

Chainwheel Chatter



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

Volume 31 Number 3

Established 1972

March 2003

NEXT Meeting!!!

March 27, 2003 – 7:00 p.m.
Foster Community Center
200 N. Foster St. – Lansing

Annual TCBA Swap Meet

It's time to gather up all your slightly used bike paraphernalia, and plan to join your fellow TCBA friends at this annual event! Remember one man's trash is another man's treasure!

Set-up for TCBA members with cycling items to swap/sell will begin at 6:30 p.m. TCBA members and the public-at-large can attend, and purchase items, but only TCBA members will be allowed to display and swap/sell.

We have also arranged to have a booth set-up where you can purchase your TCBA nametag on the spot, and take it home with you.



HAPPY ST. PATRICK'S DAY!!

Board Meeting

The Board of Directors will meet at 6:30 p.m. on Tuesday, March 4, 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: April 1.

Newsletter/Ride Calendar Deadline

The **deadline for the next newsletter is Saturday, March 8, 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

" Bicycle Fit and Adjustments "

Plan to join Alan Huber at **6:00 p.m.** immediately preceding the membership meeting on **Thursday, March 27, 2003** for the next Cycle Forum session.

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Executive Board Report

The TCBA Board of Directors met at the Foster Community Center on February 4, 2003. Board members present included Arnie Johnson, Chris Harrison, Charla Scheidler, Ron Claflin, Darryl Burris and John Foltz. Also present were club members, Katie Donnelly, Dick Gilmore, Veronica Jackson, Dave Pierce, Dwayne Scheidler and Len Schwartz.

Discussion Items/Announcements

Chris Harrison reported on upcoming meetings, to include the March Swap Meet. Discussion also took place regarding the Valentine Dinner Dance. Due to lack of interest last year it was agreed that a Valentine Dinner Dance would not take place this year.

John Foltz presented guidelines for Class M rides for 2003 and advised that they would be published in the next Chainwheel Chatter.

Dick Gilmore presented the final DALMAC 2002 Financial Report. A copy will remain on file with these minutes. Checks will be issued and distributed to the proper TCBA accounts, per the reports.

Arnie Johnson reported on progress of the bike loop project, and agreed to write an article, which appears in this Chainwheel Chatter.

Action Items

Minutes of the January 7, 2003 meeting were approved as submitted.

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

Member Len Schwartz presented his thoughts regarding the distribution of the new map booklets and the quantity to be ordered. After further consideration board members agreed to stay with the original decision made at the December board meeting.

A member request for mileage credit for a ride to take place between Clare and Reed City was considered but approval was not given.

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.

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 to Charla Scheidler, 10384 Blackberry Ln., Haslett, MI 48840 - FAX to (517) 339-1758 or email chainwheelchatter@biketcba.org.

TCBA'S BIKE LOOP PROJECT

The following chart shows the plan for the Tri-County area bike loop project, which was originated by Ed Noonan. TCBA received matching funds for their \$25,000 contribution, which made \$50,000 available. The Tri-County Regional Planning Commission was the champion with respect to getting approval for all of the locations. The Michigan Department of Transportation is now in the process of getting quotes for purchasing and installing the loops. The target for the installations is early this summer. We thank the people in these organizations for the hundreds of hours that they contributed to help us make this project happen.

TCBA BIKE LOOP INSTALLATION PLAN		
COMMUNITY	LOCATIONS	LOOPS
Charlotte	3	10
Delhi Township	4	16
Dewitt	2	8
East Lansing	9	50
Eaton County	3	16
Eaton Rapids	3	3
Ingham County Parks	4	28
Lansing	21	68
Meridian Township	14	30
Mason	2	6
St. Johns	2	18
Totals	67	253

MEMBER SPECIALS

Open House

Eric's Cycling & Fitness

Sunday, March 2nd – noon – 4:00 p.m.

6070 S. Martin Luther King Blvd.–

Lansing

(1 mile S of Jolly and 3 blocks N off I-96 exit 101)

10% off new bikes, sale bikes and all accessories.

Select items additional discounts. Featuring Bianchi, Raleigh, Haro, Yakima, Bell, Michelium and Vittoria.

Refreshments Provided – Don't Miss It!!

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.

COMMITTEE & CLUB NEWS

2003 Lugnugs Outing



Getting ready for spring training? That means it's time to make plans for cycling tours and other warm weather activities. Make sure you've marked your calendar for Saturday, June 21, for the eighth annual TCBA Lansing Lugnugs outing. 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. There's also an *optional* pre-game buffet-style dinner at the Tailgate Terrace, located over right field. For \$12 (adults) or \$7 (children 12 and under), diners may select two meat entrees and enjoy 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 other 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 Lugnugs 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, OR catch me on a ride!

Katie Donnelly



The 2003 TCBA/DALMAC ride application booklet is out. Information and applications for the 100,000 METRE T-Shirt ride, WOW (Women on Wheels), and DALMAC are included in a new format. Over 9000 individual booklets were mailed and over 5000 more were sent to bike shops and other clubs. Applications can also be printed from the WEB at www.biketcba.org. The online version of the DALMAC application is also available there. Thanks for the efforts of the many volunteers it takes to get this done.

Now is the time to make your plans and send in your applications. The most popular routes have always filled early and I don't expect this year to be any different.

The DALMAC committee and volunteers are hard at work making the 33rd annual ride the great event we've come to expect. I hope to see lots of you on DALMAC.

Darryl Burris, Events Director

WKAR-TV Auction



This year marks 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. This year 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 ("lightning round"), 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. - Katie Donnelly

NOTICE: Missing February Chainwheel Chatter/ SummerTour Applications

If you haven't received your February issue of the Chainwheel Chatter, which includes your SummerTour application, you're not alone. Those with addresses that have zip codes beginning with 488 and 489 appear to be lost in the mail. We have contacted the U.S. Postal Service and the only explanation they have given us is that those bags must have been inadvertently misdirected or misplaced. We will continue to work to resolve the issue, but in the meantime if you would like a SummerTour application we suggest you check the web site, www.biketcba.org, or call (517) 882-3700 and leave a message in the SummerTour voice mailbox and one will be mailed to you.

This year's SummerTour is a circle route in northwestern Lower Michigan and follows the recent concept of having only two overnight locations. The ride will begin in Mesick, MI on Wed. July 9, and the first and second nights will be spent at Interlochen State Park. The third day the route will take you to Orchard Beach State Park in Manistee, MI where you will spend two nights and return to Mesick on July 13.

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.**

Class M Ride Rules

- * To list a class M ride, follow normal rules. Listing a carpooling place and time are optional.
- * Mileage credit will be assigned according to the scheme below.
- * All Ride Incentive rules apply, except where otherwise noted.

Approved Trails

Listed by name, # mileage points, and actual trail mileage.

* Brighton

Directions: East on I-96 to Exit 137, south on D-19 to Coon Lake Road, East to Chilson Road, south to Park HQ, then east on Bishop Lake Road to the Trail Head.

- o - Murray Lake - 25pts - 7-9 miles of moderate trail
- o - Torn Shirt - 25pts - 5 miles of advanced trail
- o - Both Murray Lake & Torn Shirt -50pts

* Burchfield - 25pts - 6 miles of advanced trail

* Ft Custer

Directions: Take I-69 West to I-94 West to exit 85 (Galesburg exit). Head north on 35th street to M96. You will see a sign to Ft. Custer. Go through Galesburg, and follow M96 until you see the park on the South side of the Street

- o - Red - 25pts - 8 miles of moderate to advanced trail
- o - Green - 25pts - 8 miles of moderate trail
- o - Red & Green - 50pts

* Holdridge Lakes (Holly)

Directions: I-69 East to I-75 to exit 101, west on Grange Hall Rd., 1/4 mile to Hess Rd., north on Hess Rd. to trail head

- o - Gruebers Grinder - 50pts - 15 miles of advanced trail
- o - West Loop - 25pts - 5 miles of moderate trail

* Ionia - 25pts - 8 miles of moderate trail

Directions: Take I-96 west to exit 64 and go north on Jordan Lake Road. The park entrance is about 3 miles. Maps of the area may be obtained at the park office

* Island Lake

Directions: Take I-96 east to Kensington Road (exit 151). Exit South onto Kensington Road. Pass the light at Grand River and the park entrance is 1/4 mile on left. Turn right after the entrance booth and proceed to "Trailhead Parking Lot" on right. Follow the road to the parking area

- o -Yellow - 25pts - 7 miles of easy to moderate trail
- o - Blue - 25pts - 5 miles of moderate trail
- o - Both Yellow & Blue - 50pts

* Pontiac Lake - 50pts - 10.5 miles of advanced trail

Directions: Take I-96 East to Highland/M-59 exit. East on M-59 (30+ miles) to Williams Lake Rd. Left on Williams Lake Rd, Left on Gale Rd, left into park (trailhead on the right side of the parking lot.)

* Potawatami - 50pts - 17 miles of moderate to advanced trail

* Rose Lake - 25pts - ?? miles of moderate trail

* Sleepy Hollow - 12 miles of easy to moderate trail

- o - Inner loop - 10pts - 4 miles of easy to moderate trail
- o - Outer loop - 25pts - 12 miles of easy to moderate trail

* Yankee Springs - 50pts - 13 miles of moderate trail

What a difference 30 years makes!

By: Rick Oberle

(Originally written for the Maumee Valley Wheelmen)

That Sunday morning is as clear to me today as it was in 1971. The Toledo *Blade* headline asked "Who wants a Harpoon V8 when you can have a 10 speed Cinelli?" Muscle cars were all the rage then and bicycles were, at best, a fringe factor in modern society. A photo of the thousand-strong TOSRV start on the steps of the Ohio Capitol illustrated the increasing interest in pedal power. Even if that was not the moment I decided that I wanted to become a cyclist, I still have the clipping- it had to have been an important article.

In the early 70s, there was a lot of talk about a bike boom. Ten speeds, while hardly common, were not all that rare. Schwinn Varsityes were \$99 and for an extra twenty you could get a Continental with or without fenders and a kickstand. European bikes began to enter the market in much larger quantities and if you went on an American Youth Hostels (AYH) ride, you would probably see a few of them. They were impossibly expensive for a 16 year old. Peugeot PX10s were \$175 and a Cinelli twice that much! I never did the math to figure out how many hours I would have to wash dishes to get one of those babies. A Peugeot PX10 became my fantasy and goal sometime after the 1972 TOSRV. One of my most vivid memories of my first TOSRV is the sight of somebody slinging their bike over their shoulder and carrying it up some stairs. Now that is something I gotta try, I thought. I am pretty sure that when my back hurts, it's because I tried to hoist my department store English Racer over my shoulder all those years ago. That episode probably motivated me more than anything to pursue that PX10.

I had met Rita Gleason, the Maumee Valley Wheelmen's first president, a few times and even gone on a ride she led for the Toledo AYH. She was my idol. She had a Cinelli! She was probably 23 to my 16 years at the time. What really amazed me was the fact that I could go faster on my 3 speed than she went on her 10 speed. It would obviously take a few more years before I understood the relationship between the rider and the cycle. Somehow I learned about the AYH and began to work my way towards all the patches. First there was the 25 miles in 3 hours, then 50 in 5, 75 in 7 seemed impossible (you had to go over 10 miles per hour!) and then there was the ultimate quest: 100 miles in 10 hours. How could anybody do that?" I often wondered. But I wanted to try. It probably took at Cinelli..... It all seems pretty silly in view of the fact that I ride 25 miles in a little over an hour now, but it underscores the fact that we all have to start somewhere.

It must have been the fall of 1972 that a handful of people met at Rita Gleason's house in the old West End. After a little refreshment, people began to discuss the merits of a bicycle club. Frankly, I couldn't figure out what was wrong with the AYH. After all, they were next to God since they had created TOSRV, the self-proclaimed single most Important Bicycling Event in North America. How do you improve on that?!! But nobody either read my mind or asked my opinion and the Maumee Valley Wheelmen were born. Other than the potato chips, I still recall the discussion of when the next meeting should be. Opinions on the frequency varied, but I still to this

day, recall some wise sage saying, "Perhaps the less we meet, the more people will come." Dilbert would be very proud of those early Wheelmen!

It seems to me that most of the people involved with the club in those day were college-aged or in their twenties. Chuck Conner was the lone exception. He was 36 as I recall. Nobody was in their 40s and 50 something seemed incomprehensible. Being a Springfield HS student, I could probably not even spell dinosaur then.

As a charter member of the Maumee Valley Wheelmen (MVW), I had the same opportunity to go to meetings, organize rides, and make new friends as anybody. Unfortunately, I didn't do much of that. I think it was at that first meeting that I met Mark Tyson to whom I expressed some interest in racing. Now, I had no more idea of how to race a bike than how to race a horse, but I had gone faster than Rita Gleason's Cinelli. Maybe I could do it, plus, I spent the next summer in Northbrook, IL, which just happened to have a velodrome. Wouldn't you know that I could ride faster than all the stock bike riders. I was hooked!

The Wheelmen became my life. Every day I was the townie in *Breaking Away*, trying to get as good as the Italians. As those early newsletters prove, nobody knew much about training, diet, strategy, etc. In the Nike spirit, we just did it. My recollection is that there were only a handful of dedicated riders in the club. The "in the club" part is really unnecessary as we were everybody. There were no hide-outs. To see another bike racer, you had to go to another town, like Cleveland, Columbus, or Detroit. And even then, the numbers were still small. Typical races would have only 25 to 30 people. There were no classes other than Junior, Senior, and Veteran. Being a junior, I had a little easier time of it than the older guys, but the competition was still very keen. Ohio had a lot of good riders including that year's national champ, Ted Waterbury. The next year's national champ was from Detroit, Pat Nielson.

As the distance of our travels increased, we began to see Olympic riders like the Stetinas and Mike Neel. They always won everything, of course. In Ohio, that is. In the Olympics, they were distant also-rans somewhat akin to the Jamaican Bobsled Team. All the Americans were completely out of their league in European racing. I suppose Greg Lemond, Lance Armstrong et al know this, but American cycling really has come a long way in a very short time. The MVW really is a mirror of the development of cycling in the past 30 years. In the early days, people just rode bikes as fast as they could and today, the Americans ride with the best of them, just like the MVW.

Information about cycling was exceedingly rare in the early 70s too. So even if you were dedicated, there was no place to learn other than the school of hard knocks. The Bible was Eugene Sloan's *Handbook of Bicycling* that covered everything from kid bikes to racing. It did have a chapter on racing complete with a few photos. One of the photos was a match sprint with Jack Disney, the 1970 national champ. He

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What a difference 30 years makes!

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was well into his 30's and I couldn't imagine how a guy that old could go that fast! Such silly thoughts on two levels: First, 30 something looks pretty young to the world now, and second, I eventually came to realize that tactics were much more important than raw speed and power. Today many of the Keirin racers in Japan are 40-something and they routinely beat their juniors. Same principle....

Compare that one book with the scores of titles on the shelf at your local bookstore, not to mention the specialty titles you can find on the Internet and through *VeloNews*. Speaking of *Velonews*, it was about a 12-page tabloid with results of just about every race throughout the country. Again, Europe was well beyond everybody's action space, but clearly on the edge of their fantasies. Compare that with Today's *VeloNews* with correspondents in Europe, color photos, etc. We have come a long way!!

The evolution of equipment is truly astonishing. Surprisingly, the fundamentals are pretty much the same two wheels, pedals, a chain, derailleur shifting, tires, handlebars, etc. But the similarity ends there. All the high-performance wheels were tubulars with the very temperamental sew-up tires. Those *\$!@#% tires would blow out on a moments notice and if you got more than 1,000 miles out of any of them, it was a veritable miracle! Having said that, I have not ridden a wheel that is as sweet as Fiamme Yellow Label wheels with Clement Seta Extra tires pumped up to 120 pounds. As the legendary Gene Portuesi of Cyclopedia fame put it, 'Does anybody expect Indy tires to last more than one race?'

All drive trains were ten speeds in those days, two in front and five in the back. People subscribed to many theories of gearing and there were many choices of front chain rings and rear freewheels. Among the most common were 42 or 45 with a 52 in front with a 14 18 straight block in the back. That was for criteriums only. BTW, a 14 was as small as they got in those days. Gear charts would go up to 110, which you could get if you paired a 53 with a 14. So is it any wonder that people can go faster today than in those days?? If you wanted to shift, you reached down for the downtube shifters. There was no shifting on the fly!

One of the biggest advances has been in pedal systems. Until the mid 80s, shoes had a slotted cleat that you had to nail on yourself. You had a choice of a few different cleats but they were all essentially the same. And yes, the nails did pull out from time to time. This cleat was coupled with toe clips and straps. For some reason, I save one shoe, my first. It has the stiffness of a tennis shoe but it is very light. The strap abraded the leather to literally nothing, which makes me wonder just how comfortable they could have been. Compared to tennis shoes on a bike (in which I rode many thousands of miles), they were heaven!

As far as I am concerned, the biggest single improvement in equipment is in helmets. They were for race day only in those days and to be honest, I am not sure there was a lot of difference between the helmet and nothing. They were just padded straps from the front of your head to the back. Think Knute Rockne and you are pretty close to what they were. Unfortunately, people did crash in those days too and there were many serious

injuries, many of which would have been prevented with a modern helmet. It's great to see everybody protecting themselves against the unforeseen hazards of the road, both training and racing. You must understand that I once smacked my head against one of those iron poles that ring the Northbrook track going 30+ mph. Other than waking up in the hospital, that's all I remember. Then another time, my chain slipped and I recall Mark Schaberg's pedals going by at eye-level. A skull fracture and many scrambled emotions later, I came to be what I am..... Crazy, isn't it..... Aren't I? I get those phrases mixed up!

Fast-forwarding to 2002, it is easy to see a complete revolution of the sport. Actually, that's too bad a pun for publication and besides; it's more like an evolution. Cycling has moved from the kid's world to serious adult recreation for many and avocation for a few. Prizes in the 70's were water bottles and other spare parts from a bike shop so nobody made a living at it in the US then. It has moved from an oddity to the main stream of culture. Even though cycling has waned a bit in the past ten years, its popularity still eclipses the era before the first bike boom.

So what has cycling done for me? First, I don't look my age but at least I don't get carded any more when my kids are with me. The contrast between us is striking! My involvement in cycling has provided me with many phenomenal opportunities and a career. I do market analysis and database development and many of my clients are bike related. But my life's most gratifying endeavors have been with the rails-to-trails movement. Some people call me the father of the Kal-Haven Trail, which runs from Kalamazoo to South Haven. All I did was motivate the troops to get the job done and write a bunch of grants. See more at www.geocities.com/Yosemite/Meadows/2760/khtevolv.html. That was in the 80's. In 1992, I was lucky enough to meet the good folks at the Detroit Free Press who made the Detroit Free Press Michigander possible. The Michigander crosses Michigan on mountain bikes, mostly on rail-trails, without the benefit of much pavement. Since I don't even own a mountain bike, you can see I was into it for the advancement of the cause, not my own hedonism....

In raising money for the Kal-Haven Trail, I got better acquainted with the folks at the Lansing Club, which put on DALMAC, Dick Allen's Lansing to Mackinaw Tour. It's a 350 to 400 mile ride over four days on every Labor Day weekend since 1973. If you ever want a great way to spend a few days, this is unbeatable. Having done 15 of them, I speak from first-hand experience. We need some new blood now that the Wolverines are slowing down a bit. See www.biketcba.org for details. They gave the Kal-Haven Trail \$20,000, BTW.

This ramble all started because I rode most of the 2002 CFC with the MVW. It was great fun and being nearly 50, you can see the irony of much of my thoughts of yesteryear. I owe much of my success to the Maumee Valley Wheelmen's early nurturing. It was a great time and it is very gratifying to see such a vibrant club after all these years. I rarely come to Toledo anymore so it will be up to you all to make sure that the club is at least 100 times better in 2032 than it is today. Impossible?? It has to be at least 1000 times better today than it was in 1972!!