

Chainwheel Chatter



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

Volume 31 Number 5

Established 1972

May 2003

NEXT Meeting!!!

May 29, 2003 – 7:00 p.m.
Foster Community Center
200 N. Foster St. – Lansing

Tour de France - 2002

As witnessed by - Doug & Michelle Cook

Time trials not fast enough to qualify you for the Tour de France? Can't find sponsors willing to send you? Join us on May 29 when our guest speakers relive the excitement of the greatest bicycle race in the world!

In July of 2002 Doug and Michelle Cook of Burton, MI, traveled to the French Alps to witness the Tour de France. Along with cycling fans from all over the world, Doug and Michelle watched from the roadside as Lance and the "Blue Train" of US Postal made history, riding away with their fourth consecutive Tour de France victory. They will share slides and commentary from the "Queen of the Stages", Les-Deux Alpes to La Plagnes, to the finale on the Champs Elysees in Paris. Don't miss this opportunity to travel to France and relive the greatest bicycle race in the world.

NEXT MONTH . . .

Local Triathlete, Beth Homan, will speak about her experiences & training.

TCBA FAMILY PICNIC Saturday, June 28, 2003 – Sleepy Hollow State Park

Lunch will be served between 1:00 and 2:30. The cost will be \$5.00 per person with advance reservations required (children under 10 are free, but we will still need a head count for them). A sign-up sheet will be sent around at the April and May club meetings. If you are unable to attend the one of these meetings please send your check or money order payable to TCBA to Chris Harrison, 9100 14 Mile Rd., Mecosta, MI 49332. If you have questions you may contact Chris by phone (231) 972-5278 or email vp@biketcba.org.



Board Meeting

The Board of Directors will meet at 6:30 p.m. on Tuesday, May 6, 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: June 3.

Newsletter/Ride Calendar Deadline

The **deadline for the next newsletter is Saturday, May 10, 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: "Fixin' Flats and on the Road Repairs."

Plan to join Alan Huber at **6:00 p.m.** immediately preceding the membership meeting on **Thursday, May 29, 2003** for the next Cycle Forum session.

In This Issue

Meetings/Deadlines.....	Front Cover
Board Report	2
New Members /Address Change	2
Committee & Club News.....	3
The Road Trip.....	4
Classified /Member Specials.....	5
Your Favorite SummerTour?.....	6
Ride Calendar	7-8
Starting Points/Classifications/Sunrises & Sunsets	9
Information for New Riders.....	10
Easyspoken	11
News From the League	13
From the TCBA Mail Bag	15
Other Good Numbers/ Membership Application.....	Back Cover

HAPPY MOTHERS DAY – MAY 11!!!



Executive Board Report

The TCBA Board of Directors met at the Foster Community Center on April 1, 2003. Board members present included Arnie Johnson, Charla Scheidler, Ron Claflin, Darryl Burris, John Foltz and Phil Wells. Also present were club members, Lee Adair, Cheryl Claflin, Katie Donnelly, and Lenny Provencher.

Discussion Items/Announcements

Arnie Johnson reported on behalf of Chris Harrison, that Doug & Michelle Cook will present the May program, which will include highlights of their trip to the 2002 Tour de France. Arnie also mentioned that the June meeting would feature local triathlete Beth Homan. Discussion also ensued regarding whether there is a need to improve on the Swap Meet. Suggestions from the membership are welcomed.

Darryl Burris gave an update on DALMAC applications received to date, commenting that the 4-West and 5-Day routes were nearly full.

John Foltz reported that the distribution of the 2002 ride incentive items began at the March Swap Meet and will continue at the April 24th meeting. An article will appear in a future Chainwheel Chatter regarding the deadline for claiming those items.

Arnie Johnson gave an update on the Bike Loop Project. With 67 loops scheduled to be installed, and costs for installation much less than what was projected the project will be completed well below the budgeted amount.

Comments were made regarding the formation of a Critical Mass group in the Lansing area and an event that recently took place. TCBA has no involvement with this group.

Action Items

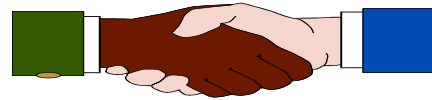
Minutes of the March 4, 2003 meeting were approved with one correction; John Foltz was not in attendance at that meeting.

Ron Claflin presented a financial report through March 30. The report was approved as presented.

Member Lenny Provencher again expressed concern regarding benefits of TCBA membership relating to the acceptance of SummerTour applications. After considerable discussion a motion was made, seconded and carried, to establish the following procedure beginning with the 2004 SummerTour ride: The applications of TCBA members* will receive priority treatment through March 1. The non-member applications will be held, and if space is still available, processed after March 1st, in order of date postmarked or date received if not mailed. *Membership must be current as of January 15th of the ride year, to be considered a member. More explanation will appear in a future Chainwheel Chatter.

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



Brian McEwen
Timothy & Leathia Hodge
Andrew Kopf
Tim Wohlford
Barbara Hosler
Denise Smith
Heather Nostrant
Pat Cummings
Randy Bitner
Amelia Casanova
Sara & Marvin Beland
Charles Johnson
Lupe Lerma

CHANGE OF ADDRESS

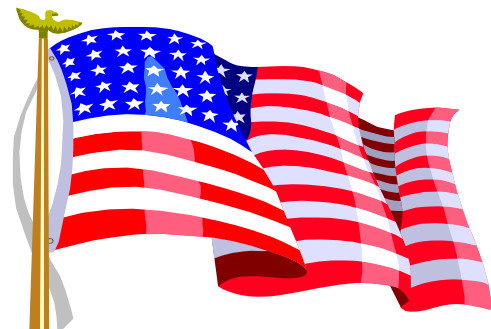


If you move or have your mail forwarded, please notify us as soon as possible. The newsletters are sent bulk mail, and the post office does not forward bulk mail. The post office returns your newsletter to us (we have to pay to get it back), so your membership ends up in limbo until we hear from you.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

MEMORIAL DAY

MAY 30

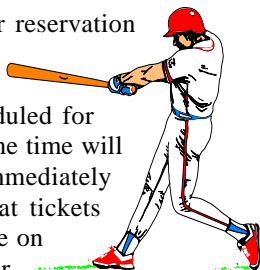
— a day of remembrance for those who have died in our nation's service. . . - (observed May 26)



COMMITTEE & CLUB NEWS

2003 Lugnuts Outing

It's *almost* too late to make your reservation for the eighth annual TCBA Lansing Lugnuts outing. This year's lycra-optional event is scheduled for Saturday, June 21. Once again, game time will be at 7:05 p.m., with fireworks immediately following the game. Fifty box seat tickets have been reserved and are available on a first-come, first-served basis for just \$8 each. 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. Bring along some wet wipes, because this stuff is finger-lickin' good! Picnic tables will be reserved, so you can enjoy your dinner without having to balance a plate on your lap! These outings make great family events, so bring your family or bring some non-member guests. We might not recognize *you* without helmet hair anyway! 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, write your check for the appropriate amount and catch me on a ride, or call me at 349-5564!



Katie Donnelly

T-Shirt Ride 2003

Saturday, June 14, 2003!! Log it into your Computer Calendar, hot sync it to your Palm Pilot, and ink it onto your wall calendar for this year's T-Shirt Ride from Laingsburg High School. We have great facilities, food, roads, maps and not to mention, plenty of food. This year we will also have several vendors selling bicycling related goods. Vendors wishing to be part of this event please contact me as soon as possible.

Signup sheets for volunteers will be passed around at the April and May general meetings. If you want to volunteer and miss the meetings, be sure to contact me ASAP.

Register early and take advantage of the discount! T-Shirts are sold separately and are in limited supply. T-Shirt sales always go to the pre-registered riders first; excess T-Shirts are then sold at the event.

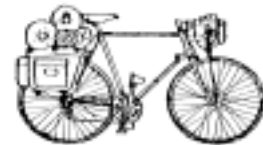
Again this year, I look forward to seeing all the readers of this newsletter at the ride.

Hoping for a warm dry weekend,

Al Simons – (989) 288-3898
tshirt@biketcba.org

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.



Auction Report

If you tuned in to WKAR-TV just after 8:30 p.m. on Friday night, April 4, to get the latest *Wall Street Week* dismal report on when you'll be able to retire (or how long you can afford to *stay* retired), you were instead "treated" to images of some of your TCBA buddies doing their part to support public television.

A brief training session magically transformed us into the Ready for Prime Time phone bank, and we began taking bids from callers hoping for bargains. Some of us "lucked out" and managed to be on break when the first Lightning Board struck – Steve was *really* disappointed. As in the past, we worked the opening night of the auction, which provided a great opportunity to find out what was being offered this year. Some folks just can't get enough of a good thing, though – I saw Lucinda working the auction later in the week. One of these days she's going to have to buy a TV so she can actually watch this stuff!

Please join me in thanking the following members who gave up their Friday evening to represent TCBA and support Channel 23.

Martha Andrews	Veronica Jackson	Lucinda Means
Dale Nowicki	Katie Nowicki	Steve Schuesler
Diane Sherman	Deb Traxinger	Larry White

Plan on joining us next year in this "off-road" adventure!

Katie Donnelly

The Road Trip

Many of you may think that DALMAC and other TCBA tours just happen. Those of us who volunteer and do what must be done to put on a quality ride know that a lot of things occur long before the event and behind the scenes. I'd like to tell you about a recent road trip that Ida and I took to check out new roads for DALMAC. When changes are needed, I must drive or ride the roads before I put them on the maps.

I had been checking the weather for days before the trip to find a pair of days that the weather would be above freezing and dry. Those days, according to AccuWeather and The Weather Channel, were April 1st and 2nd. I had my itinerary all prepared so I knew what needed to be checked and in what order so I could do the trip in the least number of miles. We left early on Tuesday morning. The day turned out to be a good one, with light wind and temperatures expected in the upper 50's later. The following is what happened.

The Quad was changing so we headed for Saranac. All went well. We found food and a place for the PSM. Next we headed for Lowell because the Ionia County Road Commission web site said that Riverside drive was done last year. Wrong!! I made a note to myself to look that site up when we got home. It is rescheduled to be done this coming summer. My itinerary just went out the window. We consulted my maps and did changes on the fly. No harm done other than the Quad won't be going to Lowell.

Back to checking the new stuff. I intend this year, to show some recovery routes on the maps. These will attempt to show you how to get back onto the route if you miss a critical turn. While making one of these checks near Trufant (The Stump Fence Capital of the USA) I found that a .1 mile section of a road that had been gravel was now paved. I had been asking two road commissions about this for a number of years. Also in that area was Coral (Tater Town.) You can find out a lot of interesting things on these road trips.

I checked the White Pine Trail north of Morley to see if it was paved. No such luck. I'll put it on the maps anyway so those with fat tire bikes can have an alternative to Northland Drive.

The weather was so nice. Sun shine and mid 50's. We continued north. In checking some of the recovery routes, I found some roads that are now paved that could be used by our tours in the future.

After lunch in Marion, we headed for Karlin. Some of you Quad riders from last year remember this area. After turning onto Youker Rd., you saw a WALL of asphalt. Apparently some poor soul's stomach couldn't take the strain and he had to PUKE. Sorry to be so graphic, but that is what happened. Some of the road crew instantly labeled it "PUKE HILL." We had a GPS unit with us (thanks Lee) and I measured the height of this hill. You don't want to know. People accuse me of putting hills on the routes on purpose. I design routes on a flat map (there are no hills on paper.) I get surprised when I first see them just like you do, only I'm in my van.

As we drove though Traverse City, the clouds started to roll in. We checked some routes around Torch Lake and decided to stay over night in Petoskey. I had wanted to make it to Mackinaw City that day, but it was getting close to sundown and checking roads in the dark isn't fun. We found a motel and immediately looked at the Weather Channel to see what tomorrow would bring. Not bad. Not as warm as Tuesday and a chance of light snow. Oh, well. We wouldn't be in the straits area too long.

After we woke up, we again checked the weather. There could be 3-5" of snow in the eastern UP starting a little later. We only had only about 50 miles to drive to make the checks I needed to do. We had a quick breakfast and headed north. As we came to Levering, the snow started. Within about 10 miles, there was over an inch on the road and it was getting slippery. We pressed on. I've never seen such slippery conditions in all my years of driving. I couldn't stop easily from 5 mph. Needless to say, we had to go very slowly.

The Mackinaw Bridge was in "white out" conditions when we crossed. The windshield wipers had long ago been covered with ice and weren't doing their job. We had to go to La Salle High School. Did you know that it is on top of a hill? Have you ever needed to go down a snow-covered hill to a stop sign without sliding into the busy intersection? I had that unpleasant experience in St. Ignace. We did just fine and then headed to Cheboygan.

My bad luck on this leg of the trip was that the snowplows were all going west. US-23 was treacherous. As we got to Cheboygan, the temperature was rising and the snow was turning to slush. This was a good sign. Now we could head south and, hopefully, find dry roads. That is just what happened. We pulled into Indian River for lunch and a few snow flurries were falling, but the roads were dry. My van looked like Nanook of the North with ice and snow dripping from it. None of the other cars in the parking lot had even a hint of snow on them. After getting home, we found that the snow had continued to press south and it was kicking at our heels all the way back to Lake George.

Now that we were about two hours behind schedule, we drove toward Gaylord and Grayling, our next places to check. All was good. The 4-Day East was going to get a new route around Higgins Lake. It turned out to be very nice and we think the riders will enjoy it.

As we were getting very tired after the ordeal in the great white north, we stopped at my sister's place near Lake George to see if we could stay for the night. They were very good hosts. We had to check The Weather Channel again to see if we would get burned on the weather again. The forecast said a chance of a little rain and/or snow with temperatures around 30 for a low. I could live with that. How many times can the forecast be so wrong?

Thursday broke and we awoke to a fine mist falling from the sky. It was an irritating mist that I don't like to drive in. The real problem was it was only 25 degrees. Can you say

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CLASSIFID



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

PerformanceBike.com

PerformanceBike.com will be holding a one-day web only sale exclusively for cycling clubs on **Saturday, May 3rd**. We'll be offering a 20% discount on our entire inventory of great Performance products needed to stock up and gear up.

All you have to do is email us at clubs@performanceinc.com and provide us with the name and location of your club, your email address and phone number and the president/director of the club. We will then send you an email with a coupon code which will enable you to take advantage of this special sale event.

Visit us as www.performancebike.com.

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.

The Road Trip

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FREEZING RAIN? We waited until about 10 o'clock and made the decision to leave. When we got to US-10 from M-115 the fire department was on the bridge after the entrance ramp. An SUV had come off the ramp, slid to the far bridge railing, flipped onto it's side, then slid back to the near railing. The bridge was all ice. The road wasn't bad there, but got much worse as we drove east on US-10. We could only drive about 45 mph.

Mt. Pleasant was our next destination. We looked at some streets there and left for Shepherd to look at our 4-Day East over night site. We made a short stop at McDonald's. While there, frog stranglers rain storm started. Each raindrop was the size of my thumb and had a chunk of ice in the middle. At least it washed some of the ice off my van.

As the temperature was climbing, the ice on the road wasn't a problem any more. We headed for home. As we drove by Dewitt, the heavy rain came again. It wasn't looking like it would end soon. It stopped raining just north of Dimondale. The closer we got to home, south of Dimondale, there was no sign that it had rained at all. My gravel road wasn't even wet and there weren't any puddles. This was strange.

We had driven nearly three days and encountered almost all of Michigan's types of weather: Sunny skies and 59 degrees, cold and cloudy, heavy snow, freezing rain, sleet and torrential rain. I guess the old saying is correct. If you don't like Michigan weather, wait 5 minutes and it will change.

All in all, it was a good trip. We volunteers do this for you.

Joe Adams
Route Chairman

CONGRATULATIONS!!!



Thomas Baumann and his wife Krista, have announced the birth of their daughter Elisabeth Stefanie Baumann (7 lbs. 8 oz.) on March 7, 2003. Thomas is a member of TCBA's Website committee, and a Visiting Assistant

Professor at the NSCL/Cyclotron Lab at MSU.

Which Was Your Favorite SummerTour?

Since 1996, TCBA has been doing the current SummerTour format: A loop tour with 5 Days of riding. We have modified the format somewhat with the addition of layover days. The current SummerTour, with its 2-layover days, seems to be a hit with all who have ridden it.

We want to ask you: What was your favorite SummerTour? Below is a list of the tours and a brief description. If you have a favorite, send an email telling us which one it was at summertour@biketcba.org.

If you have any suggestions for new SummerTour routes please let us know. Results will be published in a future Chainwheel Chatter.

- 1996** 313 miles - Portland, Lakeside Campground in Cedar Springs, John Gurney Park in Hart, Muskegon State Park, Wabasis Lake County Park Campground, Portland
This was 5 consecutive days of riding. We had a Lansing caterer traveling with us for the trip to make very delicious meals on site.
- 1997** 302 miles - Portland, Lakeside Campground in Cedar Springs, New Era, Muskegon State Park, Wabasis Lake County Park Campground, Portland
This was 5 consecutive days of riding. We had a Lansing caterer traveling with us for the trip to make very delicious meals on site.
- 1998** 262 miles - Portland, Tyler Creek Campground, Holland, Whispering Waters Campground, Portland
We started layover days on this trip. We did a layover at the Holland High School. There were day trips to Grand Haven and Saugatuck.
- 1999** 263 miles - The Tri-State Adventure
Leslie, MI, Walter J. Hayes State Park in the Irish Hills, Harrison Lake State Park, OH, Oakhill Conference Center in Angola, IN, Willits Family Campground in Moscow, MI, Leslie, MI
We went back to 5 straight days of riding this year. Riding through 3 states was certainly different than most of us had done before.
- 2000** 323 miles - The Michigan State Parks Tour
Reed City, Silver Lake State Park, Orchard Beach State Park, Reed City
We went back to layover days this year at both state parks and day trips to Mears and Montague, and Muskegon State Park and Frankfort.
- 2001** 258 miles - The Michigan State Parks Tour Strikes Again!
Cassopolis, Warren Dunes State Park, Van Buren State Park, Cassopolis
We had layover days at both state parks and day trips to Three Oaks and Michigan City, IN, and Saugatuck and Paw Paw.
- 2002** 256 miles - The Michigan State Parks on the Sunrise Side!
Hale, Tawas Point State Park, Harrisville State Park, Hale
We had layover days at both state parks and day trips to Lumberman's Monument as well as a canoe trip on the Ausable River, and Hubbard Lake and Sturgeon Point.

SummerTour 2003, The Michigan State Parks Northwest Tour also promises to be great.

SummerTour Committee

E A S Y S P O K E N

Is 29 Days Enough?

Wed 21

Ken convinced me to stay in Marlinton another day. Tonight, a local restaurant would have a great group of musicians that played olde tyme music.

Before Ken went to work, he said I should treat the place like my own. After he left, I decided I needed a bath. It would be my first opportunity to go skinny-dipping as an adult. I headed for the fishing hole. It was only about three feet deep, but I was able to get my shoulders wet and enjoy the coolness.

As the silt on the bottom cleared, my attention was directed to my big toe. There were a couple dozen small fish taking turns nibbling on it. Imagine that! Fish in a fishing hole.

I rode the trail back into Marlinton (leaving my camping gear behind) and had lunch at the library with Ken. He wanted to ride my Tour Easy. After a couple times around a parking lot, he disappeared four or five blocks down towards the courthouse. Although he is too short for the bike, he still enjoyed riding it.

Marlinton's museum focuses on local history. The first inhabitants built a cabin. One day they argued about religion and Mr. Marlin kicked the other guy out. Undaunted, the other guy went to live in a nearby hollow Sycamore tree.

This is not as odd as it may seem. Sycamores have a large heart, which rots quickly, leaving the tree hollow. Some interiors are 16 feet across.

Beyond the museum was a large hill I would climb the next day on the way to the Cranberry Glades. The 1/2-mile road twisted and turned along the edge of hills laid open by dynamite. Much of it was a 10% grade. My Michigan legs and I made it to the top with just one rest stop.

Near the top of the hill a man sat in front of a shed selling dog food. He was a bear hunter. I told him my impression of bear hunters was pretty bad, due to their disrespect of private property in pursuit of bears. He said every group has bad examples, but most behave properly. I asked if there was any money in bear hunting, or if he just did it for sport. He said it was just for sport. (I later found out a bear gall bladder could be worth between \$20,000 and \$25,000 in Asia. Kill a dozen bears and you can buy a lot of dog food.)



At the River Place Restaurant, the band members arrived individually. There was a mandolin player, two guitarists, and a bass player. The banjo player couldn't make it. In spite of that, they were very great. They sat on chairs where a table used to be and played and sang for a couple hours. Ken and I were in a booth close enough to touch the mandolin player. I was glad I had stayed.

Thu 22

Today, Ken's "Honey" would arrive. This is a gal that Ken was good friends with over 20 years ago, but they parted when she went to college to study law. Several years ago, Ken looked her up, and they have been close friends since. She works for the government as a well-paid legal advisor. When Ken bought his 6 acres, she bought the rest of his side of the mountain.

Ken lives in a tent almost large enough for me to stand in. His bed is two full-size air mattresses, one on top of the other. He has a large oil lantern for light, and some heat, and a two-burner propane stove, both in the tent. Several large plastic containers store stuff.

A power line runs right above his tent but he won't tap into it. He doesn't like the policies of the power company. Instead, he uses a solar panel to charge batteries to run his radio/CD player - gotta hear Garrison Keillor.

A week ago, he got a kitten. It's a tabby with Siamese ears. As the biggest and strongest of the litter, he got named "John Wayne". John has been quick to learn not to get into people food, and only once deflated Ken's air mattress.

By noon, I had packed and driven back into Marlinton. I stopped at the library to share one more lunch with him on the front porch. The chairs were empty. Could he be with his "Honey"?

I went into the library to thank the librarian for all her help. There at one of the Internet computers was Ken, trying to look up Easy Racers, maker of the Tour Easy. He wanted to tell his "Honey" all about it tonight.

I had looked at the map in the area west of Marlinton. It looked like I would have a steep climb up to the area, then a long decent at the end. I decided to avoid both by driving to the high ground, then biking around. The plateau never materialized. I considered the 25-mile rail trail in the area as "more of the same" and decided not to ride it.

It was then I realized that my vacation was over. I'd had enough of pushing Sarah up hills. I'd been on a good variety of rail trails. And after meeting Ken, the chances of meeting others as interesting seemed remote. Ironically, I'd had all of these feelings, but to a lesser degree, before the tour of the lumber mill and before meeting Ken.

I decided that it was time to go home, but I would detour a bit south to see the dam at Summersville, and to Fayetteville to see the New River Gorge Bridge.

The Summersville Dam and Reservoir was created for flood control on the Gauley River. When the Army Corp of Engineers names a dam, they often use the name of a nearby town, perhaps even one that became flooded when the dam

was placed into service. The prime town in the area would be below the waterline. It was named "Gad", but they didn't call the new structure the "Gad Dam", for some reason.

After the Labor Day weekend, they would open up all the floodgates and lower the reservoir to its winter level. That would make the Gauley River 12 times faster and a lot deeper. In mid-September, two of my daughters and 19 of their

friends would be white water rafting there, starting just below the dam.

I found the campground at the reservoir. Tent sites are large and in shady areas, unlike the places for motor homes.

There were lots of kids. As Sarah and I rode around, one little kid on a battery-powered car stared at Sarah and ran off the road into a rock as big as his car. The car was not damaged.

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EASYSPOKEN

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At night, bicycle riding was exciting. Only one other bike rider had any lighting. It was a blue neon light from Wal-Mart. His banana-seat bike had a 20-inch rear wheel with 72 spokes - impossible to get a finger between two spokes. It also had no brakes - he just dragged his feet.

I have frequently been engaged by people who want to talk. However, several times as I am about to get back to riding, I am offered an unnecessary lie: "Just one more question - are you a Christian?" This is NEVER the last question, no matter how I answer it. Sometimes I have remained to talk; other times, I just kept going.

Fri 23

After sleeping in, I drove to Fayetteville. At the New River Gorge Information Center I sat in the super-cool auditorium for the 11-minute slide presentation. It was excellent, but at the end, I realized I'd had my eyes closed for much of it, just listening to the music. I spent the next 45 minutes looking at the displays about bridge construction and local history. Then I went back to the auditorium and saw those pictures I had missed.

The ranger there told of an old town to the south that had not changed in 100 years. Thurmond has a rebuilt railroad station that actually picks up Amtrak riders three days a week. As I stood there, it whizzed by; there were no passengers waiting to board. The other buildings were not in use. I would have had to cross railroad property to get there, so I didn't.

A National Forest Campground was just south of there, so I went to find it. If you missed the sharp turn onto the bridge over the New River, you would go down (or fly over) a steep road to the campground. It had pit toilets, no water, and was free.

As I was choosing a site, two rangers showed up to sign me in. The guy ranger explained that a few years ago, both sides of the river were party areas. Motorcycle gangs with alcohol and drugs would come to play, skinny-dipping in the middle of the day with young kids around.

The gangs are gone, but broken glass is hard to remove. As the ranger was about to leave, I joked with him, saying, "I guess I won't be skinny-dipping here". He surprised me, saying that he didn't care one way or the other; the national forest campgrounds have no nudity laws to enforce. If I became a nuisance to my neighbors, that would be another thing, however.

After dark, wearing my sandals for protection against broken glass and sharp rocks, I slipped into the water unnoticed, and swam the New River, using the lanterns of my neighbors for orientation. On the way back, the downstream

lantern was getting closer, and the other one was getting farther away. The current was faster than it looked, and I was not compensating for it.



Swimming stronger now, partly to cross the river and partly to counteract the current, I got _ of the way across when I began to have doubts.

The downstream folks were fishermen. When they heard me, they thought I was a deer swimming to shore, but could see nothing. One backed a truck around and shined the headlights on me. I waved, they were disappointed, the lights went off and the fishing resumed.

Sat 24

Ken had said that I could probably find some good music groups in Wheeling, so I headed there. On the way, I detoured slightly to drop off the RealLITE that Paul Satterfield had already paid for.

Arriving in Wheeling, I followed the signs to the Tourist Information Center, figuring they would lead me to the music. The place was closed. Downtown Wheeling is a ghetto. I decided there would be no music for me tonight and headed for Ohio, looking for a place to camp.

On the way out of town, I stopped at a grocery store and bought some food for supper. I sat in my car in the parking lot to eat when a pickup truck parked next to me. A teenage kid remained to tune in some rap music. He rolled down the windows and cranked up the volume. If there is anything I dislike more than someone with a loud car radio, it is that radio playing rap music.

I tuned in some bluegrass and cranked that up even louder. At first, he tried to ignore me, but when he looked, I gave him a big Cheshire cat grin. He got all nervous, then turned it down. I turned mine down and pulled out of the lot.

The Ohio map showed a campground in Cadiz, about 25 miles up US-250. Just beyond Sunset Heights (a party store) was a road going to Lansing. I'd been to Lansing, WV, which is near the New River Gorge Bridge, so I had to check out the Lansing in Ohio. It was in a deep valley and had no park, or anywhere else, to pitch my tent. I wasn't going to be able to say I spent my last night in Lansing. (Lansing, Michigan is about 15 miles from my home.)

The park in Cadiz was hard to find, but huge. It must have been at least 50 acres, and had a lot of travel trailers in it. Someone directed me to the tent area "at the top of the hill behind the ball field". No other tents were there, but I found a spot under a tree and started setting up my tent.

Then it started. One at a time, several vehicles cruised slowly past. I figured them to be teens with nothing better to do, but was concerned about what might happen after I went to sleep. No one stopped to say "hi" or talk. I got paranoid. When one went by, I clicked off a couple pictures, activating the flash in the dark. Nothing showed but taillights, but I figured they didn't know that. The visits subsided and I went to sleep.

Sun 25

I left early and took no side trips; I just wanted to be home. Our mailbox, stolen a week earlier, was there. The lawn looked fabulous - Jenny, one of my daughters, had mowed it. And my wife Kathy greeted me with the biggest smile I'd seen in years. What a great way to end a vacation.

Dick Janson
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THE PAGINATION WAS CHANGED TO
ACCOMMODATE DICK'S
PHOTOGRAPHS WHICH WERE NOT
INCLUDED IN THE PRINTED
VERSION OF CHAINWHEEL
CHATTER

NORMAL PAGINATION RESUMES ON
THE FOLLOWING PAGE



NEWS FROM THE LEAGUE

NATIONAL BIKE MONTH™ / BIKE TO WORK DAY

The year 2003 will mark the 47th consecutive year the League of American Bicyclists has declared May to be National Bike Month™. The League is promoting Bike-to-Work Week from May 12 - 16 and Bike-to-Work Day on Friday, May 16. Contrary to popular belief, it is possible to lose weight and have fun at the same time. The proven method: *ride your bike* (see article below on the benefits derived from riding your bike.)

Bicycling is one of the most popular activities in the United States, and National Bike Month™ provides an opportunity for friends of bicycling and the League to sponsor educational programs, bicycle commuting events, trail work days, bicycle helmet promotions, and even bicycle film festivals to draw positive attention to bicycling.

If you are thinking about planning a Bike Month event for the first time or are looking for new ideas, we recommend purchasing the National Bike Month™ Event Organizer's Kit (BMOK). The BMOK is an invaluable aid to anyone planning a Bike Month promotion within their community or company.

Want to check out the online version of the Bike Month Organizer's Kit? Visit the League's web site www.bikeleague.org, you'll need Adobe® Acrobat® Reader® software in order to view the file.

LOSE WEIGHT AND GET FIT DURING NATIONAL BIKE MONTH™

(April, 2002 Press Release)

Contrary to popular belief, it is possible to lose weight and have fun at the same time. The proven method: *ride your bike*.

Recreational bike riding is a safe, low-impact, aerobic activity for Americans of all ages; not only that, it's fun and gets you where you need to go. A 150-pound cyclist burns 410 calories while pedaling 12 miles in an hour—almost the equivalent calories of a McDonald's Quarter Pounder®. A 200-pound cyclist burns 546 calories while going 12 miles per hour—almost the equivalent of a Big Mac®.

Increasing the number of trips Americans make by bike could be a serious antidote in the fight against overweight and obesity. According to the 1995 Nationwide Personal Transportation Survey, 25% of all trips are made within a mile of the home, 40% of all trips are within two miles of the home, and 50% of the working population commutes five miles or less to work. Yet more than 82% of trips five miles or less are made by personal motor vehicle.

The President, the Centers for Disease Control and Prevention (CDC), the Surgeon General, and the Secretary of Health and Human Services have all expressed concern over America's overweight problem. According to the CDC, 61% of adults in the U.S. are overweight or obese; 13% of kids aged 6 to 11 and 14% of kids 12 to 19 are overweight. Obesity is second behind tobacco in U.S. health risk factors, contributing to 300,000 deaths a year.

President Bush, introducing Surgeon General Dr. Richard Carmona, said, "The doc and I are going to encourage all our country to either run or walk or swim or bicycle for the good of their families, for the good of their own health, and for the good of the health of the nation."

WITH 2003 NATIONAL BIKE SUMMIT®, BICYCLING IS ON THE MOVE

The League's 2003 National Bike Summit®, March 5-7 in Washington, DC, was a resounding success, showcasing the strength of the bicycling community and its ability to unite for positive change on the reauthorization of TEA-21 and other critical education and advocacy issues. As Representative Earl Blumenauer (D-OR) said, "I don't think a national movement with more trajectory and momentum with a more diverse group has ever come together this quickly."

Participants met with 90 Senators and over 300 Representatives or their staffs to urge Congress to ensure that the reauthorization of the federal transportation bill focuses on supporting a balanced transportation system that embraces bicycling. The Summit brought together nearly 400 bicyclists from 47 states and abroad. Overall participation in the 2003 Summit grew by 45% from the 2002 Summit; bike industry participation more than doubled. Elissa Margolin, Executive Director of the League, said, "The bicycling movement is now organized, connected, informed and empowered. We came together and made a big difference for the future of bicycling."

Among the Summit participants and speakers were three-time Tour de France champion Greg LeMond and Linda Armstrong Kelly, mother of four-time Tour de France champion Lance Armstrong. Other featured speakers included Senator Jim Jeffords (I-VT), Congressman Blumenauer, Congressman James Oberstar (D-MN), Dr. Jeffrey W. Runge, Administrator of the National Highway Traffic Safety Administration, and John Burke, President of Trek Bicycle Corporation, President of Bikes Belong Coalition, and a member of the President's Council on Physical Fitness and Sports. For more information on the perceived benefits of this summit, visit the League's web site at www.bikeleague.org.

More League News on next page. . .

MORE LEAGUE NEWS...

BIKE COMMUTER ACT IS BACK

During the National Bike Summit®, Congressman Earl Blumenauer (D-OR) and Congressman Mark Foley (R-FL) re-introduced the Bike Commuter Act, legislation to allow employees who bike to work the same financial incentives available for parking and mass transit. The bill would change the Transportation Fringe Benefit of the tax code to include bike commuters. "It's time to level the playing field for bicycle commuters," said Blumenauer. "Bicycling is one of the cleanest, healthiest and environmentally friendly modes of transportation that exists today. People who bike to work should have the same financial incentives as those who use transit or participate in a qualified parking plan."

Currently, employers may offer a Transportation Fringe Benefit to employees for commuting to work. Employees who take advantage of this program may receive a tax exemption benefit totaling \$180 for participating in qualified parking plans or \$100 for transit and vanpool expenses. Employees may also opt to take cash compensation instead, which is subject to employment taxes. The Bike Commuter Act would extend these same Transportation Fringe Benefits to employees who choose to commute by bicycle.

"Across the country people are working to create more livable communities that include reduced traffic congestion, improved air quality, and increased neighborhood safety," said Blumenauer. "The federal government should do its part to support these goals by providing transportation benefits to people who choose to commute in a healthy, environmental, and neighborhood-friendly fashion."

SPOKESWOMEN USA, CYCLING CROSS-COUNTRY FOR CHANGE

This summer, five young women plan to embark on the ride of their lives—a cross-country bike trip, sharing their experiences with others by meeting with young people and spreading the message that personal health, self-esteem and dreams are all real and important in life. They aim to raise at least \$5,000 each in donations for Trips for Kids (TFK), the national non-profit organization that organizes bike trips for disadvantaged youth. They will start their 4,500-mile journey in San Francisco at the TFK headquarters, and stop at a number of chapters so they can ride with kids and teach them about their experiences

"Through mountain biking adventures and specially planned trips, TFK gives underprivileged children the opportunity to do things we personally believe to be extremely important for the development and success of all children: exploration of the outdoors, testing physical and mental limits, building confidence, and expanding one's perspective on life. Our monetary contribution will make a substantial impact on this small grassroots organization and will be used to fund more bike trips, assist developing chapters, and finance the non-profit's bike re-cyclery which sells used bikes and equipment and runs after-school and earn-a-bike programs." To find out more, or to support TFK, visit their web site at www.tripsforkids.org, and indicate you are donating at the request of SpokesWomen USA.

WHY EVEN THE PROS SHOULD WEAR HELMETS

Pro roadie Andrei Kivilev, best known for his fourth-place finish in the 2001 Tour de France, died last month after a crash during the Paris-Nice stage race. The 29-year-old Kazakh cyclist suffered a fractured skull and lapsed into a coma. He died the next morning.

He was not wearing a helmet. "The injury Andrei sustained on his skull is located at a point that would have been protected by a helmet," said the Cofidis team physician. "Riders are free to wear a helmet or not, even though as doctors we would all like to see that it becomes obligatory." Please, wear a helmet every time you ride. (Thanks to our friends at RoadBikeRider – www.roadbikerider.com, for this valuable message.) Avoiding a crash in the first place is just as important as wearing a helmet in the event of one. To improve your riding skills and learn to ride more safely and with greater confidence, check out the League's BikeEd program. For an extensive list of tips on better bicycling, go to, www.bikeleague.org/educenter/factsheets.htm

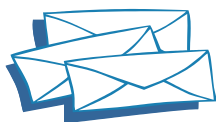
These articles are reprinted from "BikeLeague News" the League of American Bicyclists electronic newsletter. *The League of American Bicyclists is the national membership organization of cyclists. Founded in 1880, it promotes cycling for fun, fitness and transportation, and works through advocacy and education for a bicycle friendly America. Membership includes 35,000 individuals, 455 recreational clubs, and 50 advocacy organizations. For more information, or to subscribe to "BikeLeague News" send an email to bikeleague@bikeleague.org*



MAY NATIONAL BIKE MONTH!!!

BIKE TO WORK WEEK – MAY 12-16

BIKE TO WORK DAY – MAY 16



FROM THE TCBA MAIL BAG

CPSC, MOSA Sports Announce Recall of Bicycle Helmets

WASHINGTON, D.C.- In cooperation with the U.S. Consumer Product Safety Commission (CPSC), MOSA Sports, of Hermosa Beach, Calif., is voluntarily recalling about 1,250 "Five 40" brand bicycle helmets. These helmets fail impact testing required under CPSC's Safety Standard for Bicycle Helmets, violating the Consumer Product Safety Act. Riders wearing these helmets are not adequately protected from falls, and could suffer head injuries.

CPSC and MOSA Sports have not received any reports of injuries or incidents involving these helmets. This recall is being conducted to prevent the possibility of injuries.

The Five 40 helmets are black, white or red, and have the name "Five 40" printed on the front and back of the helmet. The "V" in the "Five" is much larger than the other letters. A label inside the helmet reads "990803" along with the model name "540." These helmets were manufactured in China.

Sporting good stores nationwide sold these helmets from October 1999 through September 2001 for about \$25.

Consumers should stop using these helmets immediately and return them to the store where purchased or MOSA Sports for a refund or free replacement helmet. For more information, consumers should contact MOSA Sports at (800) 804-0211 between 9 a.m. and 4 p.m. PT Monday through Friday. To see a picture of the recalled item go to: <http://www.cpsc.gov/cpscpub/prerel/prhtml03/03095.html>.

Attn: SummerTour Riders Norah Jones to perform at Interlochen Summer Arts Festival

SummerTour riders are in for a treat on July 9. Grammy award winner Norah Jones will perform at the Kresge Auditorium, as part of the Interlochen Summer Arts Festival.

The 23-year-old jazz-pop vocalist won Grammys for Best Pop Vocal Album and Album of the Year for her debut effort, "Come Away With Me." Her single, "Don't Know Why," was named Best Pop Vocal Performance and Record of the Year along with three other awards including Best Song.

Jones was an Interlochen summer jazz studies major at Interlochen in 1994 and jazz piano major in 1995, and wants to return to play for the students and her Interlochen friends.

Tickets priced at \$39.50 ea. will go on sale to the general public on May 2 at 12:01 a.m., on their web site www.interlochen.org. The maximum tickets one person will be allowed to purchase is 8, and it was recommended by Interlochen's Marketing Manager that you group your orders and act quickly. They expect to be sold out in 1 hour!

If you miss-out on the Norah Jones tickets, there are student performances going on each day, and with the Interlochen open campus visitors are encouraged to tour the campus as well as sit in on rehearsals and other performances.

"Green Commuting Seminar: Reducing Dependence on Your Car"

Tuesday, May 13, 2003

4PM - 9PM Hannah Community Center

Hosted by Urban Options and the State Energy Office, Consumer and Industry Services. The registration fee is \$15 and includes dinner. All interested parties are welcome to attend. Contact: Urban Options at (517) 337-0422 or email info@urbanoptions.org for registration information. Urban Options is a nonprofit organization dedicated to helping people improve the environment and save money by using energy and other resources more efficiently.

Amid international turmoil and increasing gas prices, reducing how much we use our cars has many benefits to consumers. Educating the community about transportation alternatives helps citizens mitigate the burden of increasing gas prices; urban sprawl, ecosystem fragmentation; air pollution, traffic congestion, and parking related hassles. The Green Commuting Seminar will bring to light the economic and environmental benefits of using the bus system, riding a bike, and walking. The seminar will also focus on car sharing, a transportation option that has become successful in many cities. A second seminar scheduled for the fall will further investigate developing a car sharing organization in the greater Lansing region.

The Green Commuting Seminar features introductory remarks from Lana Pollack, President of the Michigan Environmental Council. A prominent expert (to be announced) will give a presentation on GreenTransportation Strategies with an introduction to car sharing. Dinner includes a special interactive workshop that will help attendees determine personal transportation needs and explore green transportation solutions. Breakout session topics include local transportation services, tips for bicyclists, and an economic analysis of car ownership. The seminar will conclude with a panel discussion about green commuting and car sharing.

Ride the Pere Marquette Trail

Last summer, I learned that the Pere Marquette trail, between Clare and Midland, is PAVED! The roundtrip distance between the two cities is 60 miles. If you are interested in riding, I'd like to invite you to join me, and my husband Tony, on Sun. June 8th. If you would like further details please call me, Jan Koller, at 517-669-5744.

This ride is not a club sanctioned ride and will receive no mileage credit.

INFORMATION FOR NEW RIDERS

REASONS TO GO ON CLUB RIDES

- To meet some people that you may really enjoy riding with in the future
- To see some new areas in our community
- To get some exercise
- To reduce tension and depression
- To learn more about bicycling and become a better rider
- To learn more about the maintenance of your bicycle
- To learn more about our bike club
- To be in the company of others if you have mechanical problems
- It may be safer for you to ride with a group
- It can be more fun riding your bike when there is someone to talk to
- If you have questions, someone will probably be able to answer them.

THINGS THAT THE "RIDE LEADER" WILL DO

- Furnish riders with a map and/or cue sheet of the route that they are going to ride
- This information will show the rest stops where you can chat with everyone
- They will answer questions and help you if you have any trouble
- Ride leaders will not leave you behind if you ride the speeds that are specified for the ride

THINGS THAT ALL RIDERS MUST DO

- You must wear a helmet when you are riding on club rides
- You must be 18 years old or have an adult with you
- You must put your name on the "Ride Sheet" and initial the waiver
- You should have the things required to fix a flat tire, even if you need some help

THINGS THAT A "NEW RIDER" SHOULD DO

- Get to the ride at least 15 minutes early, so the ride will not have trouble leaving on time
- Introduce yourself to the ride leader and tell him/her about your riding experience
- If you are nervous, tell them that
- Ask any questions that you have
- You may be more comfortable if you also bring a companion
- The companion can be a new rider or an experienced rider

- Be sure to bring an extra tube that fits your tire in case you have a flat
- Ask for help if you are having any trouble with your bike

THINGS THAT RIDERS SHOULD NOT DO

- A rider that rides at 10 to 12 mph should not go on a "B" Ride, which is 14+ mph, and expect the ride leader to stay behind with you and miss the fun of riding with the group. If you are not confident in your ability to keep up, start with a "D" Ride, which is under 11 mph. The "C" Ride speed is 11+ mph and the "A" Ride speed is 17+ mph.
- Lean their bicycles up against the ride leader's vehicle while they are signing the ride sheet. This can scratch the vehicles paint.
- Leave the route before the ride is complete without telling the ride leader. Realize that the ride leader will be trying to find you and will be very worried.
- Ride with earphones. Earphones are not allowed on any club ride.

SAFETY TIPS

- If you have done most of your riding on sidewalks or pathways, ask your ride leader for some "guidelines for riding on the road". Following are some examples –
 - Follow the same rules that you would if you were driving a vehicle.
 - Stay on the right hand side of the road.
 - Do not ride more than 2 abreast.
 - Move to single file when cars approach from the rear.
 - Do not stop in the middle of the road. Instead, pull off onto the shoulder.
 - Walk across angled railroad tracks until you know how to cross them safely.
 - Use hand signals and verbal comments and commands so the riders behind you will know what you are going to do. Examples – broken glass, hole in the road, slowing down, stopping, passing on your left, turning right or left, etc.

Arnie & Betty Johnson
July 4, 2002 (updated April, 2003)