

Chainwheel Chatter



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

Volume 32 Number 8

Established 1972

August 2004

NEXT Meeting!!!

August 26, 2004 – 7:00 p.m.

*Foster Community Center
200 N. Foster St. – Lansing*

What Does it Take to Make DALMAC?

DALMAC is almost here. The DALMAC Committee has been busy planning, ordering, registering, publishing, and contacting all those involved. Come hear about the preparations that go on year round to make it happen.

Open Discussion - Bring your questions about DALMAC '04. Bring your tips and stories of DALMAC's past. Help make DALMAC go smoothly for all.

Looking Ahead - Bring your ideas of a theme for DALMAC '05. Next year will be the 35th DALMAC

Next Month

Our September speaker is Dan Caulkett, Emergency Management Assistant for the MSU Department of Public Safety. He is also a cyclist and he will talk about some of the safety concerns associated with biking, such as dehydration, heat stroke, low blood sugar, etc.

SUNRISES & SUNSETS FOR AUGUST, 2004

Date	Rise	Set	Date	Rise	Set
1	6:30	8:58	17	6:47	8:36
2	6:31	8:57	18	6:48	8:35
3	6:32	8:56	19	6:49	8:33
4	6:33	8:54	20	6:51	8:32
5	6:34	8:53	21	6:52	8:30
6	6:36	8:52	22	6:53	8:28
7	6:37	8:51	23	6:54	8:27
8	6:38	8:49	24	6:55	8:25
9	6:39	8:48	25	6:56	8:24
10	6:40	8:47	26	6:57	8:22
11	6:41	8:45	27	6:58	8:20
12	6:42	8:44	28	6:59	8:19
13	6:43	8:42	29	7:00	8:17
14	6:44	8:41	30	7:01	8:15
15	6:45	8:39	31	7:02	8:14
16	6:46	8:38			

Board Meeting

The Board of Directors will meet at 6:30 p.m. on Tuesday, August 3, 2004 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: September 7.

Newsletter/Ride Calendar Deadline

The **deadline for the next newsletter is Saturday, August 14, 2004.** 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, P.O. Box 1628, East Lansing, MI 48826, or emailed 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: "DALMAC - Questions and Answers and Beyond DALMAC - the Fall Riding Season"

Plan to join Alan Huber at **6:00 p.m.** immediately preceding the membership meeting on **Thursday, August 26, 2004** for the Cycle Forum session.

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Executive Board Report

Submitted by: Dave Ford

The TCBA Board of Directors met at the Foster Community Center on July 6th, 2004. Board members present included Arnie Johnson, Susan Viele, David Ford, John Foltz, Ron Clafin and Darryl Burris. Also present were club members Charla Scheidler, Katie Donnelly, Mary Burris, and Wendell Proudfoot.

Discussion items/Announcements

Charla reported that there was not enough interest in the velodrome trip to warrant a bus. Instead we are going to use personal vans and reimburse the drivers for mileage.

There was open discussion about recurring rides being called into the ride line. There will be further discussion about this at the next board meeting.

Action Items

Minutes of the June meeting were approved.

Arnie Johnson requested that the board announce that Kirt Livernois will be the photographer for TCBA. He will do this free of charge. Kirt will be introduced at the next members meeting.

David Ford made a motion to donate up to \$2,000.00 to LMB to purchase a bike check system to be used at events that will draw a high number of bicyclists. The motion was carried.

John Foltz reported that the incentives for 2003 should be available either at the July or August Meeting. There has been a problem with the sock order, and that has been holding up everything else. He also reported that samples of the 2005 incentive items will be at the November club meeting. Those items will be: Level 1 Green winter club jacket. Level 2 Club wind vest. Level 3 Club short-sleeved jersey. Level 4 Helmet/shoe/laundry bag. Level 5 and ride leader awards will be decided at the next board meeting. He also reported that requests for bike racks are coming in. Some of the places that have requested them are: Oak Park YMCA, Hankerd Hills Golf Course, St. Vincent DePaul, and the Depot in Leslie.

Ron Clafin presented a financial report for January 1 through July 1st, 2004. The report was approved as presented.

Darryl Burris reported that all of the contracts have been finalized for DALMAC. The food stops are set up, and the map booklets should be completed soon.

Susan Viele reported that she had contacted Hawk Island Park for next years summer picnic. She is also going to contact the riverboat for the fall fest, and we are planning on bowling for the holiday party.

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

FOR SALE: 2002 Giant (Once) bike, small compact aluminum frame, carbon fork, triple chainring, all Ultegra components, flightdeck computer, rear light, 2 bottle cages, Mavic Open Pro rims, in excellent condition. Asking \$950.00. Call Edie at 517/669-7259.

FOR SALE: Optima Baron Discus silver w/ Aerospoke wheels, carbon fiber seat, headrest, large foam cushion, rear pannier, two rear view mirrors, folding telescopic tiller, and original fixed tiller. Also included Sportworks universal recumbent bike rack for 2" hitch, spare tires, tubes, Planet Bike bike computer, and (2) Magura brake bleed kits. Never ridden. Just couldn't get the hang of it. \$3000/OBO for all. Contact Steve at shunt@voyager.net or (517)323-9458.

FOR SALE:

1. 1993 Men's Trek 820 off road bicycle. 18", lightly used, 21 gears. Includes rear rack, front and rear bags, sigma 800 computer, mirror, pump and owner's manual. Asking \$200 or best offer.
2. 1985 Men's Univega Touring bicycle. 21", 18 gears. Includes rear rack, front and rear bags, sigma 800 computer, mirror, pump and owner's manual. Asking \$250 or best offer.

Contact Ken at (517) 347-2464 or (517) 335-9817.

WANTED: Seat Bag for Recumbent (Burley) and Sportworks First or Third bike module. Also looking for rear panniers and rear trunk bag. Please call Herb Drake 517-881-5744

WANTED: Used, Burley child trailer. Contact Charla - charla@voyager.net or (517) 339-4586.

MEMBER SPECIALS

SEW MUCH MORE

Cycling wear: jerseys, cycling shorts, tights, and cycling shells. Reasonable prices. Custom fit.

Gift certificates available.

For more information call Sue at (517) 627-1411.

COMMITTEE & CLUB NEWS

Bike Racks

TCBA has acquired a small quantity of bike racks. Most are sized to fit 6-8 bikes and are relatively easy to move and store, but we also have a few of the large, industrial-type ones. Our mission now is to find places to put them. We are aiming to place them at restaurants where the club tends to stop for food. So, ask the management at your next food stop if they would like a bike rack. Return all 'yes' answers to me. – John Foltz, boardatlarge1@biketcba.org, or call (517) 655-2823

DALMAC 2004 Registration Volunteers Needed

Many of you have helped with DALMAC Registration before and know what a rewarding job this can be and a great way to meet other members. There are always many necessary and enjoyable tasks to be done. If you can help for any period or any part of registration period, please contact Mike Hudson at hudsonmi@msu.edu or 517-321-4297 (please, no calls after 10:00p.m.). A sign up sheet will also be passed around at the July and August club meetings.

We will again be registering DALMAC riders at the MSU Pavilion and the schedule is as follows:

**Tuesday, August 31, 2004,
5:00 p.m. - 8:00p.m.**

**Wednesday, September 1, 2004, 7:00a.m.- 9:00a.m. &
5:00p.m.- 8:00p.m.**

Thursday, September 2, 2004, 7:00a.m.- 9:00a.m.

Please plan to arrive at least 15 minutes prior to your shift starting time.

TCBA Club Jerseys

Show your colors! We have a supply of short sleeve Louis Garneau jerseys with "loose fit" sizing (meaning that you should generally order one size smaller than your regular bike clothing). They are the traditional yellow and red brick pattern. To view the design, visit the TCBA web site www.biketcba.org. All sizes from XS - XL are available. They are \$45 each. To order by mail send your check with your size to: TCBA Jersey, P.O. Box 22146, Lansing, MI 48909. Please include an additional \$5 if you would like your jersey mailed to you. Jerseys will also be available for purchase at TCBA club meetings. Contact Charla Scheidler, chainwheelchatter@biketcba.org with questions.

You Can Help TCBA Provide Bike Parking at the Great Lakes Folk Festival

Summer is here and with it comes the Great Lakes Folk Festival. And with the festival comes free guarded "valet" bike parking, thanks to the volunteer efforts of TCBA members and others. The festival has offered this popular service, co-sponsored by TCBA and the League of Michigan Bicyclists, the past four years. Please consider volunteering to help with bike parking at this year's festival, held August 13-15 in downtown East Lansing.

The festival, featuring a huge range of music and dance from polka to hip-hop, draws large crowds. Offering free bike parking encourages people to cycle to the festival instead of driving, which alleviates traffic congestion, conserves energy and air quality, and promotes cycling as a convenient and practical mode of transportation. It also provides a golden opportunity to promote TCBA and LMB membership as well as cycling safety and events.

Bike parking volunteers get chairs, a tent for shade, snacks and refreshments. All volunteers receive an official GLFF volunteer T-shirt, an invitation to the awesome performer/volunteer party on Saturday night, access to the "Green Room" (more free drinks and snacks) and other perks.

Festival volunteers are asked to attend one of three training sessions (currently scheduled for early evening of July 28 and August 5, and the morning of August 7) and work one or more shifts. You can sign up at the festival web site, <http://greatlakesfolkfest.net> (click on "volunteers" then "registration") or call (517) 432-GLFF.

The shift times for bike parking will differ somewhat from the standard shift times shown on the registration form, but will be 3 to 3½ hours. In a few weeks, festival staff will provide the bike parking coordinator a list of volunteers, who will be contacted to work out precise schedules. (To help with set-up, select the Friday 1-4 p.m. shift, for tear-down, the Sunday 3-6 p.m. shift.)

For more information about the bike parking service, contact Phil Wells (philwells99@yahoo.com; 517-267-8971).

Map Booklets

Did you get your new TCBA Map Booklet? Each paid TCBA membership is entitled to receive 1 "free" map booklet. If you attend TCBA membership meetings you can pick-up your copy there. If you would like one mailed to you, please forward your request to: Map Booklet, c/o Tri-County Bicycle Association, P.O. Box 22146, Lansing, MI 48909.

TCBA Needs You! Nominations for Club Officers

TCBA is looking for club members interested in running for club offices. New ideas and fresh perspectives are needed! Please consider taking this opportunity to serve your club. Also, look around at your fellow members – many may be willing to serve if asked, but would never do so without encouragement from others. You probably know someone who just needs a friendly “nudge” to step forward. A brief description of the positions available and their responsibilities follow. All require that candidates be members in “good standing” (current on dues), and all are one year terms. Board members are expected to attend monthly board meetings.

President. The President presides over all membership and board meetings. He/she prepares agendas for board meetings and prepares an annual report for presentation to the membership at the Annual Meeting (October). The individual in this position would benefit from previous organizational leadership experience, practical knowledge of or experience in running efficient meetings, and the ability and willingness to delegate responsibility to others.

Vice President. The Vice President acts in the President’s absence and performs such other duties as delegated by the President. To that extent, the personal characteristics described for that position apply here as well. In addition, the Vice-President has, in recent years, been charged with developing club meeting programs and social activities (picnic, hayride, holiday party). He/she may establish and lead a Program Committee to assist in this function, so the ability and willingness to delegate responsibility to others is especially beneficial to provide back-up support for these activities.

Secretary. The Secretary records and files the minutes of all meetings, prepares and conducts the annual election of directors, and performs such other duties as delegated by the President. In addition, he/she prepares and submits documents to government agencies on an annual basis and handles all official correspondence for the club, including get-well and sympathy notes. The individual in this position should be a good listener in order to take notes at meetings and should have better than average writing skills in order to accurately record the actions taken. A working knowledge of word processing and email capabilities is especially useful as minutes have, in recent years, been sent electronically to board members for review prior to board meetings.

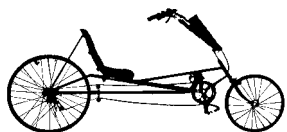
Treasurer. The Treasurer is responsible for the funds and financial records of the Association, prepares and delivers an annual accounting at the annual membership meeting, and performs such other duties as delegated by the President. He/she presents a draft budget annually for board consideration as well as monthly reports documenting cash flow and adherence to the approved budget. This individual works with the Events Director and an appointed DALMAC treasurer to establish procedures and to maintain accountability for all transactions. Previous accounting experience and working knowledge of accounting-related computer software are desirable.

Events Director. The Events Director prepares and conducts the annual DALMAC bicycle tour, delivers monthly and annual reports to the Board of Directors to account for all bills and receipts, and performs such other duties as delegated by the President. He/she appoints and chairs the DALMAC Committee and DALMAC volunteers. Previous experience as both a DALMAC volunteer and DALMAC rider benefits this individual by providing an appreciation of the breadth of the DALMAC operation as well as rider needs. Experience working with volunteers or with a volunteer organization is desirable; an ability and willingness to delegate tasks to others is essential.

Director-at-large (2). The Directors-at-large have no specific duties, but have full voting rights as members of the Board of Directors. These individuals are often assigned to lead or serve as a liaison with club committees. The Ride Program Committee has generally been led by one of these board members. A director-at-large position would be especially useful for an individual who desires to learn more about the operation of the club before serving in other elected positions.

If you have other questions about these positions, contact any current or former board member for more information. A nomination form is available in this issue, on the club web site (<http://www.voyager.net/TCBA/board/NomineeProfile.pdf>) or from any board member. Completed forms may be returned to any board member or mailed to TCBA, P.O. Box 22146, Lansing, MI 48909. Nominations will be taken from the floor at the September 30 membership meeting, at which time nominations will close. The election will be conducted by mail and at the October membership meeting. Those elected will take office effective January 1.

For a copy of the Nominee Profile – go to <http://www.biketcba.org/board/NomineeProfile.pdf>

**Hell's Angel and Other Surprises**

My first self supported tour of the year was no picnic, literally. Eight alumnae of the 2004 Self Supported Touring classes decided that they would rather go to Hell than go to the TCBA picnic.

By Friday, the group had been reduced to five. One was tuckered out from PALM riding. Another couldn't find a substitute pet sitter. The third couldn't get a ride to the ride.

Four of us met on Saturday at 9:30 at the Williamston Township Hall to decide how to get to Stockbridge for lunch. By 10:00, it was evident it would just be Mick Fulton, Jason Max Stotter, Ed Noonan, and myself.

We opted to take back roads, trading the wide shoulders and traffic of M-52 for quiet countryside. After lunch, we wandered out of Stockbridge on residential streets avoiding traffic on M-52, to the Lakelands Rail Trail. The first quarter mile was way to bumpy from being used by horses, so we got onto wonderfully-smooth M-106.

The terrain was flat to rolling until we got to Patterson Road. There, the extra weight of our equipment became more noticeable on half the hills - the ones going up.

We got to Hell before 3pm. Checking our maps, we decided to try a rustic campground at Crooked Lake, just a couple miles south on the first road to the east. We noticed the loose gravel right away, but we forged ahead anyway.

Just around the first curve was an intersection. This is where we discovered that by going left, you can actually get lower than Hell, and in a hurry. On the other hand, the road we were on went steeply uphill, and had a 'Dead End' sign. Was the sign real, or a devilish con? I guess people who go to Hell should expect this sort of thing. What to do?

Our map suggested we should go straight, and so we decided to rise to the occasion. The others rode up that hill; I had to get off and push the last part of it.

From the top, we could see that it dead-ended at a turnaround, but there was a path to another gravel road - a heavenly portal - and we took it. At best, this new road was only a lane and a half wide. It looked so remote that I jokingly called out "car back". Within thirty seconds, we saw two cars from the rear, one from the front, and a couple mountain bike riders crossing it from a trail.

One driver said there was a campground at the bottom of the hill. Off we went (sometimes having to walk through sand) only to find that the campground was full for the weekend.

A camper near where we stopped offered to drive me to the camp office where I could sort things out. That ride had a lot of traffic and the road was terrible, with

washed out areas that were repaired with limestone rocks - too large to be called gravel.

The officials said we could stay in the place that had a sign "NO CAMPING", or in a small area down by the dock. The charge would be for one campsite that didn't exist - \$9.

We were planning to go back to Hell to have dinner, and had little food with us that would keep us from riding that terrible road three more times. I paid the money and completed the paperwork, then rode back in Mr. Nice Guy's van.

The tiny spot by the dock was the best, but was barely large enough for 4 tents, and not level. Knowing we had this option, but wanting something better, we headed back to Hell to eat and look for alternatives.

Back at the top of that big hill I'd had to walk up, I let the others get ahead while I satisfied a biological commitment. As I started rolling down the hill, I unclipped my sandals and held my legs out as wide as I could. Like a tight-wire walker with a long pole, this allowed me to maintain my balance while the wheels bounced around among the rocks on the road. I never used my brakes and by the time I reached the bottom, my max speed had gotten to 29.4mph. Whew! That was fun. And I still had all my skin.

It was still too early for supper, and we knew there was a private campground about a mile east of Hell. About half way there, my ReallITE tail light bracket broke and the light went skidding along the road, still blinking. That gravel downhill must have been too much for the bracket.

Hell Creek Ranch was just a short way down - what else - a gravel road. The entrance was being guarded by several burly, leather-clad, tattooed guys at a table. They were part of the Forbidden Wheels Motorcycle Club from Ypsilanti, and had rented the whole campground for a big party. We could join them and camp for the price of admission - \$10 each - and so we did.

We found a nice, grassy, and nearly level, spot along the edge of the woods looking down on the main camping area. There was music from a band called Pocket. They had a wide range and were quite good - so good that the others thought that the band hadn't started - they were just hearing CDs.

Although food and drink was available, the other three decided to go back to Hell to the Dam Site Inn for prime ribs.

I was hungry and rode Sarah straight to the food tent, and then to the drink tent. Some of the conversation was interesting, but not appropriate for publication here.

(continued on page 9)

For a copy of the Ride Schedule – go to <http://www.biketcba.org/rides/ridelist.html>

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EASYSPOKEN
Hell's Angel and Other Surprises
(continued)

I saw a canopy set up where shirts, coffee cups, bumper stickers and other event souvenirs were being offered. I rolled up on Sarah and stopped in front to examine the offerings. The burly fellow behind the table said that I would have to buy something. It was a rule, since I had come to a complete stop. We kidded back a forth, then he got serious.

He asked me what I did in my other life. When I told him I was a consultant, he fished a business card out of his wallet. He told me he was the head of a heating and air conditioning contracting company in the Detroit area. Before the recession, it was a \$60,000,000 business, but now it had fallen to only forty million. Then his wife divorced him and got \$2 million in the settlement.

As we were talking, two girls walked up, one of them asking for his advise about which of two leather vests to buy. She modeled each several times. He said he liked them both. She said she should have both. He agreed and gave \$120 cash to his daughter. After they left, he said she was his second wife. A short time later, she came back, saying she thought the \$50 vests cost too much, so she just bought two shirts and a hat. She kept the change.

He wanted me to help him with some business advise, admitting that several other consultants had listened to him, then declined to work for him. Would I please call him on Monday? I agreed. (On Monday, his secretary gave me his cell number, on which I left a message. To this day, the call wasn't returned. I'm guessing he gave me someone else's card, and made up the story.)

Beyond mister-big-shot's tent I stopped to talk to an old cyclist and his gal. He told me when he was young, he had a 3-speed English bike. He removed the left crank and attached a pulley. He attached a 5hp Briggs-and-Stratton lawn mower engine to the bike, then connected it to the pulley with a belt. He took it to scenic Hines Drive in Detroit and revved it up.

As he hit top speed in third gear, the siren of a police car got his attention. He squeezed both brake levers hard and the brake pads immediately left the bike. He had to coast to a stop, which took a while. The police had clocked him at 73 miles per hour. I guess he was destined to become a motor cycle rider.

Our admission tickets were actually raffle tickets, and one of them was a winner. I exchanged the ticket for a small package. A couple of biker babes wanted to see what I had won. I opened it to find a size small halter top with spaghetti straps. There was the expected reaction when I held it up to model it.

Would you believe it - none of my co-tourists wanted it. I decided to go back down to the crowd and look for an appropriately-sized biker babe. That proved to be really difficult. I had gone all the way to the end of the

camp and half way back when a Forbidden Cyclist ran up to me from behind.

"Who do you know?" he yelled. "What do you mean?" I said. "How did you get in?" "I bought a ticket and won a prize." "Oh, what did you win?" I told him, and he said "Are you looking for someone to give it to?"

I was astounded! This is the first mind reader I had ever met (except, of course, my wife). When I said I was, he led me across the campground to his girlfriend.

He told her I was willing to trade the halter top for the insulated can holder she had won, but she had to put it on right there. To prove my brain was not engaged, I assured her that it was his idea. When she traded, I gave the insulator back, saying the top was a gift. She appreciatively gave me an unexpected hug and kiss. When I told her it is nice when an old guy like me can get a hug and kiss from a pretty girl, she went and did it again.

When I got back to our campsite to brag, I couldn't get any attention. It seemed that down on the stage, they were trying to bribe some biker babe to remove articles of clothing. From our distance, only binoculars would have given any satisfaction.

I wanted to go back later to see how a size large biker babe looks in a size small halter top, but bedtime came and I though sleep was a better idea.

It didn't matter what I thought. Although the band stopped by 11pm, the revving of motorcycle engines lasted most of the night. And then there was the little shuttle bus taking people to town. It would go around the campground, stopping many times and honking its horn to attract more passengers.

I know Ed slept some - I could hear the evidence. I know I slept some because I remember a dream. The others reported they got to sleep quickly and slept soundly. By the time I got up at 7am, very few of the motorcyclists were around.

We packed and rode 7 miles to Unadilla for breakfast. There was no cafe, so we went to Gregory - another three miles away. We were all hungry and the food was good. Mick, normally full of energy, had the farmers breakfast and lagged behind for a while.

Riding M-36, it didn't take long before we arrived in Dansville. The pie was good - no one wanted a meal. From there it was almost a straight shot north to get back to the Williamston Township Hall to end the adventure.

By the time you read this, another trip will have taken place. On the weekend of July 17-18, some of us are riding from Okemos to Jackson to the balloon festival. I SST'd there five years ago and had a great time, even though there was some rain.

Dick Janson
Just Me and Sarah Dipitee

Proud To Be a Tourist

By Jan Heine

Riding down the local trail or paging through one of the more popular cycling magazines, one could think that all cyclist in North America race.

Astride high-tech wonders (or at least bikes going to great lengths to appear as such), decked out with their sponsors' logos (or at least their idols' sponsors' logos), every stretch of road becomes the finishing straight on the Champs Elysees. The ads talk about "dropping your riding buddies," and the magazines promise to unveil the secrets of "climbing like a pro."

Bicycle racing is a wonderful sport--I enjoyed racing for years and miss it dearly from time to time. My first real racing bike, with its exquisite Campagnolo components, was a revelation. I was glad to leave the heavy, poor-quality, be-fendered ten-speed of my teenage years behind. Now I was gliding along in a pack of racers, while proudly wearing the colors of my team. I met many nice people at races--people so nice that I often felt they deserved to win as much as I did! Later, my love of long distance cycling brought me to the randonneurs. I tried to adapt my racing bike for the different riding I now did. Around this time, I was introduced to the French cyclotourist. And finally I felt at home: among cyclists who enjoyed cycling so much; who rode wonderful bikes that combined the nimble ride and beauty of the best racing bikes with the utility of fenders and lights.

The French term, "cyclotourist," encompasses a large and diverse group: Everybody who rides for fun, rather than only for transportation or to earn money and recognition as a racer. It doesn't matter how far and how fast you go, cyclotourism (not to be confused with the more narrowly defined American "bicycle touring") is a big tent with room for everybody. In fact, most American cyclists are cyclotourists. Whether you ride with friends on weekends before stopping for pastries or lunch, whether you enjoy centuries or longer rides, whether you tour on a bicycle (self-supported or not), you are a cyclotourist. Most mountain bikers, out in the woods to enjoy themselves, are cyclotourists. So are the randonneurs who test themselves in brevets culminating in the famous 1200 km Paris-Brest-Paris.

Unfortunately, many cyclotourists lack a positive identity, a pride in their chosen sport. Too often, one hears a self-conscious "Well, don't race..." Or "I just ride for fun..." What better motivation could there be than riding for fun? It is the noblest pursuit in cycling, riding for the sake of riding.

Maybe we can take our inspiration from the French cyclotourists. They are a proud group. They love the way they ride, and do not aspire to become racers. (or look like them). Cyclotourists are true amateurs, in every sense of the word. They ride because they love riding.

To me, cyclotouring represents the spirit of cycling. Cyclotourists are self-reliant. They carry the food they need or buy it along the road. Their machines are reliable, and they know how to fix things in the unlikely event that

something breaks. Their fenders protect them in case the weather forecast is inaccurate--or even allow them to enjoy their bikes on a rainy day. If they get caught in the dark, they simply switch on their lights and continue.

Instead of seeing other cyclists as competitors to be dropped, cyclotourists enjoy the company of those they meet on the road, to share stories and experiences. Cyclotourists respect each other, no matter their speed and bike.

Cyclotouring has been a democratic sport. The idea is that everybody is welcome, that any able-bodied person can do it, no matter his or her gender, fitness, age or body composition. For example, women always have participated on equal terms in the randonneur PBP, in the technical trials and in other events. Nobody is a "better," cyclotourist than another--because you cannot measure the enjoyment of cycling. Cyclotourists enjoy the scenery and are curious about the culture of the area they visit--the old French cyclotouring magazine, "Le Cycliste," rarely featured a cyclist on the cover, but usually some wonderful photograph taken during somebody's bicycle travels: of cathedrals, tree-lined roads, mountain peaks, a farmer by the roadside.

This doesn't mean cyclotourists always go slow, or that they don't like competition. Randonneurs have their record books with the best finishing times of various events, and the fastest randonneurs train not that differently from racers. But the spirit is different: Every finisher within the time limit gets the same medal. And randonneurs are allowed to share the joy of coming first, so there are no final sprints, few attempts to drop others on the last kilometers, no disappointment because somebody "lost," by a few inches. Instead, a group of riders can work together and finish together, feeling a great sense of achievement. And usually, the conversation after the ride quickly turns from the competitive aspects to the great scenery, lovely roads and wonderful experience of the ride.

In fact, it seems that inside many racer look-alikes, there are cyclotourists waiting to come out. When people ask about my sponsor-free, "Seattle Randonneurs," jersey, their faces light up when they hear of climbing mountain passes in the spring, with snow banks on the sides of the road and rivers swollen with meltwater rushing alongside, or of riding through farmlands at night, the only sound the hum of the tires on the road until you hear the horn of a freight train in the distance. Many are inspired. Some even admire my bike with its shiny fenders and integrated lights--"so different from anything you see these days!"

Different indeed, because most of today's bikes are bred for competition. Whether "road," (actually road racing bikes), mountain bikes (actually offroad racing bikes), or even the "alternative," cyclocross bikes. Most of these bikes perform admirably in their intended races, but elsewhere, they are fraught with compromises. Cyclotourists are expected to buy a competition bike and adapt it to their

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NEWS FROM THE LEAGUE

American Physical Therapy Association Offers Tips On Preventing Injuries Due To Poor Bike Fit

For weekend bicycle enthusiasts and Tour racers alike, the risk of a bicycle-related injury may increase with an ill fitting bicycle, says the American Physical Therapy Association (APTA). "Good bike fit promotes good posture with muscles and joints working in harmony. If this doesn't exist, riders will likely experience pain and be predisposed to injury." APTA says the most common bike fit errors include excessive saddle height, excessive handlebar reach, and misalignments of the pedal and shoe.

If you suffer from some of the common bicycling pains, you may be able to fix your problem, says APTA:

- **Anterior (Front) Knee Pain.** Possible causes are having a saddle that is too low, too low of a cadence, using your quadriceps muscles too much in pedaling, misaligned bicycle cleat for those who use clipless pedals, and muscle imbalance in your legs (strong quadriceps and weak hamstrings).

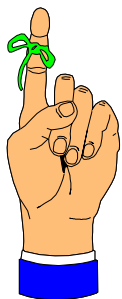
- **Neck Pain.** Possible causes include poor handlebar or saddle position. A poorly placed handlebar might be too low, at too great a reach, or at too short a reach. A saddle with excessive downward tilt can be a source of neck pain.
- **Lower Back Pain.** Possible causes include inflexible hamstrings, low cadence, using your quadriceps muscles too much in pedaling, poor back strength, and too-long or too-low handlebars.
- **Hand Numbness or Pain.** Possible causes are short reach handlebars, poorly placed brake levers, and a downward tilt of the saddle.
- **Foot Numbness or Pain.** Possible causes are using your quadriceps muscles too much in pedaling, low cadence, faulty foot mechanics, and misaligned bicycle cleat for those who use clipless pedals.
- **Ilio-Tibial Band Tendinitis.** Possible causes are too-high saddle, leg length difference, and misaligned bicycle cleat for those who use clipless pedals.

To view the complete article visit the APTA web site: <http://www.apta.org>.

Getting To The Heart And Soul Of America By Bike

A new Disney movie, opening July 3, features a segment on a New York City bike messenger that will challenge each and every one of you to stay in your seat and stop from yelling out, "Oh no! Please don't do that...that's not vehicular-style cycling...!" The film, "America's Heart and Soul," is a documentary-style movie featuring a collection of vignettes about people and their activities across this wide and wonderful country. One such story documents the lifestyle of a New York City bike messenger. While his riding "style" isn't exactly out of the League's BikeEd program, you can't help marveling at the fact that the guy is a) still alive, b) never appears to actually hit anything or anyone, and c) doesn't have a bagel or donut endorsement yet.

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*



TIME TO RENEW YOUR MEMBERSHIP? - CHECK YOUR LABEL!



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.



FROM THE TCBA MAIL BAG

“Minard Mill Bicycle Tour and Wienie Roast” August 1, 2004

Looking for an enjoyable day of bicycling suitable for all levels of cycling ability, but without driving a long distance to get there? The Cascades Cycling Club has just the solution--the 19th “Minard Mill Bicycle Tour and Wienie Roast” ride in Jackson County, Michigan.

Registration forms are available now. Forms may be requested by telephone (517-563-8836), printed off the club’s web site, www.cascadescyclingclub.org, or requested by e-mail from trekman5200@aol.com.

Well-marked and sagged rural routes of 18, 26 and 43 miles and a metric century, 62 miles, are featured. The loops all begin and end at R.W. Kidder Middle School, 6700 Rives Junction Road, just minutes northwest of Jackson, Mich. (north of Highway M-50). Riders can ride as many loop combinations as desired.

The ride’s famous lunch--grilled hot dogs (regular and vegetarian), baked beans, chips, veggies, fruit, memorable giant cookies, and more, will be served at the school. The school is easily accessible from all routes. The loops are on paved, flat to gently-rolling country roads with light traffic, lots of picturesque farms and summer scenery.

The entry fee includes lunch, sag stops, detailed maps, and sag vehicle service, as well as live entertainment at the Minard Mills Park rest stop and (during lunch) at the school.

Day-of-ride registration is \$20 for individuals and \$42 for families (one or two adults plus children ages 5-17). There is no charge for children younger than five.

Fall Road Rally Saturday, October 2

This is the second year that the Barry County Chamber of Commerce has held a Fall Road Rally (hoping for a colorful afternoon). This year they are inviting cyclist to participate. There are 2 routes of approximately 50 miles and one combined of about 110 miles through the rolling farms and forests of Barry county. The rally will begin and end at the Gilmore Car Museum.

This rally is promoted for all forms of transportation to share the road.

For more information call (269) 945-2454 or visit the Barry County Chamber of Commerce web site at www.barrychamber.com.

VOLUNTEER OPPORTUNITY FOR HALF IRONMAN AUGUST 14th & 15th, 2004 LANSING LEGISLATOR TRIATHLON & DUATHLON

This is a great opportunity to be involved in the community and receive some money for your program as well. It is a positive fun, athletic event. If you are not familiar with triathlons or duathlons, a triathlon is a swim, bike, run event. Athletes compete in all 3 disciplines simultaneously. The Duathlon is basically the same thing just replacing the swim with another run. This is a half Ironman distance event.

WHERE: The event takes place at Sleepy Hollow State Park in Laingsburg (just north of Lansing on 127)

WHEN: Saturday, August 14. Registration and packet pickup for the athletes. This will also be held at the park and will be from 11:00am – 5:00pm. (about 10 volunteers needed)

Sunday, August 15. Start time for the race is 7:30am. We have various shift times for volunteers to show, as the event is a half Ironman distance and we created shifts so volunteers aren’t out there too long. (about 75 volunteers are needed total)

WHAT: We have various positions to help with. Transition area, finish line/food tent, aid stations on the run passing out water to the athletes.

DONATIONS: Volunteers will receive a volunteer t-shirt, juice, doughnuts and bagels in the morning and lunch in the afternoon. You can receive volunteer hours and also a donation will be made to the group that helps out. The donation depends on the amount of volunteers provided by the group or organization.

Good health

Annamarie – 3 d racing - 810.577.3160 cell phone

Annamarie3dracing@yahoo.com - www.3disciplines.com

Other Rides for your calendar. . .

**25th ASSENMACHER 100 – August 15 – Call (810) 635-7844
9:30AM-6PM M-S or email: ride531@Assenmachers.com**

**ODRAM – September 11 – Call (231) 893-2453 or email:
dctandem@aol.com www.lmb.org**

**HERMON HOFFER HARVEST ADVENTURE! –
September 24-26 – Call (989) 875-4761 M-F 5-10PM or
email: nsimmons@nethawk.com**

**31st APPLE CIDER CENTURY – September 26 - Call
(888) 877-2068 or visit the web site:
www.applecidercentury.com**

From The TCBA Mail Bag

(continued)

Greetings from Kosovo

My name is Glen and I am a Civilian Police officer here working with officers from 39 other countries to help develop a police department. I have been here for about 9 months and have thoroughly enjoyed the experience. I never would have had the opportunity to sit at a table with officers from Scotland and Norway and discuss methods of policing. Nor would I have learned first hand about the beauty of Malawi and Bangladesh.

I was a member of TCBA for 5 or 6 years. One of the things I miss most besides donuts, is the chance to get out on my bike with the friends I made while participating in TCBA rides.

I don't ride here. Frankly it just isn't safe. Driving is a new adventure sport for the people here. It has just been within the last few years that cars appeared on the roads here. Think of being in a place where most of the drivers are like teenagers with new licenses without adult supervision.

There is a gym in the United Nations HQ complex across from my office that is available for my use. In it there are six stationary bikes. I try and go for a ride several times a week. Usually during this ride I watch the Swedish and Russian police officers play indoor hockey. After a few minutes that gets a little boring so to avoid the boredom I conjure up a vision of riding at home with my old friends. There I am riding along on St. Joe Highway with John, Mark, Dale, Mike, Doug, Diane, and Doug talking and laughing. This mental imaging stuff is pretty cool because I can keep up with these guys when I couldn't before. In the blink of an eye I am on a ride that Brenda is the ride leader for out of the pavilion at MSU. We head up College Road and turn off onto Willoughby. It's a warm day but yahoo we have a tail wind time to pick up the pace. It is also a neat opportunity to talk with people from the other side of town that I would not have had a chance to meet before.

Well before you know it my half hour is up and I am feeling refreshed because I just had a good workout and had a chance to visit with old friends in familiar places. I head into the weight room and contemplate the weights.....nope I wouldn't know how much I am lifting because it's all in Kilos.

You never know how important it is or may become to you to belong to an organization like TCBA. It meant a lot to me at the time because of the enjoyment I got from riding but more importantly was the friendships I made that I can carry with me to far off places.

TCBA keep up the good work. Friends and fellow cyclists have a fun safe season. As you ride and see the abundance of America give thanks for living in such a wonderful country.

Glen Hartley
Pristina, Kosovo

Proud To Be a Tourist

(continued)

riding, with varying degrees of success. The popularity of trailers, clip-on racks and "innovative," solutions for mounting fenders to bikes never intended to carry them speaks for itself.

Here the French cyclotourists can serve as an inspiration. In the early 1930s, they were as unhappy with the offerings from mass producers as we are today. To change things, they organized "technical trials," to prove that cyclotouring bikes could be lightweight, nimble, durable and beautiful. In these events, bicycles (not riders!) competed over the worst roads and steepest passes, with points awarded for light weight and technical innovations, as well as penalties for broken and malfunctioning parts.

A few small builders used these events to showcase their amazing hand-built machines, and thoroughly embarrassed the mass producers of bicycles, who had hoped that sponsoring a few professional racers was all they needed to do to persuade people that their bikes were superior. Few people remember, but cyclotourists introduced innovations now often ascribed to racing, such as derailleurs, double and triple chain rings, thin-gauge and even oversize steel and aluminum frame tubing. Aluminum was used for cranks, stems, handlebars and rims on cyclotouring bikes decades before racing bikes finally ditched their heavy steel components. Cantilever brakes and sealed bearings in hubs and bottom brackets were common on 1940s cyclotouring bikes, which truly represented the state of the art of bicycle building. For those who could afford them, small makers ("constructeurs") like Rene' Herse, Alex Singer and a number of other, less well-known artisans made wonderful bikes, which even today continue to be the stuff of dreams.

It is said that history repeats itself, and so I think cyclotouring has a great future. I look forward to the day when cyclotourists in North America proudly identify with their pursuit of two-wheeled enjoyment. Things are beginning to move in that direction: Technical trials are planned for 2005 to showcase cyclotouring bikes as the wonderful machines they can be: Useful, complete, integrated bikes with lights, racks and fenders as part of the original design, not added as afterthoughts. Bikes that are ready for the riding we do, bikes that are good-looking and proudly can stand their own next to the latest carbon-fiber wonder. As long as cyclotouring bikes have fenders that rattle, lights mounted with unsightly brackets and rack trunks that swing from side to side, it is no wonder that most riders aspire to be on a spare, lithe racing machine, clothed in color-coordinated outfits, in the pursuit of victory.

But in the end, the machines are secondary, because cyclotouring is a state of mind. No matter what bike you ride, take pride in what you do. If you enjoy riding your bike, there is no need to apologize for it!

Jan Heine is the editor of Vintage Bicycle Quarterly, a magazine dedicated to cyclotouring and its history. Information at www.mindspring.com/~heine/bikesite/bikesite/

This article first appeared in the Rivendell Reader, issue #32, published by Rivendell Bicycle Works, purveyors of "simple, practical and proven bicycle parts, and related gear."

Information at <http://www.rivbike.com/>.