



MBBC

More Bicycling = Better Community!

Mt. Baker Bicycle Club Newsletter, Volume 14, Number 7, Sept 2005

Event Rides

Sept 17: Chuckanut Century
Sept 18: Mt. Baker Hill Climb
October 2: Kitsap Fall Classic

Recurring Rides

Tuesday Social
Tuesday Training
WWU cycling club
Wednesday Social
Saturday Donut Ride
Saturday Recumbent Ride
Saturday Whimp Ride
Saturday Joy Ride
Family Ride
Sunday Road Ride

**Order your MBBC
 Jersey
 See Page 6**

**Please notify us of your
 upcoming program or
 event for inclusion in our
 schedule. You may email to
 pagoff@yahoo.com**

or mail to:
Editor Newsletter
Mt. Baker Bicycle Club
Post Office Box 2702
Bellingham, Washington
98227

Ken Meyer Foundation Events

Chuckanut Century Saturday September 17

Why do we do it?

Raise funds to help Whatcom County cancer patients through the Laurendeau Foundation and the Community Cancer Center at St. Joseph Hospital. This ride helped the Ken Meyer Memorial Foundation raise \$8000.00 in 2004, doubling our contributions from 2003. Help us to continue to increase our pledge in 2005.

Where will you ride?

Begin your scenic tour of Whatcom and Skagit Counties at Bellwether on the Bay near Downtown Bellingham. With a world class hotel and quaint shops to enjoy before or after the ride. We will be awaiting your return at Bellwether on the Bay with a complimentary post-ride feast and a no host beer garden with all proceeds going directly to cancer care in Whatcom County.

When will you ride?

Saturday, September 17, 2005

Begin your ride anytime before 9:00 AM and we will be ready for you on the road. Our well stocked food stops open at 7:30 and stay open until we are sure everyone has had their fill.

How Far will you choose to ride?

We have 25, 50, 62, 100 and 124 mile routes clearly marked. Ride for a few hours or ride all day, it's your choice. With these options everyone can find a distance suited to their riding style.

Head North for either 25, 50, or 62 mile routes. Ride toward Birch Bay and enjoy the rural roads of Whatcom County. An unsurpassed view of Mt Baker and Bellingham as you turn the corner on Lummi Shore Road wows even the locals.

Head South for a ride down one of the most scenic roads in all of Washington: Chuckanut Drive. With beautiful views of the San
Continued page 3

Who was Ken Meyer?

Ken Meyer was Whatcom County's most influential racing cyclist for nearly two decades from the mid 1970's until the early 1990's. He passed away from cancer in December, 1999.

The Ken Meyer Memorial Foundation began as a casual conversation between a few of Ken's friends in the hours after his funeral in 1999. It did not take long for the idea to take form, and a memorial foundation was created.

During Ken's racing career he held multiple state championships both on the road and track. In 1990, as a 45 year old rider, Ken won all of the state gold medals for the road and track (road race, time trial, criterium, sprint, kilometer, 3000 meter, and points race)... a feat which is unique in northwest cycling. Ken was a fierce competitor.

Ken brought the same competitiveness to his battle with the cancer that he demonstrated as a bike racer. Never one to give up or settle
Continued page 3

RAMROD (Ride Around Mt. Rainier in One Day)

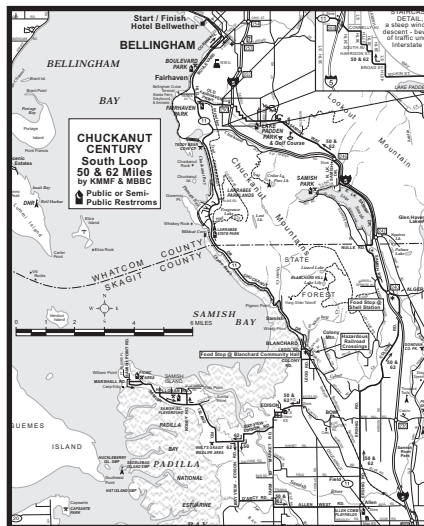
154 miles/with 10,000 feet elevation

After deciding to do STP as a One Day Rider it is kind of like being in the service--they

try to get you to re-up. My "friends" started in with..."So, are you going to do RAMROD?" "You know the cut-off date is coming up!" "You know it is a lottery selection system now." "Only 800 riders are allowed in!" And all I was thinking was...Why would anyone want to "ride" a bicycle around Mt. Rainier?

I waited to the very last second and finally told myself that since it is a "lotto" drawing that I would not get in but could say I tried. Besides, I never

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Upcoming event Rides

September 17: **Chuckanut Century**

September 18: **Mt. Baker Hill Climb**

October 2: **Kitsap Classic**--Cascade Bicycle Club presents the 13th Annual Kitsap Color Classic. Pedal along the gorgeous Kitsap Peninsula and check out our three loops through some of the best riding country in the state! Friendly communities and terrific fall scenery make this a fun, must do event.



Social Meetings

Monthly get together meetings at Boundry Bay on the fourth wednesday of the month--after the wednesday ride.

Weekly and Other Group Rides

Tuesday Social Ride: 30-40 miles, 13-16 mph, starts from Pioneer Park in Ferndale, route varies. Contact Robert Parker at rmp4724@az.com or 360-676-6910

Tuesday Training ride: 30-40 miles, 18 mph (race pace), self-supporting ride departs from Kulshan Cycles to a practice road race course (summer months)

Wednesday WWU Club Ride: 25 miles, 13-15 mph (casual, social pace), departs from Boulevard Park on South State Street, Bellingham, length varies, 1-2 hours. details: www.wwucycling.com/club_info.html

Wednesday Social Ride: varied distance, varied abilities; departs meet at 5:45 pm leave at 6PM Boundary Bay Brewery at Railroad Avenue, Bellingham. Ride separates into slow, intermediate, fast groups. Re-group at brewery afterwards (7pm). Contact: mbbcridecoord@prodigy.com 360-733-1402

Saturday Donut Ride: 24 - 45 miles, race pace, departs from Kulshan Cycles, 7:30 AM Oct thru Feb and 7 AM March thru Sept. Goes to Ferndale for coffee and return, or if you wish continue to Birch Bay and return. (Runs every week of the year!!)

Saturday Recumbant Ride: Once a month at 10 AM. 14 mile intown course. For more miles bike to Kulshan Cycles starting point. Sporadic depending on weather--Contact Robert Parker at rmp4724@az.com or 360-676-6910

Saturday WHIMP MB Ride 10:00AM. Meet at the tennis courts at Lake Padden. Intermediate to advanced ride. Contact Darren at Clark's cycle for more information.

Saturday Joy Ride: 10:AM North Bellingham School parking lot. 20-40 miles social pace 14-16 mph. Sonny Meehan at 366-7492 or lesliemeehan@yahoo.com

Saturday Family Ride Sept 10. Starts at Farmer's Market. Routes and times vary. See article page 1. Rodd Pemble at 734-2441 or rodd@sscinc.com.

Sunday Road Ride: Starts April 10. Meet at Fairhaven Park. 25-40 miles, 12-14 mph. Rain cancels. Doug Schoonover, mbbcridecoord@prodigy.net or 733-1402.

We're Much More Than a Club!

Recreation --Mt. Baker Bicycle Club hosts weekly, monthly and a variety of annual recreation rides for members and guests throughout the year. Rides are oriented to all levels of ability including beginners, social riders, commuters, touring and high level race training. Check the newsletter for current rides and come along as our guest!

Education --Bicycling safely is a learned skill. The Club offers courses in partnership with the Bellingham Parks Department. We work with local groups to host bike skills rodeos at annual community fairs. Funds raised by club activities help support training of more teachers, training bicycle skills to kids means a lifetime of safer roads.

Encouraging bicycling is an important part of the Club's education work. Our annual Bike to Work and School Day promotion has helped hundreds of commuters "Be part of the solution" launching careers of folks bicycling to work or cycling their kids to school.

Trails -- In partnership with Whatcom TrailNet and the Whatcom Independent Mountain Pedalers, the Club helps advocate for development of a complete trail and mountain-bike network throughout Whatcom County. The Club works with Bellingham Walks to improve the system of walking paths connecting communities both in cities and rural areas so that our children have safe routes to get to school.

Race Training -- Weekly club rides offer new and seasoned high-level riders the chance to improve team riding skills. In partnership with the Ken Meyer Memorial Foundation, the Club hosts annual Criterium Bike Race events. Whether training for professional-class races or for endurance events or tours, these weekly training rides give Club members the extra edge to compete and win.

Mt. Baker Bicycle Club vision:

Residents and visitors of all ability levels enjoy frequent and safe cycling throughout the Whatcom County region.

Our Mission: *Encouraging and assisting everyone to experience safe and healthy cycling for recreation, transportation, or racing on roadways and trails in and around Whatcom County.*

Mt. Baker Bicycle Club goals:

1. Increase the number of people bicycling regularly
 - conducting and supporting recreational and educational bicycle events and rides
 - helping all types of people enjoy bicycling
2. Encourage safe and enjoyable bicycling
 - educate the public on safe bicycling skills and sharing the road
 - communicate issues of interest to bicyclists
3. Advise decision makers on facilities and policies that maintain or improve safe bicycling conditions on roadways and trails
4. Promote bikes as environmentally friendly transportation
 - partnering to reduce environmental damage of transportation

Mt. Baker Bicycle Club Board of Directors:

John Hill, Physician, mountain and road cyclist

Paul Clement, Tecaher, road racer

Jamie Starks, Physical Activity professional, bike commuter

Donna Merlina, Educator, car-free advocate

Marie Kimball, Real Estate professional, recreational rider

Jim LeGalley, Industrial Safety professional, bike tourist and commuter

Doug Schoonover, rider extraordinaire

Mt. Baker Bicycle Club officers:

Ellen Barton--President -- Transportation Planner, daily bike commuter-- raleigh3speed@hotmail.com (734-8540)

Jim LeGalley--Treasurer -- bike tourist and commuter

Marie Kimball--Membership -- Training to do STP in one day 2005-- bikebham@yahoo.com (752-1236)

Doug Schoonover--Ride Coordinator - mbbcridecoord@prodigy.net (733-1402)

Paul Goff--Newsletter Editor --slow recreational roadster-- pagoff@yahoo.com

We are indebted to **Sunshine Printing** in Bellingham for printing the MBBC newsletter



Chuckanut Century Juan Islands and the Skagit Flats, this road is worthy of naming a century ride for. South loops include 50 and 62 mile options.

Link the North and South loops together from your hub at Bellwether on the Bay to create the best Northwest cycling adventure.

What is in it for you?

Enter and receive a commemorative event shirt. You will also enjoy a post ride feast like no other at Bellwether on the Bay and there will be a no

host beer garden with live music for your enjoyment. Plus, you will be entered into a raffle to win prizes provided by our many local sponsors. In 2004, we gave away more than \$600.00 worth of prizes including certificates for lodging at Hotel Bellwether, The Inn at Mt Baker, a kayak trip with Elakah Kayaks and many other fun prizes. Additional tickets are available for \$1.00 each with all proceeds going directly to cancer care.

Mt. Baker Hill Climb Sunday September 18

What is it?

24.5 miles of the best road climb in Washington State. 4,300 feet of climbing. A true test of your season end fitness. Although the overall records stand at 1:27:04 for men and 1:39:12 for women, most people ride for the accomplishment and to challenge themselves. Set your own personal record and chase it every year.

Why do we do it?

Raise funds to help Whatcom County cancer patients through the Laurendeau Foundation and the Community Cancer Center at St Joseph Hospital. This ride helped the Ken Meyer Memorial Foundation raise \$8000.00 in 2004, doubling our contribution from 2003. Help us continue to support cancer care in 2005.

When is it?:

Sunday September 18, 2005

Recreational Riders start at 8:00AM

Competitive Women start at 8:30 AM

Competitive Men start at 9:00 AM

Categories are self seeding and your decision should be based on your fitness and your expectations. In general, men should ride in the competitive division if they expect to finish in under two hours. Similarly, women should ride in competitive division if they expect to finish in under two and one half hours.

Where is it?

Registration will be at Milano's restaurant in downtown Glacier. The community of Glacier has been kind in hosting this event, please help out by carpooling and respecting the quiet nature of the town. Parking is tight and your cooperation is necessary. Glacier is approximately 30 miles east of I-5 on Highway 542. From north or south I-5, take the Sunset Drive exit in Bellingham and head east. You can't miss us in Glacier.

Ken Meyer from page 1

for second best, Ken fought to the end and even continued to ride his bike just to prove that it was something that could not be taken from him.

Ken worked at the Arco Cherry Point refinery from its opening until his retirement in the 1998. After that, he took what he'd learned as Emergency Response Team Leader and began his own consulting business. He worked with fire departments and private businesses throughout the Northwest and Canada to train firefighters in hazardous materials incident response.

Ken served on the board of directors for the Special Emergency Response Program (SERP), a consortium of local agencies who developed plans and materials to aid in the event of hazardous materials emergencies. Aside from his cycling exploits, Ken's talents also worked to make our region safer.

The Ken Meyer Memorial Foundation has produced community oriented events since 2000. We continue to grow and are excited about the future. Our past fund raising efforts have provided a strong financial base for the Foundation. We are proud to have donated \$1500.00 to local cancer support in 2002. In 2003 our good fortune continued and we were able to generate \$4000.00 in donations to local cancer care organizations. 2004 became a watershed year where we were able to donate \$9300.00 to local cancer care and bicycle advocacy.



We Need Your Help!!!

On Saturday, September 17, MBBC and the Ken Meyer Memorial Foundation will host the 3rd incarnation of the Chuckanut Century. For the last 2 years, we have had excellent turnout, and because we have increased publicity, we expect even more people this year.

This is a major fund raiser for both organizations - and a great draw for cycling in the fourth corner. And we need your help.

Volunteers are needed for a variety of tasks ...

1. Course set up a week ahead of time (painting Dan Henry arrows around the course). We need at least 12 people to make this go quickly!
2. Registration and hosting at the headquarters (probably the Bellwether Hotel again).
3. Directing traffic.
4. Driving sag wagons around the course on the day of the Century (to redirect lost riders and provide minimal mechanical assistance).
5. Staffing food stations around the course.

The Mt. Baker Hill Climb will be held the day after the Century (Sept. 18), and we could use a few volunteers for that, also. We especially need registrars and people to help at the finish line at Artist's Point.

If you can put in time on either September 17 or 18, please email David Fayram as soon as possible. david@meyermemorial.org

Finally ... thank you to Sanitary Service Company for being the title sponsor for the century. They have been great supporters of cycling events for years.

David Fayram
Ken Meyer Memorial Foundation
<http://www.meyermemorial.org/>

Advocacy

BELLINGHAM BICYCLE-PEDESTRIAN ADVISORY COMMITTEE

Minutes of Meeting –July 26, 2005

A get-well card was signed by committee members for Council Person Terry Borneman, who had been hit by a car while riding his bicycle. Kim reported Terry was injured, but is now back at work.

Minutes of Last Meeting. Minutes for 6/28/05 meeting approved as written.

Updates

Public Comment. Jerry Phillips, representing the N. Bellingham (north of WCC) residents group, described the groups desire to have parks and greenspace planned into the Cordata area before the land is fully developed. Bellingham Greenways Committee has asked the group to schedule a bike ride through the Cordata area. Jerry displayed a map of the area of concern, marked with a "wish list" of green areas and possible trails. "Larrabee Springs" residential development is planned north of the mapped area, planned to provide housing for 7,000-10,000 people.

Action: the group is asking for BPAC support regarding development of off-road bike & walking routes/trails in the area.

Public Works

Public Input on Bike/ped issues: Now available on the City Website, though via the mayor's webpage, under boards and Commissions. An e-mail sent via the website now goes to Kim Brown.

Public Comment:

Bikes and Skateboards on downtown sidewalks.

This issue was visited over 10 years ago, with the solution of symbols applied to downtown sidewalks indicating no bikes on sidewalks Kim requested input from BPAC for public works to consider in potential

Bikes on sidewalks downtown may be seen as symptomatic of several issues: Cyclist travel opposite the one-way direction of motorized traffic; Cyclist discomfort with fast heavy motorized traffic, especially on Holly; Motorist and bicyclist discomfort/

lack of skills in interacting together as vehicles; Bicyclist misunderstanding of when and where it is inappropriate and/or illegal to ride on the sidewalks, and why.

Traffic of all types is heavier during commute times, meaning more cyclists may be on the sidewalk at the same time that more pedestrians are using the sidewalks.

Action: BPAC draft a letter recommending funding for on-going education for all downtown transportation users: poster campaign enlisting Downtown merchants, way-finding kiosks – in letter recommend that the city pursue grant funding for Bike/ped education projects.

Taylor Dock- fewer comments than earlier, as users are apparently improving abilities to coordinate bike and ped use.

Mayor's Neighborhood Advisory Committee

Puget Neighborhood – lacks bike lanes and paths, also lacks sidewalks.

Guide Meridian – alternative bike routes, Guide Meridian barrier.

Samish – not many bike/ped routes for getting down the hill – I-5 barrier is a factor.

Columbia – would like a Ped crossing across Cornwall, connecting Broadway park.

A letter has been submitted to COB Public Works from Therese Kelliher (Puget NA rep.), asking for completion of the sidewalk network in the older development of the Puget neighborhood.

A public hearing is upcoming, regarding funding the completion of city sidewalk networks and planning for pedestrian facilities network connectivity. Kim recommends bringing these issues before City Council again

Discussion Items

N. Bellingham/Cordata parks/trails group request; BPAC will review list provided. BPAC suggested some avenues of research for the group, including follow-up with Trillium Corp – the original developer.

MBBC Membership Form

☐ New Member ☐ Renewing Member ☐ This is a change of address

Last name: _____ First name: _____

Address: _____

City: _____ State: _____ Postal Code: _____

E-mail: _____

Home telephone: _____ Work telephone: _____

Associate member: _____

(An associate member can be any person living at the same address as the individual member)

Would you like to help? Volunteers are our most valuable resource. Please check any of the boxes that appeal to you and we will be in touch:

- | | | |
|---|--|---|
| <input type="checkbox"/> Ride Leader | <input type="checkbox"/> Newsletter | <input type="checkbox"/> Mailings or Data |
| <input type="checkbox"/> Bike to Work and School Day | <input type="checkbox"/> Chuckanut Century | |
| <input type="checkbox"/> Special events | <input type="checkbox"/> Website Maintenance | <input type="checkbox"/> Education |
| <input type="checkbox"/> I can provide discounts on _____ | | |

Membership type:

Individual: \$15 _____

Associate: \$25 _____

Additional Donation: _____

to support bike safety education

Total enclosed: \$ _____

Please enclose a check payable to Mt. Baker Bicycle Club
(There will be a \$20 fee for all returned checks.)

Mail to:

Mt. Baker Bicycle Club
Post Office Box 2702
Bellingham, Washington 98227

Questions?

Check out our web site: www.bikefoothills.org/club
or email us at bikebham@yahoo.com
or call at 7521236

Footprints Nomination: BPAC requests adding Bike to Work and School Day as a nominated Project for inclusion.

Bike Lockers – BPAC will request moving bike lockers from Fairhaven station to downtown (Parkade or Railroad Garage) Questions about whether the EPA has created a different solution on their own - Kim will call Opal Mahoney, parkade manager, to check on Locker move status.

Crosswalks- Kim – Several marked crosswalks have been installed in the the City. Signalized and non-signalized:

Meridian and Victor
Chandler & Barkley
12th and Taylor
Samish & 48th

City is getting lots of requests for marked crosswalks. BPAC will discuss the issue and schedule a work session at the August meeting.

County BPAC

Priority Project List – October is the deadline for County Bike Plan, allowing August & September for input. Currently the county bike Plan does not mesh closely with the county non-motorized transportation plan, due to conflicting designations of non-motorized facilities as transportation or recreational facilities.

Enhancement Grants – Federal grants providing an opportunity to fund non-highway transportation-related projects in 12 categories – including bike/ped, historic, education, beautification, transportation museum. Whatcom County Public Works, Bellingham Public works, or WSDOT to sponsor. Deadline, Sept. 13 for Whatcom county committee review.

Action Item: BPAC will submit a letter to council, Mayor and Public Works recommending that the city pursue Federal Enhancement and/or WSDOT bike/ped grants for funding transportation education in Bellingham.

National Park letter of Support. Parks dept. is applying for a technical assistance grant. BPAC approved a draft letter of support for this grant, requesting that a paragraph regarding transportation connectivity be added.

Bike Racks – Downtown – BPAC approved recommendations for new standard rack design.

NW Washington Fair Traffic Safety Team booth, including Transportation info, helmet fitting and bike riding skills course. The fair has received positive feedback on this booth the last several years, and has provided a larger and more prominent area for the booth the last two years. Volunteers are needed, especially for the evening shifts.

Next meeting: Tuesday, August 30, 6:30 p.m. in the Mayor's Board Room, City Hall

Respectfully submitted,
Carol Berry

win anything that with the word "lotto" attached to it. I was one out of four MBBC club members who signed up and, of course, I was one of the two lucky winners! I was happy to hear Bill McCort made the cut as he had done RAMROD every year since forever. At least he could show me the "ropes" and even though he teases me about most everything, he is a very considerate person to cycle especially while I figured out road cycling. Doug and Marc made it onto the wait list. People with ranking 200 and under usually make it which meant that Doug would more than likely make it in. Okay...now I had at least two trusted wheels to do this ride.

I started asking around about the ride. Who had done it and what could I expect. How had they trained for it? Why do it? The best piece of advice I got was that after you had trained for STP as a One Day Rider...you are almost there. All you have to do is add some hill work because you will have already ridden beyond the overall ride distance and survived at that point.

Doug talked me into investing in a better cassette for climbing. After STP, we kept the miles up and added some hill work. Now all Bill, Doug and I needed, besides a great sag wagon, (Thanks to Bill's fantastic wife Judy!) was that last Thursday in July to arrive...

Like STP, you need to start this ride at around 5:00 to 5:30 AM to complete the ride with rest stops before the food is gone and the sun leaves. Doug got us reservations at a local hotel and we hauled

our bikes inside for safety. It was still 85 degrees in Enumclaw at 9:00 PM Wednesday night so we knew

the ride was going to be a warm one on the mountain. Start with hydration packs and remember, hey, we have a Sag Wagon incognito!

The weather was perfect and the views after the morning fog lifted were breathtaking. You endure three climbs that are not steep in grade but the 1st and the 3rd are long (9 miles each). I found that training in spin class and group riding had improved my spin ability so that I could stay in a comfortable cadence and just relax into the climb. I enjoyed the small rider numbers after STP's "8,000 of your closest friends that you don't know phenomenon." The ascents gave you plenty of elbowroom to pass riders when you wanted or needed and the descents you had clear roadway so pot holes, turns and grates where your only safety focus while you let it out.

We used gel and energy drinks and found the food to be better than average fair compared to all the other rides to date. Loved those chocolate croissants and we all agreed the deli sandwiches made to your specs at the bottom of the last pass, were the best tasting ones of our lives...especially with a Coke!

I loved RAMROD (and they say it showed) and I would recommend it to anyone who likes a good steady climb or two with distance, loves superb mountain scenery, relaxed riders and clean air. I am grateful that Bill, Doug and Marc encouraged me to try this because I had such an expectation that it was going to be so hard I wouldn't of done it "without" their prodding.

I think more people need to be exposed to this ride so next year you will hear me saying on Wednesday nights at Boundary..."Did you sign up for RAMROD yet?" "You know the cut-off date is...and it's a lotto pull too." "I'm sure you can do it after STP in One Day."

--Marie Kimball a/k/a Honey Buns or Iron Maiden



Doug, Marie and Bill

Your September 2005 MBBC Jersey Order Update...

Thanks! I would like to thank each person and organization for all the positive feedback that MBBC has received on our new 2005 jersey design. Our jersey almost made it to Ireland this year but the second order did not arrive in time for Cathy Brooking and Pete Sallee to wear our local colors. Sorry Cathy and Pete... hope you still will consider doing a presentation on your Irish adventure with the club!

Order will be available by Wednesday, August 31st: I have ordered 35 jerseys and have a number of them as pre-orders/assigned as replacements for people who needed to swap sizes or are ordering gifts for family. In addition, I ordered enough so that we could have jerseys for sale and on display (for future order) at the Bellingham Traverse, Chuckanut Century and the Mt. Baker Hill Climb.

Where Can I Get my Jersey? I will have jerseys with me and can be found at Boundary Bay on Wednesday evenings either before the ride that departs at 6:00 PM or when I return by 8:00 PM. I can bring the jersey to St. Paul's off Broadway for the Donut ride @ 7:00 AM on Saturdays or I can plan to have someone meet at Kulshan. You can email me at bikebham@yahoo.com or telephone me at (360) 752-1236 to arrange an alternate pick up or deliver as well.

Jersey Pricing: Members who are current on dues can continue to purchase jerseys at \$55.00. New members will pay \$70.00 and will receive a year membership with jersey purchase.

---Marie Kimball, MBBC Membership Chair

My "First Time" Rider Perspective of Seattle to Portland (STP)...In One Day or Disneyland for Adults on a Bike

Last summer Doug Schoonover called me on his cell from the beer garden in Portland after completing "STP In One Day." Drinking beer with him was fellow club members Bill McCort and Marc Ambers. After riding 206 miles, they all seemed to be having a great time...bubbling over with excitement...taunting me to join them...if I thought I could! That is how my journey of thousands of miles of riding started...that summer evening last July.

From deciding I wanted to be that person on the other end of the telephone, I had to figure out how to train for it. This is how I did it with the help of my co-members and friends in MBBC:

1. You never get "off" your bike (I was a seasonal rider April –October in the past). Even in the winter, we ride Wednesday nights on trails with mountain bikes with 10-watt headlamps and we do the Donut on Saturday mornings all year round.
2. If you can, you take spin classes at your local gym or spin at home (I averaged about 4 in the summer months and up to 8 in the winter per week).
3. From March up to STP, you ride as many century rides as you can get in and work at keeping your ride mileage up every week. This is where having friends in a bike club comes in because these are the people who will want to do the same-ride with you!
4. You must learn how to ride in a group in a safe manner for yourself and others. Many miles help

you learn the wheels you will be riding with, how to signal, how to alert other riders to road hazards and how to conserve your energy and ride efficiently.

5. You must have a passion for cycling or you won't get on the bike; and
6. You have to have a bike that you are comfortable riding. Do not rush out and get a brand new bike right before the event! Know your equipment well.

Many people do STP in two days especially the first time and they do not have to commit to the saddle time that we all put in to complete it in one day. I was not the only person who did STP this year for the first time and completed it in one day-the first time! Both Dennis Adam and I were surprised at how "good" we both felt in the beer garden in Portland this July and we had no choice but to attribute it to the ton of "saddle time" we had put in with this group.

Seven MBBC members did STP in One Day and five of the seven had completed it in past years. As a group, we averaged 17.8 mph and came smoking into Portland at about 20-21 mph even after riding 200 miles (Thank you Paul Razore for pulling us in like a freight train!). This was my first double century so everyone let me take the lead into the finish line.

If you "love" road riding, enjoy speed and distance...this ride is a relatively flat route. It is not the most scenic of ride routes but does keep you out of heavy traffic areas. The feeling of accomplishment you earn is tremendous, companionship I can only describe as "Aces" and the fitness you will have achieved by July will astound you. However, more importantly, you will look forward to and finally drink the best tasting beer you have ever had...and you won't even care if it's not a stout!

I need to give special thanks to Doug for making me see that my potential as a cyclist can only be limited by my own lack of knowledge and preconceptions. Doug is more than MBBC's Ride Coordinator; he has been my mentor, my coach and is a cherished friend. I also want to thank Marc, Bill, John, Peter, Paul, Dennis, Mark, Nick and Jim for all your support, encouragement, torture and teasing for so many miles this year.

Members who road STP In One Day 2005: Bill McCort, John Whitmer, Doug Schoonover, Marc Ambers, Paul Razore, Dennis Adam and Marie Kimball

---Marie Kimball, MBBC Membership Chair

How to Perfect Your Riding Position & Technique

Cycling is full of prodigious numbers—the distances ridden, the calories consumed, the tires trashed. Another statistic that can seem astounding is the number of pedal strokes made.

Let's suppose it takes you six hours to ride a century and you pedal at the rate of 90 rpm throughout. As you cross the finish line, you will be making pedal stroke number 64,800. Another example, during the year in which I had my biggest mileage total, I figure that I got there by pushing the pedals around approximately 13,340,000 times.

Your body and bike must fit together and work together in near-perfect harmony for you to be efficient, comfortable, and injury-free. The more you ride, the more essential this is. If even one thing is out of whack, it's a good bet that it will cause a problem during thousands of pedal strokes.

Fortunately, it isn't difficult to arrive at an excellent riding position. But it does take time and attention. You need to be careful with your initial bike set-up, then conscientiously stay aware of your body and the need for occasional refinements. As time goes by, your position will stabilize and you'll be riding in a smooth groove.

The following guidelines come from my experience and the advice of various experts. As you work on your riding position, always remember:

“Adjust your bike to fit your body. Don’t force your body to fit the bike.”

- **Frame:** Measure your inseam from crotch to floor with bare feet 6 inches apart, then multiply by 0.68. The answer is a good approximation of your road frame size, measured along the seat tube from the center of the crank axle to the center of the top tube. As a double check, this should produce 4 to 5 inches of exposed seatpost when your saddle height is correct. When the crankarms are horizontal, the top tube should be right between your knees when you squeeze them together.
- **Arms:** Keep your elbows bent and relaxed to absorb shock and prevent veering when you hit a bump or brush another rider. Hold arms in line with your body, not splayed to the side, to be more compact and aerodynamic.
- **Upper Body/Shoulders:** Don’t be rigid, but do be fairly still. Imagine the energy wasted by rocking side to side with every pedal stroke on a 25-mile ride. Save it for pedaling. Also, beware of creeping forward on the saddle and hunching your shoulders. There’s a tendency to do this when pushing for more speed. Shift to a higher gear and stand periodically to prevent stiffness in your hips and back.
- **Head and Neck:** Resist the temptation to put your head down when you’re going hard or getting tired. It takes just a second for something dangerous to pop out of nowhere. Occasionally tilt your head to one side and the other instead of holding it dead center. Change your hand location to reposition your upper body and give your neck a new angle.
- **Hands:** Prevent finger numbness by moving your hands frequently. Grip the bar firmly enough to keep hands from bouncing off on unexpected bumps, but not so tightly that it tenses your arms. For the same safety reason, keep your thumbs wrapped around the bar instead of resting on top. Move to the drops for descents or high-speed riding, and the brake lever hoods for relaxed cruising. On long climbs, grip the top of the bar to sit upright and open your chest for easier breathing. When standing, hold the lever hoods lightly and sway the bike side to side in synch with your pedal strokes, directly driving each pedal with your body weight.
- **Handlebar:** Bar width should equal shoulder width to open your chest for better breathing. A bit too wide is better than too narrow. Make sure the hooks are large enough for your hands. Modified “anatomic” curves may feel more comfortable to your palms. Position the bottom, flat portion of the bar horizontal or pointed slightly down toward the rear brake.
- **Brake Levers:** Move them around the curve of the bar to give you the best compromise between holding the hoods and braking when your hands are in the hooks. Most riders do best if the lever tips touch a straightedge extended forward from under the flat, bottom portion of the bar. The levers don’t have to be positioned symmetrically—remember Andy Pruitt’s rule. If your reach is more comfortable with one lever closer to you than the other, put ‘em that way.
- **Stem Height:** Start with the top of the stem about one inch below the top of the saddle. This should give you comfortable access to every hand position. As time goes by, think about lowering the stem as much as another inch (not all at once) to improve your aerodynamics. If your lower back or neck starts complaining, or if you notice you’ve stopped using the drops, go back up. Never put the stem so high that its maximum extension line shows, or it could be snapped off by your weight on the bar.
- **Top-tube and Stem Lengths:** Combined, these two dimensions determine “reach.” Depending on your anatomy and flexibility, your reach could be longer for better aerodynamics, or it may need to be shorter for back or neck comfort. For most riders, when they’re comfortably seated with their elbows slightly bent and their hands on the lever hoods, the front hub will be obscured by the handlebar.
- **Back:** A flat back is the defining mark of a stylish rider. Lance Armstrong, for instance, has a rounded back that’s not picture perfect. Once you have the correct reach, work on flattening your back by imagining touching the top tube with your belly button. This helps your hips rotate forward. You don’t want to ride this way all of the time, but it’ll help you get more aero when you need to.
- **Saddle Height:** This is the biggie. You’ll find various methods for calculating this critical number. Here’s the one I like best. It has become known as the **LeMond Method**.
Begin by standing on a hard surface with your shoes off and your feet about 6 inches apart. Using a metric tape, measure from the floor to your crotch, pressing with the same force that a saddle does. Multiply this number by 0.883. The result is your saddle height, measured from the middle of the crank axle, along the seat tube, to the top of the saddle.
Add 2 or 3 mm if you have long feet in proportion to your height. If you suffer from chondromalacia (knee pain caused by damage to the underside of the kneecap), a slightly higher saddle may feel better. However, it should never be so high that your hips must rock to help you reach the pedals.
- **Saddle Tilt:** The saddle should be level, which you can check by laying a yardstick along its length and comparing it to something horizontal like a tabletop or windowsill. A slight downward tilt may be more comfortable, but be careful. More than a degree or two could cause you to continually slide forward, putting pressure on your arms and hands.
- **Fore/Aft Saddle Position:** Sit comfortably in the center of the saddle, click into the pedals, and set the crankarms horizontal. Hold a weighted string to the front of your forward kneecap. For most of us, the string should touch the end of the crankarm. This is known as the neutral position. Loosen the seatpost clamp so you can slide the saddle to get it right. Remember, if your reach to the handlebar is wrong, use stem length to correct it, not fore/aft saddle position.
- **Feet:** Some of us walk like pigeons, others like Charlie Chaplin. Your footprints as you leave a swimming pool will tip you off. To make cycling easier on your knees, shoe cleats must put your feet at their natural angle. This is a snap with clipless pedal systems that allow feet to pivot freely (“float”) several degrees before release. Then all you need to do is set the cleats’ fore/aft position, which is easy. Simply position them so the widest part of each foot is centered on the pedal axle. If you experience discomfort such as tingling, numbness or burning (especially on long rides), move the cleats rearward as much as a centimeter.
- **Crankarm Length:** In general, if your inseam is less than 29 inches, use 165-mm crankarms; 29-32 inches, 170 mm; 33-34 inches, 172.5; and more than 34 inches, 175 mm. A crankarm’s length is measured from the center of its fixing bolt to the center of the pedal mounting hole. The length is usually stamped on the back of the arm. If you use longer crankarms than recommended, you’ll gain leverage for pushing big gears but lose some pedaling speed.

With permission by Ed Pavelka of www.RoadBikeRider.com

Notes from the Back of the line

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An collection of facts, anecdotes and reviews from my usual location.....at the back of the line.

In praise of local bicycle shops

We have met the enemy and they is us
 Pogo

We are fortunate in Whatcom County to have access to a number of locally owned bicycle shops. Jack's, Kulshan and Fairhaven have been in business for years and have offered a variety of bicycle lines as well as well regarded repair shops. In recent years several new shops (Fanatik and Clarks) have opened and impressed with their serious approach to cycling. In addition there are several repair shops and the Hub for used bikes and parts.

These enterprises are locally owned and operated. They offer entry to expert level bicycles and fine service. In contrast big box merchandisers generally sell bicycles with lower quality components, offer little service and provide less satisfaction for the serious road, touring and mountain bikers. I enjoy doing business with these shops. When I return for service I can kibbutz (gab) with the owner, who may have sold the bike and talk with the repair shop people and have some expectation that I'll be recognized and valued. There is the proprietor's concern with providing satisfactory service and a quality product.

The Sustainable Connections web site points out a number of reasons to do purchase locally:



1. Significantly more money re-circulates in Whatcom or Skagit County when purchases are made at locally owned, rather than nationally owned, businesses;

2. Our one-of-a-kind businesses are an integral part of our distinctive character;

3. Locally owned businesses can make more local purchases requiring less transportation and generally set up shop in town or city centers as opposed to developing on the fringe.

This generally means contributing less to sprawl, congestion, habitat loss and pollution.

4. Small local businesses are the largest employer nationally and in our community, provide the most new jobs to residents.

5. Local businesses often hire people with more specific product expertise for better customer service.

6. Local businesses are owned by people who live in this community, are less likely to leave, and are more invested in the community's future.

7. Local businesses in town centers require comparatively little infrastructure investment and make more efficient use of public services as compared to nationally owned stores entering the community.

8. A marketplace of tens of thousands of small businesses is the best way to ensure innovation and low prices over the long-term. A multitude of small businesses, each selecting products based not on a national sales plan but on their own interests and the needs of their local customers, guarantees a much broader range of product choices.

Give this some thought next time you are out shopping.

.....pagoff

Bike Maps make great gifts!

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