

TRI-COUNTY BICYCLE
ASSOCIATION
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Chainwheel Chatter

Volume 36, Number 1

Established 1972

January 2010

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MEETING	DATE & TIME	LOCATION	PRESENTER & TOPIC
MEMBERSHIP	January 28, 2009 7:00 p.m.	Foster Community Center 200 N. Foster St. Lansing, MI	DIANE OBERMEYER Diane is a member of the Grand Rapids Rapidwheelmen and former 24-hour record holder for distance (aka The 24-Hour Challenge). She will be speaking about the Natchez Trace Tour.
CYCLE FORUM	January 28, 2009 6:00 p.m.	Foster Community Center 200 N. Foster St. Lansing, MI	ALLAN HUBER Come see what Allan's discussing this month!
BOARD MEETING	February 2, 2010 6:30 p.m.	Foster Community Center 200 N. Foster St. Lansing, MI	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, please contact the President one week prior to the meeting and ask to have it added to the agenda.



DEADLINES

NEWSLETTER JANUARY 8

Please send items to Janet Weber, 767 Linden Street, Charlotte, MI 48813 or fax to 1-800-480-1160, or send your e-mail to chainwheel-chatter@ biketcba.org by the indicated deadline.

RIDE CALENDAR JANUARY 6

Information for the ride calendar needs to be sent to Ed Usewick, 590 Boutell Drive, Grand Blanc, MI 48439 or e-mailed to rideschedule@biketcba.org. So we can include this information in the next newsletter, please note the indicated deadline. Furthermore, please be sure to use the electronic tools to register rides. Please ensure you include critical information such as ride times, mileage, location, and ride leader name and telephone number.

ANNOUNCEMENT

Next month's speaker will be Jef Mallett, creator and artist of the comic strip "**Frazz**", a daily comic in the Lansing State Journal and over 300 other daily papers in the U.S. He has a recent book titled "*Trizphrenia: Inside the Minds of a Triathlete*", a humorous look at the triathlete.



MINUTES OF THE TRI-COUNTY BICYCLE ASSOCIATION
BOARD OF DIRECTORS MEETING
Foster Community Center - Lansing
November 10, 2009

President Roger Nelson called the meeting to order at 6:32 p.m.

Board members present included Roger Nelson, Lenny Provencher, Patricia Trudgen, Linda Antinori, Dick Sulin, Kris Stairs, and Donovan Riley. Also present were club members Katie Donnelly, Bill Savage, Steve Leiby, and Janet Weber.

Additions to the Agenda were Steve Leiby's request for time to present new guide lines for DALMAC Fund Requests, Kris Stairs asking for time to go over the Ride Incentives for 2009, and Dick Sulin's request for time to cover 3 quick Agenda items.

Reports:

1. **President's Report:** Roger announced that we had received correspondence regarding renewing our membership with LMB and MTGA.
2. **Secretary's Report:** Linda Antinori presented the Minutes of the October meeting to the Board for approval. Patricia Trudgen made a motion to accept the Minutes with the specified corrections, Dick Sulin seconded the motion, and it passed unanimously
3. **Treasurer's Report:** Dick Sulin presented October's Financial Reports to the Board for approval. Linda Antinori made a motion to accept the Financial Reports as presented, Lenny Provencher seconded the motion and it passed unanimously
4. **Events Director:** Patricia Trudgen announced the 2010 DALMAC is in the planning stages. One possible change in the 5 UP Route would be to finish in Sault St. Marie rather than Detour. The 2009 DALMAC jersey took the 1st runner up prize at NBTDA conference in Portland, Oregon this year.
5. **Ride Incentives:** Kris Stairs announced that 2009 Ride Incentives would be as follows:

2009+ milesA 3 in 1 LL Bean Jacket
1500 to 2008 miles.....Duffle Bag
1000 to 1499 miles..... A Frame Pump
500 to 999 miles.....A Full Zip Hooded Sweatshirt
A minimum of 6 Rides...A Cycling Bell and a Water Proof Cycling Wallet
6. **Safety and Education:** The Smart Cycling Classes are a very successful. The goal of the project is to get an LC1 class in Lansing to enable us cut expenses and present more Smart Cycling Classes. The next class is to be held May 22, 2010 from 8am to 5pm at the MSU Pavilion.
7. **DALMAC Fund:** Steve Leiby, DALMAC Fund Chairman, presented to the Board a list of requirements for applicants or the DALMAC Fund in an effort to try to unify the process for all. Nancy Kruprach has agreed to act as a consultant in the selection process, based on her knowledge of how the rail to trails movement is proceeding and the maintenance involved. Steve would also like the awardees to show up at one club meeting to receive their awards and state something about their projects.

Old Business:

- The Board would like to make a point of clarification regarding contributions to LMB by ride Chairper-

Board Meeting Minutes.....continued from Page 2

sons. A contribution can be made by the ride chairperson only if the ride generates a profit.

New Business:

- Linda Antinori made a motion to give the Foster Center our usual \$1,000 donation for their Thanksgiving food baskets for the needy. Dick Sulin Seconded the motion and it passed unanimously.
- The Board is looking for a volunteer to attend the annual Bicycle Summit in Washington, D.C. Any interested parties can contact Roger Nelson for more information.
- Due to Board member conflicts, December's meeting will be held on December 9 at the Foster Center.

The meeting adjourned at 8:25 p.m.

MARK YOUR CALENDARS

MEETINGS IN 2010

Board Meetings at 6:30 p.m.

January 5, 2010
 February 2, 2010
 March 2, 2010
 April 6, 2010
 May 4, 2010
 June 1, 2010
 July 6, 2010
 August 3, 2010
 September 14, 2010
 October 5, 2010
 November 9, 2010
 December 7, 2010

Club Meetings in 2010

January 28, 2010
 February 25, 2010
 March 25, 2010
 April 29, 2010
 May 27, 2010
 June 24, 2010
 July 29, 2010
 August 26, 2010
 September 30, 2010
 October 28, 2010
 November 18, 2010

CHAINLINKS



The below links are provided as an informational tool to allow our members to get additional information from local bike organizations who offer information, rides, tips, training, or other benefits to TCBA members.

www.biketcba.org Tri-County Bicycle Association

www.lmb.org League of Michigan Bicyclists

www.bikeleague.com League of American Bicyclists

www.bikes.msu.edu Michigan State University (MSU) Bikes

www.walkbikelansing.com Lansing's Walking and Bicycling Network

www.capitalareasmartcommute.com Smart Commute Program

www.midmeac.org Mid-Michigan Environmental Action Council

www.bikems.org Various rides throughout the country

www.mmba.org Michigan Mountain Biking Association

www.facebook.com TCBA is there as a group...check us out!



RIDE DATES FOR 2010

- T- Shirt.....June 12, 2010
- Northwest TourJune 16-20, 2010
- SummerTour..... July 14-18, 2010
- WOW.....July 24, 2010
- DALMAC.....September 1-5, 2010



SummerTour 2009 Photos courtesy of Donovan Riley



CORRECTION, IT WAS THE 2009, NOT THE 2008 DALMAC Jersey that won top honors at the National Bicycle Tour Directors Association conference.

“Many people look forward to the new year for a new start **on old habits.**”

- Author Unknown

CHANGE OF ADDRESS

The TCBA would like to remind our valued members to please submit your change of address (form is included on the mailed newsletter) whenever you move, or temporarily relocate for lengthy periods of time. We no longer have the post office forward our mailings, such as newsletters, ride notices, etc. To insure you receive your TCBA correspondence, it is imperative you keep us informed on where you want your mail sent. The cost to the club to receive notices of undelivered mailed is starting to add up. In addition, we cannot be responsible if you do not receive an application to a desired ride which fills up due to our inability to provide you an application in time. Thank you for your assistance in resolving the issue from both perspectives. Please notify Dean Brailey of your address change at membership@biketcba.org.

NEW ADDRESS

SummerTour on the St. Clair River

By Joe Adams, SummerTour Route Chairman

SummerTour 2010 is happening this summer. The dates are: July 14 through July 18. Registration is on Tuesday afternoon and Wednesday morning. Our normal routine is to move SummerTour to a different location/area of Michigan each year and 2010 is no exception. We're going to a part of the state that we haven't been to before (if you don't count the day trip to Lexington in 2008.) We'll be starting at Almont High School in Almont, Michigan. The school is located just off of M-53 about 5.5 miles south of I-69.

We leave for Algonac State Park on Wednesday morning. There are some rather small towns that we will ride through. Allentown, Berville and Memphis are there as well as Adair. When Lee and I were checking out possible routes, Adair just seemed like a natural village to go through. The mileage for Wednesday is 52 miles. The state park is flat, grassy and has some shade. The pavilion is near the campground and the town of Algonac is just a short distance away.

The day trips on Thursday are sure to be an adventure. We have an out-and-back route to New Baltimore. It is about 33 miles. There is a nice park, several restaurants and an ice cream shop in town as well as stores and restaurants along the route. Also, we'll be going onto Harsen's Island. There is no charge for the ferry to and from the island. With the miles from and to camp added, you could get more than 30 miles on the island. There are many stores and restaurants plus a family dining restaurant at the Middle Channel Country Club. The combination of the two options could get you 60-70 miles for the day.

The "transition" day on Friday is in sight of the St. Clair River for most of the route. You'll use the Bay to Bridge Trail for the first few miles, then it's on the road for the balance of the day. Your route will take you through Marine City, St. Clair and Port Huron. There are only 37 miles today on the main route. For those who need more, there is an option that will get you 45 miles. We're trying to find a lot of things to see and do in Port Huron so you can make up for the short day. We'll be posting these places in camp and in the map packet.

Lakeport is one of the unknown Michigan state parks. It's on Lake Huron north of Port Huron. There is a camp store and flat, tree lined sites. The pavilion is a short walk from the campground. There is also a beach, though I have heard it may be rocky.

The day trip from Lake Port goes to the north. Lexington to be precise. The long option is 56 miles and the short is 37 miles. Don't miss the Swinging Bridge in Croswell. Part of this route was used in the 2008 SummerTour. Lexington was enjoyed by a lot of riders then.

The last day is 53 miles. Yale is the only town we'll ride through and they have restaurants. There are stores along the way at some of the crossroads. You will come into Almont from the east and turn north to the high school to end your 2010 SummerTour.

When you are on SummerTour this year, you will notice that you are riding on M-25, M-29, M-90, and M-21. The reason we have chosen these state highways for the routes is that they are the best roads. Some of the county roads are either very busy, in very bad condition or both. We have done this because we have your safety in mind. Most of the time these state highways have a 4-6 foot paved shoulder.

We expect applications to be out around February 1. The SummerTour Committee hopes to see you on this year's ride.

January 2010 Ride Schedule
 Recurring Rides; No Ride if Rain, unless noted



**DUE TO MICHIGAN'S WINTER WEATHER,
 WE DO NOT HAVE ANY RIDES SCHEDULED FOR THIS
 MONTH. PLEASE CHECK THE CALL-IN RIDE LINE IN
 THE EVENT THINGS CHANGE.**

**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: donnel13@msu.edu**

Sunrises & Sunsets for January 2010

DAY	RISE	SET	DAY	RISE	SET	DAY	RISE	SET
1	8:08 AM	5:14 PM	11	8:07 AM	5:24 PM	21	8:02 AM	5:36 PM
2	8:08 AM	5:15 PM	12	8:07 AM	5:25 PM	22	8:02 AM	5:37 PM
3	8:08 AM	5:16 PM	13	8:07 AM	5:26 PM	23	8:01 AM	5:38 PM
4	8:08 AM	5:17 PM	14	8:06 AM	5:27 PM	24	8:00 AM	5:40 PM
5	8:08 AM	5:18 PM	15	8:06 AM	5:29 PM	25	7:59 AM	5:41 PM
6	8:08 AM	5:19 PM	16	8:05 AM	5:30 PM	26	7:59 AM	5:42 PM
7	8:08 AM	5:20 PM	17	8:05 AM	5:31 PM	27	7:58 AM	5:42 PM
8	8:08 AM	5:21 PM	18	8:04 AM	5:32 PM	28	7:57 AM	5:45 PM
9	8:08 AM	5:22 PM	19	8:04 AM	5:33 PM	29	7:56 AM	5:46 PM
10	8:08 AM	5:23 PM	20	8:03 AM	5:35 PM	30	7:55 AM	5:47 PM
						31	7:54 AM	5:49 PM

RIDE CLASSIFICATIONS

A 17-19 MPH
 B 14-17 MPH
 C 12-14 MPH
 D Under 12 MPH Fun and Social Group 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.

HELMETS ARE REQUIRED ON ALL TCBA RIDES!!!

U.S. CONSUMER PRODUCT SAFETY COMMISSION RECALLS

Extracted from www.cpsc.gov

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

Name of Product: Bicycles with EA30 Stems

Units: About 6,400

Importer: Easton Sports, of Scotts Valley, Calif.

Hazard: The bicycle stem can crack and cause the rider to lose control, posing a risk of serious injury if the rider falls.

Incidents/Injuries: The company received a report of a stem breaking, causing a minor injury to the rider.

Description: This recall involves bicycles with EA30 stems. The EA30 stems are black with white-and-gray graphics and feature a four-bolt stem face cap. "EA30" is printed on the stem. EA30 stems sold as aftermarket items are included in this recall.

Sold through: Independent bicycle dealers nationwide from August 2007 through August 2009 for between \$500 and \$1,200. Aftermarket stems were sold from August 2007 through September 2009 for about \$30.

Manufactured in: China

Remedy: Consumers should immediately stop riding the bicycles and contact any authorized Easton Sports for a free replacement stem.

Consumer Contact: For more information, contact Easton Sports toll-free at (866) 892-6059 between 8 a.m. and 5 p.m. CT Monday through Friday or visit the firm's Web site at www.eastonbike.com.

Name of Product: 2009 Model Electra Bicycles with Front Trays or Baskets.

Units: About 6,400 (3,000 units were [previously recalled](#) in March 2009).

Importer: Electra Bicycle Co., of Vista, Calif.

Hazard: The front tray or basket on the bicycles can come loose and contact the front tire, posing a fall hazard to riders.

Incidents/Injuries: Electra Bicycle Co. has received 15 reports of the front tray or the basket coming loose including two reports of minor cuts and bruises.

Description: This recall involves the 2009 Delivery 3i, Delivery 8D, Holiday 3i, Holiday 8i and Surf 3i bicycles with front-mounted trays or baskets. The trays have an alloy frame with wooden slats. The baskets are wicker with a removable tote bag. The trays were sold as original equipment on the bicycles and as aftermarket items. The baskets were sold only as aftermarket items.

Sold by: Authorized Electra Bicycle dealers nationwide from October 2008 through August 2009 for between \$600 and \$750 for the bicycles and about \$100 for after-market trays and baskets.

Manufactured in: Taiwan

Remedy: Consumers should immediately stop riding these bicycles and contact an Electra Bicycle dealer for a free inspection and repair of the trays that came as original equipment on the bicycles, or a refund for trays and baskets purchased as aftermarket items.

Consumer Contact: For additional information, contact Electra Bicycle at (800) 261-1644 between 9 a.m. and 5 p.m. PT Monday through Fri-

day, or visit the firm's Web site at www.electrabike.com.

Name of Product: Schwalbe Ultremo R Bicycle Tires.

Units: About 5,000.

Importer: Moser Enterprises, of Canada.

Manufacturer: Ralf Bohle GmbH, of Germany.

Hazard: The tire layers could separate causing the inner tube to rupture, posing a fall hazard to consumers.

Incidents/Injuries: None reported.

Description: This recall includes Schwalbe Ultremo R bicycle tires. "Schwalbe" and "Ultremo R" are printed on the sidewall of the tires.

Sold at: Bicycle specialty stores and on the Web at www.schwalbetires.com from April 2009 through May 2009 for about \$75.

Manufactured in: Indonesia

Remedy: Consumers should immediately stop using bicycles with the recalled tires and contact their local bicycle dealer for a free replacement set of tires.

Customer Contact: For more information, contact Moser Enterprises toll-free at (888) 700-5860 between 9 a.m. and 5 p.m. PT Monday through Friday, or visit the firm's Web site at www.schwalbetires.com

For more recall information, please visit <http://www.cpsc.gov/cpsc/pub/prerel/prerel.html>.

CHEAP OR EXPENSIVE BICYCLE HELMETS

Extracted from the Bicycle Helmet Safety Institute

Summary: We submitted samples of six helmet models to a leading U.S. test lab: three in the \$150+ range and three under \$20. The impact test results were virtually identical. There were very few differences in performance among the helmets. Our conclusion: when you pay more for a helmet you may get an easier fit, more vents and snazzier graphics. But the basic impact protection of the cheap helmets we tested equaled the expensive ones.

We are often asked if cheap helmets protect well. Bike shop sales people like to warn customers "buy a \$10 helmet for a \$10 head." A well-known, reputable US test lab agreed to test some very cheap and very expensive helmets for us to compare their performance in ASTM/CPSC testing at both regular drops and lower impacts. They also did testing with a bio-fidelic head form. To our surprise, the results were virtually identical for all the helmets.

Helmets Tested ~Our cheap helmets came from Target and Wal-Mart. They cost \$9.96, \$9.99 and \$19.96 and were typical of helmets you would find in any big box discount store. Our expensive helmets came from a bike store, an Ebay seller and an Internet retailer. Two were made in China for US brands. One was Italian. The MSRP for them was \$149.99, \$174.99 and \$206.99. We found the first two discounted, but paid full price for the most expensive one. We submitted three of each model for testing.

Testing ~ The test lab donated their testing, and we agreed not to use their name or the exact helmet models to avoid possible complications that could be time-consuming for them.

The lab performed normal CPSC testing on each model. We limited the anvils to flat and hemispheric, and they tested at ambient temperatures, eliminating the high temperature, low temperature and wet tests. That represents a very high percentage of real-world impacts.

The lab crashed the helmets with a two meter drop on the flat anvil and a 1.2 meter drop on the hemispheric anvil (grapefruit sized ball). These are normal CPSC impacts. They also ran flat impacts at only .5 meters and hemispheric impacts at .3 meters to test lower level performance. We were looking to see if the harder foam in more expensive helmets might fail to crush enough in less-than-catastrophic impacts, possibly contributing to concussion risk. In fact, that did not happen.

Test Results ~ The surprise for us was that all six helmets performed virtually identically in all the tests. There were a few outlying readings below and above the norm in particular spots, but the averages for the two types of helmet were almost identical.

Analysis ~ The numbers showed that the performance of the two categories was almost identical. In lab test terms there is no real difference in those g levels. The high velocity hemispheric anvil tests favored the cheaper helmets somewhat, but represent only a small percentage of real world impacts. Both we and the test lab examined pages of test records looking for distinguishing patterns. We finally concluded that all of the helmets in our sample were designed to meet the same CPSC impact standard, and there is little to distinguish their impact performance, regardless of price.

The lab also recorded the coefficient of restitution of each helmet, representing how much the head form bounced after the impact, and the time interval in milliseconds that the g level exceeded 200g and 150g, a measure known as "dwell time" that supplements peak g readings. Both measures again yielded no significant performance differences. Finally, they tested each model on a different head form, a bio-fidelic NOCSAE head form that attempts to more closely replicate a human head than the magnesium CPSC head forms do. Again the numbers were close enough to be functionally identical.

Conclusion ~ The cheaper helmets in this testing did not outperform the more expensive ones, despite their smaller vents and generally lower foam density. Although there are probably at least some helmets out there with more or less than this uniform level of protection, we did not find any in this test. Neither the lab nor BHSI could find significant differences that would lead to individual brand recommendations. That is remarkable considering the \$10 to \$200 range of prices.

The results are a testimony to the effectiveness of our legally-required CPSC helmet standard. Although our sample was small, the testing indicates that the consumer can shop for a bicycle helmet in the US market without undue concern about the impact performance of the various models on sale, whatever the price level. The most important advice is to find a helmet that fits you well so that it will be positioned correctly when you hit.

For more information, go to <http://www.helmets.org/testbycost.htm>.



National Highway Traffic Safety Administration Wants Your Opinion

The National Highway Traffic Safety Administration (NHTSA) wants your opinion on how it can make highway travel in the U.S. safer for all road users - drivers, passengers, motorcyclists, pedestrians, and bicyclists! NHTSA is currently in the process of preparing a strategic plan that will guide its safety efforts for the next five years and beyond. The agency is seeking suggestions, ideas, and comments from you on what it can do to reduce the number of people killed or injured each year on our Nation's roadways. Please be sure to visit www.regulations.gov and answer the questions posed under docket number NHTSA-2009-0171. To learn more about NHTSA, visit www.nhtsa.dot.gov.

FTA Proposed Eligibility of Pedestrian and Bicycle Improvements

Great news!! – The Federal Transit Administration has published a federal registry notice describing the eligibility of pedestrian and bicycle improvements for FTA funding and proposes a formal policy on the catchment area for pedestrians and bicyclists in relationship to public transportation stops and stations. The proposed policy would expand FTA funding eligibility for bicycle and pedestrian improvements beyond the current threshold distances of one-half mile for pedestrian projects and within three miles for bicycle improvements.

Does Traffic Discourage Walking and Bicycling?

Earlier this week on my ride home I stopped at a red light, waiting to make a left turn, when I heard a woman's voice say, "excuse me." I ignored it once but she politely persisted, so I finally turned to see a woman in a large four-door sedan with her window all the way rolled down in the lane next to me. I said hello and she asked me if I felt safe on my bike. "Sure," I said. "Not me. Not enough protection," she said, gesturing to her car and the traffic around us. Before I had a chance to reply with more than a shrug, the light changed and we were on our way. I believe her. I am sure that woman does not ride because she considers it too dangerous. I've been talking to a researcher in New York City who is tired of people asking her why a woman who doesn't ride her bike around the city would be interested in studying bicycling. Her answer, in large part, is a great desire to ride and a strong discomfort with riding with traffic. These women are not alone.

Yesterday, Peter Jacobsen, author of the famous "Safety in numbers" study, Francesca Raccioppi, and Harry Rutter published a paper called "Who owns the roads? How motorized traffic discourages walking and bicycling." The paper gathers the available evidence on the impact of traffic on levels of active transportation. They found that the "real and perceived danger and discomfort imposed by traffic discourage walking and bicycling. Accurately or not, pedestrians and bicyclists judge injury risk and respond accordingly. Although it can be difficult to measure these effects, observed behavior provides good evidence for these effects, with the strongest association being an inverse correlation between volumes and speeds of traffic and levels of walking and cycling."

Here are some findings taken straight from the report:

- In the USA, 14 percent of people on crosswalks ran rather than walked across the road. In a study of driver behavior at Zebra crossings, only 5 percent of motorists yielded to pedestrians.
- When the roadways are equipped with sidewalks, nearly four times as many people walk. More than six times as many people walk along two-lane roads as four-lane roads.
- Men and women bicycle at different levels, possibly reflecting different attitudes to risk. In communities with low levels of cycling, more men than women bicycle, but, as the number of bicyclists increase, the sex differences diminish. For children who live within a mile of school, the share of children walking or bicycling to school dropped from close to 90 percent in 1969 to 31 percent 30 years later.

Alarming as these findings may be, the authors observe that traffic can be made less dangerous and more pleasant with relative ease, compared to changing land use patterns and population density. Traffic calming measures, lower speed limits, congestions pricing, proper bicycling facilities, and otherwise prioritizing the safety of non-motorized users can all be implemented without major changes to infrastructure. And if we make these low impact, low cost changes we can expect higher rates of cyclists; and then increased safety from those numbers.

Finally, the authors rightly question the use of fear-based advertising in safety efforts, calling for more research into the discouraging impact such campaigns have on walking and bicycling. Our friend Mikael at Copenhagenize would agree. If there is a dampening effect then, overall health can be hurt by reducing physical activity.



CLASSIFIEDS

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 e-mail to chainwheelchatter@biketcba.org, fax to 1-800-480-1146, or mail to Janet Weber, 767 Linden St., Charlotte, MI 48813.

FOR SALE: Sun Speedster CX recumbent. Short Wheel Base. Purchased new in 2006 from Velocipede Peddler for \$750.00. Used very little, would like to sell for \$300.00. Call Jerry at (517) 648-0500.

FOR SALE: Trek Tandem. Double-track Cro-Moly frame. Mavic T-519 ceramic wheels. Continental 700x28c tires. Shimano DEORE LX rear derailleur. Shimano RSX Brake Levers. Shimano Cantilever brakes, bike

computer, water bottle holders, rear bike rack. Excellent condition. Asking \$1,250.00. Call: 517-285-7208 or e-mail pldejo@sbcglobal.net.

FOR SALE: Spin Cycle, 2-years old. Used very little. \$250. Will deliver. Call 517-282-3514.

FOR SALE: Trail-A-Bike that attaches to the seat post. Seat and handlebars are adjustable and mountain and road tires are included. Bike is in great shape. Asking \$75. Call James at 517-927-6399 or e-mail averillj@cvm.msu.edu.

FOR SALE: Aircaddy collapsible shipping container. Holds full size adult bike. Never used. \$75.00. Call 517.325.3342 or email elpedaler@gmail.com.

Stolen on 11/25 in East Lansing: 2003 Burley Rivazza tandem road bike. White frame with green handlebars and "Go State" stickers. Reward for information leading to recovery in good condition. Call George or Ann (517) 980-4609.

MEMBER SPECIALS

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.



TCBA MEMBER CONTACT

Your respect is requested when using any of the numbers on this page. Phone calls during family time and at late hours can be intrusive.

TCBA OFFICERS:

- President: Roger Nelson(517) 623-6285
E-mail: president@biketcba.org
- Vice President: Lenny Provencher
E-mail vp@biketcba.org
- Treasurer: Dick Sulin.....(517) 339-2368
E-mail treasurer@biketcba.org
- Secretary: Linda Antinori
E-mail secretary@biketcba.org
- Events Director: Patricia Trudgen
DALMAC Hotline (517) 882-3700
E-mail eventsdirector@biketcba.org
- Board at Large:
 - Donovan Riley
E-mail boardatlarge2@biketcba.org
 - Kris Stairs
E-mail boardatlarge1@biketcba.org



OTHER GOOD NUMBERS:

- Bike Travel Case Use Coordinator
E-mail:.....philwells@sbcglobal.net
- DALMAC E-mail:.....dalmac@biketcba.org
- DALMAC FUND: Steve Leiby
E-mail.....leiby2691@sbcglobal.net
- DALMAC Treasurer: Ken Hendrick
E-Mail.....dalmactreasurer@biketcba.org
- LMB Office:.....(517) 334-9100
E-mail:.....office@lmb.org
- LMB Rep.: Phil Wells
E-mail:.....pwells@lmb.org
- Membership Coordinator:
Dean Brailey
E-mail:.....membership@biketcba.org
- Name Tag Coordinator:
Newsletter Editor: Janet Weber
E-mail:.....chainwheelchatter@biketcba.org
- Northwest Tour: Dick Sulin.....(517) 339-2368
E-mail:.....nwtour@biketcba.org
- Ride Coordinator: Ed Usewick
E-mail:.....rideschedule@biketcba.org
- Ride Line:.....TUBES-OO (517) 882-3700
- Ride Line: Call In Coordinator:
Katie Donnelly.....TUBES-OO (517) 882-3700
- Ride Mileage Keeper:
Steve Schuesler
E-mail:.....s.schuesler@comcast.net
- Safety & Education: Bill Savage
E-mail:.....MSUSavage@aol.com
- SummerTour: Lee Adair
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