

Chainwheel Chatter



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

Volume 32 Number 1

Established 1972

January 2004

NEXT Meeting!!!

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



Lucinda Means, Executive Director, League of Michigan Bicyclists

Lucinda will share with us what's new at LMB and what's on the agenda for 2004.

Pictures For 2004 Dalmac Application

Help make our DALMAC application show the best of this great tour. If you have pictures you would like to submit for use on the 2004 DALMAC application, please send them to:

Lindsay Burris
2846 College Rd., Holt MI 48842



Submit prints or digital pictures on either disc or CD.
Prints will be returned after selections are made.

Board Meeting

The Board of Directors will meet at 6:30 p.m. on Tuesday, January 6, 2004 at the Foster Community Center.

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

Next meeting: February 3.

Newsletter/Ride Calendar Deadline

The **deadline for the next newsletter is Saturday, January 10, 2004.** Please send items to Charla Scheidler, 10384 Blackberry Ln., Haslett, MI 48840, FAX to (517) 339-1758, or email to: chainwheelchatter@biketcba.org.

Ride calendar information should be sent to Wendell Proudfoot, P.O. Box 1628, East Lansing, MI 48826, or emailed to tctbarides@prowen.com. To be included in the newsletter this information must be received no later than the above-mentioned newsletter deadline.

Cycle Forum

Plan to join Alan Huber at 6:00 p.m. immediately preceding the membership meeting on **Thursday, January 29, 2004** for the next Cycle Forum session.

Executive Board Report

The TCBA Board of Directors met at the Foster Community Center on December 2, 2003. Board members present included Arnie Johnson, Chris Harrison, Charla Scheidler, Ron Claflin, Darryl Burris, John Foltz and Phil Wells. Also present were club members, Katie Donnelly and Dave Pierce.

Discussion Items/Announcements

Chris Harrison reported that 73 individuals were signed up for the Holiday Bowling Party.

Darryl gave a brief review of some of the topics discussed at the NBTDA (National Bicycle Tour Directors Assn) conference that he attended in November. He feels that the information presented at the conference was worthwhile and attendance by the Events Director or some other club member knowledgeable about DALMAC is very valuable.

John Foltz reported that he had picked-up some of the bike racks that are being purchased from Denny Vandecar and he is working with Denny to get the rest.

Charla presented a list of the comments that were made during the open mic session at the Annual Meeting. The list was reviewed and several items discussed but no action taken at this meeting.

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Executive Board Report

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Action Items

Minutes of the November 4, 2003 meeting were approved with one correction, which was recommended by Phil Wells. The paragraph read: *Phil Wells presented a request for TCBA to fund a portion of his registration fees to attend a Transportation Summit, sponsored by MDOT, December 3-4. No support was given.* Phil asked that it be amended to read: *Phil Wells informed the board that he would be representing LMB at the Michigan Transportation Summit on December 3-4, and asked if the board would like him to also represent TCBA. This could include partial TCBA reimbursement of the registration cost. No support was given.*

Ron Claflin presented a financial report through November 30, 2003. The report was approved as presented. Some discussion was held regarding obtaining a year-end statement of the club's financial condition from the accounting firm that reviews the finances. Arnie will contact the firm to see if this will be available.

Charla Scheidler reviewed correspondence from the Foster Center regarding donations for Holiday Food Baskets for needy families. A motion was made to make a donation in the amount of \$300 to the Foster Center. The motion carried.

Katie Donnelly presented a proposal for a Bicycle Safety Poster Contest (a copy will remain on file with the minutes). A motion to support the proposal with a budget of \$2,500 was made seconded and carried.

Discussion was held regarding current responsibilities of the Vice President. It was decided to leave the position as is for the time being.

Nominations for Volunteer of the Year were reviewed and a selection was made. The award will be presented at an upcoming club meeting.

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.

COMMITTEE & CLUB NEWS

Attention: SummerTour Riders

The SummerTour Application will not be distributed in the February Chainwheel chatter as it has been in past years. Instead it will be mailed to club members via First Class mail approximately the 1st week of February. One week later applications will be mailed to the non-members who participated in the ride last year.

SummerTour Committee

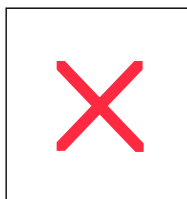
TCBA Club Jerseys

Show your colors! We have a supply of short sleeve Louis Garneau jerseys with "loose fit" sizing. (meaning that you should generally order one size smaller than your regular bike clothing). They are the traditional yellow and red brick pattern. To view the design, visit the TCBA web site www.biketcba.org. All sizes from XS - XL are available. They are \$45 each. To order by mail send your check with your size to: TCBA Jersey, P.O. Box 22146, Lansing, MI 48909. Please include an additional \$5 if you would like your jersey mailed to you. Jerseys will also be available for purchase at TCBA club meetings. Contact Charla Scheidler, chainwheelchatter@biketcba.org with questions.

Map Booklets

Did you get your new TCBA Map Booklet? Each paid TCBA membership is entitled to receive 1 "free" map booklet. If you attend TCBA membership meetings you can pick-up your copy there. If you would like one mailed to you, please forward your request to: Map Booklet, c/o Tri-County Bicycle Association, P.O. Box 22146, Lansing, MI 48909.

CHANGE OF ADDRESS



If you move or have your mail forwarded, please notify us as soon as possible. The newsletters are sent bulk mail, and the post office does not forward bulk mail. The post office returns your newsletter to us (we have to pay to get it back), so your membership ends up in limbo until we hear from you. **Please send your change of address**

to: TCBA, P.O. Box 22146, Lansing, MI 48909, or email membership@biketcba.org.

WELCOME NEW MEMBERS



Michael Sheean
Richard Newmark
Dale & Nancy Nagele
Bud Preston
Debbie & Dennis Kornak
Amy Moore

CLASSIFIED



This section of the Chainwheel Chatter is published as a service for **TCBA members only**, to **advertise cycling equipment** free of charge. To place an ad, send email to chainwheelchatter@biketcba.org, FAX to (517) 339-1758, or mail to Charla Scheidler, 10384 Blackberry Ln., Haslett, MI 48840.

FOR SALE:

1. Very unique control Tech road bike with a Rockshox Ruby suspension fork. 50cm (C-T) Easton Elite frame, Mavic Classic Pro wheels, and a new Shimano 105 drive train and STI shifters. Showroom condition, comfortable and 19.5 lbs - \$950
2. Late 80's Bianchi Volpe road bike - great for touring/commuting. Tange Cro-mo 56 cm (C-T) frame has recent pro repaint. Equipped with current Shimano bar-end shifters, cantilever brakes, and a mix of 105 and Ultegra parts. Includes a Blackburn rack and matching Esge fenders. A great looking, versatile bike - \$600.

Call Chris (517) 789-6077 days.

FOR SALE:

1. Trek Classic Cruiser, men's red 20" \$100
2. Schwinn Air Dyne \$200

Call June (517) 374-0460 between 7 -9:30 PM

SUNRISES & SUNSETS FOR JANUARY, 2004

Date	Rise	Set	Date	Rise	Set
1	8:09	5:15	17	8:05	5:32
2	8:09	5:16	18	8:05	5:33
3	8:09	5:17	19	8:04	5:34
4	8:09	5:17	20	8:03	5:35
5	8:09	5:18	21	8:03	5:37
6	8:09	5:19	22	8:02	5:38
7	8:09	5:20	23	8:01	5:39
8	8:08	5:21	24	8:01	5:40
9	8:08	5:23	25	8:00	5:42
10	8:08	5:24	26	7:59	5:43
11	8:08	5:25	27	7:58	5:44
12	8:07	5:26	28	7:57	5:46
13	8:07	5:27	29	7:56	5:47
14	8:07	5:28	30	7:55	5:48
15	8:06	5:29	31	7:54	5:50
16	8:06	5:30			

MEMBER SPECIALS

Oak Park YMCA - SPECIAL

Thanks to a generous donation from the DALMAC Fund, the Oak Park YMCA now offers SPINNING classes! In appreciation of the club's support, TCBA members may take the classes for the same fee as a YMCA member. **This schedule begins January 10, 2004. (Some drop-in classes will be available during the first week of January-call for the schedule).**

One day a week/7 weeks

\$33.00 for TCBA or YMCA members

(\$68.00 for non-members)

Mon. 12:00 – 12:40 p.m.

Tues. 7:00 - 7:40 a.m.

Tues. 5:30-6:10 p.m.

Wed. 12:00- 12:40 p.m. (introductory class)

Thurs. 5:30-6:10 p.m.

Fri. 12:00-12:40 p.m.

Two days a week/7 weeks

\$58.00 for TCBA or YMCA members

Mon., Wed. 5:30-6:15 p.m.

Mon., Wed. 6:30-7:15 p.m.

Tues., Thurs. 6:30 -7:15 p.m.

One Hour Ride/7 weeks

\$40 for TCBA or YMCA members

Fri. 5:45 – 6:45 a.m.

Drop-In Class

\$4.50 for TCBA or YMCA members

Sat. 8:10 - 8:50 a.m.

Register at Oak Park YMCA, 900 Long Blvd., Lansing, MI 48911, or on line at www.ymcaoflansing.org, or by phone with a credit card at 517-699-YMCA (9622). Classes are offered in seven-week sessions, but if there is space available in a class that has already started you may register for the class for a pro-rated fee (sorry, late registration on the website will not pro-rate fees).

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.



E A S Y S P O K E N

Melvin, Ruby and Armada

Bitten, I was, by my two days riding the thumbnail of Michigan. I got the itch again. A favorable weather forecast for the next weekend tipped the scales. Friday through Sunday would have highs in the upper 60s and lows in the lower 40s. Winds could be helpful if I planned it right.

I decided to stay in the thumb, but to drop down to between the first and second joints. As I comfortably did 125 miles on my previous two-day weekend, I figured I could handle 50 to 60 miles a day.

I seek out roads that wiggle, or at least are not north-south or east-west. I also look for small towns. I decided to mostly focus on St. Clair County, which includes Port Huron, Algonac, and Marine City.

My MDOT (not DNR) map of St. Clair County turned up missing, so I went to visit Lucinda Means at the League of Michigan Bicyclists. There I got a replacement as well as the so-new-the-ink-was-barely-dry set of county maps created by SEMCOG (Southeast Michigan Council of Governments). The colorful SEMCOG maps show which roads are paved, traffic levels of some, and includes parks (and a chart of their facilities), bicycle paths and trails in the area.

Friday morning arrived, and the drive to the start was in a 40-degree light rain.

The Imlay City police said I could park my car at the nearby Senior Citizens building. At the library, a quick check of the weather radar showed green (moisture), with pockets of yellow (rain), from the Mackinaw Bridge all the way to Detroit. The predicted overnight temps were lowered to the mid 30s. Not wanting to ride in a cold rain, I killed more time with breakfast and a browse of an antique shop.

I headed out at noon. The first 22 miles got me to Melvin. Along the way, I visited Capac (KAY pack), rode two wiggly roads, and had riding surfaces varying from fresh blacktop with a wide shoulder to unpaved roads with some washboarding and loose gravel. Most of it was low traffic and out in farm country. The best unpaved roads were smoother than the worst paved roads.

In Melvin, I stopped in at the Wagon Wheel Market, a convenience store, where I met Theresa, the cashier. I wanted to know how the town got its name.

Well, the guy who started the town over a hundred years ago was named Hogg, and so it was named Hoggtown. By some coincidence, as farmers began driving their ham-on-the-hoof through town to the nearby railhead, it became better known as Hog Town. Well, the town fathers took exception to that and decided to find another name. The father with the most influence decided to name it after his wife Melvina. It was before women could even vote, and that name was rejected by someone with more power than Melvina's husband. So they compromised by dropping the last letter, thus getting Melvin. I just had to ask.

But there is more to this story. Theresa used to be an Eagle. (I didn't ask if her dad had any hair.) Then she married a Wetter. Fortunately, she didn't believe in hyphenated last names, but she did believe in fun. In fact, her whole wedding went hog wild.

It was not in a church at the altar, but in front of an arch made of hay bails. Serving dishes were made to look like hog troughs. There were hog salt and pepper shakers. The bride and groom toasted each other from cups shaped like pig heads. Their limo was a motor home, paint pink and made to look as much like a pig as a motor home can. The new Wetters toured the local towns in the Hogmobile. It was written up in a half dozen local papers about 8 years ago.

Yale is a clean and attractive small town. A man in his early thirties asked me where I might be going. When I told him "to Ruby Campground", he said he'd been there many times. I should ask for his favorite site on the creek - number 17.

After a tailwind pushed me 7 miles east, another 2 miles south got me to Fargo (MI) where my body was treated to some chocolate milk. I can go just about anywhere if I get some French toast in the morning and some chocolate milk in the afternoon.

A few miles later, I stopped to talk to an old guy working his garden by the road. He wasn't really old - he was only 80. He told me he was raised in Detroit and had seen Henry Ford go by in a sulky (a one-horsepower vehicle). He served during World War II in the Merchant Marine, hauling petroleum from Arabia. Being a quartermaster, he avoided having to clean the sludge out of the hold. He did see a nearby ship sink with a bunch of his friends aboard.

As we were talking, a couple people with horses came by, and then some more, and some more. They were going to ride on the Wadhams to Avoca Trail about 3 miles away, but their young leader got lost. Once they were on the ballast of the trail, they discovered some of the horses were only shod on the front. Their rear feet became bruised, and those riders became pedestrians. I think daughter and daddy are going to have a serious discussion when he finds out.

We now return to the gardener. He met a sweet young thing at the bowling alley, and now they are living together. She is barely 78. I decided it was time for me to ride off into the sunset.

There was a scary downhill into the Mill Creek valley. It was steep, and curvy, and fun. The scary part was realizing it would be going up like it went down. It was the first time this trip I pushed Sarah up a hill, but not the last time. Remember, this is in almost flat St. Clair County.

As I approached my last few turns, my map showed lines, but not names. When I asked a couple of boys on scooters for directions, they innocently gave me the long way around.

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Easyspoken - (continued)

Ruby Campground was not my first choice for the first night. I didn't even know it existed until I called Lakeport State Park. It was Halloween weekend and they were full. Ruby was one of the private campground alternatives. I had to reroute myself the night before, and I'm glad I did.

Three weeks earlier, Bob and Mary Shagena had bought the campground. It was the first campground I'd heard of that had a bicyclist orientation. With 66 mostly wooded acres and 5 miles of mountain bike trails, it is far enough from any city so that at night, you can see the stars and hear the wildlife. (www.rubycampground.com)

I was the only camper, so I could have my choice of 60 spots, but Bob wanted to show me his favorite. We went right past #17 to a private peninsula that Mill Creek meandered around. He called it "The Point". Nothin' but nature there, with the creek gurgling a few feet from where I would plant my tent and lay my head. This spot was IDEAL!

I woke up after 8 and the temperature was closer to 30 than 40. There was no frost. The outside of my fly was dry; the inside was wet from my condensed breath, even though I had the top of my tent door open for some ventilation.

I was packed and out of there by around 9, where I faced my second hill to walk - the gravel drive out of the campground. It didn't seem that bad when I came in.

The destination for today was Algonac. I was sure the state park wouldn't be having a Halloween celebration because I remembered that Lakeport and Algonac were on different weekends. But I get ahead of myself.

Breakfast was less than 10 miles away in Wadhams. Half the distance to the goal line was on wavy and serene Abbotsford Road. Just inside Wadhams, I came to a fork in the road. Well, it really was on the shoulder, and who knows where the knife and spoon were, but the tines were pointed right in my direction. I stopped and got a photo.

I approached a couple in a grocery parking lot to ask about a place for breakfast. I was encouraged when I noted the woman wearing a large pin of a bicycle. They suggested a 'family' restaurant about three miles away, or the cafe across the intersection, which was a favorite of the locals. The cafe served me good hot chocolate and French toast, and a heavenly slice of lemon meringue pie, but zero conversation. I guess I looked like a guy who slept in a tent and had missed a shower and a shave. Now, why would they think that?

The leg to St. Clair was over 20 miles and included two unpaved wiggly stretches and 5 miles of high traffic road. This is where anticipation and reality clashed. The wiggly parts were not bad, but boring. Three miles of the high traffic road had a multi-use path alongside. It was nicely paved, with few others using it, and I flew with the tailwind.

In St. Clair on MI-29 along the St. Clair River, I stopped to talk to a Harley rider. He had come 25 miles north to smoke his pipe, then go another 25 miles back. I told him I did that on my loaded bicycle the day before, except I didn't

smoke anything.

Just down the boardwalk, my attention was drawn to a full-size sculpture of three bicyclists. As I got closer, I realized the sculptor was not much of a cyclist. The mother in the middle had both hands stretched to the sky with her hair blown back by the wind. The dad on the left was holding onto one of her hands, with his right foot planted firmly on the ground. The kid on the right was caught zooming past on his training-wheel-equipped bike. No one, of course, had helmets.

The last 14 miles to Algonac State Park were split fairly even thirds between a multi-use path, the Bridge to Bay Trail, and MI-29. As I approached the campground, it looked like I beat everyone there. Getting a spot would be no problemo. Then I read the sign at the entry building - just after their Halloween party two weeks ago, they closed for the season for significant repair and improvement.

It was still early. I don't make good decisions on an empty stomach, so I wandered south down a MUP (Multi Use Path) that went through the park, then west along MI-29 a ways to a McD's for a fish sandwich and fries. Two kids were hanging out there, looking for anyone who bought fries who wasn't playing the latest game. They wanted my fry box.

I took a look at my maps to consider alternatives, then asked the kids how to get to the MUP I just got off of. They had bikes, and would take me there. One of them had a small single-speed bike. The seat was all the way down. On the down stroke, his knee almost hit the handlebars; on the upstroke, his chin was at risk. Still, I clocked him at 14mph as we rode along.

I went to end of the MUP, just north of the state park, and took the road along its northern border for a mile and a half. I spotted a hunter who had just parked near an open field and discussed my options. Yes, it was hunting season, and the area I was looking at was open to hunters. But it was only small game, and it was unlikely I would become a target.

I had a decision to make, and made it. I broke camp around 9 the next morning after another ccccold night. I had been bothered only by the thoughts running around in my head.

I planned to have breakfast 17 miles down MI-29 at New Baltimore. It just didn't work out that way. I rode the MUP for a third time, then wandered through Algonac. There was a man walking ahead of me with an empty newspaper bag over his shoulder. He convinced me to avoid taking 29 and use the back roads. They were quiet and scenic and unaffected by the cold wind blowing off of Lake St. Clair. At Starville, I bought a half-gallon of chocolate milk.

I avoided all but 4 miles of 29, but after a mile back on it, I had to stop for food when I spotted a 50's cafe.

Fortified with another order of French toast, I headed down the rest of wide-shouldered 29 to New Baltimore, then angled northwest to a curvy road at Wolcott Mill Metropark. There was an educational farm - someplace city folks can learn a thing or two. I decided to see what I could learn.

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Kids Repair Program

History

The idea for the Kids Repair Program (KRP) began in 1995 when Curt "Grandad" Eure was working along side area youngsters to help beautify their neighborhood. Through ongoing conversations, Grandad discovered that kids were losing their bikes to theft and neglect.

Area residents, police, clergy and city officials observed the positive changes taking place in the neighborhood and the enthusiasm of the children. The community police officers even held a picnic for the entire neighborhood to help celebrate their achievements.

Grandad worked with the children to help them learn responsibility and realized that an excellent way to teach this concept was through bicycle ownership, safety, repair and maintenance. The bike program was developed based on this idea. Grandad began by sharing his funds, seeking donations of bicycles and finding support from people who were as committed as he was.

The Lansing police Department began donating bikes and helmets, and the Lansing City Council gave their endorsement to the project. A grant was received from the Mayor's office, equipment was purchased, and more children were recruited. Soon, area children were busy repairing bikes, learning safety and coaxing other neighborhood children to join them.

In 1998, through networking with area agencies, Grandad was able to relocate the program to its current space at Impression 5 Science Center. The present space has been maximized and a new donated location of 4,000 square feet is being sought.

What is Kids Repair Program

KRP is a non-profit 501^c(3) organization that teaches bicycle safety, repair and maintenance to students 9 through 17 years of age in the greater Lansing area. Annually, 120 children complete the program.

This ongoing neighborhood volunteer project requires an application of permission by a parent or guardian for acceptance into the program. Once a student's application is approved, an orientation and registration session is held to provide information to the students and their parent/guardian.

Classes with planned lessons are taught and supervised by certified volunteer instructors. Each student is provided 21 class hours of instruction.

To enroll children in the KRP program parents/guardians can call (517) 485-8956 for an enrollment form. Better yet, they can stop by, pick up a form, and meet the staff in person at 208 Museum Drive, Lansing. Office hours are listed below.

Children enrolled in the program receive a bicycle appropriately fit to their size, a new helmet, reflectors, a bike lock, graduation party upon completion of the course, and 21 excellent hands on hours of instruction. The estimated value of the items earned by students is a minimum of \$150 per child.

KRP is a hands-on-minds-on learning project for young men and woman. Besides learning bicycle safety, repair and maintenance, students learn to be responsible, build character, and become part of a greater community.

For additional information or to get involved, call (517) 485-8956, or stop by and meet the staff in person at 208 Museum Drive, Lansing. Office hours are: Tuesday and Thursday from 9 AM to 7:30 PM, and Wednesday and Friday from 9:00 AM to 5:00 PM.

Easyspoken (Continued)

I found farm animals and buildings, and two guys with tools. One had a shovel; the other had a metal detector. They were looking for the metal handles of a septic tank.

They had already dug several places unsuccessfully. It turned out the metal detector was getting a hit every time the sensor got close to the workers steel-toed shoes. Oh well!

I missed a turn and ended up in Armada. I made the best of it with a trip to an IGA for cheese, meat, and a banana. I took it all to the town park - a small grassy downtown lot between two businesses. It had a bench, a picnic table, and a place to play chess or checkers. And now it had me.

With my belly happy, I headed on out of town, but on the wrong road. A couple working outside helped me avoid going to Memphis. They said I needed to go two miles back to Armada, then head north on North to Berville.

Eight miles after Berville, a chocolate fudge sundae in Almont had my name on it. I sat on a bench enjoying it, while watching the traffic on the busiest road at the busiest time of day. I figured I'd have to take the last 7 miles to Imlay City in stages.

Wrong again! M-53 had a shoulder wider than the traffic lane - all the way. To top it off, there was a strong tailwind. I was flying with little effort. What a great way to finish a tour, with energy to spare!

This late in the year, you have to be ready for cold weather. On this trip, the overnight temperatures approached freezing. At one time, I rode wearing a shirt, sweatshirt, and wind jacket, plus shorts and sweat pants. Add to that a balaclava, bright orange Thinsulate hunting mittens, socks and oversocks. By noon the last day, I had packed everything I could without being arrested.

This trip logged 175 miles, and left me feeling great, and a couple pounds lighter.

It's getting time for doing our touring by remote control. Here are a few of my favorites:

Books:

Miles From Nowhere by Barbara Savage
ISBN 0-89886-109-8

The Lead Goat Veered Off by Neil Anderson
ISBN 0-9686740-0-3

Websites:

Ken Kifer's Bike Pages
<http://www.kenkifer.com/bikepages/index.htm>

Mark Boyd's Europe Trip 2003
<http://www.cs.unca.edu/~boyd/touring/tour03/tour.htm>

Dick Janson
Just Me and Sarah Dipitee
dickj@tds.net