

## The Spokesman



### In This Issue:

Letter from the Pres . . . . .	1
Barb Cowan, Pres, BBC	
Birmingham Bike Club Board Of Directors Meeting – March 10, 2010 . . . 2	
Vicky Reburn, Club Secretary	
Return to Wilsonville (cue the violins). . . . .	3
Clinton Slayton	
Know your Gear Ratios . . . . .	5
Larry Myers	
Take the No Phone Zone Pledge . . . . .	6
Ozark Roads around Fayetteville, AR. . . . .	7
Ken Kirby	
Possum commuting . . . . .	8
Clinton Slayton	
Tour de Iron Butt Stage 1 Results. . . . .	13
Bikes (Trikes?!) in the News . . . . .	14
BBC Calendar . . . . .	14



### Letter from the Pres

Spring has finally arrived. Daylight Savings Time is upon us. The riding season has officially begun. The interactive ride calendar is filling up. A very special thank you to our ride leaders for March: Eddie Owens, Chris Argo, Barb Cowan, Ed Carmack, Stacy Traffanstedt, Vicky Reburn, and Mike Cowan.

### 2010 Ride Leader stats through March:

Eddie Owens	15	Mitchell McIntosh	2
Chris Argo	11	Stacy Traffanstedt	2
Barb Cowan	6	Susan Goertz	1
Ed Carmack	5	Lora McIntosh	1
Doug Daughhetee	2	DirtDog	1
Mike Cowan	2	Vicky Reburn	1

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

The Tour de Iron Butt Prologue Time Trial and Club Picnic is on the calendar for Sunday, April 11th. Registration and check in for the TT begins at 9:00 a.m. and the TT begins at 10:00 a.m. Look for the registration table near the paddle boat parking lot on Terrace Drive. We'll follow this with an "all riders" club ride at noon and picnic at 2:00 p.m.. If you don't want to participate in the time trial, come cheer for your fellow club members. The first century stage of the TIB Challenge has been completed. Look for the results in this issue.

Our next general membership meeting will be held May 17th. We will be showcasing the Stephen Auerbach film, The Race Across America Bicycle Dreams. It's the race for life. Our guest speaker will be Mr. Tracy McKay of TRANSITIONS Multi-Sport Training & Development. Tracy has had three RAAM starts and two finishes. Come hear his story. We'll meet at The Rogue Tavern at 6:00 p.m. More information will be forwarded as the time draws closer.

I think we've had a fantastic start in 2010. Keep the enthusiasm high and let's move forward. Remember, if you don't see a ride on the calendar you like, maybe you should lead one.

Stay safe and see you on the Road.

Barb Cowan,

Pres, BBC



## **CORRECTION - to the March 2010 Possum Cycling article**

Possum cycling

Named my ski socks as being from Cable & Sons, should read CABOT & SONS. Sorry, again, I was writing at work from memory.

Clinton



## **Birmingham Bike Club BOD Meeting – March 10, 2010**

The Birmingham Bicycle Club (BBC) held a Board of Directors meeting on March 10th at Jim N Nick's Restaurant in Five Points. Members present were: Barb Cowan, Lorraine Lagrange, Dan Watson, Laura Bass, Susan Goertz, Vicky Reburn, and Carl Cummins. Lorraine presented a financial report and progress on opening a new checking account for the club.

Design plans for the club's new jerseys and shorts were finalized and a decision was made to order them from Champion System Custom Clothing. They have a high quality product at low cost. They have a ten piece minimum on initial and reorder. This will allow us to queue orders and reorder at every ten count. The board agreed to place an initial order of ten to secure the templates for final design and receive a sizing kit to true up sizes for those wishing to order. Cahaba Cycles will sponsor the club's jerseys. All local bike shops have been contacted

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

to see if they are interested in sponsoring the jerseys via pocket advertising. "Share the road" and "3 Feet Please" will be used if ads are not placed on the pockets. A deadline of March 31st was set.

Barbara is working on a standard order form and will send out to our general membership and have available for the April issue of "The Spokesman".

Plans were finalized for the Prologue which will be held at the Marina parking lot on Terrace Drive in Oak Mountain State Park on March 21st. Spotters for alerting vehicles to be aware of merging cyclists were discussed and a minimum of four volunteers were decided upon to help with traffic flow.

An "all riders" ride and club picnic will be held at the Blue Jay pavilion on Terrace Drive after the completion of the prologue. Everyone is encouraged to come out to the prologue, even if only to cheer on the riders and enjoy the picnic. (NOTE: This event has been moved to April 11th)

Plans for the general membership meeting for May were discussed and agreed upon.

The Club will showcase the movie "Bicycle Dreams".

Vicky Reburn  
Club Secretary



## Return to Wilsonville (cue the violins)

Clinton Slayton

Chapeau to Barbara Cowan for showing up last month when I soloed the preTour de Cure Chelsea-Wilsonville Figure 8. The ride had been called off, but there are persistent idiots like me who have to get a training ride in no matter what. She still showed up and gave me the map, I don't know what I was going to do without it.

I was out of town for the "makeup" ride, doing a 60.6 miler in Lexington KY, so this was another solo venture.

In the first ride, the temperature never rose above 38 deg, despite the weatherman's guess that it was going into the 40s. I was three-layered on top and two on the bottom, so at least I was prepared. I kvetched to Barbara about the chip-and-seal on AL 109, but this time I found out why I was sent there. I also had a computer that was telling me that the ride was 46 miles, so I wanted a rematch with my new computer setting.

This time, I was optimistic and went with two layers above the belt (but with arm warmers on the trip back) and only one layer below, with the bottom of the bib knickers overlaying a few inches of wool ski sock. Nirvana for knees, at forty degrees.

I left at 10:10, I was going for a power session this time, vowing to not leave the Big Front Ring. I immediately folded on the first big climb out of the park on 39, since paper-boying on that road can be disastrous, but I stayed true until...more about that later. The buzzards and the ghostly Great Dane were gone, but the rollers

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

on 69 were curiously still there. The trip down was exactly 1 hour and a half to the BBQ spot behind the grocery store. I attribute this not so much to my strengthly loins, but to the fact that I was not constantly looking at the map, and I was probably getting some tailwinds. My average was 15mph, not bad for me. First time out, I thought that I had bypassed part of the route on the cue sheet/map, but that was a cold-induced brain cramp, I did indeed follow the route to the letter for both rides. I left at 12:10, I am a bit anal about “symmetry” when it comes to departure times, makes the progress so much easier to compare.

Not wishing to face (well that’s not the right expression), let’s say, arse about with the chip-and-seal on 109, I kept an eye out for the dog Barbara warned me about. At the corner of 56 and 55N, there were two retrievers or big spaniels who were essentially lawn ornaments. One barked, I barked back, I think we are now friends. That could not have been what Babs was talking about. A few yards up the road, I looked to the right rear and spotted what looked like a lion springing across the Serengeti, except he was barking. Now I am a dog lover, but since I was brought down as a mere lad by an Alsatian/German Shepherd, I consider such attacks a failure on the part of the owner. Since I cannot cleat the owner, the dog may have to get a face full of Speedplay metal. I was already doing my alpha male bark, which scares even me, and he stopped about where I could feel his hot breath through my Lycra. I do not think he was going to bite, but I was not prepared to find out. He wussed out before I could rotate the cleat up to his muzzle. Since I plan to continue training on this route, I have bought my first dog-specific can of HALT!®. This was a seriously big dog (some sort of mix of a Chow with a...lion). He is in need of some aversion therapy, and I am in the need of giving him some, because 55 is so much nicer than 109. If you Google Earth this intersection, he lives apparently at the second house north of the intersection.

438 was as superb as before, but the rest of the trip back was in the teeth of headwinds from the north. After the turn onto 47 N, at the first hill, I wimped back on to the small front. I tried to power over the crest and was hit by a wind that nearly pushed me back up the hill and kept what should have been an over 20mph descent was a struggle to keep at 12mph. Still, there were no “Oh God when will this be over” moments, and except for the wind, I enjoyed a bit of sight-seeing and bird-watching instead of studying the view over my hands clamped to the bars. The meteorological people got it right this time, it did warm up a bit as the sun shone, no snow like last time. And I stayed on the big front the rest of the way.

The stylish Italian bar-end mirror gets mixed reviews from me. There are plenty of hand positions that block the view, and I am still startled by really quiet cars, since the noise usually warns before the mirror comes into play; basically anything vaguely box-like in the mirror is assumed to be a car, even when it is a mailbox. I am sure it is better for seeing approaching cyclists, but I have yet to use it on a group ride.

I again opted for the Paris-Roubaix version by going across 337, but I cut through the school parking lot before getting back onto 39, the worst road on this route for traffic. My total average was 13.9mph, for a 3 hour and 5 minute ride, just shows how nasty the wind was on the relatively flat return. There were some cars at the playground that indicated that there were some other riders out there, but I never saw one. Computer gave 43.24 miles as total.



The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

## Know your Gear Ratios

Larry Myers

On a recent ride with a cycling friend of mine (who will remain un-named), he/she asked, "What's the big deal about gear ratios, what's it really mean?" This may have been just a chance to spin me up and get the "engineer" in me to try to explain this subject. Nevertheless, I immediately took it as a challenge to explain the concept in laymen's terms so that a non-technical rider could appreciate the gearing on their own particular bike. I decided to try and answer the question on bike gears and gear ratios by describing my bike. This discussion may be nothing new to you gear heads out there, but a novice rider might find some valuable info here.

I have two front chain wheels with 53 and 39 teeth, respectively (your standard double crank). On the back, I have nine gears with different number of teeth. They have 27-24-21-19-17-15-14-13-12 teeth, respectively.

That gives me 18 combinations for an "18 speed" bike (a lot of bikes now have 10 speed cassettes on the rear). The whole idea behind multiple gears on a bike is to let you change the amount the bike moves forward with each pedal stroke. So, it's all about the "gear ratio".

My "lowest" gear ratio is 39 on the front (the smaller ring), 27 on the rear (the largest), or 39/27, which equals 1.44 gear ratio. That means for each full pedal stroke, the rear wheel turns 1.44 revolutions. Good for climbing steep hills very slowly. The bike moves forward about 125 inches for each pedal stroke. And at a cadence of 60 rpm, that's only about 7.1 mph. Slower cadence results in slower speed, but distance traveled remains the same for each pedal stroke.

For the techno-nerds out there, here are the equations involved:

Distance (D) per pedal stroke (in inches) =

$$\text{Wheel Diameter (mm)} / 25.4 \text{ mm/in} \times \text{gear ratio} \times 3.14$$

I have 700 mm diameter wheels. Some of you may be riding the smaller 650 mm wheels.

For the example above:

$$D = 700 / 25.4 \times 1.44 \times 3.14 = 124.6 \text{ inches per pedal stroke}$$

Speed (S) at a cadence of 60 (in mph) =

$$(D \text{ in/stroke}) \times (60 \text{ strokes/min}) \times (60 \text{ min/hr}) / (12 \text{ in/ft}) \times (1 \text{ mile}/5280 \text{ ft})$$

For the example above:

$$S = 124.6 \times 60 \times 60 / 12 \times 1/5280 = 7.1 \text{ mph at 60 rpm cadence}$$

My "highest" gear ratio is 53 on the front (the big ring), with 12 on the rear (the smallest), or 53/12, which equals 4.42 gear ratio. Or, for each pedal stroke, the rear wheel turns 4.42 revolutions. Good for racing on flats and downhill! Now, the bike moves forward about 382 inches for each pedal stroke. At a cadence of 60 rpm, that's 21.7 mph. And, if I could double the pedaling rate to 120 rpm, the bike would have a maximum speed of 43.4 mph! But that's hard to keep up for very long!

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

Here are the equations again:

$$D = 700 / 25.4 \times 4.42 \times 3.14 = 382.5 \text{ inches per pedal stroke}$$

$$S = 382.5 \times 60 \times 60 / 12 \times 1/5280 = 21.7 \text{ mph at 60 rpm cadence}$$

Just remember – climbing, lower ratio is better,..... racing, higher ratio is better.

Obviously, with so many gear combinations (especially on a triple crank), there is some overlap of gear ratios. And a compact crankset (usually a 50/34) offers other options to consider, usually not as low a gear ratio as a triple crank, but lower than a double, and less weight to move uphill with still a good high gear ratio. The choice of cranksets and rear cassettes is entirely an individual preference and should complement the type terrain you will be riding the most.

The important thing to know when shopping for a new bike is to look for a high gear ratio of greater than 4 (good, and almost all bikes have this), and a low gear ratio of less than 1.5 (good), less than 1.2 (great, most triple cranks). Any good bike shop salesperson will know the gear ratios of their products.

And that is why a bike has gears !



## Take the No Phone Zone Pledge

**I pledge to make my car a No Phone Zone. Beginning right now, I will do my part to help put an end to distracted driving by pledging the safest driving behavior I can commit to.**

**I will not text or use my phone while I am driving. If I need to use my phone, I will pull over to the side of the road.**

Millions of people text, talk or e-mail on their cell phones while driving—a recent survey finds that 71 percent of people between the ages of 18 and 49 admit they text or talk on the phone while they drive.

If you think you can call, text and drive at the same time, you cannot. That message you can't wait to send or receive could kill. Distracted driving is an epidemic that is sweeping through our country, claiming lives and destroying families.

**It all starts with I.**

**Share the roads and keep them safe!**

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

## Ozark Roads around Fayetteville, AR

Ken Kirby

During spring break each year my wife Sharon attends a woodcarving workshop in Winslow, AR, about 20 miles south of Fayetteville. This year I decided to drive her up and stay the week. Initially, part of the activities I planned for myself included some cycling, but for a variety of reasons I decided at the last minute to leave the bike behind.

When we arrived, I discovered that U.S. Hwy. 71, which runs right in front of our B&B, was something of a cycling hotspot. The owner, Glenn, even asked me if I had brought a road bike—apparently Sharon had spread the word during the planning phases of the trip that I was going to ride. When I told him no, he offered to let me ride his 1987 Cannondale and go out for a short ride together the next day.

U.S. 71 runs south from Fayetteville, and I explored most of the 38 miles that make up a 76 mile out-and-back from Fayetteville described on MapMyRide.com. This entire length had reasonably clean, well paved



but unmarked cycling lanes. The Ozark scenery was okay, with some good views of mountains that reminded me somewhat of West Virginia—a fairly even horizon of flat mountaintops with numerous valleys in several directions. The neighborhoods were varied; some were “old resort” quaint, somewhat like Mentone, and some were, unfortunately, more run down. But I never felt unsafe. I encountered a few other cyclists and discovered later that the Purdue cycling club was in some cabins down the road.

Actually, the only place I saw any cyclists was on U.S. 71. I drove parts of a few loop rides I had found on MapMyRide.com, and they were serviceable country roads, some with and some without a white



Here I am on a borrowed 1987 Cannondale with toe clips, wearing a \$2 thrift-store Huffy helmet and no gloves. This Roman Catholic shrine near the top of Boston Mountain was lovely.

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

line, that passed through scenic farm land. But Glenn, and also a mechanic in a Fayetteville bike shop, said to proceed with caution on back roads if you weren't with some local riders, so I stayed off them.

The local folks we met were mostly associated with the wood-carving workshop, which was held in a pioneer cabin by two sisters from a famous Ozark family of craftsmen (their father was featured in National Geographic in the 1970s). The sisters, lifelong residents of the area, were fun folks who were steeped in local lore. For example, they told of the native farkelberry bush, abundant in the woods around the cabin, and of the creatures that fed upon it—the curly crested sammulated farkelthrasher, and Farkelpithecus ozarkus, apparently a diminutive Eastern relative of the Sasquatch.

All in all it was a nice week, and I enjoyed some fairly strenuous 15 to 20 mile training rides along with a variety of other activities. I don't think it's a "destination," but if you are going to be in the region, a ride or two on U.S. 71 would be worth the time.



I arrive at our B&B, a comfortable and reasonably priced place that serves some really good European pastries. Both Sharon and I, however, found fault with the name, she because of the unnecessary variant spelling of "View," and I because the sky is visible from almost anywhere.



## Possum commuting

Clinton Slayton

You bent people just stay quiet, I know that little of this applies to recumbent bikes, but there may be a nugget or two worth your while in these columns. Off Roaders with knobblied may even find something of value, but this is mainly aimed at folks who have only one road-type bike for all-around use.

Having surveyed my latest purchases of VeloCycloRoadSport magazine, I am as always appalled at the recommendations, not that they are not stylish and effective, but that anyone would pay \$120 for a backpack to commute, or \$210 for a pair of Rapha slacks. Geez!

Remember, this column is based on what you can find in the Birmingham area, online, or within a reasonable distance (say, Chattanooga-Atlanta-Jackson). I am dropping the fussy little trademarks, most of you know a brandname when you see one.

## Basics – the philosophy of sailing

All cyclists considering commuting should be compelled to crew on a sailboat. It just so happens that I used to crew on a sailboat, and there is a simple rule that all sailors know: if it is not battened down and shipshape, Bristol fashion, you will lose it overboard, you will stumble over it, it will hit you suddenly, or any combination of the above. Anything "loose" could kill you in a worst-case scenario. As a (less dire) example, I failed to double-

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

check my Superflash one day, probably not long after changing the batteries. When I hit the crappy rain channel at Brookwood Mall going over to the Lakeshore Trail, I heard the snick-snick of something going overboard, and before I could turn around, the sickening crunch of a lens and batteries being flattened by an auto. All I had left was the seatpost bracket and the little plastic tub that held the guts. Not life-threatening in the context of being within five miles of home in broad daylight, but money down the drain. I do not fault the light. Check and double-check, Murphy's Law is the Law for both sailing and cycling. Just hearing something fall can cause you to follow suit, and doesn't nearly everything fall off on a descent or at a busy intersection?

### **Basics (the bike)**

After the childhood phase of "English racers" and 20-in banana seat bikes, I went from a 74 Motobecane Grand Touring (steel) to a 97 Bianchi San Remo (steel) to an 05 Specialized Roubaix Elite (carbon) to two S-Works Roubaix (my made-up plural). Only the first bike was "new," I think, but it was French, so *je ne sais quoi*. The 97 Bianchi was bought "new" in 2000, when its seven? eight speed? cassette was considered *passee*, undoubtedly the canti brakes and general practicality made the bike seem dorky, it was ahead of its time. The 05 Roubaix Elite was a "demo" model at a considerable discount (the whole bike for about the frame price) and the S-Works Roubaix were bought as one used frame one model year back, and another was an unused frame that was two model years back. Unabashedly road bikes, you say? I say: not necessarily. I look for relaxed geometry (from my old touring days; the old San Remo would still be an excellent cross-country bike today, if I could pull nearly 18lbs of steel up a mountain). The point I am making is that most of these bikes were purchased with certain options in mind, to wit, can tires wider than prissy little 20mm racing tires be mounted? Can I carry a simple multitool for most adjustments? Could I put flat bars on them? (I would not put flat bars on my S-Works roadsters, but any of others, sure.) I think flat bars make sense if you are in a real urban environment. I got passed a day or two ago by a guy on a Kuota with flat bars, and I was head down and planning on giving him a pull the whole way. There is a lot to be said for seeing and being seen.

### **Basics - Tires**

Virtually any kind of bike can be used as a commuter, as long as the rider can handle the thing, but flat tires are no fun on a commute, especially on the way in. There was a time when I never rode anything smaller than a 25mm, because the comfort and range of pressures for these larger tires make them better for commuters. Things have changed. My possum recommendation for commuting if you must run 23mm is the Specialized Armadillo All Conditions (about \$60@ most places). I run them with standard Specialized long stem tubes, never anything called "superlight" or "racing." These are not cheap tires until you factor in the fact that I have never changed my original two after over 1500 miles. And they are way cheap compared to Continentals and Schwalbes that claim to be puncture-resistant. That makes this a cheap tire. These are not light tires, either. If you want lightness but are willing to put up with an occasional flat, the Michelin Lithion was my choice before the Armadillos and I still ride them, you can find them for as little as \$13-\$35 online. I cannot afford to try the Schwalbe Ultremos, so cannot comment on them. You just don't find those in Bham. Before I went to the Armadillos, I was averaging a flat once a month, nobody cleans up road debris anymore. I am about to try the lighter Schwalbe Duranos, so I cannot comment on them yet. You just don't find those at stores in Bham.

I have no possum recommendations for tubulars, they scare the bejeebers out of me, so comments are welcome on that subject. I cannot imagine commuting around Birmingham environs on tubulars.

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

### **Specialized Armadillo All Condition clinchers**

PRO: Have not flattened for me in over 1500 miles, under Homewood – Vestavia – Liberty Park - Mountain Brook commuting conditions and some near-centuries. Fair grip in rain, better if you take the pressure down from max.

CON: Will have to be ordered at Bob's or Bike Link, no one around Bham stocks them. Heavier than racing/training tires, can be a @&\$\* to mount. Not cheap until you have used them as long as I have. Minimal siping might make visual indications of wear problematic.

### **Michelin Lithion**

PRO: Kicky colors, if you are into that kind of thing, cheap if you can find them, good for everyday non-racing use. Good grip in rain. Siping on edges gives good wear gauge.

CON: Hard to find these days. Good puncture resistance, but not close even to Armadillos. Color strips along sides show dirt and tear easily, but this is cosmetic.

### **Basics – Wheels**

I realize we are on grounds that some readers deem to be near religious, but so be it.

Some people use the OEM wheels (so often Mavic and ALEX) on their bikes happily, I never have. Years ago, I took a chance on a brand famous for their low price, and have never looked back. John Neugent of Neuvation has the kind of customer service that does not seem humanly possible these days.

I started with the M28 Aeros, because I really disliked the ALEX wheels that were OEM on my Roubaix Elite. I just knew that a carbon bike should climb better, and the M28s were a revelation, very quiet, stiff and dependably true. My only problem was the amount of crosswinds the blade spokes caught on the Shades Mountain ridge.

I took advantage of another sale and went to the (round spoked) R28 SL models (later eBaying the M28s). I immediately complained to John that for all their lightness and nimbleness, the hub was much noisier...so he sent me another hub. I was hooked. I have bought 6 wheelsets from the man, but remember, this was for three bikes over time. When I started to get some spoke-rubbing with the Campy Record (10) derail, John relaced two wheels for my shipping cost to him (always keep your wheel boxes, always). This guy is in San Luis Obispo and I am in Alabama and he seems to be down the block, in terms of his responsiveness.

You cannot blink when John clearance-prices the “next to newest” models, smart riders will clean him out before I can get my credit card number typed in. These wheels are alloy, fabricated in Taiwan, and very light. Nothing else comes close for the weight/cost ratio. Everybody hates his decals, but you can peel them off, I always leave at least one because I am so bullish on these wheels. Something identical to the M28s have also been marketed by Performance as Fortes with the model name of Titan, Supergo sold them as Super Korsos. Those were the first ones I bought (I think).

I later opted for John's ceramic bearing option (Enduros) and started feeling some “catch” in one rear set after a couple of thousand miles. I contacted John, he stated that they had not come up to expectations, and that they no longer offered them, but he sent me replacements for free.

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

The only wheel technology that threatens my tax rebate is the Hed C2 wheel rim concept. It seems like a brilliant design, but they are out of possum range (\$850-1500). I have also heard good things about ROL wheels for value, but have never used them. Mavic wheels scare me. I have one CXP22 behemoth that I use on my trainer, and that's it. I got a deal because a customer backed out, and it already had a Campy hub. Too much inconsistency in manufacturing for me to buy Mavics under any other circumstances. I am also spooked by the Spec Roval Star and FSA wheels that do not use standard length spokes or have odd hubs. Seems like there is going to be noise, constant adjustment, and a frustrated rider in their future. I could be wrong, let us know.

### **Neuvation R28 SL3 (gone), SL5 (going)**

PRO: Inexpensive, two sets for less than the price of any other comparable quality set of one, exceptional customer service. Section is medium deep but can be run (with difficulty and a lot of profanity) with regular tube stems, work better with longer stems.

CON: The default decals are universally loathed, takes a while to get them off. Braking surfaces are machined as continuous groove and very hard to keep clean.

Dork factor: May suffer from the same perception of Bell brand as just too inexpensive to be good, but I now ride a Bell helmet (as do a couple of Pro teams), good value for the money always trumps dorkiness. Wave your Possum flag!

### **Basics (hauling)**

I have never enjoyed riding with anything on my back, but before I began my 20-mile commute regularly, I could not ignore the only other bike commuter at my workplace at the time, known far and wide as Stickboy. The Stick always rode with a pack that made him look like a seriously overloaded question mark, whereas I do not like looking back and seeing something in my peripheral vision, and I hate having anything on my back in the summertime. But I could not fault the Stick's dedication and much superior technique, so I decided to divide my seasonal hauling: in the summer, I use a rack and trunk, and in the fall/winter/spring, the backpack.

There is no real possum way to rack-and-trunk, these need to be light and well made, especially when you are attaching them to a carbon seatpost. I use a Delta Post Haste rack (on sale). For the trunk, a Delta Post Haste trunk (on sale) for little stuff and a Jandd Police Trunk for serious hauling. The Jandd Polices are hard to find, some sites actually will not sell them to you unless you are in law enforcement. I bought mine from Jim at the late lamented Crestline Cycles, so that tells you how long mine has lasted. Next time you see a mall cop on a bike, chances are he/she has a Jandd. The weak point on all trunks are the zippers, and my Jandd has a stuck zipper for the expansion section, so it just stays expanded, but that does not matter, since it still lies flat until needed. The connecting points to the rack are excellent for both of these models.

Trek/Bontrager came out with a superlight rack which was caviar, I wonder how many they have sold?

There is, however, a possum way to backpack. I use a Adidas Sack Pack (\$8.00 at T J Maxx). This is not waterproof, it has mesh vents. I prefer this to the \$60-120 types that promise waterproof, because ziplock bags are very cheap and light and you can get them in almost any size. I do not mind a ventilated pack. The only challenge with the Sack Pack is to find the ones with tape (flat) straps and avoid the ones with cord (round) straps. They both work, but the flat tapes are marginally more comfortable. Real packs with cushioned straps

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

and a multitude of zips are heavy, expensive, and have to be dug through, the Sack Pack you just fill and dump. The only exception: you can occasionally find kid's backpacks (really bookbags) with wide cushioned straps and simple design, but now most everything looks like it is designed for survival on the Appalachian Trail.

Nike has a large range of more traditional backpacks that look good and relatively light and are between \$45-\$60 retail, but I have never used them.

### **Adidas Sack Pack**

PRO: \$8.00, holds stuff. Simple flap over a drawstring mouth, with velcro'ed pocket and some sort of iPod rectum that is perfect for hanging a dangly light, or I suppose, wiring a satellite dish to your back.

CON: No stiffness, so load can get shifted to one side while riding; vented with mesh so not waterproof, if that matters; they don't seem to make them in any high-viz colors, but you can get some with college mascots on them (!?); straps are not cushioned and there is nothing on it to pull the straps away from the shoulders and toward the center of your chest (I use a Velcro thingy for this). If you carry a laptop to work, forget it.



Dork factor: Riding a road bike with a pack on your back is inherently dorky to me, but I have gotten over it. I leave slacks and shoes and shirts at work and only carry socks and underwear, and use the pack mainly for hauling unnecessary layers back on warmer afternoons, or for weekend shopping.

### **Delta Post Haste Rack**

PRO: Solid, well designed, post mounting is fairly primitive, but works

CON: Would be better with an adjustable tension mount instead of four stark and fumbly bolts.

Dork factor: in the eye of the beholder, back comfort cancels out this consideration for me. Looks a little strange on a superlight down-barred carbon bike, and dismounting is a challenge with weighty load, since the balance shift makes a superlight come alive with displeasure.

### **Jandd Police Trunk**

PRO: Huge capacity, large top and side pockets, sides very rigid, can hold a half-gallon of milk and then some.

CON: Hard to find, not cheap, stands up high so can be difficult to straddle. If loaded fully, best to remove from the trunk immediately after dismounting, and carry with strap.

### **Delta Post Haste trunk**

PRO: Various capacities, matched to Post Haste for connections. Top pocket for tools, spares, etc.

CON: Easy to find, sides not terribly rigid, will bulge out eventually after use.



The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

## Tour de Iron Butt Stage 1 Results

Barbara Cowan

The first century stage of the Tour de Iron Butt Challenge has been completed. We had 18 participants and one club member join in the Woodland Calhoun Century Challenge in Anniston, Alabama. It was a cool blustery day with temps finally warming up around noon. There were nine participants who completed the challenging century route including Baines Gap. There were six participants who completed a more easier century on the Chief Ladiga and Silver Comet Trail.

Steve Jones was the blind draw Stage Winner. He automatically received the 100 mile 20 mph time of 05:00:00. All riders who finished with Steve receive the 05:00:00 time plus one minute.

The blind draw time bonus was for a double standard crank. All participants who rode a bike with a standard double crank received a 1 minute time bonus. We only had two riders meet this criteria: Steve Jones and Billy Sims.

### Men's Division

1. Steve Jones	04:57:00	Yellow Jersey Leader
2. Ed Carmack	04:59:00	
3. Jim Dailey	05:05:00	
4. Jim Dobbs	05:05:00	
5. Stephen Hodges	05:05:00	
6. Billy Sims	05:07:00	
7. Joe Manis	05:08:00	
8. Chris Lee Argo	05:09:30	
9. Mike Cowan	05:09:30	
10. Mark Aldridge	05:26:00	
11. Larry Myers	05:26:00	
12. Jim Reburn	05:26:00	
13. Scott Grumley	05:26:00	
14. Bryan White	05:26:00	
15. David Wilkins	05:26:00	
16. Michael Williams	05:26:00	

### Female Division

1. Barbara Gower	04:59:00	Yellow Jersey Leader
2. Barbara Cowan	05:04:30	
3. Lorraine LaGrange	05:04:30	
4. Jana White	05:04:30	
5. Barbara Dailey	05:05:00	
6. Stacy Traffanstedt	05:06:30	
7. Diane Aldridge	05:26:00	
8. Lora McIntosh	05:26:00	
9. Susan Murray	05:26:00	
10. Vicky Reburn	05:26:00	

Other bonus times were based on the difficulty rating of the century and the number of riders you finished with. A 2 minute time bonus was awarded for those completing the challenging century and 30 seconds for those completing the easier century. The more club members you finished with the lower your finish time.

What I experienced in the group I rode with - we worked and kept together for 95 of our 100 miles. Then as one person put it, "The horses smell the barn". The group broke up and everyone headed for the finish line. Riders must cross the finish line together with no more than 10 yards separating them to be considered in the

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

same group. In the results listed you will note that those cyclist that stayed and worked together, received the best times. This is one of the goals of the Challenge, to promote group riding from start to finish.

It was an exciting first century. Remember, we will have a blind draw stage winner with each century stage. If you finish with the stage winner you will have the lowest finish times. We also have the blind draw bonus time at the end of the stage. Each bonus is only used once. As the challenge progresses through the riding season it will begin to make sense. The challenge promotes endurance cycling and encourages group riding from start to finish.

Congratulations to our Yellow Jersey Leaders, Steve Jones and Barbara Gower. Our next stage is the Time Trial Prologue on April 11th. Out of respect for the yellow jersey participants at the time trial should not wear yellow except for Barbara and Steve.

We currently do not have anyone signed up for the Challenge that meets the 25 years or younger criteria for the white jersey.

You can still sign up for the challenge through the start of stage five. Sign up and join the fun!



## Bikes (Trikes?!) in the News

Linda and I were riding the Chief Ladiga on Saturday and the Anniston Star photographer asked to take pics of us.

And here it is...!!

You can see it in the newspaper by going to the <http://www.annistonstar.com> web page and signing up for the "free trial" of the digital version of the newspaper.

TRIKES are FUN...!

Michael and Linda McDaniel



## BBC Calendar

**The Ride to Live Cancer Classic, Saturday, April 3, 2010.**

at the Barber Motorsports Park

This year you can race on the same track that will host the Alabama Grand Prix Indy car race and you can Race for FREE!. In response to the requests from last years survey, we've added an option which will allow you to race without any out of pocket race fees. Details at [www.ridetoliverace.com](http://www.ridetoliverace.com). For those racers that choose the

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

Race for Free option, you will also qualify for the \$250 worth of bike shop gift certificates we are giving away. Times have been tough for lots of folks, so we came up with this option which is easy and will benefit everyone. Our races still benefit the Lance Armstrong Foundation and the UAB Comprehensive Cancer Center. Feel free to email me with any questions @ dogoodoften@gmail.com - Jerry

### **8th Annual Boll Weevil 100**

**April 17, 2010**

Sponsored by the Enterprise Lions Club. The 25 mile bike ride is generally on flat terrain. The 100K is characterized with some rolling hills. The 100 miler is generally flat with some rolling hills. All proceeds go to helping local sight impaired people. Online registration ends April 14, 2010. <http://www.enterpriselionsclub.com> 334.347.2623 x 2288

### **Cheaha Challenge Weekend**

**April 17 – 18, 2010**

The 2010 Cheaha Challenge Century presented by Wells Fargo Advisors. We have a new presenting sponsor and a new date for 2010! We wish to thank Wells Fargo Advisors for supporting our event and hope you will mark your calendar for Sunday, April 18 and plan to join us in Piedmont, Alabama!

Plan to make a weekend of it in 2010. We will again have the complimentary Animal Medical Center rooftop dinner for Cheaha riders and family/friends on Friday evening. Saturday will again feature the Noble Street Festival--a downtown Anniston family festival that attracts more than 5,000 attendees with great food in the Red Diamond Restaurant Tour, multiple activities for children of all ages in the McWane KidZone, the Mellow Mushroom Mad Dash running race, and the Bike part's sculpture competition. Add live music and the nationally recognized and action packed Sunny King Criterion pro and amateur bike races on downtown streets and you have a festival not to be missed. This family event has been selected a Top 10 Event in Alabama by the state's Tourism Bureau and has been featured in numerous magazines and publications, including Southern Living, Bicycling, and Velo News. <http://cheahachallenge.com/>

### **Spring week getaway in Georgia**

**April 18-25, 2010**

Hi, we are Cycling Logistics and would like to pass along to your organization the opportunity for your members to tour the Middle Georgia countryside this Spring during Pedallama 3. Accommodations for this week are perfect for cycling couples as the camp venue for the entire week is at a regional FFA facility and double occupancy dorms are available along with other lodging options. Cycling Logistics has been supporting week-long rides in the NC-GA-FL area since 1999. We invite you to visit our website [www.cyclinglogistics.com](http://www.cyclinglogistics.com) and read about the details on the Llama Rides page.

Thanks, Blake and Bobbie Ramey, Cycling Logistics

### **Tour de Blue: Cycling for Prostate Cancer Awareness, May 1st 2010**

Who: Tour de Blue is a charity bicycle ride that benefits the Urology Health Foundation, a 501 (c) (3) non-profit organization dedicated to providing prostate cancer screenings free of charge to men in Alabama that can not afford the tests on their own. The ride is hosted by Birmingham Bicycle Company located in the Crestline Park neighborhood of Birmingham.

What: There are three ride options (100, 75 and 50 miles) that will take riders from the eastside of Birmingham to the dam on Logan Martin Lake. The 100 mile route is NEW for 2010. The cost of the ride is \$40.00

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

and includes an event t-shirt. There are periodic rest stops on all of the routes that are well stocked with food and drinks. There is full SAG support for all of the riders.

Where: The ride leaves from Birmingham Bicycle Company, 1105 Dunston Ave, Birmingham, AL and meanders through Jefferson, Shelby and St. Claire counties before returning to the bike shop for lunch.

Why: The goal of the Tour de Blue bicycle ride is to raise funds to help provide free prostate cancer screenings to the poorest communities in the state of Alabama, and to increase awareness of early testing and treatment of prostate cancer. Since September 2006, the Urology Health Foundation has screened over 1,400 men in Perry, Wilcox, Marengo, Hale, Sumter, Madison, Dallas, Butler, Pike and Jefferson counties. If a man tests positive for prostate cancer during one of the screenings, the Urology Health Foundation helps arrange for his treatment at no charge to the individual.

How: Early registration is easily done through Active.com and early registration is open until April 29th. If you can't make it to the ride, you can still donate to the cause via the "Online Donation" button found at the bottom on the Active.com Tour de Blue web page. Every dollar raised can save the life of a grandfather, father, uncle, son or grandson. You can follow now the Tour de Blue on Face Book and Twitter, join today and help us spread the word.

Email: [mike@bhambicycle.com](mailto:mike@bhambicycle.com) Web: [www.bhambicycle.com](http://www.bhambicycle.com)

### **Ironworks Century**

**Saturday, May 8, 2010**

Tannehill State Historic Park

May 8 Ironworks Century? I'm including the flyer and they can either mail in the registrations or go to <http://www.bump.org> and register

### **Up the Creek Without a Pedal Century Ride - 20th Anniversary!**

**Saturday, May 08, 2010**

Address: Mount Berry Square Mall, Hwy 27 North at Mt. Berry Square Mall, Rome, GA

Registration Closing Date: Monday, May 03, 2010 @ 11:59 PM

<http://www.active.com/cycling/rome-ga/up-the-creek-without-a-pedal-century-xx-2010>

One of Northwest Georgia's must do rides. The ride consists of options of 30, 45, 62, and 100 miles, all on scenic rural roads with very little traffic. The 30 and 45-mile routes are mostly flat to gently rolling, with one moderate climb. The century route takes both 100-milers and 62-milers to Villanow at about mile 30, where the century riders will do a loop that returns them to Villanow. The route contains a couple of challenging hills, but no mountains. All options are fully sagged with SAG stops located about every 15 miles. All routes return to the starting point at the mall where you can enjoy a post-ride Chick-Fil-A sandwich (included in registration fee).

Coosa Valley Cycling Association: net [www.cvca.org](http://www.cvca.org) Shirley Raley: [sralley5@comcast.net](mailto:sralley5@comcast.net)

Chris McCormick: [cycling50@aol.com](mailto:cycling50@aol.com) Ordinary Bicycles: 706-234-2453

Cycle Therapy: 706-235-4866 [info@cycletherapy.us](mailto:info@cycletherapy.us)

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

**West Feliciana Classic                      May 29-30, 2010**

St Francisville, LA

St. Francisville, Louisiana, and will involve four different cycling rides/races: 1) a road bike stage race, 2) a century ride (with not only 100 mile route, but also 25, 50 and 62), 3) a mountain bike race, and 4) a 15 mile family ride. For more details see [www.westfelclassic.org](http://www.westfelclassic.org)

**CARTI Tour de Rock                      Saturday, June 12 10 a.m., Fun Ride; 7 a.m. Advanced Ride**

Burns Park Soccer Complex; North Little Rock, AR

Join cycling enthusiasts from all across the South for the seventh annual CARTI Tour de Rock, presented by Coulson Oil Company. Casual riders of all ages and skill levels can enjoy the 12-mile Arkansas Children's Hospital Family Fun Ride, or more experienced cyclists can select the U.S. Bank Advanced Ride which features route options of 30, 50, 62 or 100 miles. Registration fees, which include lunch and live entertainment, are: adults, \$30 prior to June 1, and \$35 after June 1; children ages 5-12, \$5; children age 4 and under, free. Spirit Rider (support option) registration is \$15. Proceeds benefit the Central Arkansas Radiation Therapy Institute. For more information, including online registration and a detailed schedule of rides and activities, contact the CARTI Foundation at 501-296-3406 or visit <http://www.carti.com>.

**Blazing Saddles Century                      Saturday, July 31, 2010**

Franklin, GA

The 2010 Blazing Saddles Century is our club's fourth annual century event. This year it will be held on July 31st, 2010. So are you up for a challenge? Ready for a change of scenery? Wanting a ride to fill in the empty spot in your calendar? Whether you want a mid-summer hard-core training ride or a leisurely tour of Georgia's blackberry patches, we have just the ride for you. You can choose from four different ride options, with everything from the short beginner course to the 100-miler for the more advanced rider. In this area, considered the foothills of the Appalachians, there is a challenge suitable for all levels of riders. Available routes are 25, 48, 78 and 100.

So if you're longing to see and do something a little different, come and enjoy this fully-supported ride on charming, quiet country roads, replete with beautiful vistas, curious farm animals, and the great small town atmosphere that Heard County and the city of Franklin has to offer.

Email: [blazingsaddles@westgeorgiaflyers.org](mailto:blazingsaddles@westgeorgiaflyers.org) Website: <http://www.westgeorgiaflyers.org/blazingsaddlescentury.html>

**Birmingham Bicycle Club Century and Double Century      Saturday, October 9, 2010**

Homestead Hollow, Springville, AL

The Birmingham Bicycle Club, PO Box 382663, Birmingham, Alabama 35238-2663

**Spokesman**

**Webmaster**

Carl Cummins  
cjcummins@gmail.com

**President**

Barbara Cowan  
bagscowan@bellsouth.net

**Vice-President**

Dan "DirtDog" Watson  
DirtDog1@bellsouth.net

**Second Vice-President**

Diane Aldridge  
dandmaldridge@aol.com

**Secretary**

Vicky Reburn  
vreburn@charter.net

**Treasurer**

Lorraine LaGrange  
Rain210@bellsouth.net

**Past President**

Barbara Gower  
bgower@uab.edu

**Advocacy**

Steve Fair  
stevefair@charter.net

**Century Director**

Ed Carmack  
ewcarmac@windstream.net

**Officer-at-Large**

Angie Calloway  
angie@allamericanisnbham.com

**Ride Captain**

Stacy Traffanstedt  
stacylotus@gmail.com

**Membership Database**

Jack and Susan Goertz  
Goertz@mindspring.com

**Events Coordinator**

Laura Bass  
Bassll@bellsouth.net

**Spokesman Editor**

Betti Byke  
Spokesmaneditor@gmail.com

**Letters Editor**

Zoltan Tibor  
spokesmaneditor@aol.com