

Chainwheel Chatter



Tri-County Bicycle Association • P.O. Box 22146 • Lansing, MI 48909 • (517) 882-3700 • www.biketcba.org

Volume 31 Number 4

Established 1972

April 2003

NEXT Meeting!!!

April 24, 2003 – 7:00 p.m.
Foster Community Center
200 N. Foster St. – Lansing

Ross Hill – The Wheelmen



We are honored by the return of an old friend, Ross Hill. Ross will be with us to share some history of the bicycle, complete with a display of some of his antique bicycles.

Get a bicycle. You will not regret it. If you live. Mark Twain - "Taming the Bicycle"

Board Meeting

The Board of Directors will meet at 6:30 p.m. on Tuesday, April 1, 2003 at the Foster Community Center.

Members are welcome to attend all board meetings to express their concerns. Due to time constraints, if you have a specific item to be brought before the board it is suggested that you contact the President one week prior to the meeting, and ask to have it added to the agenda.

Next meeting: May 6.

Newsletter/Ride Calendar Deadline

The **deadline for the next newsletter is Saturday, April 12, 2003.** Please send items to Charla Scheidler, 10384 Blackberry Ln., Haslett, MI 48840, FAX to (517) 339-1758, or email to: chainwheelchatter@biketcba.org.

Ride calendar information should be sent to Wendell Proudfoot, 5380 Barton Rd., Williamston, MI 48895 or email to tcbarides@prowen.com. To be included in the newsletter this information must be received no later than the above-mentioned newsletter deadline.

Cycle Forum

Topic to be Announced

Plan to join Alan Huber at **6:00 p.m.** immediately preceding the membership meeting on **Thursday, April 24, 2003** for the next Cycle Forum session.

TCBA FAMILY PICNIC



June 28, 2003 – Sleepy Hollow State Park

Mark your calendar now, and watch for more information in the next Chainwheel Chatter!



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Executive Board Report

The TCBA Board of Directors met at the Foster Community Center on March 4, 2003. Board members present included Chris Harrison, Charla Scheidler, Ron Claflin, Darryl Burris, John Foltz and Phil Wells. Also present were club members, Cheryl Claflin, Katie Donnelly, Lenny Provencher and Dave Pierce.

Discussion Items/Announcements

Chris Harrison reported on upcoming meetings, to include the March Swap Meet, and plans for the April meeting, which will host Ross Hill. Chris also reported that she has reserved a pavilion at Sleepy Hollow State Park for the annual club picnic to be held on June 28.

Discussion ensued regarding the hiring of speakers for membership meetings, and concerns of some that members shouldn't have to pay to attend a regular club meeting. Board members present agreed that the program chair has the authority to use funds budgeted for programs as he or she deems necessary to obtain quality programs. It was reviewed that the practice of charging members has occurred when an accurate head count is needed for a meal, or for planning purposes if there are space constraints. New ways to obtain that same goal will continue to be researched. With those thoughts in mind, Chris was asked to obtain additional information regarding costs to have Joe Kurmaskie as a speaker.

Darryl Burris gave an update on DALMAC applications received to date. As usual, the 5-day and 4-day West routes are filling the fastest.

Action Items

Minutes of the February 4, 2003 meeting were approved as submitted.

Ron Claflin presented a financial report through March 2. The report was approved as presented.

Member Lenny Provencher expressed concern regarding benefits of TCBA membership. One area of concern is members not being accepted for SummerTour due to the fact that applications were available to non-members before members received their copy in the February Chainwheel Chatter. The SummerTour Committee will review that issue. It was also suggested that the board consider offering member rates on all TCBA rides, as well as giving members 1st priority of acceptance on all rides. No decision was made at this meeting.

Note: Information contained in this article is not the official record of the meeting. The minutes of this meeting will be submitted for approval at the next Board Meeting. Any corrections and/or amendments will be noted in next month's edition of the Chainwheel Chatter.

WELCOME NEW MEMBERS



Bo Sheehan
Elizabeth Moyer
Frederick Kopf
Martha McClellan
Douglas Gerred
Dave Hill
Judy Kingsbury
Margaret Cho
Stanley & Ruthann Bieker
Michael Goodknecht
Peter Walter
Beth Chappell
Kurt & Sandy Carter
Denise Kane
Steve Arbour
Larry Burgner
Sally Allen
Ralph & Patricia Bednarz
Linda Stadel
Greg & Christena Rockey

Joseph & Anne Janca
Karen Schwartz
Mary Blair
Margo Towne
Beth Lange
Deborah Bawden
Larry Martin
Lottie Dohaney
Malgorzata Solarz
Kris Torres
Jesse Bambrick
Trea Arendsen
Eileen Bur
Robert Anthony
Margo Mikan
Jamie Elliot
Chad Baldwin
Janice Ahee
George & Ann Siegle

CHANGE OF ADDRESS

If you move or have your mail forwarded, please notify us as soon as possible. The newsletters are sent bulk mail, and the post office does not forward bulk mail. The post office returns your newsletter to us (we have to pay to get it back), so your membership ends up in limbo until we hear from you. **Please send your change of address to: TCBA, P.O. Box 22146, Lansing, MI 48909, or email membership@biketcba.org.**



CLASSIFIED



This section of the Chainwheel Chatter is published as a service for **TCBA members only**, to **advertise cycling equipment** free of charge. To place an ad, send email to chainwheelchatter@biketcba.org, FAX to (517) 339-1758, or mail to Charla Scheidler, 10384 Blackberry Ln., Haslett, MI 48840.

MEMBER SPECIALS

Annual Spring Open House

Holt Pro Cycle

Sunday, March 30th – noon – 4:00 p.m.

Location: Corner of S Cedar St. and Charlar Dr. ¼ mile S of Holt Rd.

Members save 10% on all products, including 2003 bicycles.

Bigger savings on selected products, featuring: Cycle Ops, Bell, Giro, Blackburn, Thule, Saris, etc.

Hourly Prize drawings!

Refreshments Provided!

Come see our NEW Store!!!

Additional Parking in lot North of the store.

SEW MUCH MORE

Cycling wear: jerseys, cycling shorts, tights, and cycling shells. Reasonable prices. Custom fit. Gift certificates. For more information call Sue at (517) 627-1411.

Book Review

“The George Thomas Story Going The Distance”

At the February TCBA membership meeting Arnie Johnson previewed the book “The George Thomas Story Going The Distance.” Here is an Editorial Review.

“Going the Distance” is the compelling saga of George Thomas’ quest to prove himself physically and emotionally after a car accident left him with life-threatening epileptic seizures. The story is told vividly through Thomas’ eyes as he pedals 2911 miles in the bicycle Race Across America. As he battles stifling temperatures, grueling climbs, relentless headwinds, heavy rains, tedious and hallucinations from sleep deprivation, Thomas is repeatedly reminded of the even greater obstacles he once had to overcome simply to ride a bicycle again. Ultimately, Thomas discovers his journey is more than an individual accomplishment; it’s a platform to inspire others. “Going the Distance” examines his extraordinary evolution from an ordinary man with an ordinary name to an accomplished ultra-athlete. George Thomas’ story is both intriguing and inspiring - - a shining example of courage in the face of enormous odds.

After reading the book a Michigan bicyclist wrote “. . . this is a book that I could not set down, a book whose drama will remain in my memory forever.”

“Going the Distance” is written by George Thomas and Jeff Welsch and is available at www.amazon.com for \$19.96.

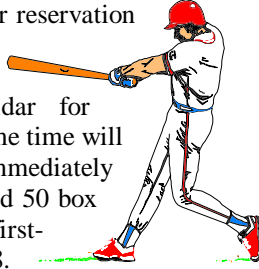
HAPPY EASTER!!



COMMITTEE & CLUB NEWS

2003 Lugnuts Outing

Time is running out to make your reservation for the eighth annual TCBA Lansing Lugnuts outing. Make sure you've marked your calendar for Saturday, June 21. Once again, game time will be at 7:05 p.m., with fireworks immediately following the game. We've reserved 50 box seats, which are available on a first-come, first-served basis for just \$8.



The *optional* pre-game buffet-style dinner at the Tailgate Terrace (located over right field) costs just \$12 for adults or \$7 for children 12 and under, and includes a choice of meat entrees and an all-you-can-eat buffet of salads, rolls, corn-on-the-cob, desserts, and soft drinks. This is a great value, especially when you consider the cost of less healthful ballpark fare. It also means you can ride your bike *longer* that day, knowing someone else has prepared your meal. Picnic tables will be reserved to enjoy your dinner, so there's no need to balance your plate on your lap! This is a great family event and a good opportunity to introduce non-member friends. If you've attended the Lugnuts fireworks presentations before, you know what a great finale they make to an enjoyable evening. Payment is due to me no later than **Monday, May 5**. To sign up, send your check for the appropriate amount to my attention at the TCBA post office box, catch me on a ride, or call me at 349-5564!

Katie Donnelly

T-Shirt Ride 2003

Mark your calendar for the TCBA's 24th annual T-Shirt Ride! This year it's on Flag Day, Saturday, June 14. We are starting again at Laingsburg High School and the same great cooks are back. Plenty of rest stops on every route and all riders are served lunch.

In addition, this year we are inviting area bike stores to come in and sell their goods. So far, Assenmacher Cycles and Prestige Cycles have told us to count them in. If you know of a bicycle store that would also like to participate, have them contact Al Simons for details.

Remember, TCBA members whose applications are received before May 25th get \$7 off the day of ride adult entry fee. You'll also want to order your t-shirt when you pre-register as there will only be a limited number of extra shirts at day of ride.

Al Simons

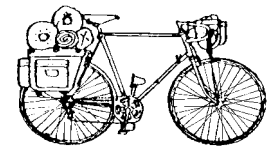


Auction

It's almost time for the 26th annual WKAR-TV auction. Each year, the auction offers local businesses and groups an opportunity to get together and have a good time and to provide some exposure for their organizations. Once again, I'm again recruiting members to work as phone bank volunteers. We're scheduled for the second shift (8:15-11:45 p.m.) on opening night, which is Friday, April 4. If you've done this before, you know the exciting atmosphere that surrounds the auction. If you haven't, here's a great opportunity to have some fun with other members, perform a great community service, and give TCBA some exposure. Your TCBA jersey will really show up well on TV! No helmets, please (seriously). To participate, you must be at least 18 years old and able to hear under occasionally noisy conditions, write legibly, and read information on distant boards. You will be trained, and volunteerism has its rewards. Sound like fun? Call me (349-5564) or send me an email (DONNEL13@MSU.EDU), and I'll sign you up and fill you in on the details.

10th Annual Brint Donalson Highland Festival Pannier Ride

This pannier ride honors the ride originator the late Brint Donalson. Ride from the DeWitt High School parking lot (west from DeWitt Rd. on Herbison) to Alma and attend the Highland Festival. Camp out at the Gratiot County Fair Grounds at the edge of Alma within walking distance of the festival.



Two departure dates are available:

Friday, May 23rd at 9:00 a.m.

This will allow attendance at the 1:00 p.m. Saturday parade.

Saturday, May 24th at 9:00 a.m.

Return Sunday May 25th or Monday May 26th.

Ride Distance: 50 miles one way, 100 miles total.

Ride Class: Z

Ride Leader: Alex Eglinton, phone (269) 964-8675

There will be a nominal camping fee.

E A S Y S P O K E N

Twilight Zones, a Grisly Bear, and a Beatnik with a Past

Sun 18

Yesterday's gentle downhill to Bird Run National Forest turned out to be a significant uphill. Going back, 15-20mph was easy. Being tired does that.

Continuing north on WV-92, the riding was nearly all downhill. Dunmore, about 10 miles up the road, had a convenience store that also had hot pizza. I stocked up and had a slice of pepperoni.

Fed, restocked, and rested, I was at Green Bank in no time flat. Just north of town is the site of the National Radio Astronomy Observatory (NRAO). For decades, they have been looking for radio waves from outer space, and have been finding things that are invisible to optical telescopes.

Their 'telescopes' resemble huge satellite dishes. In the early '90s, their largest one collapsed from metal fatigue. Of course, they had to replace it with one that was bigger and better. Senator Robert C. Byrd obtained the millions in government funding, and it took 10 years to build. Almost large enough to host a football game, it not only tilts, but also rotates 360 degrees at the base on 'little' railroad cars. It is 480 feet high (40 stories) and at least 16,000,000 pounds (5,000 SUVs), making it the largest movable structure on land in the world.

I expected the road connecting Green Bank and Cass to be quite hilly, and that I was going to have it tough. Going back from the NRAO, I had to climb a hill on which earlier I had broken the speed limit (35) going down. Surprisingly, most of it was downhill.

Halfway to Cass, and my car, I stopped at a bar for supper. The cheeseburger was good, and I decided to shoot some pool. Although the other players were always winners, I had a good time.

When I got back to Cass, everything was closed, but there were 4 men older than I sitting on the store porch. We talked a bit, then one said another was the owner of Whittaker Campground less than 3 miles away. It had showers and electricity and 'free' firewood. At \$20, it was the most I would pay for camping. I packed up the car and drove there, and thank heaven I did. The mile-and-a-half road into the camp put to shame every roller coaster I'd ever been on.

As I laid out my tent, I heard a disturbing sound, like a mentally retarded person that was in great pain. I asked a nearby camper if that was going to happen all night. Another camper said it was 'only' a grisly bear. The campground owner had bought the 4-month old bear in an auction. When they cleaned its cage, it cried to get back in. What a relief.

Before I got the tent set up, I got my shower (it started raining, and hard). When I pulled the tent back under the shelter of some trees, a large rock appeared under the center of the tent. I got the tent up, and some little puddles mopped, but the rock was not moving, and it was raining too much to reset the tent.

In the next tent over, I heard a man's voice, but it sounded more like a microphone with a bad connection. And I couldn't understand a word.

I'm not sure when the rain stopped; I probably was asleep.

Mon 19

Morning came and a young girl came over to see Sarah. She and her mom had bikes, too. She noticed the young man who was making the weird sounds at the campsite next to me and thought he was 'hot all there'. Later, I noticed the older woman with him (his mom) was signing to him and realized he was deaf. I went back to explain that to the young girl.

I got a real shower, broke camp, and was out five minutes before checkout time at 11:55.

I followed Route 1, the old mountain road, to Marlinton. This was an exhilarating one-lane, hilly, curvy road. Most of it would have been real fun on a bicycle, except of course for the occasional oncoming car, the steep hills, the loose gravel in the curves, and the distracting scenery.

In Marlinton, I washed my laundry, but couldn't get it dry. I called the 'trouble number'. The owner's wife forgot to throw the heat switch. She wanted to mail a refund, but finally told me about a competitor a couple blocks away.

I went to the library to write about this segment of the trip, but didn't get nearly half done by 7pm. I got groceries and headed to the park south of town. Yes, that is the one with the loud noise a mile away, but I needed to come back the next day, and there wasn't much choice.

I set up the tent on the gazebo. With my helmet headlight on, I walked around to see how visible my location was. That's when I saw eyes in an overgrown area. Hungry raccoons? Fierce bobcats? Stray calico cats! Whew!

I used my earplugs for the first time on this trip, and that helped enough.

Tue 20

Before returning to the library, I headed for the source of the noise that went on all night. It was at Cramer Lumber, a medium-sized sawmill.

The manager gave me a guided tour. They grade the logs as they come in. Bark, the rounded slabs, and the center become landscaping chips. The rest become one of two widths of board.

Planks stretch 14 feet across a conveyor. It has a large saw blade at one end, and other blades an operator can pop up at 8, 10, 12, and 14 feet. He may cut a section out to make the remaining piece worth more. Each board is graded, the lowest grade goes to pallet manufacturers.

Much of the wood goes to the kiln for drying. Pallets of boards, separated with rows of cross slats, are built up. A few days of air drying can get the moisture down to 15%. With a kiln, they can get it down to the 6% wanted by furniture manufacturers.

(continued on next page)

EASYSPOKEN

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A kiln is a concrete room with a garage door. Inside, pallets are stacked high, wide, and deep. The door is closed. Huge fans blow air around constantly for as much as a month. Heat and humidity are tightly controlled by automatic equipment. Sawdust is burned to heat water that is run into radiators in the kilns to heat the air. Noise from the sawdust burner fan is what I heard.

During the noon hour, Ken Gentil came into the library. He was interested in Sarah Dipitee, my recumbent bicycle. He gave me his name and P.O. Box number for when I decided to sell it. He came back about 20 minutes later saying I could stay at his place anytime I wanted to. It was 5 ½ miles away by rail trail (between mile posts 61 and 62), or 17 miles away by car.

My work at the library took longer than expected, and I really didn't want to go back to the park and listen to sawdust burn, so I decided to drive to his place.

I went to the grocery store first. The checkout gal said she had seen me over on WV-92 near Minnehaha Springs last week.

"Go east out of town on WV-92, then north on WV-28. Just after you cross the only concrete bridge on the road, turn left onto a gravel road and go over Stony Creek Mountain. Cross the rail trail and go left through the first meadow into the second meadow. There you will see my tent, and lumber for starting a pole barn."

The road over the mountain was twisty, hilly, and only one lane. On the way back out, I counted 93 turns in 4 ½ miles, an average of one turn about every 250 feet. Add to that many hills to crest where I could suddenly meet another vehicle. Also, after my last oil change, the mechanic said I could use some brake work.

"Well, I'm glad you found the place" Ken said as I arrived. It was unlikely that I would meet anyone at all. He shared the road with just three other families, and that time of day they would probably be going the same direction.

Ken described himself as a "Bohemian Beatnik", not a "Hippie". Hippies just wanted to withdraw from the establishment so they could do whatever they wanted, often in a commune. What they did was often without any pre thought, and their work showed it. On the other hand, a Beatnik thinks a lot about how things work together and therefore thrives on creativity, and appreciates art and beauty.

Ken sold 20 acres in Florida and used the money to buy a beautiful 6 acres on the Greenbrier River in West Virginia. He works three days a week at the C. R. Richardson Hardware Store in Marlinton where, among other things, you can buy banjo strings, boots, and bicycle parts. He also carves wood spatulas he sells at craft shows. He is developing a fishing hole and has planted fruit trees, from which he will sell organic fruit to local restaurants. Photo: <http://www.biketba.org/cc/BB.html>

He hasn't always been a Beatnik. When he was younger, he worked in Korea as a radio technician doing troubleshooting work. He had heard of the racing results of the Datsun 240Z before it was a production car, and had to have one.

He went to Japan and asked to talk to the Export Manager, who said there were no dealers in Korea, so he couldn't get one.

Next day he got a different Export Manager with the same answer. Third day, different guy, same answer. The fourth day, the real Export Manager came out, but said the same thing. Then Ken said he had the people and tools to make any part, and would they include all the manuals with the car. Finally, he could have the car for \$2600, but would have to wait six months for it.

The "Z" had a top speed of 131MPH. Ken commuted to work, 60 miles each way. His commute took 45 minutes because he had to slow down to 80mph as he went through downtown Seoul, Korea. The police cars were not capable of catching him, and their radios didn't work.

Four months later, after having a few dark beers, he was going home at over 100mph in a 35mph zone. There were a set of 4x4 posts in the road ahead, but he couldn't remember which way the road turned. He had been trained in handling fast cars, but not knowing which way to slide the rear end, he opted for having more control by going straight ahead.

He hit the brakes, then he blacked out. When he came to, the car was far from shore on a frozen lake. The police said they had to give him a ticket for speeding. He couldn't complain, given the length of the skid marks and his position on the lake.

The impact with a 4x4 had folded the right wheel under the car and pushed the engine back to the firewall, redesigning the frame back to the firewall. The car became airborne. The 4 x 4 was unbroken! He called a tow truck and told them to bring a really long cable.

He heard of a Korean that might be able to fix the damage, but after seeing the car, he said he couldn't. Ken then said he had all the manuals. The Korean then said he could fix it. Six months later, with \$800 in labor and another \$800 in parts, his car looked and functioned like new. Not even a shimmy at 131MPH. The amazing part was that the Korean had no power tools; the frame and body were straightened with hammers by hand. A few years later Ken sold the car to his boss, who knew of the damage, for almost what he had paid for it new.

At another time, Ken and three friends had been staying in the mountains. They wanted to pay their bill with several cases of alcoholic beverages, worth several times their bill. The lady manager wanted cash. Ken and his friends decided to grab their stuff and make a run for it to the car. The lady was in hot pursuit behind them.

Ken, running with his guitar in one hand and an expensive camera lens in the other, missed a turn and ran off a cliff. He guessed it was at least a 100-foot drop because he had time to think about the impact. He had tumbling experience and, as he landed he was already in a tuck. He let go with both hands and rolled over twice, coming to a stop on his feet. The guitar and lens were undamaged. Those who watched from the top of the cliff began to applaud. Then the race to the car resumed and they got away.

Dick Janson
Just Me and Sarah Dipitee
dickj@tds.net

Three Essential Techniques for Roadies

By Fred Matheny of www.RoadBikeRider.com

Pro athletes develop simple techniques that become automatic. A three-point shooter's follow through or a golfer's silky stroke are techniques they've honed until they no longer think about them.

Pro cyclists, too, develop characteristics that separate how they look on a bike from the rest of us. It's not simply a matter of appearance. Unlike golf, when you're riding, you can get scuffed up out there. Looking like a pro means safety as well as style.

Want the look? Master these three techniques and you'll be on your way.

1. **Relax.** Great athletes in any sport let it flow, making impossible moves and extreme effort look easy. Here's how to be loose as a goose on the bike:

Face Off. If your facial muscles are tight, your whole body follows. Consciously relax your face and neck. Loosen your jaw muscles. Don't clench your teeth in grim-faced determination.

No Turtles. Tense riders hunch their shoulders until their ears disappear. Drop your shoulders and relax the muscles that run from the top of the shoulder to your neck. Don't look like a turtle hiding from danger.

Get a (Light) Grip. Bend your elbows slightly and relax your forearms and hands. If you hit a bump or get bumped, loose arms absorb the blow without affecting the front wheel. You keep your line and stay in control.

2. **Pedal Smoothly.** It's easy to spot the smooth pedal stroke of a pro compared to a novice's lumpy plodding. Here's how to get supple stroke:

Practice Slowly. A rapid cadence of 90 to 110 revolutions per minute is efficient and stylish. But it's hard for your brain to keep up with your feet going that fast. Practice at a slower rpm of 60 to 70 so you can concentrate on your stroke all the way around.

Remember Mud. Three-time Tour de France winner Greg LeMond first gave us this tip in 1985, and it's just as helpful today: When you pull your foot through the bottom of the stroke, imagine you're scraping mud off your shoe. This will help you pull your foot through smoothly with added power. Try it and see how well it works.

Knee the Bar. As your foot comes up and over the top, pull your knee forward like you want it to touch the handlebar. This adds power to the weakest part of the stroke.

3. **Recover Fast.** Pro riders can do a three-week race and go just as hard on Day 20 as in the prologue time trial. Here's how to recover like a stage racer:

Pump Fluids. The loss of as little as one percent of body weight as sweat can compromise your performance. So drink at least one bottle of sports drink each hour you're on the bike. After the ride, drink more until your weight is back to normal. If you aren't getting up twice each night to urinate, you aren't sufficiently hydrated.

Replenish Glycogen Supplies. A 150-pound cyclist needs 80 to 100 grams of carbohydrate in the two hours immediately after riding. An energy bar contains about 40 grams of carbo, a bagel and banana about 60.

Rest. Pros sleep nine or ten hours a night and often take an afternoon nap after training. We can't do that because we have real jobs and the boss would frown. But because sufficient rest is crucial to recovery, try to fit in at least eight restful hours of sleep each night and catch a 15-minute "power nap" in the afternoon.

Receive a *FREE* copy of the eBook "29 Pro Cycling Secrets for Roadies" by subscribing to the *RoadBikeRider Newsletter* at www.RoadBikeRider.com. No cost or obligation!