

# Chainwheel Chatter



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

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Established 1972

March 2005

## NEXT Meeting!!!

March 31, 2005 – 7:00 p.m.  
*Foster Community Center  
200 N. Foster St. – Lansing*

### TCBA Swap Meet

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



## HAPPY ST PATRICK'S DAY!

### Board Meeting

The Board of Directors will meet at 6:30 p.m. on Tuesday, March 1, 2005 at the Foster Community Center.

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

Next meeting: April 5, 2005.

### Newsletter/Ride Calendar Deadline

The **deadline for the next newsletter is Saturday, March 12, 2005.** 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

Plan to join Alan Huber at **6:00 p.m.** immediately preceding the membership meeting on **Thursday, March 31, 2005.** Bring your experiences and stories to share with the group.

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## February Executive Board Report

Submitted by: Charla Scheidler

The TCBA Board of Directors met at the Foster Community Center on February 1, 2005. Board members present included Arnie Johnson, Susan Viele, Ron Claflin, Charla Scheidler, Darryl Burris and Kori Sperling. Also present were club members Katie Donnelly, Dick Janson and Dwayne Scheidler.

### Discussion items/Announcements

Dick Janson presented an update on the Crosstown Bicycle Map project. Dick will obtain estimates on costs for printing the maps and bring them to the March board meeting.

Darryl Burris gave an update on correspondence received from the Mackinac Bridge Authority regarding DALMAC crossing times. Darryl has a meeting set-up with them to work out details for 2005 and will report the results at the March board meeting.

Arnie reported that the hard shell bicycle travel cases have been purchased, and that Phil Wells has agreed to store them and keep a schedule of use.

Arnie reported that final calculations for the 2004 Ride Incentive Program are underway and the award letters should be in the mail soon.

### Action items

Minutes of the January meeting were approved.

Ron Claflin presented a financial report through January 31, 2005. The report was approved.

Charla Scheidler presented a request for the purchase of a new laptop computer for her use in performing tasks related to her responsibilities within TCBA and DALMAC. The request was approved and it was decided to split the cost 50/50 between TCBA and DALMAC.

Arnie reviewed plans for publication of the Meridian Township Community Directory and asked if TCBA should purchase an ad again this year at the rate of \$25. Approval was granted.

A request for TCBA's involvement in selling raffle tickets for the MSU College of Law was reviewed. It was decided not to participate, as the only relation to bicycling is the bicycle that is being given away.

Dwayne Scheidler gave an update on progress with the attorney for our usage of the Women on Wheels name. All paperwork has been filed and we are awaiting a decision. It was brought to the board's attention that there is an individual using DALMAC as part of an email address. To protect the service mark of DALMAC we are required to give permission for use of the name, or we have to ask the individual to cease use of the name. It was decided that since it appears that no harm is being done by this usage a letter to authorize the use be drafted and sent to the individual.

Discussion took place regarding filing for a service mark for T-Shirt ride and SummerTour. A decision was made to not do anything at this time, but to wait and do something if or when we are challenged on the usage of the names.

Arnie presented information regarding sponsorship opportunities for Smart Commute 05. It was decided that TCBA would contribute an amount of \$500 qualifying as a sponsor at the Silver level.

The subject of payment for services to TCBA members was again brought to the table. It was decided to implement the following policy: payment will be made for professional contractual services only after it is determined that a volunteer cannot meet the need. The services provided and the amount to be paid must be agreed upon in advance and may be authorized by any board member. The individual receiving payment must be employed by a company, or be a sole-proprietor with a business in place, that provides such services to the general public.

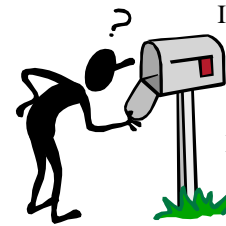
**Note:** Information contained in this article is not the official record of the meeting. The minutes of this meeting will be submitted for approval at the next Board Meeting. Any corrections and/or amendments will be noted in next month's edition of the Chainwheel Chatter.



## WELCOME NEW MEMBERS

Gerry Fekete  
Brett Lundie  
Valerie Reed  
William Schwartz  
James Owens  
Steve & Linda Hecker Family  
Brad Ford  
William Clark  
Brent Jones  
Lori Strom & Family  
Louise & Jerry Fish  
Debbie Davis  
El & Natalie Huntington  
Gerard Psujek  
Michael Berry

## 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](mailto:membership@biketcba.org).**



**TIME TO RENEW? CHECK YOUR LABEL!**

## COMMITTEE & CLUB NEWS

### Ride Incentive Program Committee

At the Annual Meeting there were several comments heard regarding the Ride Incentive Program. Kori Sperling has agreed to chair the Ride Incentive Program for 2005 and a committee will be formed to review the current guidelines and prepare a proposal for the Board's consideration.

This committee will also be responsible for reviewing the current Ride Leader Guidelines and making adjustments to that document.

If you have an interest in serving on the committee please contact Kori at (517) 393-2842 or send an email to: [boardatlarge1@biketcba.org](mailto:boardatlarge1@biketcba.org). If you are unable to serve on the committee, but have thoughts regarding the Ride Incentive Program and/or Ride Leader Guidelines please pass that information on to Kori so that it can be presented for consideration.

### TCBA Club Jerseys – Get Ready for Spring!

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). We also have some "snugger fitting" sizes available if you want a more tailored look. They are the traditional yellow and red brick pattern. To view the design, visit the TCBA web site [www.biketcba.org](http://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 1628, East Lansing, MI 48826. Please include an additional \$5 if you would like your jersey mailed to you and also indicate "loose fit" or "snug fit." Jerseys will also be available for purchase at TCBA club meetings. Contact Charla Scheidler, [chainwheelchatter@biketcba.org](mailto:chainwheelchatter@biketcba.org) with questions.

### DALMAC 2005: The Routes

This month, I begin a series about DALMAC 2005. This is the 35th annual tour. We'll have the 4 traditional routes as well as the special Quint Century. I'll begin with the 5 Day in this issue and describe the other routes in the next four newsletters. I will explain what is happening on each of the routes we will ride this year. I can't spill all of the secrets because you need some surprises.

This series seems to be the best way to tell the membership and all prospective DALMAC riders what to expect this year. I'll give only highlights and a few details, but it will be enough to get you excited about riding DALMAC.

Each route will be profiled: March: 5 Day; April: 4 Day West; May: 4 Day East; June: Quint Century and July: Quad Century.

The first article is elsewhere in this newsletter.

Joe Adams  
TCBA Route Chairman

### TCBA ACQUIRES BIKE CASES FOR MEMBER USE

TCBA has purchased two hard-shell bike cases for member use. The most common use of such a case is when a cyclist is traveling by air and wants to have their bike to ride at their destination. Phil Wells is storing the cases and handling reservations. The cases include instructions for packing the bike; Phil will be glad to give his advice as well. Contact Phil in Lansing at (517) 267-8971 or [philwells99@yahoo.com](mailto:philwells99@yahoo.com). Also, see related article on flying with a bike in this issue.

## MEMBER SPECIALS

### Holt Pro Cycle

4170 Charlar Dr. – Holt

### Annual TCBA Spring Open House

Sunday, March 6<sup>th</sup>

Noon – 4:00 p.m.

#### What's new for 2005

Fuji: Aluminum & Carbon Performance Road

Scott: Full Carbon Road

Cervelo: Time-trial – Triathlon

K.H.S.: Best of the West

Recumbents: TourEasy, Rans, Bacchetta, Big Cattrikes, Sun

Accessories – Parts – Clothing – Shoes

#### Special Feature

Vintage Racing bikes by Schwinn, Masi, Sacks, Fuji, Miyata & others will be on display

**TCBA Discounts 10% - 50% (yes the bargain box will be out)  
Refreshments – Door Prizes**



Mike's Firehouse Grill would like to invite the Tri-County Bicycle

Association members

to come join us for lunch or dinner! We are extending a 10% discount to all TCBA members.

Located at 447 S. Jefferson St., Mason, in the former building of the City of Mason Firehouse.

For directions, menus, and the history of our unique and exciting atmosphere visit our website [www.mikesfirehousegrill.com](http://www.mikesfirehousegrill.com).

We hope that you will take advantage of this offer and we look forward to seeing you at Mike's Firehouse Grill!

### 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.



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## How to Fly With a Bike!

By: Phil Wells

So you're flying somewhere and would like to have a bike to use while you're there. What are your options? They fall into three categories:

1. Rent or borrow a bike when you get there.
2. Take your bike on the plane.
3. Ship your bike there and back.

Each option has its pros and cons. What follows is my perspective. I hope other club members will offer their perspectives by submitting follow-ups to Charla for future issues.

There's a web site, [www.bikeaccess.net/BikeAccess/default.cfm](http://www.bikeaccess.net/BikeAccess/default.cfm), with a huge amount of useful information. Thanks to Dick Janson for informing me about this site. (But I've had a little trouble accessing it.)

### 1. Rent a bike.

Rental, if available, can be convenient, but also expensive. And the rental bike may not fit you as well as your bike, or be of as good quality; or it may not be well maintained. If you're cycling with a commercial tour company, they will probably serve you well, for a price. If you have a saddle that your posterior is fond of, you can pack it (the saddle, not your posterior) in your luggage along with your helmet (assuming the seat post on the rental bike is the same diameter as yours).

### 2. Bike on plane.

The rules are different for international and domestic flights:

**International flights.** Your bike can count as one of your two pieces of checked luggage, usually without any surcharge. So if you can get by with one other piece of checked luggage, this can be a good option. "Flights to Canada are not considered international flights. I'm not sure about Mexico."

**Domestic flights.** There is almost always an extra charge for a bike. And the struggling airlines have raised their surcharges considerably, and put more conditions and restrictions on special deals through organizations such as the League of American Bicyclists.

Your bike can be packed in either a cardboard box or a hard-shell bike case:

**Box options.** Most airlines sell, for \$15 or so, large cardboard bike boxes—so large you only have to take the pedals off and turn the handlebars sideways. But these boxes provide limited protection for your bike, are tough to get in most vehicles (even vans), are a nuisance to handle in the airport, and are not always treated well by the baggage handlers. And you have to either buy a new box for the return trip or figure out where to

store the box (assuming it's not too beat up to use for the return trip!). Try to find a friendly person at the airline baggage office; maybe they'll store it for you. (And don't forget to take your helmet out of the box like I once did!) You can fit extra stuff in the box; like your helmet; but the heavier the box is the worse it'll get treated. In the past, some of the little turbo-prop planes that flew out of Lansing couldn't carry these boxes. But most of the flights now use small jets with bigger cargo bays. (On one Air Canada group flight I was on, the airline provided heavy plastic bags for our bikes. The bikes were actually treated better than if packed in a box.)

Another box option is to get a box from a bike store—the kind in which new bikes are shipped to the stores. These boxes are smaller and thus much easier to handle; but more disassembly of the bike is required, and packing the bike in it is quite a challenge. (As I've learned the hard way, you need lots of foam packing and skill to prevent damage during packing, shipment and unpacking!) Some bike stores will pack your bike in the box for you, for a price. Be sure they're experienced at it.

**Hard-shell bike case.** A case such as the club has just acquired for member use provides much better protection than a cardboard box. It requires more disassembly of the bike than the large airline boxes but is much easier to pack than a bike box from a bike store. It may be treated better by the baggage handlers than a large airline box because it's smaller (though not lighter) and has wheels. And it's more likely than an airline box to fit in a taxi at your destination.

**Compact bike.** Another option is to buy a compact bike like a Bike Friday that packs into a case small enough to check as regular baggage on the airline. For this to save money, you have to get by with one other piece of checked baggage. I've had good luck flying with my Friday. But packing a Friday into the case actually requires more disassembly and time than packing a conventional bike in a larger hard-shell case. And everything has to fit in just so. I fear that someday the Transportation Security Administration will move things around during inspection, in which case they'll never get them back in the right place and the case won't close. So far, this hasn't happened. Most Fridays are heavier than the racing type bikes that many club members ride, so it may not be the best choice if you expect very challenging cycling at your destination(s).

(continued on page 7)

## March Ride Calendar

### Recurring Rides

Day/Date	Time	Miles	Class	Start Location	Other Info	Ride Leader
Mondays	5:30pm	10-15	B	Oneida Gospel Church		Doug Sherman 616-283-6177
Wednesdays	5:30pm	10-15	B	Oneida Gospel Church		Dennis Stinson 517-543-9432
Saturdays	12:00pm	25-35	C	Holt Commuter Lot	Roads must be clear of ice and snow, temp. above 30 deg.	Janice Koller 517-669-5744

### Ride Starting Point Descriptions

Holt Commuter Lot	US-127 & Holt Rd., Holt
Oneida Gospel Church	Corner of Oneida and Strange Hwy, Gd Ledge

**HELMETS ARE REQUIRED ON ALL TCBA RIDES!!!**

**FOR MORE RIDES CALL: 517-882-3700 - or visit the Web Site: [www.biketcba.org](http://www.biketcba.org)**  
**Also check this number for updates-changes on rides listed in this Chainwheel Chatter.**  
 To receive the Ride Line Transcript by email send your email address to: [donnel13@msu.edu](mailto:donnel13@msu.edu)

### RIDE CLASSIFICATIONS

A+.....19+ MPH  
 A..... 17-19 MPH  
 B..... 14-17 MPH  
 C..... 12-14 MPH  
 D.....Under 12 MPH Fun and Social Group Ride  
 F.....Family Fun & First-Timers Ride  
 M Mountain Bike .....N/A  
 Z .....Rides over 40 miles in length to be ridden at the rider's own pace without on the road ride leader supervision. Leader must have detailed map of the ride for all riders.

### SUNRISES & SUNSETS FOR MARCH, 2005

Date	Rise	Set	Date	Rise	Set
1	7:14	6:28	17	6:46	6:47
2	7:12	6:29	18	6:45	6:48
3	7:10	6:31	19	6:43	6:50
4	7:09	6:32	20	6:41	6:51
5	7:07	6:33	21	6:39	6:52
6	7:05	6:34	22	6:38	6:53
7	7:04	6:35	23	6:36	6:54
8	7:03	6:36	24	6:34	6:55
9	7:02	6:37	25	6:32	6:57
10	7:01	6:38	26	6:31	6:58
11	7:00	6:39	27	6:29	6:59
12	6:59	6:40	28	6:27	7:00
13	6:58	6:41	29	6:25	7:01
14	6:52	6:44	30	6:24	7:02
15	6:50	6:45	31	6:22	7:03
16	6:48	6:46			

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## DALMAC 2005 - 5 Day

The 35th Annual DALMAC continues the 5 Day route which was begun in 1983. This 23rd edition will be as good as any in the past.

The 5 Day will begin on Wednesday, August 31, 2005, at the MSU Pavilion. This year's route is almost the same as last year with one small change getting to the CMU camping area. Construction on Wood Road north of Lansing is finished. You will still have to dodge the cement trucks and the trash trucks just after Lake Lansing Road, so be safe. You're now out of the city and on your way to a great country ride. You'll pass through Dewitt and Maple Rapids on the way to Perrinton. The VFW there puts on lunch for us at very reasonable prices. After that is Alma. The new route through there last year was very well accepted. Next is Shepherd. The 4 Day East will be staying there on Thursday so don't be fooled by the turn arrows placed for them. Linger in Shepherd for some late ride refreshment before continuing into Mt. Pleasant and the CMU Campus. A change in the route will get you to the camping area without using Broomfield Road. The route today is 81.0 miles.

After breakfast on Thursday morning head north through the rolling hills of mid-Michigan on a short ride of 67.8 miles. The route takes you to Beal City, the home of Michigan's former Governor John Engler. Wave as you pass through. Continue to Farwell where you can get a second breakfast or an early lunch. In the past two years we have had a problem with tacks in the road between Farwell and Lake George. Many riders experienced flats. We have taken steps to deal with the people responsible. Take care. The Lake George Campground is a very good lunch stop. The General Store at the campground sells lunch and there are restaurants in Lake George. As always there is a possibility of construction on our route through the Lake George area. I'll report on that in a future newsletter if it becomes a problem. Ride on to Marion where there are more stores and restaurants, plus an ice cream shop. The final miles of the day take you up and down some hills on your way to Northern Michigan Christian School in McBain, your overnight camping place.

Friday, your third day, begins with rolling country roads that take you to Fife Lake. There isn't much in the way of food so DALMAC sets up a fruit stop at the Caldwell Township Hall on M-42 to take care of that. The convenience store in Fife Lake has a sub buffet line so you can make your own sub sandwich. There are other restaurants in town. Continuing down the road be very aware of the traffic on Supply Road. This road tends to be used by drivers that don't want to use M-72 to get to Traverse City. There are some good hills on the next stretch to Elk Rapids. Stop in town to eat or go to the beach before heading to the Elk Rapids High School. You have ridden 61.5 miles today.

Early on Saturday, day four, you wind your way through Kewadin and Torch River. The next major attraction is The Muffin Tin in Alden. They serve wonderful muffins and plenty of coffee. There are also other restaurants in Alden.

Leave Alden and continue north along the east shore of Torch Lake on the way to Bellaire. There are a couple of hills that will make the trip worth while. East Jordan is the next town after some climbing and some good downhills. Food is abundant in East Jordan. At about 43 miles, you may need lunch. You can also tell your friends that you saw where sewer covers are made if you get onto Main Street.

Have you heard of it? Have you heard about the biggest, baddest hill in all of Michigan? To hear people talk about it, it's the worst. Take **"The Wall"** route and judge for yourself. The alternate route has its adventures too and takes you along the shore of Lake Charlevoix into Boyne City.

Boyne City is at 53 miles, so you may want lunch here instead of East Jordan. What's next? Can you say "Granny Gear?" Walloon Lake is a small village on the east end of Walloon Lake (the lake.) Stop to swim if the weather cooperates. At least sit and relax for a while on the beach. The route is mostly flat for the 10 miles after Walloon Lake. You've ridden 69.2 miles today to reach your final overnight at Petoskey Middle School.

For the last 52 miles of DALMAC 2005 on Sunday you'll be able to just cruise (except for the climb to "the Chute".) There should be no crowds anywhere. Use caution on US-31 in Bay View. Be prepared to cross 3 lanes to get to the left turn onto M-119. Be sure to stop at Touring Gear bike shop in Harbor Springs for some after-breakfast refreshments after riding by the impressive mansions. Climb the hill up to Bluff Road and soon you will enter "The Tunnel of Trees." This natural tunnel formed by the branches of the trees is a treat to ride through. There are a few places to stop along the way to view Lake Michigan. There is also "The Chute", a long, dark, steep, twisty downhill after Harbor Springs. Be careful.

The great food line at Goodhart General Store has been a favorite place to stop for many years. A little farther down the road is Cross Village. Leggs Inn is there but they normally aren't open when the Petoskey group rides through. The General Store is usually open, though. At this point, you have only 23 miles left on your tour. These few miles can be the best of the day. There are no huge hills. Lake Michigan will be close on your left many times. After Cecil Bay Corners, you will get your first glimpse of the Mackinaw Bridge. Isn't this what you have ridden all of these miles to see?

Finish your ride at the Mackinaw City High School and your DALMAC is done or join your fellow riders for a short trip across the Mackinaw Bridge to LaSalle High School in St. Ignace. We hope you loaded your bags on the correct truck.

DALMAC is something that only about 1,800 riders get to enjoy each year. We hope yours will be an experience you will long remember.

Next month: 4 Day West Route

Joe Adams (I don't name my bike)  
DALMAC Route Chairman

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

**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. Contact Bob Bartlett at 517- 676-9453.

**FOR SALE:** Trek Carbon 5200, STI triple 27-spd Ultegra, SPD pedals, size 56cm. Asking \$650. Contact Howard 517-646-6167

**FOR SALE:**

1. YAKIMA car top rack system with short tray mounts for two bicycles. Can be adjusted to fit most any vehicle with the appropriate "Q" clip from Yakima or a bike shop. System includes rack and tiedown straps for a kayak or canoe. A steal at \$150.
2. YAKIMA trunk rack, fits most bikes. Easy on/off, light but sturdy. Asking \$50

Contact Warren 517-323-2972 or email [millett@msu.edu](mailto:millett@msu.edu).

**FOR SALE:** New, assembled 4-bike Saris T-Rax 200 1 1/4" hitch rack – Sturdy arms fold down, tilts away for access to rear of vehicle, soft rubber hold downs and anti-sways to protect bikes. Hitch Tite base secures rack solidly to vehicle. \$225 Sheri – 517-323-7487

**FOR SALE:** New Commotion Nor'Wester. Handbuilt cro-moly 56cm frame with Shimano 105 triple group. King headset, Michelin tires, Bontrager Select wheelset and Blackburn rack. Asking way less than cost at \$1,300. Call Chris at 517-789-6077 days, or 517-750-2854 evenings.

**FOR SALE:** Giant Innova SE NITE Retro Hybrid, 1999, \$550 or best offer, Navy blue with white and orange trim retro look from 50's, 19.5" frame with aluminum custom tubing, unisex, excellent condition, includes; 2 bottle cages, cross rack and cable lock. Call or email for appointment 517-887-2591, [howardsk@michigan.gov](mailto:howardsk@michigan.gov).

**GIVE OR TAKE.** . . Cleaning out your closets or garage? Please consider recycling items you no longer need...biking gear and/or clothing in good condition will be passed on to new riders who need like items. Please call if you have things to donate, or if you wish to be donated to. Overflow will be donated to a charitable Bike Tour going to the Ukraine next spring for the purpose of donating bikes, etc. Thank you very much to those who have already donated. Call Sheri. (517) 323-7487.

**OLD BIKES/ TOOLS HANGING AROUND?** The MSU Bike Project (grateful recipient of \$ from the DALMAC fund in '04) is looking for old bikes in working or restorable condition. Ideal bikes are 1 ~ 5 spd. with fenders/ chain guards, baskets, etc. but newer are great! Tools & parts for all types of bikes much needed. Full details on donating: [www.msu.edu/~bikes/donations.html](http://www.msu.edu/~bikes/donations.html).

## How to Fly With a Bike!

(continued from page 4)

### 3. Ship the bike.

For domestic trips, UPS and FedEx will ship your bike to and from your destination. The UPS/FedEx price is usually less than the airline price for a bike packed in a hard-shell case or a bike box from a bike store (see discussion above). (The large airline boxes far exceed UPS parcel size limits.) Also, you don't have to haul the bike through the airports, and the parcel will probably be treated better than on the airlines. But you have to have an address to ship the bike to. If you have a lodging reservation for your first night, you can probably arrange to ship it there. The hotel/motel/resort/campground will probably store the box/case for you; and, at the end of your stay, you may be able to pay them to have it picked up by UPS or FedEx. Another option is to arrange with a bike store at your destination to take delivery of your bike, and ship it home from there as well. They may even assemble and pack it for you, again for a price.

With the shipping option, you have to ship early enough to be sure the bike will be there when you arrive. This usually means you'll be without the bike for a week or more before your trip, as well as after you get home.

Let's hear the advice and experiences of other club members!

## HAPPY EASTER!!





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## Endurance Cycling: Five Mistakes to Avoid

By Chris Kostman, contributing editor to UltraCycling magazine

Centuries, double centuries, and brevets are the bread and butter of most endurance cyclists. They provide a good challenge, great training, and an opportunity to test the efficacy of training and nutrition, and a nice day (or more) on the bike with fellow riders. But they're not easy and are not to be taken for granted. Here are five mistakes to avoid as you train for, and ride, endurance events.

### MISTAKE #1: NOT USING SPEEDWORK

One common endurance training mistake is just "putting in the miles." The mentality is that if you put enough miles in the bank in your training, you can withdraw them later as endurance, maybe even miraculously fast endurance. But this approach is boring, a waste of time, and you won't get substantially faster!

Many cyclists overlook the fact that the majority of the top RAAM racers over the past twenty years were, or are, also competitive cyclists in the traditional sense (i.e., USCF racing). Pete Penseyres, Michael Secrest, Rob Templin, Danny Chew, George Thomas, and Franz Spilauer are just some of the top RAAMers who raced at a national level (and were competitive there, too). Others, like Michael Shermer and Seana Hogan, train with a racing club at least once a week. High intensity training is an important, or even critical, part of endurance training.

You only get faster by riding faster! In practical terms, you need one or two days a week focused on high intensity speed training. Though hill repeats, interval training against the clock, or even a spinning class can be effective speed training, the best way to increase your speed is to ride with those who are much faster than you are. Joining a weekly racer club workout or weekly crit series is the ticket here. Get out and hammer with the big boys and girls in the pacelines, sprint for the city limit signs, and do your best not to get dropped. Be forewarned, though: it can be humbling for a while, if not for a long while. But you'll get faster for the long haul.

Another bonus is that, on event day, you won't get dropped right from the get-go when the lead pack of riders takes off like they're doing a 40km road race, as they inevitably do. You want to hang with them in the first hours so that you're not breaking your own wind, and setting your own pace, all day. It's a shame to get dropped: don't let it happen to you!

### MISTAKE #2: DOING LONG SLOW MILES

Don't confuse "steady" and "slow" and just put in the long miles at an easy intensity. This is a waste of time because the only thing accomplished on physiologically

by riding slowly is learning how to ride slowly. "LSD" doesn't stand for "Long Slow Distance," it stands for "Long Steady Distance." Some endurance riding is necessary to train for endurance events, but while you're putting in those miles, do so at a good, steady intensity and keep these additional goals and benefits in mind:

- Keep it steady and keep it moving" should be the mantra while riding LSD: Don't dilly-dally while refueling, fixing a flat, or reading the route sheet. Don't bog down while riding, either, whether on the hills or flats. Use your bike computer to push yourself to maintain an average speed; use your heart rate monitor to see how low you can keep your heart rate while maintaining a challenging average speed. When quicker riders pass you, pick up the pace; riding steadily doesn't mean you shouldn't push it sometimes, too.
- Base Fitness Training: LSD rides will allow you to slowly, but surely, rebuild your body from the inside out. You'll increase the efficiency of your cardiovascular system and get in touch with your heartrate and breathing patterns. This is particularly important in the early season, when you're laying the foundation for the year.
- Equipment Testing: If you're not comfortable on your bike, you won't ride far. Use your LSD rides, not events, to test saddles, shoes, pedals, aerobars, and such, plus variations on their position. What seems comfortable for 30-50 miles will not necessarily be so after 100 or 200 miles.
- Nutrition Testing: Food and drink choices also won't reveal their effectiveness until you get way out there. Use your long rides to see which fuel and hydration systems work for you. Whatever you eat and drink, it should be portable, go down well, provide consistent energy (no highs and lows), and keep you hydrated. If you don't want to carry 100 or 200 miles' worth of food and drink during your events, find out what the event promoters will serve and train on that. Then when you do the event you won't need to carry all your own fuel. (But if the event is going to serve Danishes and hot dogs, as some do, you'll want to carry your own fuel.) By the way, essentially all top distance cyclists use a primarily, or exclusively, liquid-based (or liquid-, pill- and gel-based) fueling system.

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## Endurance Cycling: Five Mistakes to Avoid

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### **MISTAKE #3: DOING THE SAME THING ALL THE TIME**

The third common mistake is doing the same workout on the same day, week after week. This is boring and unnecessary, so lose those crazy “Tuesdays are for speed work, Wednesday are for hill-climbing” kinds of rules or club ride schedules. As long as you get in the variety and intensity of training necessary, it really doesn't matter which workout you do on any given day, as long as you recover in time for the next workout or event. Finally, don't skip training days during the week with the intention of making up for it on the weekends. Use your lunch hour, bike commuting, and even night training so that you are training, on the bike, four or five days a week, no matter what.

Many riders put in their big miles every weekend, because more time is available then. But it's also important to mix your weekends up and avoid ruts there, too. Some weekends should be back-to-back long rides. Some should be a long ride one day and either a recovery ride or speed work on the other. And some weekends you should just relax with your family after doing a fast club ride on one of the mornings.

### **MISTAKE #4: NOT ALLOWING RECOVERY**

Hey man, give it a rest! The complimentary ideas of “rest days” and “recovery rides” are lost on most athletes. In training, you're either improving by pushing yourself or recovering by resting or going easily so that you're ready to push yourself again. Training at a mid-level intensity is only useful during LSD rides. The rest of the time, either hammer or go very, very easy (or don't ride at all). Each week should include one true recovery ride and one day of complete inactivity except perhaps a walk after dinner (a good habit every day).

If you're not recovered, your resting heart rate will be elevated and/or you'll feel listless on the bike. If that's you, park the bike and rest another day; training on tired legs is a waste of time. Make your training time count, but also make your recovery time count. The point is to keep building, ever higher!

### **MISTAKE #5: STAYING ON THE BIKE ALL THE TIME**

Common mistake number five is never getting off the bike to work out. All cyclists can improve their cycling comfort, endurance, and speed by training off the bike, as well as improve their overall health and fitness.

I'm amazed at the number of overweight endurance riders I see. Either the extra weight is a result of poor dietary habits (fast food for breakfast, lunch, and/or dinner?) or these riders are stuck on a plateau, no matter how many miles they train, or how many long events they finish. They need to incorporate more intensity into their training *and* they need some cross-training to shock their bodies into pushing itself to a higher level. So do the rest of us!

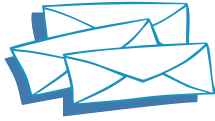
As discussed on other occasions in Ultra Cycling magazine and my website, off-the-bike training should include yoga, Pilates, and/or strength training (i.e., weight lifting). Think of it as filling in the blanks that are left by the huge volume of sports-specific training done on the bike. Swimming and running are two other great compliments to cycling that will not only increase your overall health, but also your cycling ability through increased muscular endurance, strength, and overall joint, muscle, and connective tissue health.

On-the-bike cross-training variations are great, too: mountain biking and spinning classes can do wonders for your road riding. I cross-train in all of these manners regularly and they pay off for me, not only when doing an Ironman Triathlon, but also as I ride doubles, and even as I sit at my desk writing this article.

Avoid the five mistakes outlined above and you should be able to say “make mine another century or double” with a smile and confidence. Enjoy!

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For more information on endurance cycling go to [www.ultracycling.com](http://www.ultracycling.com) Can you ride a century every month – including two makeup rides for winter? Sign up for the Year-Rounder Century Challenge at [www.ultracycling.com/standings/year-rounder.html](http://www.ultracycling.com/standings/year-rounder.html)



## FROM THE TCBA MAIL BAG

### SMART COMMUTE WEEK '05

Smart Commute Week '05 is a week long campaign to encourage people who live or work in the capital area to bike, walk, bus, and carpool to work and school during the week of May 16<sup>th</sup> through the 20<sup>th</sup>. Activities will include group bike commutes along designated routes, bike commute preparation assistance, group bike parking in city centers, Smart Commute check in points, a Smart Commute Festival, and more.

At this time campaign planners are looking for experienced bicyclists that are interested in helping to plan routes. A Bike-Commuter Route Planning Session for Smart Commute '05 will be taking place on Thursday, March 3, 2005 at 5:30 p.m... Dinner will be served at 5:30 p.m. and the meeting starts at 6:00 p.m... The meeting will take place at Impression 5 Science Center board room. It will be an opportunity for experienced bike-commuters getting together to plan bike routes for Smart Commute '05. If you are coming by bike take the Lansing River Trail directly to Impression 5, located between Michigan Ave. and Kalamazoo St. off the trail. If you plan to take the bus take the #1 CATA bus and get off in front of the Lansing Center (if you are west bound), or across the street from it (if you are east bound). Museum Drive is just to the West of the river, on the South side of Michigan Ave. Take Museum Drive to Impression 5. If you plan to drive, take Michigan Ave. to museum Drive. Park in the main Impression 5 lot. Enter at the main entrance, go up the stairs to the museum, and follow the signs to the meeting room or stop by the registration desk for directions. Please RSVP: Melissa Lott at 517-775-2042 or email [melissa@midmeac.org](mailto:melissa@midmeac.org).

Smart Commute Week '05 planners are also looking for folks to sign up as route leaders. Route leaders would be responsible for leading a group of bicyclists from a check-in point along the designated routes.

If you are interested in route-planning or route-leading, please contact Melissa Lott at 517-775-2042, or email her at [melissa@midmeac.org](mailto:melissa@midmeac.org). To get your name on the mailing list for Smart Commute Week '05, to register and other information, contact Jessica Yorke 517-214-5684 or email her at [yorko446@cs.com](mailto:yorko446@cs.com).

### 10<sup>th</sup> Annual Quiet Water Symposium



*Outdoor Michigan's Favorite Indoor Show!*

**March 5, 2005**

**9:00 AM to 6:00 PM**

**MSU Agriculture Pavilion**

**Admission \$6.00, Under 12 Free**

An annual event where those who share a love of outdoor, non-motorized recreation come together to share.

For additional information visit the web site: [www.homestead.com/qws](http://www.homestead.com/qws) or call 517-628-2890 or 517-589-5237.

### CPSC, Shimano American Corp. Announce Brake Inner Cable Recall

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:** Shimano Road Racing Bicycle Brake Inner Cables

**Units:** About 13,630

**Manufacturer:** Shimano American Corp., of Irvine, Calif.

**Hazard:** The bicycle brake cable can detach during braking, causing the rider to lose control and fall.

**Incidents/Injuries:** Shimano has received one report of the brake inner cable detaching. No injuries have been reported.

**Description:** This recall involves aftermarket Shimano 1.6 mm X 1,700 mm brake inner cables for ATB and road racing bicycles. Dual ended brake cables packaged in quantities of ten have a part number of Y80098400/Z80098400. Individual packages have a part number of Y80098110/Z80098110. All single ended brake cables were packaged individually with part number Y80098300/Z80098300. Brake cables installed on mountain, BMX and flat handlebar bicycles are not affected by this recall.

**Sold at:** Sporting goods and bicycle specialty stores nationwide from April 2003 through October 2004 for between \$2 and \$17.

**Manufactured in:** Japan.

**Remedy:** Consumers should contact their local bicycle dealer immediately to arrange for a free inspection. Consumers with the recalled brake cables will have a replacement cable installed free of charge.

**Consumer Contact:** Contact Shimano American Corp. at (800) 353-4719 between 8 a.m. and 5 p.m. PT Monday through Friday or visit the firm's Web site at [www.shimano.com](http://www.shimano.com)

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## FROM THE TCBA MAIL BAG

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### Armstrong Announces Initial 2005 Racing Schedule

2/16/2005 - After much speculation, the Discovery Channel Pro Cycling Team's Lance Armstrong today announced his initial 2005 racing schedule, one that will include this summer's Tour de France where he will go for a



seventh straight victory. In 2004, Armstrong made history by becoming the first cyclist to win six Tours de France with a dominating performance, winning five individual stages.

"I am grateful for the opportunity that Discovery Communications has given the team and look forward to achieving my goal of a seventh Tour de France (victory)," said Armstrong.

Also on Armstrong's racing schedule is one of America's premier races - April's Tour de Georgia, an event Armstrong won in 2004. Armstrong will kick off his season early next month at Paris-Nice, a seven day stage race and the first event of the newly formed Pro Tour, the sport's top level racing series.

"I am excited to get back on the bike and start racing although my condition is far from perfect," said Armstrong.

Following Paris-Nice, Armstrong will take part in the 89th edition of the Tour of Flanders, one of Europe's most prestigious Spring Classics, on April 3. Armstrong last raced in the Tour of Flanders in 2002, finishing 59th in support of his team's leader. Armstrong will then return to the U.S. and defend his title at the Tour de Georgia, scheduled for April 19-25.

"Johan (Bruyneel, the team's sports manager) and I will evaluate my fitness later this spring and possibly add some races to the calendar," said Armstrong.

All of the event's Armstrong will participate in will be aired on the Outdoor Life Network (OLN).

### Cycling Season Opens On OLN with Cyclism Sundays

*Lance Armstrong to Compete in Several Spring Races and the Tour de France – All Televised on OLN*

STAMFORD, CT (Feb 16, 2005) – OLN®, the home of professional cycling, introduces Cyclism Sundays, a new, weekly show dedicated to the races, the athletes and the teams that cycling fans are watching throughout the season. Airing every Sunday at 5:00 PM ET, Cyclism Sundays will feature same-day coverage of many of the major cycling races, including the Spring Classics, and will be hosted by the rotating team of cycling experts – Phil Liggett, Paul Sherwen and Bob Roll. Lance Armstrong has said he will compete in Paris-Nice, The Tour of Flanders, The Tour of Georgia and the Tour de France, all of which are part of OLN's cycling schedule.

"Cycling is hugely important to OLN, and the Spring Classics are some of the most exciting races out there," said Gavin Harvey, President of the network. "By presenting cycling every Sunday, we're creating a basis for the entire season. Fans, even those who only recently caught the cycling bug, can turn to OLN to watch the season unfold and experience the building drama of this punishing sport."

In addition to race coverage, Cyclism Sundays will feature a weekly update on Lance Armstrong and the Discovery Pro Cycling Team; training tips from Chris Carmichael, personal coach to Armstrong; and coverage of the National Championship Series, a U.S.-based cycling series in which the top domestic cyclist is crowned at the end of each season. The format of Cyclism Sundays will change somewhat in June, when the show focuses mainly on previewing the Tour de France.

"We're excited about this new format," said John Carter, Vice President of Production and Executive Producer. "It's going to be a fantastic showcase for Lance's team as they take on the heaviest schedule ever for these great classic races."

The race schedule for Cyclism Sundays follows (same-day unless indicated; subject to change):

- March 6th Paris-Nice (France)
- March 13th Paris-Nice (France)
- March 20th Milan San Remo (Italy)/Tirreno-Adriatico (Italy)
- March 27th Criterium International (France)
- April 3rd Tour of Flanders (Belgium)
- April 10th Paris-Robaix (France)/Redlands\* (USA)
- April 17th Amstel Gold Race (Netherlands)
- April 24th Liege-Bastogne-Liege (Belgium)/Sea Otter\* (USA)
- May 1st Tour de Georgia\* (USA)
- May 8th Giro d'Italia (Italy)\*\*
- May 15th Giro d'Italia (Italy)
- May 22nd Giro d'Italia (Italy)
- May 29th Giro d'Italia (Italy)
- June 12th Road to the Tour (Tour de France preview)
- June 19th Road to the Tour
- June 26th Road to the Tour
- July 3rd - 24th Tour de France (France)\*\*\*
- Sept 18th Vuelta a España (Spain)
- Oct 15th Giro di Lombardia (Italy)

\* Tape delay

\*\* Giro d'Italia coverage may be expanded to include Saturday Coverage

\*\*\* Tour de France will include daily coverage