <http://www.vivatravels.com>  
WIN Sports Detergent <http://www.windetergent.com>

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## 2. Uncle Al: Well Hung o^o o^o o^o o^o o^o o^o

One of RBR's faithful inquired about the potential pitfalls of storing his bike in the garage vs. in the climate-controlled house. His wife doesn't want the machinery in the living space.

It's hard to blame her. Bikes inside always seem to be in the way. You walk by and snag your bathrobe on the handlebar. Down it goes. Park it in front of the dusty, unused piano, and the whole household suddenly wants to become Elton John.

It's a rare home that has a dedicated space for bikes. If there's an extra room you can be sure it'll become the storage facility for sewing projects gone sour, or the extra six chairs you "need" in case of guests, or your college student's 10 tons of dorm room stuff during summer vacation. You know how it goes.

So don't fight it. Park ol' blue in the garage. It won't mind. Steel frames (the kind that rust) will even appreciate not going back and forth between cool, dry inside air and outside humidity. Relatively constant conditions are best because they reduce chances of condensation.

Two garage rules:

---First, never ever lean your bike against the back of a car, even for just a minute. That's the time your partner will rush out to buy some milk while you step inside to take off your shoes. That sound you hear is your Colnago being crushed into carbon dust by the Suburban.

---Second, don't just park your bike, hang it on a hook out of harm's way. Use a threaded, vinyl-coated "J" hook available from your bike shop.

**Tip!** If you want to hang your bike vertically by the front wheel, screw the hook into a stud at a 45-degree angle about 6 feet above the floor. If you mount the hook horizontally, it'll eventually unscrew and drop your bike in the middle of the night. The sound you hear this time will be your Merlin falling on your spouse's brand-new Jeep Grand Cherokee Limited Edition. Then you and your bike both get to live in the garage.

A couple more points:

---It's okay to hang your bike by the front wheel or by both wheels horizontally from the ceiling. The weight of the bike hanging from the wheels won't somehow hurt the rims.

---Garages sometimes contain things with electric motors. Maybe there's an old refrigerator full of beer. Or perhaps you're a woodworker who uses the garage as a shop. Electric motors generate ozone, and ozone will eventually rot anything rubber (like those \$60 Michelin Pro Race 2's you just put on).

You have to make a choice here. Bar, wood shop or bike barn? I say keep the bar and the shop and go back to hiding your bike behind the drapes. Maybe no one will notice.

(Click [feedback@roadbikerider.com](mailto:feedback@roadbikerider.com) to tell us a mechanical matter you'd like the Unc to write about. To read more from Uncle Al Ardizone, a bike shop owner, [click here.](#))

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RBR's [Premium Site](#) is a "how to" resource for roadies. Its 10 big **Premium Site** member benefits include a searchable archive of all 247 RBR newsletters, 700 Q&A by Coach Fred and Uncle Al, our exclusive *Roadie Rap* forum with more than 2,000 posts, 3 bonus eBook downloads, 140 major and mini product reviews . . . and lots more. **Become a member instantly** at <http://www.roadbikerider.com/inside.htm>

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### 3. **Best of Coach Fred** o^o o^o o^o o^o o^o

#### How Much Should a Hard Workout Hurt?

**Question:** I've started the "Pedaling for Power" workout described in your eBook, [Basic Training for Roadies](#). I did the Drag Races (short, all-out efforts) and was able to maintain max output for about 25 seconds. I spun easily for the recommended 5 minutes, then went again. After 5 of these, I spun home. Total time, 55 minutes. Distance, 16 miles.

How should I feel after this workout? I was fine, no fatigue. I felt better than if I had ridden 30 miles at race pace. Is this right? Not that I want to hurt, but it doesn't feel like I gave myself a hard workout. -- Andrew M.

**Coach Fred Matheny Replies:** Interesting question. I don't think it's necessary that every workout makes you feel like you just finished the Mt. Evans Hillclimb. Feeling fresh isn't bad!

The workout you did is different from hard intervals. Drag Races are quick and intense, so you should feel like you would after a weight-training workout -- invigorated and fresh.

Also, it's hard for an endurance-trained rider to really go all out in a 25-second effort. Your muscles and nervous system aren't accustomed to explosive efforts, so it's nearly impossible to go truly hard even if you think you are. A sprinter, on the other hand, can focus his energy so he explodes for 25 seconds and is really spent afterwards.

Try increasing your reps by one or two and focusing on going as hard as possible in each effort. Soon you'll see an increase in the power you generate -- and the fatigue you feel.

You should recover from this (or any other) workout in a reasonable time. If not, either the workout is too hard, your recovery period is too short, or you're not eating enough carbohydrate to refuel your muscles.

(Coach Fred is the author of 6 "how to" eBooks for road cycling improvement -- including the composite [Complete Book of Road Bike Training](#) about which RBR roadie **Holmes M.** says: "What a great book. My how things in the cycling training world have changed!")

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### 4. **Views You Can Use** o^o o^o o^o o^o o^o

New in the RBR eBookstore this week is the 7th edition of [ACE Training for Cyclists](#) by **Arnie Baker, M.D.** This "how to" guide is geared to roadies aiming for events that feature high **Altitude**, lots of **Climbing** and require excellent **Endurance**.

Dr. Baker, who lives in California where numerous ACE events dot the calendar, also includes his best advice on equipment, nutrition, psychology and medical issues. The 7th edition includes a new section on power-based training -- the new standard for serious cyclists.

**ACE Training** will help anyone preparing for long, hilly recreational events. Its advice is applicable even if you live at lower elevations where thin air isn't a factor but distance and climbing are.

To read another excerpt ("Event Nutrition"), see the table of contents and order your copy for delivery by e-mail today, please click [http://www.roadbikerider.com/ace\\_page.htm](http://www.roadbikerider.com/ace_page.htm)

#### **Excerpt: SMALL GEARS**

Make sure you have easy gears. Smaller gears save your muscles. Although you may average a higher cadence over the course of a climb, you want to be able to spin a cadence of at least 50 rpm on the steeper pitches.

Although you may be able to push bigger gears for short periods on training rides, if you do not have easy-enough gears during your event you may not finish an event you otherwise can.

Of course, steeper climbs require easier gears. Although some ACE rides have grades no steeper than 4%, most have 6% to 8% climbs. The Tour of the California Alps-Markleeville Death Ride has many pitches of 10%. A few short sections are steeper.

Almost every strong rider needs at least a 39x27 low gear on ACE rides. That means 39 teeth on the small chainring and 27 teeth on the largest cog on the rear wheel. This gearing may be enough for riders who can sustain climbing rates greater than 3,500 feet per hour up 10% grades. There are generally few such riders in recreational ACE events. Smaller gears are recommended for most riders.

Consider gearing your road bike with:

---**A triple chainring.** Commonly supplied with a 30-tooth inner ring. 24-, 26- and 28-tooth inner rings are also available. Shifting may be marginal with a 24 and fair with a 26.

---**A compact crank** that allows for a 34-tooth inner chainring, rather than the standard 39.

---**Mountain bike cogs** and perhaps a mountain bike rear derailleur.

(Next, Dr. Baker administers his ACE Gearing Test to help you identify the best low gear for your strength and an event's terrain.)

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## 5. RBR eBookstore o^o o^o o^o o^o o^o

### Home of expert "how to" eBooks & eArticles for road cyclists

**Please note:** Download codes for purchases of eBooks and eArticles arrive at your e-mail inbox with this subject line: *Download code from RoadBikeRider.com*. (The code is *not* in the transaction confirmation you'll also receive.) Code delivery may be slowed by server load or internet traffic, so please allow a couple of hours. **Check your spam trap** in case your code accidentally winds up there.

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The Coach's four acclaimed "how to" eBooks, now under one cover

[Bike Fit](#) (eBook)  
Dr. Arnie Baker's guide to frame size, riding position and lots more

[Nutrition for Sports](#) (eBook)  
Dr. Arnie Baker halts the hype and repairs nutritional half-truths

[Coach Fred's Solutions to Road Cycling Challenges, Vol. 1](#) (eBook)  
Position, basic skills, injuries, nutrition, clothing, indoor training, more

[High-Intensity Training for Cyclists, 10th Edition](#) (eBook)  
Dr. Arnie Baker updates his go-fast bible with *torque training*, and more

[Strategy & Tactics for Cyclists, 3rd Edition](#) (eBook)  
Dr. Arnie Baker reveals the secrets to road racing success

[Andy Pruitt's Medical Guide for Cyclists](#) (eBook)  
The original manual for professional bike fit, injury diagnosis & treatment

[Finding the Perfect Bicycle Seat](#) (eBook)  
How to choose the safest, most comfortable saddle for your anatomy

[The Adventures of Axel Kleat](#) (eBook)  
77 true tales by a roadie ruminating on cycling's magnetism & mysteries

**Plus!** 8 more eBooks and 10 targeted eArticles at <http://www.roadbikerider.com/bookstore.htm>

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## 6. Scott's Spin: Going Once o^o o^o o^o o^o o^o

The biggest problem facing cycling today is . . .

Uh, wait a sec. I'm trying to flog an old pair of steel toe clips on eBay and I just got an e-mail from a potential buyer. Lemme see what he's asking: "Are those rust spots I see in your photo of the clips?" I better reply immediately or he'll flame me and I'll get a bad customer-feedback score.

**Dear LuvsOldBikes: Yes, those oxidation deposits are what make these toe clips so valuable. Back in the early 1980s I was watching the Coors Classic when Greg LeMond broke his chain right in front of me. The future Tour de France champ grabbed my bike and sprinted off, sweating all over my toe clips. So now you understand why I'm asking \$100 for these historic components.**

That oughta loosen his PayPal purse strings. So, where was I? Ah, yes: Bicycling today is caught in a crisis that threatens . . .

Whoa, hold on. My computer appointment book's alarm just went off. That means there's only a few minutes left in the auction for that nearly new 53/39 carbon crankset I want to buy. Better check where the bidding stands: \$12.38. Excellent! What do you expect when there are 22 of 'em for sale by riders converting to compact cranks? Okay, WeakInTheKnees, I'll bid \$13.99.

Anyway, as I was saying, cyclists are in a life-and-death struggle with . . .

Um, bear with me here. I just got a UPS delivery from HonestIvan in Chechnya. Must be the case of sew-up tires I bought in a fierce eBay bidding war. Sweet! Now all I need is a bike with sew-up wheels.

Hey, wait . . . these tires don't have valve stems.

I wonder how much I can get for them on [craigslist.org](http://craigslist.org)?

(Scott Martin wrote feature articles for Bicycling magazine for a dozen years. You can reach him at [scottmartin@roadbikerider.com](mailto:scottmartin@roadbikerider.com))

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## 7. Try This on Your Next (Long) Ride o^o o^o o^o o^o o^o

### Eat real food.

Most energy bars work great when one or two are enough. But during a ride that extends to most of a day -- say a century, 200K brevet or something longer -- eating can become the most difficulty part of the ride. Even your favorite bar flavor can become so unappetizing you can't choke down another bite.

No food = no fuel.

A trick we use is not to rely on energy bars alone. Along with them, we pack sandwiches. Two favorites: turkey & cheese and cream cheese & jam.

The former is heavy on protein and fat; the latter on fat and carbohydrate (counting the bread). We eat these sandwiches first in the early hours of a long ride for two reasons: so they won't spoil if the weather is hot and because they digest more slowly than high-carbohydrate foods. They have a longer "burn time" so energy levels stay more constant and the stomach doesn't soon feel hollow.

Later in the ride, we pull out the bars. We're not already sick of them, and their carb calories supply energy relatively quickly.

There are plenty of other "non bar" foods that can work like our sandwiches to keep you eating. Fruit (fresh or dried) is a favorite of many riders. The key is to start long rides with several different foods you like. Or plan routes so you can buy grub at stores along the way.

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## 8. *Commercial Classifieds* o^o o^o o^o o^o o^o

### **NEW**

Remove odor-causing bacteria from bike clothes with **WIN Sports Detergent**. (4-bottle discount.)

<http://www.betterfitnessproducts.com/win-detergent.html#014>

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### **NEW**

**NEW ENGLAND CLASSIC JULY 15-21, 2006**

7 days, 4 states, 550 miles. 2-day ride available.

Benefits the American Diabetes Association

<http://www.cyclenortheast.org> for more info

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### **RELIEF from MUSCULAR PAIN & DISCOMFORT**

Really Works. Preferred by Serious Athletes. 10% discount (use code **RBR1**) <http://www.FinishLinePro.com>

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### **Colorado men's cycling camp + meditation + yoga.**

6-days of spirited riding, daily meditation and yoga for 15 experienced riders. <http://www.mindfulcycling.com>

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### **FREE Training DVD with coach Chris Carmichael.**

Simple and effective 40 min. SteadyState workout from CTS. <http://www.trainright.com/promos>

Enter code: **LFLJBF5AP**

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### **Tour de France guided and self-guided bicycle tours.**

Guided Corsica adventure 9/06 -- the most beautiful place on Earth to ride your bike! <http://www.vivatravels.com>

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### **Neuvation Cycling Sale! R28 SL wheelset 1470 grams.**

SRP \$499. **Now only \$399** - Shimano or Campy.

<http://www.neuvationcycling.com>

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**Business owners!** Your Commercial Ad will be delivered to **50,200+** road cycling enthusiasts via this weekly newsletter, and it will appear on our website with your logo or product photo. Get info at <http://www.roadbikerider.com/CAbizorder.htm>

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## 9. *Roadie Classifieds* o^o o^o o^o o^o o^o

To see details of items listed here, click to <http://roadbikerider.com/classifieds.htm>

**--Wanted: RBR cycling writers**

**Roadies!** Sell your spare bike and gear in this newsletter and on our website. The cost is just \$5 for 4 lines for 21 days. It's fun, easy and effective to place a Roadie Ad at <http://www.roadbikerider.com/CAperorder.htm>

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RBR's website has **18 expert articles** to help you ride with greater skill, safety and enjoyment. You're welcome to use them without charge in your club or bike shop newsletter or website. <http://www.roadbikerider.com/articles.htm>

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**eBook didn't arrive?** If your complimentary copy of *29 Pro Cycling Secrets for Roadies* didn't arrive after you subscribed, tell us at [29download@roadbikerider.com](mailto:29download@roadbikerider.com) and we'll be happy to send you a copy. **Important:** You must write from the e-mail address where you receive the newsletter.

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Enjoy your rides! Look for our next issue on Thursday, June 8.

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