

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

December 2006

Christmas/Holiday Party



You are invited to celebrate the beginning of the Christmas/Holiday season at an exquisite Dinner Party for adult TCBA members.

The festivities this year will take place on Thursday, December 7, 2006, at the Kellogg Center, Harrison Rd., East Lansing. Cocktails (cash bar) and hors d'oeuvres will be served from 6:00 to 7:00, with dinner at 7:00. A caricature artist will be with us to do drawings from 6:00 to 7:00 p.m. during the cocktail hour and after dinner from 7:45 to 8:45 p.m.

Please note that this is a \$40 per person meal (including appetizers and dessert). Member price is \$20 and non-member price is \$30. **MEMBERSHIP MUST BE CURRENT AS OF THE DATE OF THE PARTY.**

Mail your check payable to TCBA to Sue Viele at 4985 Pares Rd., Dimondale, MI 48821.

Next Meeting

January 25, 2007 – Rich Moeller, Executive Director, League of Michigan Bicyclists

Mileage Incentive Awards Program !!

Accumulation of mileage for the 2006 Mileage Incentive Awards Program ceases at midnight November 30! Be sure you have all rides reported and all your ride sheets turned in.

December rides will be eligible towards incentives in the 2007 program.



HAPPY  **HOLIDAYS**

Board Meeting

The Board of Directors will meet at 6:30 p.m. on Tuesday, December 5, 2006 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 January 2, 2007.

Newsletter/Ride Calendar Deadline

The **deadline for the next newsletter is Saturday, December 9, 2006.** Please send items to Charla Scheidler, 10384 Blackberry Ln., Haslett, MI 48840, FAX to (517) 339-1758 or send your email to: chainwheelchatter@biketcba.org.

Ride calendar information should be sent to Ed Usewick, 590 Boutell Dr., Grand Blanc, MI 48439 or emailed to rideschedule@biketcba.org. To be included in the newsletter this information must be received no later than the above-mentioned newsletter deadline.

Cycle Forum

There is no Cycle Forum in December. Plan to join Allan Huber **at 6:00 p.m.** immediately preceding the membership meeting on **Thursday, January 25, 2007.**

In This Issue

Meetings/Deadlines/Announcements.....	1
Executive Board Report.....	2
New Members/Change of Address.....	2
Easyspoken.....	2
Meet the 2007 TCBA Board.....	3
Don't Try This at Home.....	4
Ride Calendar.....	5
Starting Points/Ride Classifications.....	5
Ride Leader of the Year Nomination.....	5
Classified/Member Specials.....	6
Dressing for Cool Weather Riding.....	7
From the TCBA Mail Bag.....	8
Other Good Numbers/ Membership Application.....	Back Cover

MINUTES OF THE TRI-COUNTY BICYCLE ASSOCIATION
BOARD OF DIRECTORS MEETING
Foster Community Center - Lansing
October 3, 2006
Approved 11/07/06

Board Members present included Arnie Johnson, Sue Viele, Ron Claflin, Charla Scheidler, Darryl Burris, Steve Schuesler and Sara Troutman. Also present were club members Lee Adair, Cheryl Claflin, Jim Delinescheff, Katie Donnelly, Dick Janson, Ellen Lamb, Ed Noonan, Dwayne Scheidler and Al Simons.

Reports

1. **Minutes/Secretary's Report:** Minutes of the September meeting were presented for review. Sue Viele made a motion to approve the minutes as presented; the motion was seconded by Ron Claflin and carried.
2. **Treasurer's Report:** Treasurer, Ron Claflin presented a financial report through October 1, 2006. The report was approved as presented. Motion made by Charla Scheidler, seconded by Sue Viele and carried.

Discussion took place regarding the Foster Center Food Basket Fund. Ron Claflin made a motion to make a donation of \$600 to the fund; the motion was seconded by Charla Scheidler and carried.
3. **Vice President's Report:** Sue Viele reported on plans for the Christmas Party at the Kellogg Center. Dinner costs will run approximately \$40 per person and members will pay \$20 and non-members \$30 ea. Sue indicated that she will be checking a current membership roster for verification of membership. It was mentioned that the past couple years special invitations were sent to volunteers who contributed a significant amount to TCBA and they were invited to attend with a guest at no charge. Steve Schuesler made a motion to continue this practice; the motion was seconded by Ron Claflin and carried.
4. **T-Shirt Ride:** Al Simons reported that Deb Holdcraft has volunteered to chair the T-Shirt ride for 2007.
5. **Ride Incentive Program:** Sara Troutman reported that the arm warmers for the ride leader awards had been ordered at a cost of roughly \$20 ea.

Discussion took place regarding the award items for the 2006 ride season. Steve Schuesler has individuals interested in serving on a committee and will set-up a meeting.

Old Business

- Arnie Johnson revisited the request that was submitted for funding to purchase a 3-wheeled bicycle. He reported that he had been in contact with the person responsible for submitting the request. He was informed that there is still a need and the reason a 3-wheeled bicycle was specified is because the individual could most likely not ride a standard bicycle. No support was given.

New Business

- Due to the fact that there was only one candidate for each board position no election will be held this year. Therefore, another format will be needed to collect nominations for Ride Leader of the Year. It was agreed that the nomination form for Ride Leader of the Year should be in the November issue of the Chainwheel Chatter. The vote will be limited to one vote per membership and the deadline to return nominations will be set for November 30th.
- Steve Schuesler expressed concern regarding publication of the Executive Board Report in the Chainwheel Chatter prior to the approval of the minutes. Steve made a motion that we discontinue the Executive Board Report and publish the full minutes in the Chainwheel Chatter after they are approved by the board. The motion was seconded by Sue Viele and passed by a 5-2 vote.
- Darryl Burris reviewed information regarding the NBTDA Conference to be held in Lafayette, Louisiana and indicated that he would not be attending this year. Charla Scheidler made a motion to pay expenses for travel, conference registration and overnight rooms for 4 individuals to attend. The motion was seconded by Steve Schuesler and carried. Al Simons will attend and will see if there are others that would be interested in going as well.
- Lee Adair submitted the mission statement for SummerTour 2007. The format for the tour will remain the same as it has the past several years. The tour will begin in Gobles, MI, travel to VanBuren State Park, Yankee Springs Recreation Area and return to Gobles. A copy of the mission statement will be on file with these minutes.

2006 ANNUAL REPORT OF THE TRI-COUNTY BICYCLE ASSOCIATION

Web Site - biketcba.org

Ed Noonan and Wendell Proudfoot
Visit this outstanding Web Site.

Communication of Club Rides

“Recurring Rides” - **Ed Usewick**

“Called In Rides” - **Katie Donnelly**

Chainwheel Chatter- Charla Scheidler

About 9,000 to 10,000 copies of our newsletter are mailed each year to the membership. In addition, about 2,700 copies are distributed to local bike shops, retailers and related exercise facilities such as the YMCA and the MAC.

Membership: Cheryl Claffin

We currently have 602 single and 333 family memberships or over 1,300 total members.

Rides & Mileage's: Steve Schuesler

Starting in 2004, this chart does not include mileages for non-members.

TCBA RIDE DATA - OCTOBER				
YEAR	MILES	RIDERS	RIDES	LEADERS
2000	274,000	470	900	110
2001	267,000	490	775	90
2002	312,000	560	820	85
2003	343,000	550	873	86
2004	325,000	424	877	82
2005	372,000	441	853	88
2006	287,000	485	721	82

Women on Wheels:

Judy Miller and Joane Gruizenga

The Women on Wheels ride was again blessed with perfect weather, a great course, 525 participants and a terrific group of volunteers. This ride is put on to encourage women to participate in cycling. We had 16, 32 and 50-mile routes and the popular "wrap" sandwiches and pizza for lunch.

T-Shirt Ride: Al Simons

The 2006 100,000 Metre T-Shirt Ride was again held at Laingsburg High School. This tour has community involvement and continues to grow. All food was purchased locally and the Laingsburg Police Reserves did the catering. A record 650 riders participated. Although weather, food, and facilities contribute the success of this event, it does not get off the ground without the 2 dozen volunteers that put it in motion months before.

SummerTour – Lee Adair

This year the tour filled in 4 days. The weather was hot, but everyone enjoyed it.

The tour started in Petoskey and went to Burt Lake State Park, then Wilderness State Park and back to Petoskey. There were layover day trips to Cheboygan, Mullett Lake, Mackinaw City, Old Mill Creek State Park, Cross Village and Bliss. The last day's ride to Petoskey was the DALMAC route in reverse. Everyone had a great time and can't wait until next year.

DALMAC: Darryl Burris

DALMAC was dry again and was a great success thanks to the committee and crew. The Bridge Authority forced the crossing to be Sunday morning. A Bridge route, which arrived in Mackinaw on Saturday, was offered to accommodate the crossing. Optional centuries were offered on the 4-West and Bridge routes. The 4-West route filled in 6 days. The 5-Day and the East routes filled early. The Bridge route filled last. DALMAC had 1950 riders in 2006. Headwinds made the ride challenging. The crew was outstanding and did a great job handling problems that occurred.

(continued on next page)

2006 ANNUAL REPORT OF THE TRI-COUNTY BICYCLE ASSOCIATION

(continued)

The DALMAC Fund: Tom Hardenbergh

There were 7 grants totaling over \$51,000.

Friends of the Falling Water Trail

Schavey Road Elementary

Rochester-Avon Recreational Authority

Special Olympics Michigan, Inc.

Oak Park YMCA

Kid's Repair Program

Programs to Educate All Cyclists (PEAC)

TCBA Meeting Programs: Susan Viele

(Meetings are at Foster Community Center)

January: Rich Moeller, LMB

February: Roger Nelson, Ride the Rockies

March: Annual Swap Meet

April: Dale Phelps, Village Bike Shop

May: Bob Moore, Ingham County Parks

June: Doug Waldo, ride across America

July: Senator Michelle McManus, Bill 1224

August: Darryl Burris, DALMAC

September: Al Simons, ride across America

October: Annual Mtg. – Open Mic

November: Nancy Krupiarz, Michigan Trails
& Greenways Alliance

Events: Susan Viele

June 25, Club Picnic, Lake Lansing North

December 7, "Kellogg Center" Dinner

Financial – Ron Claflin

Our current budget process makes it easy to follow our financial transactions. We are in excellent financial condition.

Ride Incentive Program: Sara Troutman

Incentive items for 2005.

Level 1 – 2005 miles – Riding Jacket

Level 2 – 1500 miles – LS Club Jersey

Level 3 – 1000 miles – Bicycle Pump

Level 4 – 500 miles – Riding Gloves

Level 5 – 6+ rides – Cue Clip

Cycle Forum/Maintenance: Allan Huber

Allan's programs covered many bicycle-related discussions for beginning cyclists and members who want to know more about bicycles. The programs occur at 6:00 pm at Foster, before each monthly meeting.

Community Activities

- Distributed \$1,500 in awards to tri-county area third and fifth-grade students and their schools in our third Bicycle Safety Poster Contest.
- We have made the decision to support a Lansing branch of John Waterman's "Program to Educate All Cyclists".
- Donated \$500 for the "Smart Commute Week" project.
- Provided Dick Janson with \$1,200 to put our newsletters on a CD.
- Provided Dick Janson with \$2,500 for his "extended" Bicycle Map Book project.
- Donated \$600 to the Foster Community Center's holiday basket project.

Administration

President: Arnie Johnson

Vice President: Susan Viele

Treasurer: Ron Claflin

Secretary: Charla Scheidler

Events Director: Darryl Burris

Board At Large: Sara Troutman

Board At Large: Steve Schuesler

Arnie Johnson

October 25, 2006

December 2006 Ride Calendar

No rides were submitted for December.

FOR MORE RIDES CALL:
517-882-3700 - or visit the Web Site:
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: donnell13@msu.edu

HELMETS ARE REQUIRED ON ALL TCBA RIDES!!!

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.

TCBA Club Jerseys – Make a Great Christmas Gift

Need a last minute Christmas gift for that special TCBA bicyclist! How about a TCBA Jersey! The design is the traditional yellow and red brick pattern, but new graphics as pictured below have been added to the sleeves. These jerseys are in the Louis Garneau “semi-relaxed” fit which is a cut between the “relaxed fit” and “pro fit” styles that we’ve had in the past. Sizes available are XS – XXL, and they are priced at \$50 each.

Left Sleeve Right Sleeve



In addition, we have a few of the old style “relaxed fit” size XL only, and some “pro fit” sizes XS, S and XL available for \$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 be sure to indicate your size and style - “semi-relaxed fit” “relaxed fit” or “pro fit.”

If you have questions please contact Charla Scheidler, at: chainwheelchatter@biketcba.org.

WELCOME NEW MEMBERS



Kirt Livernois & Roseanne Sternberg
Rick Stille
Christopher Broughan
Robert Broughan
Tammy Thomas
Gerald Downs
Wayne & Marie Myer and Family (returning)
Vicki Pate
Gary Cunningham
Lavern Lenon

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.

GREAT STOCKING STUFFERS!

Let Your Biking Friends Learn Your Name While Promoting TCBA



- Durable Laminated Plastic
- Double Clutch Fasteners
- Yellow Background
- Logo and Lettering Engraved in Black
- 18 Characters Maximum for Name
- Overall Size -- 1-1/2 x 3 inches
- Price \$6.50 Each
- Shipping \$2.00 for one/\$2.50 more than one

To order contact: D-K Engraving, Inc., Leslie Lee – (517) 243-2227. Or visit the web site, www.biketcba.org for an order form. Allow 4-6 weeks for delivery.

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

FOR SALE: Sun EZ Sport Ax recumbent bike, \$700. Color Red and silver, comes with rear rack and computer installed. In very good condition. Located in Grand Rapids area. Call 616-447-9176.

FOR SALE: 06 Cattrike Speed -1300 miles, FSA Gossamer crank-58-52-42. Ultegra derailleurs, 11-23 cassette, bar end shifters. Cateye micro wireless computer, mirror, fenders & a bottle cage. Asking \$2,200 contact Dave 517-541-9355 or [email-djlick@sbcglobal.net](mailto:djlick@sbcglobal.net).

FOR SALE: Bianchi 54 cm, 18 speed, w/fenders, mirror, new tires, new tubes, rear luggage rack w/luggage case, water bottle, bike lock. Recently tuned up by Velocipede. Great winter "beater". \$125.00. Contact Jeff at 517-485-2717 or, loundsj@msu.edu

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 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 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.bikes.msu.edu/donations/.



-ADVENTURE CYCLING

MEMBER SPECIALS



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.

Visit our web site: www.mikesfirehousegrill.com, for directions, menus, and the history of our unique and exciting atmosphere

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

PERSONAL TRAINING – Benefit from bicycling-oriented fitness training with Audrey Morris, Certified Personal Trainer. Focus is on a progressive training program that strengthens the core and other muscles key to biking, as well as flexibility and aerobic elements. Or work on other fitness goals. Certified by NASM, one of the top certifying organizations. Gift certificates available. Call Audrey at 517-712-4678.

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.

Water Aerobics

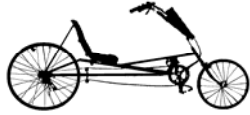
Looking for a way to stay in shape during the cool months? Come join us for water aerobics at Waverly East Intermediate School! Present this coupon for a chance to try one of our classes for free! Do you have questions or need more information? Please check out our website, www.deltami.gov/parks for current pool schedules or you can call our office at 517-484-5600. Office hours are Monday-Friday from 10:00 a.m.-3:00 p.m.

This Entitles TCBA Members:

To One (1) Free Aerobics Class at Delta/Waverly Activities

Not Valid for Lap Swim or Family Swim. Must present this pass to the lifeguard to receive free class. Valid only once.

Expires December 15, 2006



E A S Y S P O K E N Just Who Do You Think You Are?

Last April, Clair Duckham of Dayton, Ohio, went on a century ride that you just can't go on - you have to earn it. And that takes time. To be more precise, it takes a hundred years. Sign me up!

Lots of people have ridden the 2,911 mile-route across the United States. Ten years ago, 4 over-50 guys did it as a relay team on RAAM - the Ride Across America. They needed less than 5 1/2 days. That's not much longer than DALMAC's 500-mile Quint Century.

"From the time I was nine until I was seventeen I spent most of holidays bicycling on the Continent. This was the best education I ever had, far better than schools. The more one circulates in his travels the better citizen he becomes, not only of his own country but of the world." - Franklin D. Roosevelt

"When the spirits are low, when the day appears dark, when work appears monotonous, when hope hardly seems worth having, just mount a bicycle and go out for a spin down the road, without thought on anything but the ride you are taking." Arthur Conan Doyle, Scientific American article, 1896.

"To the bicycle tourer, one minute's realism is worth an hour's imaginings, preparatory to the event." James E. Starrs, The Noiseless Tenor

You don't stop riding because you get old, you get old because you stop riding. Dwight N. Tovey

You know you're a cyclist when...

you read through this list, and keep saying 'so what's wrong with that one?'

you learn you have X money unexpectedly left over after paying bills and the first thing you do is reach for the latest cycling catalog.

you plan your holidays around your favorite rides and sales.

you can't seem to get to work before 9:00 AM, even for important meetings but you don't have any problems at all meeting your mates at 6:30 AM for a ride.

you can say it's too hot to mow the lawn and then bike off for a century.

you dream of winning the lottery, and the first thing you think of is "how many/which bikes can that money buy?"

you buy a car based on whether or not a bike will fit in the trunk, with the rear seat folded down
your cadence is _exactly_ 90, but you have no idea what your speed is.

you hear someone had a crash and your first question is "How's the bike?"

your car gets broken into and your hard drive crashes in the same month and by far your biggest concern is why the bottom bracket on your road bike is making a clicking noise.

you're driving a car, and you come to a downhill followed by an uphill, and you feel the need to push a bit harder going down so that the uphill will be easier.

you're driving a car, come to a stop sign or light, and find yourself making that funny heel motion to get out of your clipless pedals in time for the stop

you crash.... and insist on getting the bike to the shop to be checked out BEFORE you get yourself to the hospital to be checked out.

you actually consider your bikes "decorative furnishings" in the living room of your brand new apartment.

you disassemble, clean and reassemble your bike in your living room.

you traded what was your dream car in for something that makes a better 'sag wagon'.

your resting heart rate is lower than the local speed limit.

you have (whether you admit it or not) your very own copy of the movie "American Flyers".

any mention of nipples makes you wonder where you left your spoke wrench.

the onset of lactic acid brings a smile to your face.

you are riding in your car with your tandem stoker, call out a bump, and watch her raise up off of the seat.

you come home after a wet, cold and muddy ride, and the first thing you do, with your damp clothes still on, you clean your bike very carefully.

your car has to stay outside while your bikes are stored in your garage.

Happy New Year!

Dick Janson
Just Me and Sarah Dipitee
dickj@tds.net (517) 675-7340

Early Retirement – Not All Bad

By: Ron Berby

Though I had nothing to be ashamed of in my 14 years with my employer, I was fired – at age 64 – on January 26th this year. One of my early impulses was to drag them into court for a couple years and get monetary retribution.

But early morning walks with our dogs and a couple of short bike ride on sunny, but cold days in February changed my mind. Now I could walk dogs and ride bikes in daylight! The bike rides made me see that riding outside bundled up was a far better way to clear the mind than by riding an exercise bike indoors in front of a TV. I realized ***I was retired***, and that this retirement stuff was alright! I settled with my former employer for a pittance.

Fortunately, we had an easy winter, and I was able to take a short outdoor ride most days. It wasn't long before I began to peruse biking calendars for prospective single and multi-day tours.

I generally ride alone – for three reasons. The first is that if I joined a scrum (riding group or peleton), I'd be going significantly faster than on my own. After nearly three decades as a megamarathoner (running a total of 221 races of 26.2 miles or further) and ultramarathoner (70 of them 50 miles or more), I had long ago become convinced that like life, an endurance event is where you are truly on your own. Pressing into the wind alone is a more honest measure of your effort than depending on the pull of the pack.

But ask anyone who knows me, I'm not an antisocial snob and wouldn't mind going faster. A second reason is that I find that most bikers ride too fast, and as a result, rest too long. Early on in a ride, bikers stream past an evidently plodding me. But at a rest stop, I quickly fill a bottle, eat and drink a bit, visit a port-a-john, and hit the road. Often I catch those who blew by me earlier. My wife sees the wisdom of slower pace with shorter rests, but she's had a mega- and ultrarunning career equivalent to mine. And finally, I find that most bikers are out too fast in each segment of a ride: from the start and in the miles after each rest stop. They – and their scrums – fade as the ride progresses. I may look fast in the late stages, but am actually maintaining pace while others are slowing. The outcome is far more evident in a five-day tour than in a 50-mile ride. For other than Sally, I know few riders who focus on these strategies.

I started with the Metro Grand Spring Tour 100K in downriver Detroit, where low flatlands are not my favorite scenery. With temps in the 40s and 50s, thanks to winter riding I was comfortable in light clothing while others seemed to be cold. Next I tried the MSU Farm Daze 100K, and followed the course whose markings frequent our neighboring roads between Okemos and Mason. Then came the Tour-De-Lakes 100K in hilly Oakland County, where I cruised old haunts near my home town of Milford, and came within two miles of where they were digging for Jimmy Hoffa. Despite the season's first heat and the course's hills, it would be my strongest ride of 2006. I was hopeful of setting a personal best for 100 kilometers in

Laingsburg's 100,000 Metre T-Shirt Ride, but was denied by headwinds in the 2nd half.

In July I revisited (in 2001) it was my first Century ride) the hilly Flowerfest 100-Miler in the vineyard country southwest of Kalamazoo. Though the temperature reached the mid-90s with high humidity, I started slowly, determined to finish. But the newly "stoned" back roads did me in. I had a flat two miles before the first rest stop, and another at about forty miles, this one because of a totaled inner tube, likely because I hurried the patch job. I surrendered and caught a ride in a sag vehicle, happy to have at least climbed the 6th Street hill, a steep quarter-mile at near 30 miles. Soon I spent \$70 on a pair of "Armadillo" tires, and would have no more problems with flats. Six days later I made the WOW Ride a 100k by starting and finishing at home. Though a bit windy, it came easy. Two weeks later I again confronted heat and humidity at the Minard Mills 100 Miler northwest of Jackson. Dusted often by riders going shorter distances, I looked forward to after 50 miles when I would begin to make hay. I did begin to catch those in front of me, but after the rest stop at 70 miles, everyone seemed to disappear! One of few who stuck it out for the full 100 miles, I came in to a lonely finish area in just over eight hours. Three weeks later I tried my third Assenmacher 100-Miler. Though the west portion is somewhat hilly, I was hopeful of breaking my 100-mile best of 6:41. But the northwest wind, which hindered riders the first half, shifted to the northeast and hindered us for the second! It would not be the last time I faced conniving winds.

To some, my "Bridge" version of DALMAC seems catastrophic. On the first morning, as I was crossing Grand River Avenue, I discovered I had broken my right gear cable at the lever. Stuck in the highest rear gear, I rode north from Lansing using only the small and medium rings up front, giving me just two speeds about three gears apart. I alternated between lugging and spinning till the 31-mile rest stop, where I was delayed 45 minutes, but happy to give the mechanic \$15 for replacing the cable when he only asked for \$12. I got to Mt. Pleasant okay, but late on day two found that I couldn't get into the top four rear gears using any sprocket ring. In Lake City again a mechanic replaced the cable, saying that it hadn't been installed quite right. He got \$18 and I happily rode to Central Lake with only minor shifting problems. Day four was uneventful early on, the only exception being my disappointment with "The Wall." I took it easy getting there, and headed up the tamer base hoping that despite a big gut, I would climb this hill which impresses so many but was surprisingly short. About a third of the way up, I slipped off a pedal and had to stop. But I amazed myself by starting again and grinding another forty yards, that is, until I reached the STEEPNESS. With one pedal refusing to go up and the other refusing to go down, I got off my bike and walked up, noting the woman about my age who rode up all the way.

(continued on next page)

Early Retirement – Not All Bad

(continued)

coasting into Boyne City, I promised myself to buy granny gears so I could do likewise. I also realized that even if I had climbed the Wall, it wouldn't have matched my accomplishment the day before in climbing at 80 miles the full mile in the approach to Central Lake. But my mind went elsewhere in the ensuing miles: I started having shifting problems again. By the time I got to the SATURDAY MORNING TRAFFIC HELL OF BAYVIEW and the left turn towards Harbor Springs, I was desperate to find the promised repair truck there. It wasn't. A guy riding one of those torpedo-like low recumbents told me to limp to the bike shop in Harbor Springs, which I did. Leaving my wounded bike with them, I went down the street to a delightful Yuppie lunch: an exotic wrap and strong gourmet coffee. Back at the shop the mechanic explained, "I made adjustments which might help, but this bike is all worn out! It's like you've got a car with 300,000 miles. It's tired. Your chain is worn, your gears are worn, and your rings are worn. You need an overhaul." He asked for \$5, I gave him \$8, and was on my way. I shifted alright for ten miles, but again began to lose the top three to four gears. So what. I plugged along, and just beyond Cross Village all the gears returned and for some magical reason stayed. Despite significant mechanical problems, I accelerated and passed many riders, with none returning the favor the rest of the way. For days I felt the glow of pride at making a success out of so much adversity. And on the Tuesday following Labor Day, I left my bike at the Central Park Bikery, where they installed a new chain, new rings, and new gears, including grannies. I was ready for the fall campaign.

Eight days after finishing DALMAC I rode the Hancock Horizontal Hundred at Findlay, Ohio. I had set my PR (7:41) for a Century there in 2001, a year after a non-running injury had forced me to switch to biking. The flattest course I've ever seen (its highest hills are overpasses of I-75), my best came there when I was less, er, portly. Though tired from DALMAC, I was still hoping for a PR as thankfully the day was cloudy and cool. But the wind got me again. Starting from the northeast at 15 mph, it pushed us all the way to the first rest stop at 26 miles, but was mostly in our faces and shifting northward while increasing until the third rest stop at 71 miles. As a result, the late miles, westward then northward, got harder and harder, the last nine miles into a brutal headwind. Nonetheless, I finished in 6:58, only 17 minutes off my best. Two weeks later with leaden legs I wisely chose to do only the 100K at the Blue Water Ramble, which starts in upriver Detroit and crosses the St. Clair River into Canada and back. Crossing the river on ferries was an enjoyable break, but a passport or birth certification and driver's license was required. Between the once again strong winds, the cool temperatures, and weariness, I struggled, but found strength over the last 10 miles.

Six days later I did the two 50 mile days at the Hilly Hundred near Bloomington, Indiana, camping out over a couple of cold, clear nights. One of my favorites, it features fantastic food, entertainment, scenery, and fun, and certainly lives up to its name. I had heard that the last day at

DALMAC (93 miles) has over 2700 feet of climb; the Hilly has over 2300 feet of climb in each of its 50 mile days. Cool but very clear weather made for great picture taking, so I took my time all weekend. My new granny gears got me over every hill except for the infamous one on Mt. Tabor Rd. Once again I was disappointed in what was supposed to be a ride's hardest hill. At about 200 yards, only the last 80 or so was so steep that even my lowest granny failed me. But again I realized that I had accomplished more in climbing other hills there (like the four consecutive hills called the Twisted Sisters) than if I had climbed this very short, but steep one. It reminded me of when I was in high school, and felt my 4:52 mile was far more the accomplishment than my buddy's 11.3 hundred yard dash.

I finished my gratifying season of rides by traveling again to Indiana on the last weekend in October for Medaryville's 50-Mile Crane Cruise. Located in the flat northwestern part of Hoosierland, the course circles a wildlife preserve that annually is a stop-off for as many as 10,000 migrating Sandhill Cranes. Luckily, the wind-driven cold rains I drove through on the way down rolled by at about 4:00 AM as I slept in the only motel in nearby North Judson (Medaryville has no motel), and by the time I started it was dry, but clear and cold. But the weatherman was promising winds that would rise to 25 mph with gusts as high as 40, so I started just after sunrise. Luckily the rising winds were from the west, northwest, while the course generally went counter-clockwise: first north, then west, then south, and finally east. The further we rode, the more favorable the winds became. After about seven miles I rode mostly alone because riders were opting for the shorter rides. Stopping often for pictures of cranes and scenery, I was joined by another rider at ten miles. He chose to accept my pace, and we talked until about twenty miles when he got a flat and told me he'd fix it and see me at the finish. By the time I reached the southward component of the ride, the winds ranged between 15 and 20 mph, so I only had to ride one 3 1/2 mile stretch into it when it reached 25 mph and more. Again luck was with me. That westward stretch was along the wildlife preserve's dense woods, which cut the winds by more than half. In the last 1/3 mile of that stretch, where woods opened to farm fields, the wind blast resulted in my slogging in my two bottom granny gears, sometimes as slow as 5 mph. And I pulled away from those behind! Finally I reached the point I so much anticipated: the seven mile eastward stretch into Medaryville. I flew into the tiny burg, ranging from 18 to 23 mph the whole way. By the time I crossed the state line back into Michigan, I knew that for an interminable winter I'd miss long rides on a bicycle.

In the late days of last January I never dreamed that I'd really like being unemployed. But biking - everyday short rides, one day rides, and multi-day tours - have helped change that. I'll bundle up and ride outdoors as much as I can this winter, and look forward to another season of the often challenging and always interesting rides and tours of the biking season.

Winter Weight Gain: *Strategies to fight the battle of the bulge*

by Nancy Clark, MS, RD

For those of us who live where the cold north wind blows frigid headwinds, dreaded winter is here again. Dreaded not only because of frozen toes, frostbitten cheeks, and slippery roads, but dreaded because of fear of winter weight gain. Finding enjoyable winter exercise that fits into your weight-management program can be a challenge for even the most dedicated cyclist. Just who gets excited about yet another boring indoor exercycling session? Somehow, baking cookies seems like more fun.

I commonly hear complaints about winter weight gain, such as, "I don't bike as much in the winter and inevitably gain two to four pounds." Because consistent overconsumption of only one hundred to two hundred extra daily calories can contribute to waistline expansion, we need to be careful when entertaining ourselves with those few extra Oreos, the second mug of hot cocoa, or the bigger bowl of popcorn munched in front of the TV.

If you are among the many cyclists who struggle with winter weight gain, here are three simple nutrition strategies that can save one hundred to two hundred calories per day — enough to make a difference in your battle of the bulge.

Strategy #1. Boost your calcium intake

Calcium-rich diets are helpful not only for regulating blood pressure and keeping bones strong but also for weight management. A growing body of evidence indicates that consuming calcium-rich dairy foods three to four times a day equals burning about one hundred more calories of body fat per day — or about ten pounds of fat per year. In 1988, researchers were surprised and fascinated by the results of this blood-pressure study: subjects who ate two cups of yogurt per day not only lowered their blood pressure but also lost eleven pounds of fat in twelve months — even though they had been told to try to maintain weight! This finding triggered more research, and today we know:

- Calcium within the cell regulates fat storage.
- A high-calcium diet turns more calories to heat than to body fat.
- Calcium-rich diets contribute to fat loss in the stomach area.
- Calcium-rich diets can help minimize midlife fat gain.
- Eating three to four servings of calcium-rich dairy foods per day contributes to the beneficial effect of burning fat while preserving muscle. In a twelve-week weight loss study, those who ate three cups of yogurt per day lost sixty percent more fat than those who got calcium through supplements.

If you balk at the thought of consuming at least three servings of yogurt or milk per day, keep in mind it's not very hard to do. Simply choose cereal with low-fat milk for breakfast (or cook hot cereal, such as oatmeal, in milk instead of water), have a low-fat yogurt for a mid-morning or evening snack, and enjoy a latté or hot cocoa made with low-fat milk for an afternoon energy booster. Other options include putting two slices (1.5 ounces) of low-fat cheese on a sandwich, and, yes, even drinking chocolate milk for a post-exercycle recovery drink. The weight-regulating trick is to be

sure the dairy calories are within your daily calorie budget and not excessive. You cannot start to guzzle gallons of milk and expect to lose body fat!

People who don't drink milk can get calcium from nondairy sources (broccoli, calcium-enriched orange juice, supplements), but calcium from dairy foods is most effective. For help with learning how to boost your calcium intake, consult a local sports dietitian (www.eatright.org will help you find one locally).

Strategy #2. Eat breakfast

About forty percent of adults skip breakfast at least four times a week. Although skipping breakfast may seem like a good way to eliminate calories, breakfast skippers tend to be fatter than breakfast eaters. When people eat a larger-than-normal breakfast, they end up eating almost one hundred fewer calories by the end of the day, an amount that can curb creeping obesity. Hence, eating breakfast is one strategy that makes a big difference in weight management. In one group of dieters, each of whom has lost at least thirty pounds and kept the weight off for at least a year, ninety-seven percent are now committed breakfast eaters! They know that eating breakfast works!

Breakfast does not have to be eaten immediately upon rising, but it should be eaten within two to three hours of waking. If you can't find time to eat breakfast at home, at least make plans to eat breakfast at the office.

Strategy #3. Eat more fiber and whole-grain foods

Foods that are satiating (that is, they fill you to the point that you choose to stop eating) are rich in protein (turkey, tuna fish, chicken) or fiber (whole grains, fruits, vegetables, nuts). Given that protein often is accompanied by unhealthy saturated fat (as in cheese, bacon, hamburger), the wiser option is to curb hunger by filling up on fiber-rich foods.

Fiber-rich foods tend to be bulky, and bulk helps promote a feeling of fullness. That is, you can reduce the calorie content of a casserole by 30 percent by adding bulky vegetables (mushrooms, celery, peppers), and people will consume fewer calories without noticing the difference.

According to Barbara Rolls, author of *The Volumetrics Weight-Control Plan*, consuming bulky foods with a high-fiber and water content can help you eat fewer calories. This means eating more fruit, vegetables, soup, beans, legumes, bran cereal, and whole grain cereals. These are more satisfying than a croissant with an equal number of calories.

Summary

Whether you are motivated to fight winter weight gain or simply to fuel your body healthfully, eating a hearty, wholesome breakfast and consuming more calcium, fiber, and whole grains are wise nutrition strategies. Sounds like Wheaties is not only the breakfast of champions but also of lean cyclists!

"Winter Weight Gain" by Nancy Clark, MS/RD was originally published in the January/February 2004 issue of *Adventure Cyclist* magazine. Books by Nancy Clark include the *Cyclists' Food Guide: Fueling for the Distance* and the *Sports Nutrition Guidebook*. Both can be found at www.nancyclarkrd.com.



FROM THE TCBA MAIL BAG

Bicycle Pedals Recalled by Time Sport International Due to Fall Hazard

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

Name of Product: Time RXS Titan Carbon, RXS Carbon, RXS and RXE Bicycle Pedals

Units: About 18,000

Distributor/Importer: TIME SPORT INTERNATIONAL/ ATAC 2001 Inc., of Montecito, Calif.

Hazard: The pedal's bearing cap can fail causing the pedal to come off the bicycle. This poses a fall hazard for riders.

Incidents/Injuries: The firm has received reports of eight incidents in which the pedal came off the bicycle, resulting in minor injuries.

Description: The recalled pedals are black or gray. They are made of composite material and are mounted to either a steel or titanium pedal axle and bearing unit by using a threaded aluminum bearing cap. Pedals that have a gold dot on the underside of the pedal body just inside where the bearing cap is mounted to the pedal body are not included in this recall.

Sold at: Bicycle stores, mail order, and online bicycle dealers nationwide from October 2004 through August 2006 for between \$75 and \$300.

Manufactured in: France

Remedy: Consumers should stop using the recalled pedals immediately and contact TIME SPORT INTERNATIONAL to arrange for the pedals to be inspected and, if necessary, receive a free repair.

Consumer Contact: For more information, contact TIME SPORT INTERNATIONAL at (800) 240-8051 anytime, or visit the firm's Web site at www.TIMESPORTUSA.com

To see pictures of the recalled products, please go to: <http://www.cpsc.gov/cpsc/pub/prerel/prhtml07/07014.html>.

Progress Report

Ron Truax – has reported that he has recovered from the accident he had on April 15 where he shattered his left hip, the left side of his pelvis, broke his collarbone, and sustained a mild concussion. Ron is back on the bike, rode the Blue Water Ramble and feels that he completed the 40 mile route in acceptable time. Between September 17 and October 8, he reports that he had logged in 310 miles outside, on the road.

TCBA Named the Outstanding Sports Organization for 2006

At their annual meeting in Mt Pleasant on November 4th, Special Olympics - Michigan named TCBA the Outstanding Sports Organization for 2006. Tom and Linda Hardenbergh were present to accept the award.

TCBA has made grants from The DALMAC Fund to support bicyclists participating in the annual State Soccer and Cycling Competition. With their grand proceeds this year Special Olympics bought nineteen bicycles and forty-two helmets.

For additional information on Special Olympics visit their web site - www.somi.org.

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<https://www.adventurecycling.org/membership/inquiry.cfm>.

Company Offers \$1K To Cycling Employees

Reprinted from the Burlington, Vt. Free Press.

This summer Eric Albinson's boss offered to pay him \$1,000 to ride a bike to work. The catch? In order to get the cash he had to log 650 bicycle commuting miles this year. The 59-year-old cabinetmaker didn't think he could do it. He lives just three miles from **Stark Mountain Woodworking** where he works. "I hadn't been on a bike since I was 14," said Albinson. "I wasn't going to do it because I'd have to bike into December to get my 650 miles." He decided to try anyway, and so did all but one of his 12 co-workers. The one who didn't had a physical limitation that kept him from participating. The Stark Mountain Health Plan, created by company co-owner Skimmer Hellier one morning fresh from a bike to work, pays employees \$500 up front to buy a bike and promises an additional \$500 if they completed 650 miles by the end of the year. For each mile they fell short of the goal, employees have to pay the company \$1. All of the participants are on track to finish their 650 miles, Hellier said.