

Chainwheel Chatter



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

Volume 33 Number 2

Established 1972

February 2006

NEXT Meeting!!!

February 23, 2006 – 7:00 p.m.

Foster Community Center
200 N. Foster St. – Lansing

Roger Nelson Ride the Rockies

Roger Nelson is a long-time TCBA member with many interests. Among them you will find writing, playing cribbage, singing, bicycling and having fun in whatever it is he does. But, in viewing his web site (<http://www.bikewritr.net/index.htm>) I'm sure you will agree that his main interest is bicycling.

You will find Roger is an accomplished rider of many types of rides from RAAM (Race Across AMERICA) qualifying rides to a Saturday TCBA ride where sang during most of the ride and just stopped to look at the wildflowers with a tandem partner.

In 2005 Roger completed the Ride the Rockies (RtR) ride. But it seems that RtR wasn't going to be enough of a challenge, so instead of parking his car in Breckenridge, CO and taking the shuttle bus to the start at Grand Junction, he loaded up his touring bike and pedaled for 3 days to cover the approximate 200 miles.

Join us at the February meeting to hear Roger's account of his journey.

NEXT MONTH!!!

TCBA Swap Meet

When: March 30, 2006

Where: Foster Community Center

It's time to gather up all your slightly used bike paraphernalia, and plan to join your fellow TCBA friends at this annual event!



DALMAC Volunteers Meeting Thursday Feb. 9 - 7:00 PM to 8:30 PM Foster Center - room 213

If you are a DALMAC volunteer or would like to help, plan to attend a meeting at the Foster Center on Thursday Feb. 9. I will review the plan and status of work on the 2006 tour. We have four routes, more optional centuries, the bridge crossing Sunday morning and more for our 36th annual tour. There are lots of changes to consider.

Come and be part of this great group of volunteers. Help make the 2006 DALMAC be better than ever.

Darryl Burris, Events Director

Board Meeting

The Board of Directors will meet at 6:30 p.m. on Tuesday, February 7, 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: March 7, 2006.

Newsletter/Ride Calendar Deadline

The deadline for the next newsletter is **Saturday, February 11, 2006**. Please send items to Charla Scheidler, 10384 Blackberry Ln., Haslett, MI 48840, email to: chainwheelchatter@biketcba.org or FAX to (517) 339-1758.

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

Plan to join Alan Huber at 6:00 p.m. immediately preceding the membership meeting on **Thursday, February 23, 2006**. Bring your experiences and stories to share with the group.

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Executive Board Report

Submitted by: Charla Scheidler

The TCBA Board of Directors met at the Foster Community Center on January 3, 2006. Board members present included Arnie Johnson, Sue Viele, Ron Claflin, Charla Scheidler, Darryl Burris, Sara Troutman and Steve Schuesler. Also present were club members Cheryl Claflin, John Foltz, Tom Hardenbergh, Ken Hendrick, Dick Janson, Lenny Provencher, and Anne Witherill.

Discussion Items/Announcements

Sue Viele reported on upcoming meeting dates that are open in 2006 and ideas were discussed. Discussion also took place on different venues for the picnic.

Darryl Burris and Ken Hendrick presented the final DALMAC 2005 Financial Report. A copy will remain on file with these minutes. Checks will be issued and distributed to the proper TCBA accounts, per the reports.

Darryl also reported that comments heard regarding the changes to DALMAC 2006 have been positive.

Steve Schuesler advised that he and Sara Troutman will be meeting with Kori Sperling very soon to finalize plans for the ordering of the 2005 incentive items.

Dick Janson provided a progress report on the mapping project.

Dick also presented his thoughts on two different ride incentive programs. Both were reviewed and discussed. It was determined that somewhere between the two is where we should end up.

Action items

Minutes of the December meeting were approved as presented.

Treasurer, Ron Claflin, presented a financial report through January 3, 2006 as well as a 2006 Budget. Both were reviewed and approved.

Discussion took place regarding the Treasurer position for 2006 and Ron agreed to serve as Treasurer for another term.

Lenny Provencher presented a progress report for 2006 Smart Commute and advised that the planning committee has asked that TCBA co-sponsor the event. Discussion took place and it was decided that additional information will be needed before a decision can be made.

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



Steve & Dayna Brunner & Family
Bruce Baker
Cecil Rosebury
Janice Wildermuth & Family
Rollie Alfaro
Mike & Bonnie Barden
Pamela Mandwee & Family
Jack Cushman
Karrie Schwartz & Scott Harbin

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: 1998 Cannandale R800-56CM-Mavic Open Pro 150 wheels-105 shifters-great color scheme Metallic Green w/silver. Shamono components. \$700 or best offer. Call Gregg @ (517) 336-0465 please leave message.

FOR SALE: Late 90's Specialized Stumpjumper M2. 20.5 inch, '99 Judy fork with Englund Air Cartridges. XTR rear derailleur, everything else XT. Mavic Crosslinks. Well used, but well maintained and still in great shape. \$300 Call (517) 485-0670 for details or email sisham35@sbcglobal.net for pictures.

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 (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.bikes.msu.edu/donations/

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.**



MEMBER SPECIALS

Denny's Central Park Bicycles* 21st Annual Open House

Mark your calendar so you won't miss this important event!!!

**Sunday, February 12th
11:00 a.m. – 4:00 p.m.**

**Location – Central Park Bicycles
1805 Central Park Dr., Okemos**

Members save 10% off all new products, including 2005 bicycles, and bikes already on sale.

Plus, bigger savings on other select products.

Featuring: Trek, Specialized, Yakima, Pearl Izumi, Burley and more.

Factory reps will be available for the latest info!

Hourly Drawings for Prizes!

Refreshments Provided – Don't Miss It!!

*Denny's West Saginaw location is closed.

Personal Training

Benefit from bicycling-oriented fitness training with Audrey Morris, Certified Personal Trainer. Focus is on a progressive training program done in my home studio or at your home. Certified by NASM, one of the top certifying organizations. Gift certificates available. Call Audrey at (517) 712-4678.

Massage

TCBA members, receive 10% off at downtown DeWitt Therapeutic Massage, LLC. Discount good towards single session and pre-purchase package pricing. The office is located at 109 West Main St., DeWitt. For an appointment call (517) 668-0411.

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.

Holt Pro Cycle

4170 Charlar Dr. – Holt

2006 Spring Open House Sunday, March 5th Noon – 4:00 p.m.

Check out all the changes we've made over the winter.

- All in stock 2005 bikes will be marked down at least 20%.
- Some 2005 Fuji's are still available for special order at 20% off as well.
- Take at least 15% off all regular price merchandise and bikes including special orders.
- TCBA Members will receive a free computer installed with the purchase of any new bike.
- In addition to our stock on hand, we'll have an extended sample set of Sugoi, our new line of Bicycle clothing.
- Take 20% off Serfas Eyewear including several models with interchangeable lenses.
- We're combing the store for items to fill the bargain bin, including certain shoes at 50% off.
- Refreshments too, of course.

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.

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



HAPPY VALENTINE'S DAY!

February 2006 Ride Calendar

Recurring Ride

Day/Date	Time	Miles	Class	Start Location	Other Info	Ride Leader
Saturdays	8:30 AM	10-50	C	Sawdon School	Comments: No ride if temps are below 15 degrees and rides will be primarily on dirt roads. Mountain bikes recommended	Dale Stairs 517-627-4211

HELMETS ARE REQUIRED ON ALL TCBA RIDES!!!

Ride Starting Point Descriptions

Sawdon School Lamson Rd., Grand Ledge

**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

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.

Track Bikes: More To Think About

By: Ron Truax

This is not an advertisement. I'm not a coach or trainer, nor do I profess to be an authority on track bikes. I've never ridden on a track nor do I have any intentions of doing so. But I now own a track bike, and know how it has affected my riding skills. They have definitely improved.

It began on a reoccurring group ride where a few guys were riding these one speed wonders. As the rest of us were shifting away, these guys just pedaled along. They rode so smoothly, so effortlessly. I was impressed. I wanted to know more, but didn't get anywhere asking questions. The general response was "Oh, it's pretty cool" and "it becomes an obsession." Not very enlightening. At the same time, marketing plays to the machismo side of the would be buyer. Catch phrases are the order of the day. "Are you looking for a real workout? Do you want to feel the burn? Do you thirst for the pain?" And last but not least, "It was created to address the needs of the sadistic few." These are straight from the catalog. Deep down I knew it was only advertising hype. Besides, I also knew the guys in question, and none of them rode with the gods. I was not to be denied or, for that matter, intimidated.

So by the following spring, I took delivery on a bike of my own. I chose one with brakes, water bottle braze-ons, and a reversible rear wheel. The wheel can be used as a fixed gear or with a free wheel. A pure track bike doesn't have mountings for brakes or water bottles, and

consequently isn't as practical for road use. So now, I'm ready to hit the road, so to speak.

It's professed that track bikes do two things, smooth out your pedal stroke and teach you to pedal continually. True enough. And if you rode only on a track, that would be the end of it. But there aren't any hills on a track. And on hills, a single speed forces you to work on two more items; form and your position on the bike. One gear screams for efficient pedal strokes. But unlike being on a constantly flat surface, form and position are constantly changing as the road turns up or down. Form and position are what you're searching for when you've run out of gears on any bike. They are the last two things you have to call upon when struggling uphill; producing the most efficient use of strength and energy. "Waste not, want not." In conjunction with improved efficiency, you can extrapolate increased pedal rpm and deep tissue muscle development. Both are byproducts of riding a single speed bike in on road conditions.

So, every time I ride, I like to think that I'm improving my efficiency. If nothing else, it sounds good. But, surprisingly the more I ride, the easier it gets. I've gone from, "hoping to hang on" in a group, to "cruising right along." Can you spell smooth and effortless? Besides, my true motivation is fun, and the fun factor reads high on this one. It also feels really cool and has become an obsession. Give it some thought for next season.

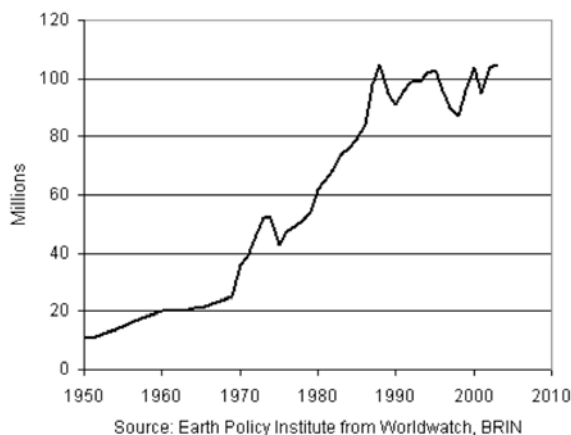
Bicycle Production Remains Strong Worldwide

By: Elizabeth Mygatt

(Reprinted from Earth Policy Institute - www.earthpolicy.org/Indicators/Bike/2005.htm)

In 2003, global production of bicycles hit 105 million - two-and-a-half times the record 42 million cars produced. During the 1950s and 1960s, bicycle and automobile production were nearly equal. In the decades following, however, bike output soared, reaching 91 million in 1990, when car production totaled 36 million. Since then, with the exception of 1997 and 1998 (when output dropped to 90 million and then 87 million), about 100 million bikes have been produced each year. (See data at http://www.earthpolicy.org/Indicators/Bike/Bike_data.htm)

World Bicycle Production, 1950-2003



Production continues to be dominated by China, where output jumped from 34 million bicycles in 1998 to a record 73 million in 2003. Some 51 million of these bikes were exported; more than a third went to the United States, the world's largest import market. As China's industry grows, so too does its market share. In 1998, China accounted for 39 percent of world production. Just five years later, in 2003, the figure reached 70 percent. Other major manufacturers include India, Taiwan, Japan, and the European Union.

Bicycles provide affordable transportation for billions of people. The infrastructure for bicycles—such as roads and parking facilities—is less expensive to build and less land-intensive than that for cars. Moreover, bicycles do not contribute to air or noise pollution, and they reduce traffic congestion. They also offer a chance for people to improve their physical fitness at a time when obesity is at record levels.

Europe is the world leader in bicycle use. In Amsterdam, 33 percent of all trips are made by bicycle. In Copenhagen, one third of all commuters bike to work. Europe's many bicycle-friendly cities have developed expansive networks of support services, often including bike lanes and separate bikeways, secure bicycle parking, and end-of-trip facilities such as showers and locker rooms. Safety initiatives implemented over the past 25 years in Germany—such as better cycling routes, “traffic calming,” more education, and

stronger enforcement of traffic laws—have improved cycling safety while doubling the number of bike trips taken. (See [table](#) for additional examples of bicycle promotion initiatives.)

Amsterdam's *woonerf* zones—residential streets where pedestrians, cyclists, and cars all share the road at a walking pace—offer cyclists a pleasant, low-speed alternative to the auto-dominated main thoroughfare. Similar zones have become part of the urban fabric in Denmark, Germany, Sweden, and the United Kingdom. Copenhagen, which provides 3,000 free bikes for public use through its City Bike program, allows bikes on most trains and currently is working to increase and upgrade bicycle parking facilities at rail stations.

In addition to making cycling both safer and more convenient, policymakers can encourage bike use by restricting the use of automobiles. For example, since central London's implementation of a congestion tax in 2003, bicycle and motorcycle traffic have increased by 15 percent, while accidents involving cyclists have fallen by 8 percent. High taxes on new cars, steep gasoline prices, and expensive parking are other reasons that many Europeans are turning to bicycles.

U.S. bicycle promotion initiatives and ridership lag far behind those of Europe. The number of children biking or walking to school has dropped 75 percent within a generation, while obesity rates have tripled, and only 1 percent of all trips are taken by bicycle. Estimates for the number of Americans who regularly bike to work range from 500,000 to 5 million. In contrast, 97 million Americans drive to work alone. Yet more than 100 million Americans own bicycles. With so many bicycle owners but so little bike riding in the United States, there is great potential to increase the role that bicycles play in daily commutes and other frequent trips.

Given today's rising oil prices, Tim Blumenthal, executive director of the Bikes Belong Coalition, believes that “eyeball shock at the gas pump” is leading to a general rediscovery of bicycling reminiscent of the early 1970s, when the Arab oil embargo and high gas prices triggered three exceptionally strong years for bicycle sales. Anecdotal evidence from U.S. retailers supports this: some have seen sales jump by as much as 30 percent in recent months. Bicycle sales in the United States are expected to approach 20 million in 2005, compared to 18.5 million in 2003.

The U.S. 2005 federal transportation act earmarks \$3.5 billion through 2009 to improve bicycle and pedestrian facilities—almost twice as much annual funding as included in the 1998 act. The League of American Bicyclists has designated 52 cities and towns as Bicycle Friendly Communities. Among these is Davis, California, which recently became the first community to achieve Platinum recognition and boasts a bicycle commuting trip rate of 17 percent. Bicycle advocacy groups, now active in

(continued on next page)



E A S Y S P O K E N

Room to Roam

Last year we provided, for the novices and others not familiar with the Lansing area, the CROSSTOWN Bicycle Route Map book. It shows how to get around the area and avoid the busiest roads at least 80% of the time. This book is free, and available at local libraries, bike shops, or for the asking.

Last November, I started on an expanded area for use by the more experienced and adventuresome. It will cover an area 76 miles by 67 miles, or over 5,000 square miles. Imagine an area that includes Greenville, Chesaning, Chelsea, and Battle Creek.

The idea is to show routes and services to anyone wanting to take off for a weekend, or more, to explore the area, or visit friends, by bicycle.

At this point, I'm collecting data by driving the roads (nearly 4,000 miles as of mid-January and at least 1,000 more to go). I'm also looking things up and making phone calls.

I'm classifying the road surface into three grades. The best is assigned if the road feels like you are riding on fresh blacktop, or nearly so. The worst is if you have to pay close attention to cracks, patches, and potholes. Everything is typical county road. If there is a shoulder of at least 30 inches, that is what gets rated, regardless of whether the road is better or worse. In addition, there may be short, unpaved sections leading to campgrounds.

I'm also rating the aesthetics. Is the area rolling, hilly, curvy, or scenic. Rolling means some of the time, you don't have to pedal. Grades less than 3% normally are not included. Hilly means, looking from the top, vehicles at the bottom are starting to look like toys. Curvy means, if there

were painted yellow no-passing lines, they'd probably be on 50% of the road. Scenic is a point where you just want to stop and soak up a memory.

Food is important and I'm charting where it's at on and near the routes. This includes sitdowns, fast foods, convenience stores, grocery stores, and ice cream places.

Perhaps more important, I'm locating places better than corn fields and woods to take care of used food. These might be pit or flush toilets in parks, businesses where I've checked if they consider their facility 'public', and other facilities. You can assume most sitdown and fast food place will have facilities, as will many convenience stores and grocery stores. You should also remember it is good for those who follow you that you become a customer, even if it is only for a beverage or candy bar.

I've also noted where there are parks, or just picnic benches, to take a break. And bike shops to fix a break.

Now if you want to make your trip multi-day, you may want to know where to stay overnight. I've covered that by including motels, campgrounds, and tent sites. A tent site is a patch of grass near a business. If you ask someone in the business, chances are good they will let you set up your tent and stay there overnight. Of course, you can thank them by patronizing their business.

The schedule is to have this available in the Spring of 2007. However, if you are planning a ride in this area, I'll be glad to help you with routing information. Just call or eMail me.

Dick Janson

Just Me and Sarah Dipitee

Bicycle Production Remains Strong Worldwide

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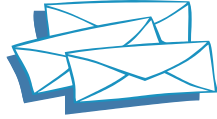
47 states, can help by increasing bicycle awareness, making bikes more available, and providing maintenance support and education.

Historically, China has been a bicycle stronghold. Yet a growing affluent population is now switching from bikes to cars. Countrywide, the number of bicycles in circulation declined from 182 per 100 households in 1998 to 143 in 2002. In 1998, 60 percent of Beijing's work force biked to work. By 2002, that number had plummeted to 20 percent. In major cities, cars are forcing bikes off the road, yet bicycles are increasingly seen as the root of urban traffic problems. City officials in Shanghai, for instance, banned bikes on main roads in January 2004 in an effort to alleviate massive traffic congestion.

While bicycles clearly make sense in densely populated urban areas, they also have tremendous potential in rural areas. Where roads are poorly maintained or non-existent

and cars are expensive, bicycling may be the quickest and most affordable way to travel. Giving bikes to rural health care workers helps them visit patients who do not have access to cars or are too sick to travel. Health care providers in Uganda, for instance, have done this to administer testing, counseling, and ongoing anti-retroviral treatments to HIV/AIDS patients. Immunization initiatives and family planning services have also benefited from bicycles.

Policies and programs supporting bicycles vary internationally, and there is considerable room for growth in the use of bicycles. High oil prices and concerns over climate change may encourage people to take up cycling. The global industry's steady production over the past decade demonstrates the bicycle's resilience and its promise for the future as a climate-benign, healthy, and affordable transportation alternative.



FROM THE TCBA MAIL BAG

Helmets for 2006 From the Bicycle Helmet Safety Institute

Trends this year

There are new helmets in 2006 that are worth a look if you are inclined to replace yours. There are some new models appearing with the rounder, smoother profile that we think is best for crashing. Other than that there is no major technological advance that compels you to replace your current helmet.

- At the high end, you will still find big vents and high prices, but no verifiable improvement in safety performance. You can pay more than \$200 if you want to, but Target and Wal-Mart both have models that meet the same CPSC impact standard at an everyday price of \$7.14. And for \$15 they both have better looking and better fitting models.
- Rounder, smoother "commuter" models are growing in number. Most are mid-range in price while the elongated, pointy styles predominate in the higher price points, yet another reason not to spend \$200 for a helmet.
- Ring fit systems, the "one size fits all" solution, are even more widespread this year. They work well for some, but not at all for others, who find that they have to tighten the ring uncomfortably to get a stable fit. On our web site we have [a page on ring fit systems](#) for background. To compare on your own head, try a Bell Citi and Metro, essentially the same helmet except for the fit systems.
- A slow-release buckle to prevent children from "hanging" themselves on playground equipment or trees may become available in Europe later in 2006, developed by [Etto](#) of Norway.
- Foams are slowly evolving. In addition to EPS, EPP and Zorbium there is now a foam on the market called Tau ReUp foam used by [Shain](#) that encapsulates EPS beads in EPU to provide a limited level of multi-impact protection. Pro Tec has a modified EPP as well, and some Hopus models have a layer of resilient APE foam in addition to EPS for multi-impact performance. Finally, there is a product called Brock Foam that is not new, but finally made it into helmets this year. See [Bern Unlimited](#) below. Also on our web site we have [a page on foams](#) for details.
- Carbon fiber use is spreading. It does allow lighter construction, but there is so little of it used in a bike helmet that the weight saved is minimal. Because it has an aura of high tech, and because there is little else of high tech in a standard bike helmet, it is showing up more in high end 2006 models. BMX helmets, with their heavy composite shells, can actually save weight with carbon fiber, but the cost is \$30 or more per ounce saved. Manufacturers are also searching for ways to use titanium for similar reasons.

- Kevlar in strap materials is another tech innovation that adds little to the already strong nylon, polypro or other low-cost strap materials already in use. Buckle manufacturers actually count on a strap giving a little to avoid buckle breakage.
- Strap adjustment fittings are not improving much. We find many of them slip too easily, resulting in the "strap creep" that is responsible for many of the too-loose straps out there. We have noted the really good ones.
- Strap anchors on many helmets still stick up above the shell and are an unnecessary impediment to smooth sliding when you hit the pavement. The best helmets put the anchors below the surface of the shell, or at least recess the anchors to make a smooth surface.

We still recommend looking for a helmet that:

1. Meets the CPSC bicycle helmet standard.
2. Meets the ASTM F1492 Skateboard standard if you will be skateboarding.
3. Fits you well.
4. Has a rounded, smooth exterior with no snag points.
5. Has no more vents than you need. More vents = less foam.

We recommend steering away from models with obvious disadvantages like snag points on the outer surface. And it will not surprise you that for the softest landing it helps to have lots of thicker, less dense foam in a helmet, leading to our recommendation that you find one with no more vents than you need.

For additional information visit the Bicycle Helmet Safety Institute web site - <http://www.helmets.org/helmet06.htm>. You will find sections on:

- Commuter Helmets
- Value Helmets
- New Technology Helmets
- Chrono Time Trial Helmets
- "Women-Specific" Designs
- Smallest and Largest Helmets
- Skateboard helmets
- Helmets for Rounder Heads
- Outside the US
- Price