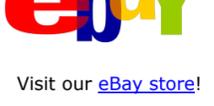


# The Bike Palace Newsletter

South Bay Cycling News — June, 2011

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This Month's Tip

## Climbing Like a Champ



Vertical terrain is responsible for the biggest thrills - and the most intense pain - in cycling. In races, the crunch almost always comes when the pavement tilts up. Recreational tours such as Colorado's Ride the Rockies feature several thousand feet of climbing each day. And, of course, climbs are followed by swooping, twisting descents where the grin-per-mile quotient is literally sky high. For all these reasons, it pays to get good on hills.

While the following training tips, climbing strategies and skills are written from a racing/competitive point of view, they'll help recreational road and off-road riders who would simply like to climb better, too.

Because climbing is a fight against gravity, your ultimate ability is determined by your power-to-weight ratio. Lean, small-boned riders need proportionally less power to climb well compared to big people. That's why great climbers are nearly always diminutive. The few exceptions, such as Lance Armstrong and Miguel Indurain, generate so much power that their greater size doesn't matter.

The good news is that you can improve your climbing regardless of your genetic makeup. In this article, I show you how to use climbing days to your best advantage.

**Example:** At 6-foot-4 and 190 pounds, my partner at RoadBikeRider.com, Ed Pavelka, is not built for climbing. But he lived for years in Vermont and Pennsylvania, where he had to climb at least a couple thousand vertical feet on every ride. Over time, this improved his fitness and technique, which made him feel it wouldn't be too futile to try some hilly events. He surprised himself by finishing 9th overall in the Assault on Mt. Mitchell, which ends with a 25-mile climb. Later, he placed 2nd of 55 masters in the Mt. Washington Hill Climb, which gains 4,700 feet in 7 miles, including grades of 18 to 22 percent. If you think you're too big to become a better climber, work at it and you might surprise yourself, too.

**Hills For Intervals** Because you should often be training on hills to improve your vertical ability, it pays to scout out the best climbs within a reasonable distance of home. I hear what you're saying: "I live in Pancake, Indiana, and the biggest hill in four counties is a two-foot rise over a culvert." Don't worry.

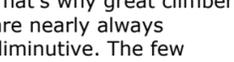
Wind can substitute for real hills. So can highway overpasses. You could even use your indoor trainer with your bike's front wheel raised 4 inches to simulate a grade.

Assuming there are some hills in your area, categorize them for specific kinds of training. Ideally, you'll have these 3 types:

**Sprinter's hills.** These are short and fairly steep. Highway overpasses work fine. So do abrupt climbs out of stream-cut valleys. You may find these hills in city and state parks. [Read on...](#)

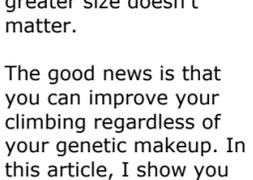
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Archives



The latest editions of *The Bike Palace Newsletter* and the *Peninsula Cycle Club Newsletter* are now archived for your convenience. Check 'em out [here!](#)

About Us



The Bike Palace is a special store, for a special community.

We've been selling bikes from the same location since 1973. Our experienced, dedicated staff is here to help you - regardless of your skill level. We're patient enough to help beginners, and experienced enough to advise advanced riders.

The Bike Palace

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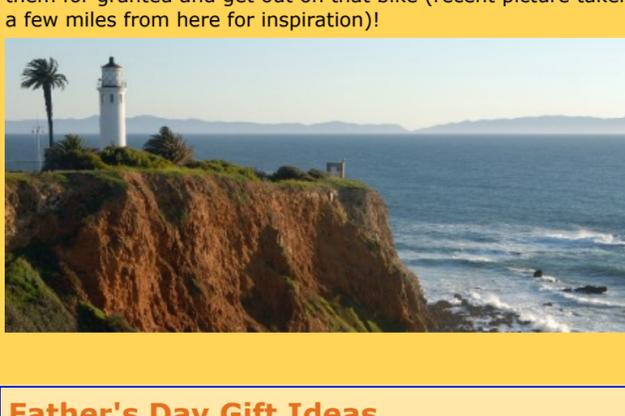
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Dear ,

The weather sure has been gorgeous lately, hasn't it? It makes you feel like dusting off the bike and getting out for a ride? What? You say there's something wrong with your bike? Well, we're here to help. Just give us a call, or drop by and we'll fix everything!

We've got world-class weather and coastal views. Stop taking them for granted and get out on that bike (recent picture taken a few miles from here for inspiration)!



## Father's Day Gift Ideas

June 19: Give the Gift of Longevity

What more can you give that special man in your life, than the gift of life? Here's a reminder of just SOME of the benefits of riding a bike:

- Reduces risk of coronary heart disease, stroke, and other chronic diseases
- Improves the quality of life, creates a more positive mental outlook, and increases energy levels
- You can ride a bicycle almost anywhere, at any time of the year, and without spending a fortune.
- Easy to learn: remember "It's like riding a bicycle - once you learn, you never forget."
- Strengthens leg muscles and is great for the mobility of hip and knee joints.
- Builds stamina
- It's a great way to lose some of those unwanted pounds. Since it helps build muscle, cycling will also boost your metabolic rate long after you've finished your ride.

Happy Father's Day!

So come on by the store, or go [online](#), we'll help you pick out something for that special man, whatever his needs may be (new bike, bike service, tires, computer (great for tracking his workout), or new wheels). In a pinch, don't forget [gift cards](#) from The Bike Palace.

## Review: Specialized High Performance Footbeds

These Specialized footbeds increase your arch support, reducing the amount of "flex" your metatarsals experience every time you push down on the pedal.

This reduces stress on your knees, and improves circulation in your feet while riding. The footbeds increase your pedaling efficiency by 2%, which may not seem like much, but this is big bang for the buck (MSRP \$50, only \$44.99 at The Bike Palace)!



Quickly and inexpensively resolve foot problems with Specialized footbeds.

These footbeds were developed by an expert at the Boulder Center For Sports Medicine. They increase comfort and efficiency while reducing the potential for injury, too. They provide arch support with additional longitudinal arches and metatarsal button support at different levels allowing every rider to achieve a semi-custom fit. You'll be amazed how much nicer your shoes fit and feel! (and they don't have to be Specialized shoes, either)!

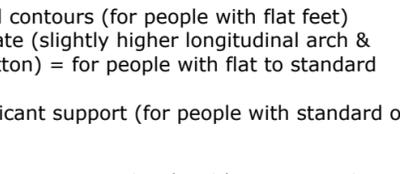
By standing on the Specialized Arch-O-Meter here at The Bike Palace, you can determine which footbed you need:

- Red = minimal contours (for people with flat feet)
- Blue = moderate (slightly higher longitudinal arch & metatarsal button) = for people with flat to standard arch
- Green = significant support (for people with standard or high arches)

By combining the correct contour insole with an appropriate amount of BG Shims, you can alter your forefoot angle to optimize foot/knee/hip alignment. [more...](#)

**Bargain of the Month**  
Closeout Bargain on American Flyer Surf Cycle!

Coast along the coast with a true "beach-style" cruiser, featuring: patented aluminum surfboard top tube formed in the USA, full aluminum frame, surfer geometry with pedals forward of seat tube equal more comfort for you and more power to the pedals! Chrome moly three piece cranks keep the power to the pedals. Aluminum rims, handlebars, stem and seatpost keep you riding light. Color: woodie brown or black. **Reg: \$399.99, Closeout: \$314.99. [Check it out here.](#)**



**Another Tip of the Month**  
Newbie Blunders... We All Make Them!



By Lisa Myklak

I may be a professional downhiller now, but when I was getting into cycling I made as many rookie mistakes as the next person. For example, during my first summer of cycling, there I was pounding out the miles on a training ride with one of our college coaches. Halfway through he looks over with this wry face and says, "You know Lisa, you really shouldn't wear underwear with cycling shorts." 'Hmmm... really?' I thought. 'That's kind of gross.'

Yet, then I thought, 'he is a coach who's been riding for most of his life; what the heck I'll give it a go.' And the next day, much to my surprise, I found a new level of comfort riding undies-free, not to mention my racey new panty-line-free profile. Who would've thought?

There are lots of little blunders like this, and most of the time you'd never know unless someone told you. So I thought I'd save you some grief from your coach or just your riding buddies (they can be the worst) by going over a few of the more common newbie mistakes. And, yes, I did make just about all of the following mistakes. Now, you won't have to.

### 1. Riding With Your Seat Too Low

**You think:**

A low seat gives me the ability to put both my feet on the ground, which makes me safer.

**Truth-of-the-matter:**

A seat this low is too low. It stresses your knees, can cause injury, inhibits proper balance and reduces your power.

**The right way:**

Raise your seat until when the balls of your feet are over the center of the pedals and the pedal is at the bottom of the stroke, you have a slight bent in your knee (illustration). You should be able to just touch the ground with your tip-toes. If you have any questions, just drop by your shop and they'll help you with this all-important adjustment.ride" out of worn brake pads, a frayed cable, or tires with a threadbare tread or bulging sidewall. Your first line of defense against the challenges of the real world is a bike with all parts in good working order. Bring you bike into our shop for a free estimate and expert repair. [Read more...](#)

Thanks again for visiting with us for another month via our newsletter. Now get out and ride, come down to the store, or visit us [online!](#)

Sincerely,

*Tony*

Tony Jabuka  
The Bike Palace