

Bike Psyche (or something to think about.)

Heard over the hum of speeding tyres — Al Culp has shower stops cached along his favorite biking routes. That's cycling elevated to a really Posh level.

Discovered through exploding spokes and folding forks — drafting can become a game of crack the whip — be careful though, less you find yourself riding the popper. Check with Darl DeVault for details; all that could be seen was ankles and elbows when he rode the popper Monday morning 9-3-73 on Council Road.

There's a nice route for good cycling to Norman; try going south on Pennsylvania till it comes to an end, then turn east to Western where you turn south (save your water bottle for this stretch down south on Western), just follow the road and you're there. You can find some nice cool, interesting places to relax before starting back down on the Campus and Campus corner.

If the GOCCR gave you a taste for more, there will be a Century in Tulsa the weekend of 9/30. Check with Red Callaway for details (942-4592).

How about a cyclists meet in the near future for a chance to meet each other, swap ideas, and perhaps if you have some extra gear bring it along — we can have a Swap Shop set up —, plan a tour if interested, and just help our sport in general. Skiers do it, Skaters do it, they have Sunday meets for the Horsey set, Tennis freaks and Golfers do it. Let's take a whirl at it Cyclists. Call Bill McMullin (842-7537 home or 781-3273 work) if interested and we'll set the kick stand on it, setting up a time and place, etc. Let's have your ideas. It could be fun!



Carl Cotrell and a Tulsa Member

A Note to ABL Riders — Carlos Reames

The bicycle is in. It seems to be as useful as sex for selling everything from cupcakes to cars. It can be seen on T.V., in magazines, and newspapers. Its use as an attention getting tool is being used in every field of advertising.

This advertising mania is not as detached from the realities of the A.B.L.A. as it may seem. One of the most ominous realities in bike racing is that as the number of races dwindle the racers lose interest and their numbers also decrease. More people and more clubs are needed.

Bicycling has multiplied in Oklahoma. The number of people involved in racing has increased four fold over last season, but the number of people interested in racing, or who could be, is many times that of current A.B.L.A. racers. The Oklahoma Bicycle Society offers us a chance to communicate with other riders all over the state and show them that bicycle racing is happening in Oklahoma and that they are welcome to join in.

Editor's Note: Carlos Reames is a veteran Class racer who just started racing last June, but is already stacking up the points. He rides 48 miles round trip to the office each day. He is the man the Slowspokes look to for their direction.

The Advantages of Training on a Fixed Sprocket — Darl E. DeVault

Racing cyclists train in many different ways, each having his own schedule that will let him arrive at the first race of the season in best possible "form". I will attempt to examine a facet of what should be a complete training program.

Fixed gear training is in common use and is widely accepted throughout bicycle racing. The bicyclist must constantly pedal the bicycle because there is no freewheeling mechanism incorporated in the fixed sprocket. This means for each revolution of the wheels, the pedals will rotate also.

The fixed gear, being a direct drive system teaches a rider some very important disciplines. The rider learns to pedal constantly, thereby instilling the discipline of "spinning"; keeping a constant cadence. This is very important to a racer; he must never "fall asleep" at the handlebars and freewheel. If a racer freewheels for extended periods of time he will surely tighten up, leaving further exertion useless.

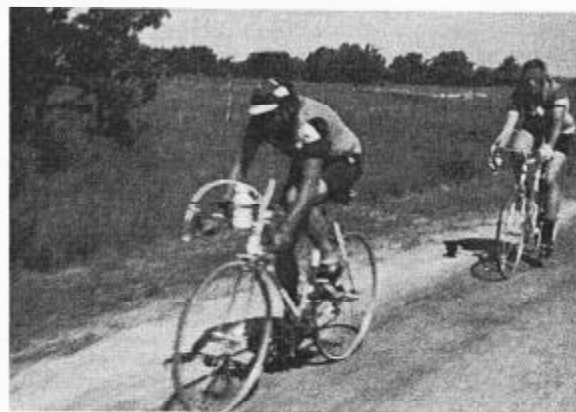
Some more of the advantages of fixed gear riding are that the rider's "wind" becomes as regular as the pedaling itself which is desired by us all. Also, the rider learns to "ankle" properly, since the torque takes the pedals around regardless whether the rider pedals. This means constant pressure is exerted and becomes natural.

Fixed gear training is extremely beneficial to a racer, however, it should be approached with caution. You need to realize the radical difference quickly, before you do any serious riding. You should spend about an hour away from traffic to familiarize yourself with braking and mounting and dismounting. At high speed all braking should be done outside the transmission system. However, when the bicycle slows down more braking action can be applied by putting back pressure on the turning pedals. Don't use this method at high speed because the pedal will have tremendous torque behind it and may throw you off balance or off the bike!! By using your caliper brake system you will have a more reliable braking action at high speed.

A safe gear ratio for road training should be about 62 in this area. One item you should be careful about is the lock washer which holds the sprocket on the hub; check it periodically.

I am not an expert on this matter, however, I have ridden a track bike quite a bit in Northbrook, Illinois. Remember, you can't freewheel; I almost got myself killed the first time I got fatigued going around the track and "set up" expecting to freewheel and the torque almost threw me over the steep bank of the track.

Editor's Note: Darl DeVault is a dedicated racing enthusiast. He is the spark plug and work horse of the Midwest City Slowspokes. The success of the Spencer, Oklahoma races was largely due to Darl's hard work.



Carlos Reames and Carl Jones