

Chainwheel Chatter



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

Volume 32 Number 7

Established 1972

July 2004

NEXT Meeting!!!

July 29, 2004 – 7:00 p.m.
Foster Community Center
200 N. Foster St. – Lansing

Speaker: **John McPhail**

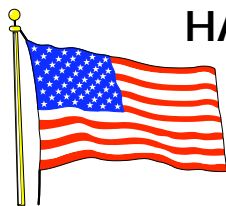
Our speaker this month will be John McPhail. John is president and founder of Wisdom to Wellness, Inc., an Okemos based consulting firm on health promotion and disease prevention. He is an exercise specialist and Certified Rehabilitation Counselor. John is also the Safety Chairman for the Shoreline West Tour. John will speak on training programs and safety for biking tours. This topic is not only excellent for new riders, but also a great review for our more experienced riders as well.

The Velodrome at Bloomer Park Bus Trip

The presentation at the April TCBA Membership Meeting, by Dale Hughes, has inspired a group of TCBA members to make a trip to Rochester Hills to see first-hand and up close what a Velodrome is.

The trip is being planned for Friday, July 30th. A bus will be reserved and will leave the Lansing area promptly at 5:00 p.m. The cost will be \$20 per person, which includes your bus ticket, a box lunch and non-alcoholic beverage to consume on the trip down. You need not be a TCBA member to participate, but please note that the trip will be limited to the first 50 that send in their reservation.

If you are interested please send your name(s), phone number, email address, and check payable to TCBA to: TCBA Velodrome Trip, P.O. Box 1628, East Lansing, MI 48826. Details regarding a central meeting place where you may leave your vehicle, along with additional items that you will need to bring for your comfort, will be provided later. If you have any questions please email Charla Scheidler at chainwheelchatter@bketcba.org.



**HAVE A SAFE AND
HAPPY FOURTH
OF JULY!**

Board Meeting

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

Newsletter/Ride Calendar Deadline

The **deadline for the next newsletter is Saturday, July 10, 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 tbarides@prowen.com. To be included in the newsletter this information must be received no later than the above-mentioned newsletter deadline.

Cycle Forum

Topic: To be announced

Plan to join Alan Huber at **6:00 p.m.** immediately preceding the membership meeting on **Thursday, July 29, 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 June 1st, 2004. Board members present included Arnie Johnson, Susan Viele, David Ford, John Foltz, Ron Claflin, Phil Wells and Darryl Burris. Also present were club members Charla Scheidler, Katie Donnelly, Cheryl Claflin, and Wendell Proudfoot.

Discussion items/Announcements

The board reviewed the proposal for a new membership dues policy. After much open discussion, it was decided that no action would be taken at this time.

Darryl Burris reported that DALMAC was full.

Susan Viele reported that she had speakers for all of the membership meetings.

Action Items

Minutes of the April meeting were approved.

Arnie Johnson informed the board that Kirt Livernois was interested in being a club photographer for TCBA. The board had some questions and recommendations that Arnie will discuss with him.

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

Tom Hardenbergh presented the DALMAC fund committees recommendations to the board. The recommendations were approved.

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.

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.**



WELCOME NEW MEMBERS

Pat Schaigle	Jane Warren
Charles Peterson	Darci Somers
The Glowacki Family	Thomas Schroeder
Alice Ward	Sherif El-Mahdy
Tammy Norton	Bob & Kathy Lovell
Pamela & Trent Bogle	Stan & Betsy Pash
Manuela Kress	Robert Quayle
Antoinette & Vince Winklerprins & Family	
Jean Baker & Watts Rozell & Family	
Curtis & Jean Fedewa & Family (poster contest winner)	
Tim & Pam Strickland & Family (poster contest winner)	

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 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.

SUNRISES & SUNSETS FOR JULY, 2004

Date	Rise	Set	Date	Rise	Set
1	6:04	9:20	17	6:16	9:13
2	6:05	9:20	18	6:17	9:12
3	6:05	9:20	19	6:17	9:11
4	6:06	9:19	20	6:18	9:10
5	6:06	9:19	21	6:19	9:09
6	6:07	9:19	22	6:20	9:09
7	6:08	9:18	23	6:21	9:08
8	6:08	9:18	24	6:22	9:07
9	6:09	9:17	25	6:23	9:06
10	6:10	9:17	26	6:24	9:05
11	6:11	9:16	27	6:25	9:04
12	6:11	9:16	28	6:26	9:03
13	6:12	9:15	29	6:27	9:02
14	6:13	9:15	30	6:28	9:00
15	6:14	9:14	31	6:29	8:59
16	6:15	9:13			

COMMITTEE & CLUB NEWS

T-Shirt Ride 2004

It's early Saturday morning and I must peek at the Weather Channel to see how great a day we're going to have for the T-Shirt Ride. My daughter and I stare like deer into headlights as we watch a giant green blob on the radar screen moving from Grand Rapids toward Lansing. (Houston, we have a problem.) It's moving rapidly our way and the backside of it is somewhere over Chicago. My overly optimistic daughter slowly turns to me and asks if I am going to remove her bike from the van or do I want her to do it? . . . Where does she get her sense of humor?

We arrived at the school about 6 a.m. and by 7 there was a good steady rain coming down accompanied by a chilly breeze. But even with the brisk rainy weather, we had over 200 participants for this year's T-Shirt Ride and over 80 of them were day of ride walk-in registrations. Some cyclists got right out to take on the elements, while most stayed in the cafeteria to share camaraderie with fellow cyclists. The rain slowly started letting up about 10 and by 10:30 riders were out the door.

This year there was more food than riders. When this occurs on any TCBA event, the food is donated to a church, mission, or senior center. All the food was cooked at the High School to avoid spoilage, and then donated to the Lansing City Rescue Mission.

Again this year Laingsburg's finest served up Chicken, Soup and Veggies. The Laingsburg Police Reserve also handled bike car traffic at the 4-way stop between the High School and the downtown area.

We had about 30 volunteers this year plus the Police reserves. The weather forced us into a late start, thus a late wrap-up. Thank you, volunteers, for your help setting up in the rain, and a special thanks to you for extending your hours to support the riders still on the road.

Al Simons, T-Shirt Ride Chairperson

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

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 3_ 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).

WOW Ride 2004

The WOW Ride committee is looking for volunteers. This year the ride is scheduled for Sat. July 24th at Mason High School. If you have worked WOW in the past and would like to help again, or have never worked on a ride before and are interested in getting involved contact Joane Gruizenga at (517) 337-3026, or email wow@biketcba.org.

**COMMITTEE & CLUB
NEWS**
(continued)



DALMAC Crew Needed

If you didn't get on DALMAC but would like to participate, there are Crew Openings for Baggage Truck Driver and SAG drivers. If you can help please call; Lee Adair 517-482-6909 or Darryl Burris 517-394-1617.

**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.

**Huu-rrah ... Part-2
By: Ron Truax**

Following up from Part 1 that appeared in the May Chainwheel Chatter, Dave, Rich and I were off to see the Wizard. But on this bike trip, (Cycle North Carolina) the yellow brick road passed through a rainforest. Though we started out on a clear Sunday morning, we soon discovered that it rains in North Carolina. The first day was clear and bright but a chilly 38 degrees. It was warming up fast so I opted to only put on arm and leg warmers, not the full winter regalia that flourished around us. Later, they would come off, roll up, and fit into my shirt pocket. This would prove to be the last perfect day. Weather would play a key roll later, but for now we had to negotiate the long, steep driveway from the school yard back down to the street below. It was the same driveway the tour bus barely crawled up the day before. And greeting us at the bottom was a traffic sign, a left turn and a cop. He was there to assure a smooth start, to get us out of town without incident. It's not good for business to kill or otherwise maim the tourists.

Not far into the ride was a warning sign of a steep downhill grade for the next 15 miles. From here I knew we would coast out past the 20 mile mark. But a short time later, while grunting uphill, I passed a warning sign of a steep uphill grade for the next four miles. According to the map notes, this was to be the big climb of the day. But what happened to the 15 mile downhill and our free ride? The peak ahead should have put us out at least 25 miles. But no, I was barely out ten. So from that point on I learned to ignore the road signs. They weren't going to break my heart.. again.

Starting the following day, Monday, it rained part of every day right through till the end. There's nothing you can do but just learn to except the fact and deal with it. The perception of being wet is worse than the deed. But at one point, being soaked through, we pulled into a restaurant looking for hot food and newspapers. Food for the obvious, but newspapers were to shove up under our jerseys to keep the chill out. It was only about 60 degrees. Now this was truly one of those moments we'd laugh about later when we were warm and dry. Each of us would revel in telling stories of how we survived the cold rains of October. But by the third day we had decided it was time to stay together and just work at getting into camp and out of the rain. The sightseeing was over. So we kept our heads down, stayed in single file, and pushed hard, rotating the lead to keep the pace high. Without fail, someone would try to suck onto a rear wheel to draft and get a free ride. But we were on a mission. Hammer down the road as hard as we could. Upon arriving at camp, we were exceptionally lucky to get our tent up, get showered, and into dry clothes during a lull in the daily deluge. Though one day I had to beat it back from the showers and dive into my tent as the bottom dropped out of the sky. At the same time, we felt sorry for those that slowly straggled in behind us. Talk about your drowned rats. All in all, we came through it pretty much unscathed and with our senses of humor still intact.

Right about here I'll bet you're all saying to yourselves, "I can hardly wait till spring. I'm going out and buy a new bike. This sounds like so much fun." Well, it was. We didn't see much scenery, but we ended each day with smiles on our faces. We put ourselves up against 1,200 riders. Now it may not be a race, but that's not to say it can't be competitive. And there is a feeling of satisfaction when all goes well.

In the end, we covered 450 miles in seven days. We also stood in line till I believed I was back in military service. Lines for food, lines for showers, and even lines for porta-johns. But twelve hundred riders plus support staff will create this condition. So, for my part, I was glad to see the van and *start* for home. In no time, talk turned to next year's adventure. Where were we going? At this time it looks like we're headed back to the northeast, a familiar destination and without 1,200 of our closest friends. There's something to be said about all this togetherness, and I think Popeye the Sailor said it best. "I can stands no more cause I can't stands no more." There are limits to everything and I believe I've reached mine here.

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: Santana Tandem - Red Arriva Frameset 22" Front, 20" Rear (great for short adult or child stoker); Sugino Triple Crankset 50/44/28; 6-speed freewheel; Sealed bottom brackets and Phil hubs; Clipless Pedals; Bar End Shifters; Magura hydraulic brakes; Blackburn rear rack; Rear ShockPost; \$1000. Contact Tom at (517) 485-7818

FOR SALE: Recumbent, 2001 Vision R40, Long Wheelbase, underseat steering, silver, 26" rear, 20" front wheels. Asking \$950. Contact Gary @ 517-351-7944 or trailerair@aol.com.

FOR SALE: 1993 Trek 520 Touring Bike, 21 speed, 19" frame, Shimano Deore DX components, bar-end shifters, well maintained. Asking \$400. Contact Karen @ 517-351-7944 or trailerair@aol.com.

FOR SALE: 2001 Litespeed "Natchez" 55cm C-T, titanium frame, aluminum fork, Dura-Ace 8speed STI, Mavic Open Pro rims, Cateye computer, top notch components throughout, excellent condition. \$1,250. Kay or Tom (517) 626-2288.

FOR SALE: 2003 Eddy Merckx "Elite" 58cm C-C, aluminum frame, all carbon fork, Dura-Ace 9speed STI, Mavic Open Pro rims, Cateye computer, top notch components, like new condition. \$1,800. Kay or Tom (517) 626-2288.

FOR SALE: Men's yellow Giant (Once) bike, small compact, aluminum frame with carbon fork, 27 gears, Ultegra components, flight deck computer, rear light, 2 bottle cages. Used only during Blue Moons in the past 2 seasons, in excellent condition. Asking \$950.00. Contact Edie at 517/669-7259.

FOR SALE: Used ML Red Recumbent Tour Easy bike with the following extras: full fairing, carbon fiber front fender, mirror, odometer, kickstand, rear rack, light and pump, \$1,195.00. Contact Bob Bartlett at (517) 676-9453.

WANTED: New riders wanting to buy road/touring bikes, triple crakes (preferred), 7 + cassettes: one bike 52-54 inches and second bike 54-56 inches. Please call Trent (517) 371-2138 or Pam (517) 346-9561.

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.

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How are your treads?

All Continental tires in stock – 20% off



TIME TO RENEW YOUR MEMBERSHIP? - CHECK YOUR LABEL!



Tough Granny and Her Easygoing Friends

A number of you work too hard when you ride, and a few of the less experienced are actually shiftless. If you see yourself in this group, I'm here to help, short of stoking a tandem with you.

Nearly all of you have bikes with gears. The more experienced members of the club have learned how to put them to work to a degree they are satisfied with.

Every bike with multiple gears has a 'lowest' gear, commonly known as the 'granny' gear. It is most useful when going up hills. You can also use it going down hills if you need practice imitating a windmill.

Many riders, even those with a lot of experience, will tell you this is your 'easiest' gear. I'm here to tell you that they are wrong.

If you do it right, your granny gear should most often be your 'hardest' gear. Why? Well, if you find yourself working too hard in any other gear, you can shift down to make it easier. If you are in your granny gear, you either have to work hard, or walk.

So ... if you are working hard, and you have a lower gear you can shift to, IT'S YOUR OWN FAULT!

You don't want to be in a gear too high, or too low, but how do you know?

1. If you can carry on a normal conversation, without gasping for air, you are doing it right.
2. If your thighs are burning, and it isn't from a hot sun, you need to shift down a gear or two.
3. If your pedals are going around, but the chain feels slack, you need to shift up to a higher gear.
4. If you are going up a hill, and you feel like you couldn't speed up just a little (even if you wanted to), shift down to a lower gear.
5. For beginners - you should shift up or down a bit before you feel you need to. Remember, once you decide, it will take another stroke or three before you are shifted.

If you run in too high a gear for a while, lactic acid will build up in your legs. Get enough of that, and it tells your body to stop by making you not want to pedal. In the extreme, recovery can take as much as an hour.

If you run in too low a gear, you will run out of breath. Recovering your breath only takes a few minutes, if that long. So, as you learn to find the right pace, or cadence, it is better to spin a little faster than to grind slowly.

Now, about shifting. There are basically two kinds of shifting devices. The first includes the grip shift and the 3-speed lever. When you move it, the shift happens. The second includes the integrated SDI shifter/brake combination and the rapidfire shifter. You can press the

lever, but the shift doesn't happen until you release the lever.

Your shifting device, like you, would rather not work under pressure. As you are about to make your shift, keep your pedals moving, but let up on them a bit. This will let the chain slide off one gear and onto the next more easily. Since your front chainwheels have more teeth to engage, they need a bit more slack and time to get fully shifted. Your rear cogs, on the other hand, shift faster, and with little change in pressure.

For those of you with the devices that activate when you release them, you don't have to let up on your pedaling until you release the shifter.

So now you've got this shifting thing figured out, and that's all there is to know. Wrong!

There's more! (Warning: brain overload eminent)

After you crest a hill, you will be in a relatively low gear, want to reward yourself with a rest, so you stop pedaling. This is not good. Why? Here are a couple of reasons.

1. If you built up any lactic acid in your legs, you can get it moving faster to the removal site if you keep pedaling. You don't have to apply pressure; you just need to keep your legs moving for a while.
2. You want to get your gears switched to what would be comfortable for where you are, whether that is a downhill or a flat area. If you don't, and you have an emergency where the best choice is to speed up, you will find yourself imitating a windmill. So ... as you spin lightly to remove your lactic acid, adjust your gears to your new speed.

If your gears grind a lot before arriving at the place you want, your shift cable may have stretched. Most shifters have an adjusting knob at the shifter. Turn it 1/4 turn in either direction. Ride it to try it; shift several times. If it got better, but still needs help, turn it another 1/4 turn. If it got worse, turn it back to where you started and go the other way. Note: Some of these knobs need to be pulled away from the shifter a bit before they are turned.

If your chain comes off the front, you can adjust for that, too. There are two screws on the cage that pushes the chain one way or the other. They limit how far that cage can go. One controls movement over your small chainwheel, the other over your large chainwheel. Make adjustments 1/4 turn at a time, then test ride for a while.

Don't try everything at once. Just start at the top and take time to work through the list and start developing better habits.

Dick Janson
Just Me and Sarah Dipitee



NEWS FROM THE LEAGUE

The New "League Guide To Safe And Enjoyable Cycling"

The League of American Bicyclists, the authority on bicycle education, has just published "The League Guide to Safe and Enjoyable Cycling" to give entry-level and returning cyclists the knowledge and secrets of road and trail-savvy riders. The book is an introduction to the critical elements of bicycling safety and equipment, written to help cyclists feel safe and confident so they can experience the many joys of bicycling. It covers: purchasing the ideal bike for you, how bikes and their components work, rules for safe riding on the road and trail, cycling equipment and gear, basic maintenance and repairs, biking to work, improving your health and fitness through cycling, and much more. Get yours today by visiting the web site: www.bikeleague.org/commerce/guidebook.htm. "The League Guide to Safe and Enjoyable Cycling" also makes a great gift for new cyclists.

Reauthorization Conference Committee To Conven

The transportation reauthorization process is picking up steam again. Congress will begin working out the differences between the Senate and House versions of the bills in a conference committee after Memorial Day. Many are skeptical, however, that conferees can resolve the major differences of opinion between the Senate, House, and the President on the appropriate funding level. The Senate bill now calls for \$318 billion over 6 years; the House bill calls for \$284 billion. If they can agree on an amount in the \$300 billion range, the President may decide not to veto the bill, as has been thought.

The Senate has named 21 members to serve on the conference committee. The House is scheduled to name its conferees next week. Congress has only a short window to complete this process as the elections approach. If work is not finished by the time Congress recesses on July 23, it will likely pass a long-term extension and delay reauthorization until 2005. Please visit America Bikes, <http://www.americabikes.org>, for details.

Papa John's Pizza Founder And National Champion Cyclist Injured In Bicycle Crash

According to the Associated Press, "the founder of the Papa John's pizza chain and a national champion (track) cyclist were injured in a bike crash that police are investigating as a possible assault." The incident took place outside Louisville on Wednesday, June 2. John Schnatter, Papa John's chairman and CEO, and Curtis Tolson (http://www.cyclingnews.com/track.php?id=photos/2004/mar04/wcqual/IMG_5475), who is hoping to race in the Olympics, were hospitalized after the crash Wednesday.

The Louisville Courier-Journal reported today that, "Kevin Marlett, 18, of Louisville, was charged with second-degree assault and wanton endangerment after giving a statement to police, Louisville police spokesman Dwight Mitchell said Friday. Mitchell said Marlett was charged after coming forward. There were others in the truck, all juveniles. Mitchell said it was still not clear whether there was any intent to harm the cyclists."

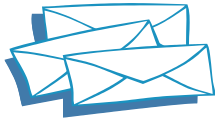
Schnatter told reporters after leaving the hospital that he believes wearing a helmet saved his life. "I really feel blessed," Schnatter said in a telephone interview. He said he fractured the pointy tips of two vertebrae in his back, but is able to sit, stand and move around. "I took a hell of a lick, but I'm OK," he said. Tolson suffered abrasions and possibly a broken collarbone or dislocated shoulder.

They were riding single-file, along with Tracy Huber, when apparently a book was thrown from an oncoming pickup truck. Tolson was hit and Schattner fell over him. Huber avoided the crash and said she saw an object, which she later learned was a biology textbook, thrown from a pickup truck.

Following the incident, "The Francene Show," a Clear Channel radio 84WHAS talk show in Louisville, invited two members of the Louisville Bicycle Club to its studio for a live discussion on the coexistence of cyclists and motorists. The cyclists "spoke about recent incidents of violence and road rage toward cyclists, attempts to improve cyclist/motorist education and efforts the city needs to make to keep all parties safer on the roads." The discussion, planned to last one hour, extended to nearly two because of the volume of phone calls and emails the show received in response to the subject and guests.

(News from the League continued on page 11)

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*



FROM THE TCBA MAIL BAG

A Farewell To Mid Michigan

I would like to express my sincere thanks to all TCBA members that I've gotten to know over the past six years. I moved to the Tri County area in 1998 to take a teaching job at MSU, where my wife was already on the faculty. TCBA came to be my primary recreational outlet, and there were many times where going on club rides helped me to unwind and to not think about work too much.

However, my wife and I have always had the dream of moving back to Canada where we grew up, and this spring I was given a job offer in Toronto that I could not refuse. So we find ourselves planning a change to a big city lifestyle that will be a stark contrast to what we've enjoyed here. I won't even pretend that I'm committed enough to commute by bicycle there, but we have bought a house downtown where we can walk to schools, shopping, and the subway, and we intend to downsize to one car. Biking will probably be restricted to the network of multiple use trails along the lake and river valley parks. Not nearly as nice riding as in the Lansing area, where the biggest hazards are loose dogs and chip seal.

There are a few bike clubs there, but from what I have been able to find out, they are much more expensive, and divided into either go-fast riding or pseudo social clubs. We will miss the range of riding opportunities that TCBA offers, along with the amazing spirit of volunteerism that we've seen from so many of you on club rides, club activities, and especially DALMAC.

Sincerely,

Jun Nogami and Midori Koga

Top ten reasons to move back to Canada:

- 10) I'm starting to forget the rules to curling
- 9) A top marginal tax rate of only 50%
- 8) Let's not forget that 15% sales tax either
- 7) Won't have to deal with those pesky two dollar bills anymore
- 6) Universally substandard health care
- 5) We get to ship all of our garbage to Michigan
- 4) The national anthem doesn't span three octaves
- 3) Our elections offer a broader choice than two rich white guys from Yale
- 2) All bikes manufactured in the US can be imported DUTY FREE
- 1) Maybe Budweiser will taste better when it's an imported beer

From the Editor: Thank you Jun for your dedication to TCBA and your years of service as a board member and TCBA volunteer. You will be missed! Good luck and best wishes to you and your family in your new endeavors.

Crystal Cruise

It's time again to make plans for the annual Crystal Cruise weekend near Frankfort and Elberta, Benzie County, Michigan. This year the weekend falls on Saturday, July 31st. and Sunday, August 1st.

I am offering the usual 70 mile route to Crystal Mountain on Saturday and the 40 mile route to Honor on Sunday. For those who love hills and miles, I have extended the Saturday route to a Century, which includes Bear Lake and the "Killer Hill" to the Arcadia Scenic Outlook.

Several restaurants and motels are located nearby the Betsie River Camp Site, which is also the starting point for each ride. If you plan to participate and camp, be sure and make your reservations early at the "Betsie River Camp Site" (not to be confused with the Betsie River Camp Ground). Also mention that you belong to the bikers group, so you may share your campsite and expense with another biker or 2. We are allowed 2 cars and three tents per site. Phone: 231/352-9553 or register through the Web site at: www.michcampgrounds.com/betsieriver/.

If you need more information and directions, please contact me at 517/669-7259 or send e-mail to ebelcher@juno.com.

I am looking forward to the weekend and hopefully will see you there.

Edie Belcher

Subaru Ore to Shore Mountain Bike Epic

August 14, 2004 - Negaunee-Ishpeming-Marquette, Michigan - 28 and 48 mile Point to Point races in **Michigan's Beautiful Upper Peninsula**

A favorite among racers and mountain bike enthusiasts of all ages and ability, the Subaru Ore to Shore Mountain Bike Epic offers riders the thrill of a mass start, the challenge of a great course, and the scenery for which the UP is famous!

Racers start in Negaunee, where iron ore was first discovered in Michigan, and ride into downtown Ishpeming where they will traverse rolling terrain before ending in Marquette just 100 meters from the shores of beautiful Lake Superior. Come join us for the excitement of the race and to enjoy the natural beauty of the UP.

This year is the 5th Anniversary of the Subaru Ore to Shore and to celebrate we're giving away \$11,000 in random cash drawings! *(Yes, you read that correctly)* \$11,000 will be given away at the awards ceremony (6:30 pm at Lakeview Arena) and every racer has a shot at winning. You need to be present to win, and ID will be required. Hosted by the Superiorland Ski Club. Race information and entry forms are available at www.oretoshore.com.

Email: info@oretoshore.com

Call 888-578-6489 or 906-226-6591 or

Mailing address: Superiorland Ski Club - O2S, PO Box 864, Marquette MI 49855

FROM THE TCBA MAIL BAG

(continued)

TCBA Members Help Community Bike Rescue

TCBA leaders largely responsible for a successful first effort for the fledgling MSU Bike Project include Dave and Judy Miller, Keri Sperling, (registrants); Lucinda Means and friend Chas (100 K stop); Mike and Joanne Gruizinga (25 & 50K food stop) and Dale Crites (cookie run) along with volunteers from the Bike Project. Despite challenging chilly weather, threatening clouds and less than optimal marketing, the group netted over \$800 with nearly 60 paid riders in its first effort to help stock replacement parts and tools toward the recycling of abandoned bikes for campus and community use.

Thank you again for the efforts from one of the most generous clubs in Michigan if not the country... May next year be even better and if you want to volunteer, contact Tim Potter or Gus Gosslin at MSU (bikes@msu.edu)

The project continues Tuesday evenings from 5:15 ish til 7:00 through the summer to provide community repair clinics (<http://www.msu.edu/~bikes/>) and needs volunteers. Stop in if you want to practice your bike repairing or painting skills for a worthy cause. The group has acquired a protected space in the basement of Demonstration Hall, complete with work benches constructed by the MSU cycling club and accesses an itinerant air compressor.

Christine Riddle

CPSC, Huffy Bicycle Company Announce Recall of "Cranbrook" Bicycles Sold at Wal-Mart

WASHINGTON, D.C. - The U.S. Consumer Product Safety Commission announces the following recall in voluntary cooperation with the firm below. Consumers should stop using recalled products immediately unless otherwise instructed.

Name of product: Huffy "Cranbrook" Bicycles

Units: 12,000

Manufacturer: Huffy Bicycle Company, of Springboro, Ohio

Hazard: The handlebar could unexpectedly loosen causing the rider to lose control of bicycle.

Incidents/Injuries: None reported.

Description: The recall involves single-speed "Cranbrook" bicycles with 26-inch wheels. The bicycles were sold in both men's (model 56462) and ladies' (model 56472) style frames. The name "Cranbrook" is printed on the frame of the bicycle. Serial numbers included in the recall range from SNHHE04C52556 to SNHHE04C64557. Serial numbers and model numbers are located on the bottom bracket of the frame, where the crank is attached to the bicycle.

Sold at: Wal-Mart stores nationwide from April 2004 through May 2004 for about \$80.

Manufactured in: China

Remedy: Consumers should stop using the bicycles and contact Huffy Bicycle to determine if the product is a part of the recall. Consumers will receive a free replacement handlebar and stem.

Consumer Contact: Call Huffy Bicycle toll-free at (888) 366-3828 between 8 a.m. and 4:30 p.m. ET Monday through Friday, or visit the firm's Web site www.huffybikes.com

To view this press release online, use the following link:
<http://www.cpsc.gov/cpsc/pub/prerel/prhtml04/04164.html>

MORE NEWS FROM THE LEAGUE...

(continued from page 9)

Health And Human Services Secretary Tommy Thompson Urges Support For Efforts To Promote Fitness

The League was pleased to learn that, at the recent Health and Human Services-sponsored "Obesity and the Built Environment" conference, HHS Secretary Tommy Thompson said, "Every road being built – you should be able to walk on it or ride a bike on it." He urged public health advocates, "to convince city planners to provide safe streets for children to bicycle on and safe streets for people to walk on." Thompson added, "Go to Congress and the city council and state legislatures and start getting them to buy into (the idea of improving the) built environment." The League is encouraged to learn of support at such a high level of the administration for safer streets.

According to Health Behavior News Service, Thompson also urged the private sector and government to join efforts to combat obesity by making offices, cities and suburbs easier places to exercise. Thompson said he has asked business leaders to set aside time in their workplaces for employees to exercise every day and said insurance companies should offer discounts to people who improve their health behavior in the same way that discounts are given to safe drivers. For more information, go to <http://www.cfah.org/hbns/news/hhssec05-24-04.cfm>.