



Ride of the Month

Dave Lucas' west side "ride to eat" is Ride of the Month

The Ride of the Month is usually one of road rides to a neighboring town but for the second month in a row we recognize the gentle charm and leisurely pace of a neighborhood ride.

Dave Lucas led a popular and extremely enjoyable ride through Springfield's neighborhoods, ending up at Palermo's where the group enjoyed a nice meal and friendly conversation. Thanks Dave!

30th Annual October-fest on Oct. 12!

See pages 8,15



Cathy's Ride to Kampsville is Oct. 5!

See page 8

Almost Anything Award

Alan and Harriet Josephson help make the Midwest Tandem Rally (MTR) a Springfield success.

Months of hard work paid off as the world's largest tandem event came to Springfield. As Springfield MTR coordinator, Alan recruited and coordinated volunteers, and met with local tourism officials, hotels, caterers, police and sheriff's departments, and traffic control staff to plan for the arrival of 400 teams of tandem riders.

When representatives from the Chicago Area Tandem Society (CATS) came to Springfield to scout us out, Alan and Harriet invited them into their home. In addition to a great time for participants this event provided an economic and public relations boost for Springfield. Thanks Alan and Harriet!

Come Ride with Us! • What's in this Month's QR

See page 3

Marty Celnick is Rider of the Month with 923 miles!

Details on page 4

Lookin' for a Ride?

See Ride Schedule, pages 7-9

President's Rave

October 2008

I have been looking into other types of rides that we, as a club, might enjoy doing. Randonneuring and Audax style rides, both look to have potential. Randonneuring is an unsupported type of cycling, usually quite long distances are covered, up to 1200 km! That is a bit long for us! there are shorter events, called Populaire that can be as short as 100km (62mi). Like the metric century on the CCC.

Our club rides could be considered an abbreviated version of this Randonneur Populaire. I think what I liked most about these ride was the non-competitive, pro-camaraderie nature of them. Randonneuring events are part of a tradition that goes back to the beginning of the sport in France and Italy.

The Audax ride is one where a road captain sets a steady pace for the riders in the group, generally about 14mph or so, between stops. Itinerary and resting places are planned in advance. "All for one, and one for all" is the motto of these rides. Every rider begins and finishes together. This is a time over distance type of ride, points would be subtracted for early or late arrival, missing riders, etc.

Combine several audax rides, of different lengths and starting at various locations, all heading for the same spot. Like arrows flying to a bullseye and you have a Fleche Velocio. Fleche is French for arrow and Velocio is the patron saint of Randonneuring and Cyclotouring.

These rides sounded kind of interesting, I'll see if I can put together a ride like this in the spring. With the winter season ahead of us...we may have more time to think about cycling than actually riding.

I'm sure that this will be covered elsewhere in the newsletter, but... A big thanks to everyone that helped make this the best CCC ever!!!

See Ya out there: Robert



Come Ride with Us

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With spring activities underway, many are dusting off bikes and preparing to ride. Sharing the cycling experience is what makes riding more enjoyable and one of the reasons that the Springfield Bicycle Club (SBC) sponsors rides virtually every day of the year. Members have come to appreciate the wide variety of destinations, distances and pace to accommodate cyclists of different abilities and skill levels.

The EZ Rider program, for example, is for riders new to the sport or riders who simply prefer to ride at a more relaxed pace. Also, contrary to what many people might believe, you don't need an expensive bicycle or have to wear spandex to be a member. SBC members ride just about anything with two wheels and pedals, including those funny looking contraptions called recumbents.

The SBC rides offer a variety of benefits. The rides provide an opportunity to meet and socialize with others in the community who also enjoy cycling. They encourage cyclists to learn about different riding styles, and improve their riding skills and confidence. Novice riders will be introduced to safety techniques, effective riding habits and tips on basic bike maintenance. Another advantage of riding with the SBC is to learn preferred bicycle routes, both in town and out in the country.

Club Rides

The SBC ride program contains rides to suit just about every cycling interest, whether for recreation, fitness, sport or touring (see Ride Schedule beginning on page 8, and listing of ride types on page 11). In addition, the SBC annually sponsors the Capital City Century on the first Sunday after Labor Day, with routes of 12 to 100 miles.

If you are a novice or new to group riding, we encourage you to start with a weekend, EZ, or neighborhood ride that has a designated ride leader. Plan to arrive at least 10 minutes before the starting time so that you have an opportunity to meet the ride leader and other members of the group.

Please contact a club officer or ride leader if you have any questions. We look forward to riding with you!

Secretary's Report

Ken Anderson, Secretary

Renewals

Allen Vieira
 Mary Thomas
 Dan Payne
 Steve Lashbrook
 Janet Cooper
 David StJern
 Armand Tippet
 Mike Vonnahmen
 Roger Schlichting

Renewals at the Sustaining Level

Lynn Miller & Andrea Butler

New Members

Paul Purseglove
 Ann Robert
 Lucretia Pitts
 Lori O'Connor & Family
 Stephanie & William Carpenter

Renewals at the Contributing Level

Susan Hack
 Rebecca Hood
 Cynthia Johnson

Thanks to all for your support of the SBC and bicycling!! Ride safe!!

Note: Renewals or new applications not received by the end of the first week of the month may be recorded on next month's report.

Riders of the Month

8/08 Marty Celnick 923 miles	4/08 Mike Vonnahmen, 963 mi.	12/07 Mike Vonnahmen 269 miles
7/08 Byron Nesbitt 1,004 miles	3/08 Grover Everett 1,303 miles	11/07 Karl Kohlrus 602 miles
6/08 Marilyn Powell, 619 miles	2/08 Cathy Yeaman 903 miles	10/07 Byron Nesbitt 910 miles
5/08 Charlie Witsman, 818 miles	1/08 Jack Hurley 926 miles	9/07 Lance Kidd 857 miles

Board Meeting Notes— August 6, 2008

David McDivitt, Acting Recording Secretary

Members Present: Robert LaBonte, Tom Clark, David McDivitt, Ernie DeFrates, Bill Donels, Ken Anderson, Kevin Greene, Naomi Greene, Alan Whitaker, Marty Celnick, Tracey Hurley

President Robert LaBonte called the board meeting to order at 7:15. Minutes from the August 6th meeting were approved as submitted.

Treasurers Report. Tracey Hurley presented the Treasurer's report on behalf of Dave Lucas. The report covered a period from July 1, 2008 through July 31, 2008 with a beginning balance of \$13,556.54, expenses of \$1,201.68, income of \$673.00, and an ending balance of \$13,037.86. The Board accepted the Treasurer's report.

A three-part motion was made to appoint Kevin Greene as interim Vice President, create a new board position titled "Webmaster" for club webmaster duties, and appoint David McDivitt as interim Webmaster. The motion was seconded, there was discussion, then the motion was approved as submitted. The position of Recording Secretary was left vacant, with responsibility to be shared by other members on the Board. David McDivitt volunteered to perform Recording Secretary duties for the meeting already in progress.

Ride Schedule. Kevin Greene reported his progress to date on

the upcoming ride schedule. Discussion ensued whether to place rides without leaders in the schedule for times when no leader has volunteered. Kevin stated he will continue the practice and see how it goes. David McDivitt agreed to write a *Quick Release* article describing the new type of ride. Kevin announced there will be a meeting for the "committee exploring rides". Kevin proposed the next board meeting be Wednesday September 3, 2008 at 7:00 p.m. at the same location.

Special Events. Tom Clark, the Special Events Chair, reported good progress with planning for the Capital City Century, with none of the subcommittees having problems. Attempts will be made to limit fish consumption this year. People will be allowed three servings until everyone has been served and most riders have come in. There will be dedicated runners to do errands. Changes were made to map information eliminating confusion. Tom went on to say many measures have been taken to make the CCC a greener event this year.

A motion was made to have a contribution jar for the Stuebs family present at the CCC sign in table. The motion was seconded, there was discussion, then the motion was approved as submitted.

Awards. Alan Whitaker, the

Incentive Chair, presided over awards. Lyn Schollett's Ice Cream ride on Sunday July 20th was voted ride of the month. Two Almost Anything Awards were given. The first AAA went to Dave Ross, our former president, who rode his bicycle numerous times to his chemotherapy treatments. The second AAA went to Donald Harvey for the incredible amount of work he did setting up his ride at Blue Mound on July 5th.

A motion was made to allow multiple Almost Anything Awards in one month. The motion was seconded, there was discussion, then the motion was approved as submitted. Another motion was made to permanently do away with the Lead Water Bottle Award. The motion was seconded, there was discussion, then the motion was approved as submitted.

Social Chair. Tracey Hurley, the Social Chair, reported cards were sent to Louie Spinner and Mark Smith.

Legislative and Education. Bill Donels presented the Legislative and Education report. Bill distributed a report created by Lynn Miller, the Legislative Chair. Following discussion about the report, Bill said Lynn would use pieces of the report in a letter to members of the Springfield City Council. Bill went on to say he and Lynn are encouraging City Council members to start a Bicycling Advi-

(Continued on page 6)

(Continued from page 5)

sory Council to represent bicycling interests in the city. More people are cycling due to increased fuel costs, for health, and for recreation. It is felt the city should pay more attention to their interests, the city should become more bike friendly, and bicycles could be considered better with new road construction.

Newsletter. Marty Celnick, *Quick Release* Co-Editor, reported no issues. A motion was made to reimburse Marty \$150 of the \$300 he spent on software used for the newsletter. The motion was seconded. As part of the ensuing discussion the motion was changed to reimburse the entire \$300, and the

modified motion was accepted.

Old Business. A previous item regarding bicycle racks for SPARC, to assist in obtaining them, was tabled, having no further information or change in status. A previous item regarding bicycles for needy children, to collect, refurbish, and distribute bicycles to needy children, was tabled, having no further information or change in status.

New Business. Alan Whitaker who chairs the Mileage and Incentive Committee, produced a report from the committee for review by the Board, containing proposed changes. No action was requested and no motions were

made at this time. Alan stated he will seek approval from the Board on items contained in the report in an upcoming month.

The meeting adjourned at 9:15pm. The next board meeting is scheduled for Wednesday September 3, 2008 at 7:00pm at Robert Morris College, room LL07, 3101 Montvale Drive, Springfield.



October 2008 Ride Schedule

For updates, corrections and last minute changes to the ride schedule, check the SBC website at www.spfldcycling.org. Unless otherwise indicated, daytime rides will not take place on holidays. All rides return to the starting point unless otherwise noted.

Each ride in the schedule is designed for riders of a specific skill level or ability. A ride usually consists of more than one level and riders will normally break up into groups that ride at a similar pace. If you are unsure about your cycling ability, try a ride or ride with a group one class slightly below where you think you might be. You can then move up until you find the level that is right for you.

Please arrive 10 minutes early and be ready to leave on time; all rides leave promptly at the time listed. Make sure your bike is in proper working order before you arrive. All riders are strongly encouraged to obey traffic laws; wear a helmet; carry a spare inner tube, patch kit, tire irons, pump and water bottle; and have a rear-view mirror.

If there is no ride leader specified for a scheduled ride, club members are asked to greet newcomers, assist those who are not familiar with the route and report miles using a ride sheet. In the case of inclement weather, or if the leader fails to appear (probably because of an emergency), form a group and go on a ride if you like.

Please report miles to Records Chair Karl Kohlrus at [records \(at\) spfldcycling.org](mailto:records@spfldcycling.org). See the ride rules at www.spfldcycling.org for details.

If you have a question or interest in leading a ride, contact Kevin Greene at 793-9622 or by e-mail: [vp \(at\) spfldcycling.org](mailto:vp@spfldcycling.org). You can also contact him if you would like to lead an ad hoc ride. The ride will be posted on the web site. Please provide at least three days notice.

Weekday & Weekend Daytime Rides		<i>Check the start times!</i>
Monday thru Friday 10:00 am	Morning Geezer Ride Washington Park Shelter Show-N-Go	Show-N-Go ride for retired geezers or those hoping to become geezers. No leader or map. Participating riders should turn in miles to Karl Kohlrus.
Monday thru Friday 10:00 am	Daily Pana Trail Ride Lake Taylorville parking lot, Rt 29 Show-N-Go	Show-N-Go along the Lincoln Heritage Trail. Turn in miles to Karl.
Mon, Wed, Fri Noon	IDOT, Lost Bridge Trail Dirksen Parkway Lisa Kidd, 546-1698	AB – Lunch with Lisa Ride. Skip lunch and ride on the trail with Lisa and other SBC regulars.
Monday and Wednesday 12:15/ 12:20 pm	Robert Morris College 3101 Montvale Dr. and Vredenburgh Park Saxon Dr. & Crusaders Rd. Dave Ross, 789-4823	BC – Westside Lunch Ride. Leaves Robert Morris College at 12:15 pm and Vredenburgh Park at 12:20 pm. We'll hit the trails or go out in the country.
Weekday & Weekend Evening Rides		<i>Check the start times!</i>
Monday 5:30 pm	Parkway Point Theater Lindbergh & Robbins Road Deb Cooper, 546-5099	ABCD – A favorite of fast and moderate-paced riders. Typically 18 – 24 miles. Check the website for changes in the ride location.
Monday, Tuesday, Wednesday & Thursday 6:00 pm	Pana Trail Lake Taylorville Parking Lot, Rt. 29 Show-N-Go Charles Witsman, 562-5208	Show-N-Go ride on the Lincoln Heritage Trail. Lights are required. Call Charlie if you need information about trail conditions or directions. Turn in miles to Karl.
Tuesday 5:30 pm	Schlitt Park, directly south of Owen Marsh School, 1100 Avon Drive David Lucas, 753-3831	EZ - 10 easy miles at a relaxed pace through low traffic neighborhoods. Those interested will meet for dinner afterwards at a west side restaurant. If you ride home afterwards, lights are strongly recommended.
Tuesday 5:30 pm	Rotary Park Archer Elevator & Iles Show-N-Go	AB – West side training ride. Aimed at those who want to train hard and fast for 12 - 25 miles. Turn in miles to Karl.

Tuesday & Thursday 5:30 pm	IDOT, Lost Bridge Trail Dirksen Parkway Show-N-Go	ABC – Show-N-Go along the Lost Bridge Trail. Turn in miles to Karl.
Thursday 5:30 pm	Rotary Park Archer Elevator & Iles Show & Go	ABC – A fast workout to prepare for longer weekend rides. D riders are invited to stretch their abilities, but may be riding alone unless they bring a buddy. Several cut-offs for 12 - 25 miles. Turn in miles to Karl.
Scheduled Rides and Events Check the start times!		
Wednesday October 1 7:00 pm	Robert Morris College 3101 Montvale Dr. Room # LL07 Robert LaBonte, 787-0237	NC – Board Meeting. All SBC members are invited to attend the board meetings.
Friday Oct 3 6:30 am	Café Moxo 411 East Adams Curt Evoy, 502-1118	NC – Unofficial End of the Commuting Season Breakfast. Bike commuters meet for coffee and pastries. Also remember to patronize other bike-to-work supporter, Grab-a-Java.
Saturday October 4 9:00 am	Lewis Memorial Christian Village 3400 W. Washington Micci Bly, 971-3969	ABCD – Micci will take us out to Pleasant Plains and beyond for 40 miles.
Sunday October 5 7:45 am	Perkins Family Restaurant 3429 Freedom Drive Cathy Yeaman, 483-4912	ABCD – Kampsville Ride. Meet at 7:45 am at the Perkins in Parkway Pointe parking lot to car pool to Glasgow and Eldred. Riders looking for 50 and 66 mile routes will leave Glasgow at 9 am. Riders looking for a shorter route will continue on by car to Eldred. All routes cross the river on the ferry at Kampsville. The shorter routes are an out and back so mileage can be adjusted to suit all riders.
Sunday October 5 10:00 am	Wabash Trail east end parking lot Park St. & Wabash Ave. Linda Tarr, 528-9242	EZ – 19 easy miles with a refreshment stop at the Apple Barn in Chatham.
Saturday October 11 10:00 am	IDOT, Lost Bridge Trail Dirksen Parkway Mark Rabin, 529-7377	ABCD – Mark has 30 – 40 miles planned, with a short option also
Sunday October 12 10:00 am	Waldrop Park Andrew Road, Sherman Karl Kohlrus, 544-8410	ABCD – Karl has 20 – 30 miles planned. Destination Athens or Elkhart.
Sunday October 12 3:00 pm	Residence 245 Circle Drive Roger & Hope Schnelten 529-0780	ABCD – 30th Annual Oktoberfest. Ride 15 – 30 miles. The long riders are free to start at 2 pm; short ride starts at 3 pm. Beer, soda, burgers and brats at the end of the ride. Bonfire at dusk. Side dishes and desserts welcome. Lawn chairs recommended and carpooling encouraged.
Monday October 13 10:00 am	IDOT, Lost Bridge Trail Dirksen Parkway Mike Schwab, 753-3585	ABCD – Columbus Day Ride. Mike has 10 to 50 miles planned.
Saturday October 18 11:00 am	Residence 224 Old Tippecanoe Dr., off W. Washington near Lutheran HS Naomi Greene, 793-9622	ABCD – Chili Today, Hot Tamale Ride. Ride starts at 11am for 20 – 40 miles. Chili and tamales at the end of the ride. Side dishes, desserts and drinks welcome.
Sunday October 19 10:00 am	Panera Bread W. White Oaks & Wabash Lisa Kidd, 546-1698	ABCD – Lisa will take us 40 miles or so to find some beautiful trees somewhere out west of town, depending on the weather.
Saturday October 25 2:00 pm	Residence 1914 Bayview, off Turning Mill Tom Clark, 585-1539	ABCD – Spooky Ride & Party. Ride starts at 2 pm for up to 35 miles. Potluck & party 4 pm – 8 pm, including Spooky Treats Contest. Costumes not required; spooky attitudes encouraged
Sunday October 26 10:00 am	Vredenburg Park Saxon Dr. & Crusaders Rd, just off Wabash Trail in Sherwood Subdivision Lance Kidd, 546-1698	ABCD – Lance will take us out to Chatham and beyond for 40 – 50 miles, depending on the weather.
Friday October 31 7:00 pm	Residence 8 Bridge Terrace, just N. of Cherry & Outer Park Lola Lucas & Kevin Brown 787-5652	NC – Annual Halloween Party. Show-N-Go at 6 pm. The party begins at 7 pm. Bring food and/or drink to share; costumes are strongly encouraged.

Ride Types

- A** Speed 18+mph average
- B** Speed 15 to 18 mph average
- C** Speed 12 to 15 mph average
- D** Speed 8 to 12 average
- ER** Speed under 8 mph average, slow paced social group ride without map, usually neighborhood tour
- EZ** Easy ride with no given speed
- NC** Non cycling event, but to/from miles still count
- MB** Suitable for mountain and all terrain bikes
- Show-N-Go** No ride leader, no speed specified, ride on your own and turn in miles to the Club Records Keeper

For Sale



EZ-1 “Supercruzer” Recumbent Sun Bicycle

\$250

**Contact: Susan Hix at 217-636-8195 or
Cathy Yeaman at 483-4912**

Springfield Bicycle Club Mileage and Activity File As of August 31 2008

Editor's note: Only those who rode in the current month are listed below. This is done to reduce printing costs. All riders can view their current mileage on the club website www.spfldcycling.org

NAME	MONTH							YEAR						
	RIDE	T/F	TO-TAL	RIDES	AVG RIDE	LED	LDR PTS	RIDE	T/F	TO-TAL	RIDES	AVG RIDE	LED	LDR PTS
Grover Everett	2,313		2,313	31	74.61			11,839	84	11,923	196	60.83	2	6
Cathy Yeaman	942	82	1,024	21	48.76			6,946	162	7,108	156	45.56		
Jack Hurley	997	27	1,024	27	37.93			6,609	253	6,862	167	41.09	1	3
Mike Vonnahmen	953	13	966	27	35.78			6,184	108	6,292	173	36.37		
Charlie Witsman	1,129		1,129	23	49.09			4,951	63	5,014	116	43.22	1	3
Marty Celnick	775	148	923	27	34.19	2	6	4,126	644	4,770	166	28.73	5	15
Lisa Kidd	825	39	864	26	33.23			4,032	206	4,238	139	30.49		
Janet Cooper	775		775	30	25.83			4,122	15	4,137	156	26.52		
Karl Kohlrus	771	115	886	36	24.61			3,342	616	3,958	234	16.91	1	3
Tom Clark	794	13	807	31	26.03	1	3	3,888	50	3,938	150	26.25	4	10
Lance Kidd	619	39	658	18	36.56			3,657	206	3,863	122	31.66	2	6
Marilyn Powell	100	3	103	2	51.5			3,229	37	3,266	110	29.69	1	3
Tracey Hurley	576	37	613	17	36.06			3,004	177	3,181	94	33.84		
David McDivitt	721	64	785	38	20.66	4	7	2,523	306	2,829	135	20.96	10	17
Dean Wisleder	697		697	17	41			2,631	5	2,636	113	23.33		
Curt Evoy	661	16	677	30	22.57			2,550	79	2,629	118	22.28	1	3
Ruth Magos	471		471	13	36.23			2,594	8	2,602	78	33.36		
Roger McCredie	529		529	14	37.79			2,586	10	2,596	78	33.28		
Don Harvey	281		281	9	31.22			2,581		2,581	96	26.89	1	3
Byron Nesbitt	245		245	8	30.63			2,374	14	2,388	52	45.92		
Connie Roberts	441		441	16	27.56			1,910		1,910	80	23.88		
Pat Stephens	286		286	13	22			1,844		1,844	75	24.59		
Ernie DeFrates	439	2	441	14	31.5			1,754	26	1,780	69	25.8	3	9
David Sykuta	161		161	6	26.83			1,718	27	1,745	66	26.44		
Linda Butler	197	2	199	7	28.43	1	3	1,629	39	1,668	69	24.17	3	9
Christa Morris	300		300	11	27.27			1,630		1,630	52	31.35	1	3
Kevin Greene	295	25	320	18	17.78	1	1	1,361	206	1,567	85	18.44	12	12
Jim Hajek	83		83	5	16.6			1,524	38	1,562	71	22		
Robert LaBonte	346	15	361	14	25.79	1	3	1,509	44	1,553	75	20.71	17	34
Bill Bock	360		360	10	36			1,552		1,552	40	38.8		
Arden Gregory	243	112	355	5	71			996	502	1,498	25	59.92		

Springfield Bicycle Club Mileage and Activity File As of August 31 2008

NAME	MONTH							YEAR						
	RIDE	T/F	TO-TAL	RIDES	AVG RIDE	LED	LDR PTS	RIDE	T/F	TOTAL	RIDES	AVG RIDE	LED	LDR PTS
Chuck Orwig	131	4	135	4	33.75			1,450	14	1,464	43	34.05		
Alan Josephson	180	19	199	8	24.88	2	6	1,242	136	1,378	56	24.61	8	19
Mary Lou Hicks	136		136	8	17			1,344	10	1,354	63	21.49		
Carol Bock	360		360	10	36			1,327		1,327	35	37.91		
David Banks	347		347	10	34.7			1,269	22	1,291	29	44.52		
Sr Josepha Schaffer	180	10	190	5	38			1,255	22	1,277	39	32.74	1	3
Cindy Kvamme	280		280	14	20	1	1	1,223	25	1,248	61	20.46	3	7
Jan Cimarossa	218		218	8	27.25			1,208	18	1,226	44	27.86		
Alan Whitaker	106	32	138	5	27.6			1,103	123	1,226	41	29.9	1	3
Lynn Miller	34	6	40	1	40	1	3	1,161	41	1,202	44	27.32	4	12
Mark Rabin	32		32	1	32			1,171		1,171	38	30.82		
Bob Carmody	303		303	9	33.67			1,161		1,161	39	29.77		
Ken Anderson	168	80	248	9	27.56	2	2	776	363	1,139	31	36.74	5	7
Kenny Vimnell	181	54	235	4	58.75			846	286	1,132	23	49.22		
Bob Sorenson	243	112	355	5	71			716	340	1,056	20	52.8	1	3
Mike Eymann	61		61	3	20.33			1,039	10	1,049	46	22.8		
Dave Ross	409	27	436	14	31.14			914	41	955	41	23.29		
Dave Lucas	243	2	245	22	11.14	5	5	933	18	951	97	9.8	16	16
Mike Schwab	188		188	22	8.55			950	1	951	148	6.43	1	3
Kedra Elston	262	40	302	10	30.2			794	55	849	29	29.28	1	1
Cindy Moreno	286	15	301	15	20.07			789	15	804	40	20.1		
Tracie Stephens	151		151	9	16.78			727		727	42	17.31		
Sue Dees	122	3	125	6	20.83	2	2	605	3	608	37	16.43	3	3
Bob Dettling	180	1	181	12	15.08			550	11	561	37	15.16		
Kathy Shepard								477	61	538	12	44.83		
Micci Bly	38	2	40	1	40			506	6	512	15	34.13		
Lyn Schollett	97	9	106	4	26.5			459	38	497	23	21.61	4	4
Jon Edwards	38	8	46	1	46			366	79	445	10	44.5		
Sid Marder	43	19	62	2	31			294	151	445	15	29.67		
Naomi Greene	75	4	79	5	15.8	1	1	396	37	433	27	16.04	1	1
Lynn Rhoades	131	11	142	3	47.33			361	55	416	10	41.6		

Springfield Bicycle Club Mileage and Activity File

As of August 31 2008

NAME	MONTH							YEAR						
	RIDE	T/F	TO-TAL	RIDES	AVG RIDE	LED	LDR PTS	RIDE	T/F	TOTAL	RIDES	AVG RIDE	LED	LDR PTS
Dan Payne	143	6	149	3	49.67			384	25	409	9	45.44		
Bruce Yurdin	93	43	136	2	68			330	70	400	7	57.14		
Christine Kohlrus	111	15	126	4	31.5			238	114	352	12	29.33		
Kent Kraft	38	1	39	1	39			307	42	349	9	38.78		
Tony Henn	180		180	18	10			327		327	33	9.91		
Art Meyer	185	10	195	6	32.5			305	12	317	9	35.22		
Gerry Orwig	71		71	8	8.88			295	15	310	30	10.33		
Deb Cooper	86	4	90	5	18			261	4	265	14	18.93		
Cyd LaBonte	57		57	4	14.25			257		257	17	15.12	3	3
Linda Tarr	108	31	139	8	17.38			171	41	212	13	16.31		
Wayne Noethe	38		38	1	38			201		201	5	40.2		
Vicky Berry	24		24	2	12			196		196	17	11.53		
Jackie Galli	98		98	3	32.67			190		190	7	27.14		
Cindy Tubbs	19	3	22	1	22			166	20	186	10	18.6		
Brian Fowler	54		54	1	54			174		174	3	58		
Rick Cox	32		32	1	32			152		152	5	30.4		
Bill Lewis	109	8	117	2	58.5			109	8	117	2	58.5		
Mary Loker	32		32	2	16			111		111	5	22.2		
Sue Hack	3		3	1	3			105		105	9	11.67		
Anita McDivitt	8		8	1	8			94	8	102	12	8.5		
Janice Perino	9	11	20	1	20			44	37	81	3	27		
Ron Melcher	77		77	2	38.5			77		77	2	38.5		
Julie Perino	9	11	20	1	20			35	28	63	3	21		
Dan Duncan	42	20	62	1	62			42	20	62	1	62		
Mike Elston	58		58	1	58			58		58	1	58		
Bob Ayers	38	14	52	2	26			38	14	52	2	26		
Don Daniels	51		51	1	51			51		51	1	51		
Harriet Josephson	40		40	2	20			40		40	2	20		
Garland Stevens	18		18	1	18			36		36	2	18		
Jason Beaman	23	10	33	1	33			23	10	33	1	33		
Marie Walden	14		14	1	14			14		14	1	14		
Richard Tapia	10		10	1	10			10		10	1	10		
Totals	25,714	1,397	27,111	901	30.09	24	43	145,421	6,867	152,288	5,255	28.98	122	237

Thank You CCC Volunteers!

By Tom Clark
Special Events Chair

Thanks to the many, many volunteers whose many efforts made our 36th annual Capital City Century on Sunday, September 7th a great success. We had a number of new volunteers this year, in addition to the volunteers who work devotedly year after year. Our final count of 693 registered riders was our highest ever. Our riders varied in age from 9 to 79, and once again we had registrants from neighboring states. We received high marks from riders via personal communications and in an online survey conducted after the event.

Riders liked the route and scenery, the marking and maps, the SAG and Radio support services, and the food and water stops. These services and the Post-Pedalin' Party at the Beach House, all of them free to registered participants, are what make the CCC special.

The level of dedication of club members and friends to ensuring the success of the Capital City Century via their volunteering is truly amazing. Many of you worked long hours. Some of you forgo riding the CCC to help us put on our key event of the year. Every volunteer made a valuable contribution to our success. Thank you, one and all!

The Sangamon Valley Radio Club once again provided excellent information and communication support. Thanks to Dan Butzirus, coordinator, and Steve Upchurch for organizing and helping us keep our riders safe once again. The Cookie Callers went above and beyond this year, obtaining baked goods from 78 households and helping us get some new CCC event volunteers as well. Moroccan Soul provided great music at the Beach House. R & M provided much-appreciated mobile bike shop services at Beach House, and Biketek did the same at Auburn.

The following list of volunteers is complete to the best of our knowledge. If you know of someone who volunteered who isn't list, please advise and we'll get an additional list in a future QR. In this list, a "*" indicates a chairperson or chairpersons:

Marketing Designs	Terri Nelson*
T-shirts	Linda Butler* with Terri Nelson (design)
Public relations	Naomi Green* with Terri Hempstead (thank you notes)
Historic ride	Chuck Orwig*
Route markers	Chuck Orwig*, Tom Clark*, Ernest Lee DeFrates, Jackie Galli, Pete Gudmundson, Roger McCredie, PJ Burtle-McCredie, Dave Ross, Bob Sorenson, and Louie Spinner
Signs	Tom Clark* and Lance Kidd

Registration	Alan Whitaker*, Linda Butler (t-shirts), Kevin Brown, Brea Elston, Catherine O'Connor, Robert LaBonte (Answer Guy, century certificates), Libby Pyle, Dave Ross, Mark Smith (photos), Kathy Shephard, and Erik Welch
SAG	David McDivitt*, David Banks, Scott Cross, Alan Josephson, Anita McDivitt, Regina McGuire, Ron Melcher, Bob Sorenson
Cookie Callers	Sue Hack*, Tom Clark, Deb Cooper, Mary Lou Hicks, Harriet Josephson, Christine Kohlrus, Gerry Orwig, Connie Roberts, Dave Ross, and Louie Spinner
Food	Tracy Hurley* with Jack Hurley
Runners	Sue Dees and Louie Spinner (food), Terri Hempstead and Mark LeFavor (Century chair)
Auburn (set-up)	Dara Voss*, Curt Evoy, Cindy Kvamme, Cindy Moreno, and Bill Voss
Auburn food stop	Judy Nesbitt*, Mary Dana Abbott, Marcia Barr, Judy Day, Jon Edwards, Sue Hack, Francie King, Gerry Orwig, Chuck Orwig (Question Man), Deanna Shidler, Marie Walden
Beach house	Kedra Elston*, Bob Ayers, Danielle Benner, Kevin Brown, Barb Carney, Sue Dees, Mike Elston, Jack Elston, Brea Elston, Brigetta Ewing, Tony Henn, Harriet Josephson, Cindy Kvamme, Cyd LaBonte, Diana Long, Lanny Pratt, JoAnn Mumaw, Christa MacLaren-Morris, Cindy Moreno, Louie Spinner, Craig Ross, Mike Royer, and Carolyn Taft
Covered bridge	Ken Anderson*, Angie Gum, Deb Ihnen, Bruce Van Metre, and Jo Van Metre
Glenarm	Jerry Ihnen* and Mike Eyemann
Cleanup	All the food crews plus Cindy Kvamme and Blaine Kinsley
Service providers	TJ Henderson (Biketek, mobile bike shop), Frank Marcy and Chris Cormany (R & M, mobile bike shop), Bill Sheehan, Debbie Cremeens, and Marty Nagel (Moroccan Soul Band), Ditto and Alice O'Keefe (Glenarm water stop hosts)

I wish to apologize to anyone whose name I've failed to mention. There are so many faithful volunteers who come out every year to make this such a great event. Your efforts are greatly appreciated!

*Roger and Hope Schnelten Invite You
To the 30th Annual Oktoberfest*

*Sunday, October 12th
245 Circle Drive, Springfield
217-529-0780*



- Brats, burgers, beer, soda and hot drinks provided
- 29 mile bike ride (with shorter options) begins at 3pm
- (ride 15 miles or more and get a chance to win a Major Award!)
- Grills fired up at 3 – food should be ready by 5.
- Side dishes welcome
- Lawn chairs and car pooling suggested.
- Music by Antone and Wick at 4:30pm
- Bonfire at dusk.



Please join us!





You are invited to the annual
Halloween Party
hosted by Lola Lucas & Kevin Brown

The Lucas Brown Haunted Castle perches brooding just beyond the dark waters of the Spring Creek. Each year a horde of ravening creatures returns, weirdly dressed and shuffling denizens of the night...oh wait, those are bike club members!

Come Halloween itself, Friday, October 31st. Show'n'go at 6:00 from the driveway, then the doors creak open at 7:00 for Buckets of Blood beer in The Troll's Grotto. Who knows what may lurk there in the darkness, hmm? Costumes are strongly encouraged; bring food and/or drink to share.

Cross over the vampire-repelling running water of the creek to #8 Bridge Terrace (just north of Cherry & Outer Park) for yet another memorable evening at the lair of the Lady Lola and Kevin the Beerbarian.

Need more info? Call 787-5652.



Spooky Ride and Party

By Tom Clark



Don't miss the Spooky Ride & Party on Saturday, October 25. New spookier time allows riders to return for a twilight party at 1914 Bat-View (Bayview) Lane. Third annual Spooky Treats Contest at 5:30 or so. Both long and short rides at 2, with a potluck from 4 to 8. Main dish provided. Bring salads and appetizers, spooky treats contest covers the desserts. A spooky movie will be shown on the big screen. While costumes are not encouraged for this pre-Halloween event, spooky attitudes definitely are!



“Settling Your Gravity Debt”

or

“How I Learned to Stop Worrying and Love to Bomb (DND)”[1]

By Mark Flotow

Being mortal, when I push on the pedals I expend a certain amount of energy to make the bike go forward. When the road tilts upward, that energy expenditure increases and more quickly depletes the amount I have available for a given ride. Is it possible to settle this energy account with the uphill more quickly, instead of dragging it out all season?

That leads to this question: have you ever thought about how many feet you climb - in terms of elevation gain - for an average year? No, me neither, but that doesn't prevent us from turning this into a math exercise, given enough assumptions. Starting with: let's assume you ride on average four times a week and 34 weeks a year. And on each ride, ignoring distance and time, you climb on average a total of 100 feet in vertical elevation. Let's further define "climb" as a gradient that 1) requires you to shift down to a larger rear sprocket with two or more additional teeth from one you might use on some flattish stretch and 2) takes at least ten seconds to ascend. Do you really "climb" 100 feet per ride? If you live around Salisbury or Petersburg, it's probably more. If you live around Auburn, it could be less. So feel free to adjust any of these assumptions or parameters to fit your circumstances, if you care to.

Given the above, mathematically it comes down to:

100 feet per ride x 4 rides per week x 34 weeks = 13,600 feet elevation gain per year. That's your annual "gravity debt," let's call it.

What if you could pay off that 13,600 feet debt - or whatever it might be in your case - in a week?

(Continued on page 18)

(Continued from page 17)

Wouldn't that be great, um, other than the one week where you might be suffering like a dog? That's what I attempted to do in late August/early September by visiting the Colorado Rocky Mountains. I am filing this report via QR so you can decide whether this approach is worth considering and attempting yourself.

Here are the seven rides I did [2].

Breckenridge - Hoosier Pass - Breckenridge – 1,937 feet of vertical elevation gain
Breckenridge - Copper Mountain - Vail Pass - Vail – 1,500 feet
Grand Lake - Milner Pass - Fall River Pass - Milner Pass - Grand Lake – 3,359 feet
Frasier - Grand Lake – about 500 feet (sort of an inter-mountain intermezzo)
Grand Lake - Milner Pass - Grand Lake – 2,321 feet
Loveland - Drake - Glen Haven - Estes Park – 3,000 feet
Estes Park - Trail Ridge Road - Fall River Pass - TRR - Estes Park – 5,577 feet [3]

The 18,000+ total feet of vertical elevation gain shown here conservatively fits my definition of “climb” earlier³ and hopefully that settles the annual gravity debt, with interest.

From the evaluative perspective, here are the top five “ing” things I think are worth passing along.

Breathing

The Garbage song title is “The Trick Is to Keep Breathing” [4]. I'd further posit that breathing is more important than leg strength in getting up a long climb, especially when up above the 4,500 foot elevation mark. These are not “power” climbs, where you can muscle your way over the top and recover afterwards. The Rocky Mountain climbs, for example, are far too long for that. You may have heard TV's Phil Liggett and/or Paul Sherwen extol the TdF riders facing the big cols to “climb at their own rhythm” or risk “blowing up.” Part and parcel to erasing your climbing debt is the amount of oxygen you need to extract from the surrounding atmosphere, put into your lungs and send through the circulatory system to your working muscles. Acclimation is good - where your body spends a certain amount of time “getting used to” functioning in rarified air - but it does not negate the fact there are fewer oxygen molecules to be had in a given volume of air compared to the air at 600 feet of elevation here in Springfield, IL. And of course that air continues to rarify as you go higher in elevation.

The short story is, just as Phil and Paul have been telling us, if you go over your limit - that is, essentially oxygen-starving your muscles - you go past the red line to the point where you need to slow immediately, to WAY slower than you could have gone if you had not red-lined it to begin with. That's the “blow up” part, where you have to pay back, plus seemingly usurious interest, for your bodily abuses. So, pay attention to your breathing, not that your body will let you forget it in such elevated circumstances. Find your climbing rhythm, which obviously is limited by your breathing abilities, and stay within yourself. Sure, you still can improve with training and bump up your limits, but I'm just saying r-e-s-p-e-c-t those limits.

Gearing

Do you need especially low gears? Not to dodge this one, but the gear ratios needed for a given ride vary tremendously among ability levels. I could tell you, for example, what I used and in what conditions. To simplify, I'll just tell you what were the steepest uphill/conditions I expected and what I used for that.

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I actually had done some route scouting in previous years. The worst stretch I saw was on the aptly named "Devil's Gulch Road" west of Glen Haven, towards Estes Park, and part of a 500 meter stretch I call "the Devil's Corkscrew." A few years ago, for reasons best skipped here, I went down these hellish hairpins - the other direction - in the rain. For some moments at the time, I thought the bike would never stop again until I was quite dead from attempting to do so by having some part of the Rockies do it for me. (That brought to mind a new sort of r-e-s-p-e-c-t, in the sense that what seems to kill you going up can do likewise, albeit for different reasons, going down.) So for the ascent, I brought a 34x26 gear ratio ($34 / 26 \times 27 = 35$ gear inches; very much a hill-climbing gear by almost anyone's definition). As it happened on the big day, I approached this stretch with two random riders ahead of me. The ramp to the corkscrew is about as steep as these nasty little switchbacks themselves [5]. I very quickly found myself in that 34x26 and hoped it was going to be enough as I plodded along at 5 mph. Even so, that turned out to be passing speed and as I approached the first rider, up to this point unnoticed, I said "Just repeat after me: 'there is no way we are walking this one.'" I surprisingly received an immediate and lucid response of "there is NO WAY that is going to happen." So, apparently this stretch has a well-deserved reputation. I approached the next rider towards the top, who was spinning - I'll guess here - a 26x28 (25 gear inches), and he was going at a walking pace. However in that "super-granny" gear he was comfortable, albeit a walking pace is all a Lance Armstrong could do in that low of a gear, on level ground. In short, all three of us got up the corkscrew, but I was the one who came closest to contemplating knee surgery afterwards. It's the sort of climb where a one-time ascent erases a lifetime of future desire.

So gearing is somewhat relative, and the key point is to know your capabilities and preferences. Finally, I'll point out that low gear of mine during this trip also was used for a lesser gradient when combined with a cold headwind above tree line. In short, route scouting is good, but it is nice to have a "bailout gear" - one a bit lower than you anticipate normally needing - when a climbing situation turns out to be abnormal.

Clothing

Mountain climbers (on foot), hikers, etc. always tell you to be prepared and the same has to be said for any cyclist tackling the high roads, no matter how pleasant the weather forecast. (I would not be surprised if this is where the expression originated, if I may paraphrase, "stuff happens.") In general, the afternoon weather is more changeable and subject to seemingly spontaneous squalls than that in the morning. Descending by noon often is a good idea.

That said, in the mountains the temperature drops 3-4 degrees (F) for every 1,000 feet of elevation gain. One tends to generate more body heat grinding up the grade yet is subject to excessive wind chills on the way down. So, you need some versatility in your cycling outfit. Here are my top seven (extra) summer clothing items for cycling in the Rockies, in their descending order of usefulness: windbreaker vest, arm warmers, knee/leg warmers, helmet cover, lightweight rain jacket, full-fingered mid-weight gloves and skull cap. All of these are small or lightweight items than could fit into jersey pockets, although maybe not quite all of them at the same time. Note that two of them are for your head and two of them for your chest, the two most important areas to keep warm. Besides the usual shorts, jersey, undershirt and socks I always wore, I also often had on a thicker or long-sleeved insulating undershirt, over-shorts (old shorts with the lining taken out), glove liners under regular cycling gloves and shoe covers.

Are you a little surprised by the inclusion of the full-fingered gloves? Short story. At the top of Trail Ridge Road in Rocky Mountain NP, it is above 11,000 feet and goes up and down above the tree line. From the east when I reached the Alpine Visitor's Center (Fall River Pass), which is the point where

(Continued from page 19)

TRR begins to descend to the Continental Divide (yes, descend) and was my turn-around point, I met Linda there with the car. For the 5,000 or so feet of climbing I had done to get to that point, I not only had dug deep into my “suitcase of courage” (another Paul Sherwen-ism) but I had Linda bring a suitcase, literally, packed with warm cycling clothes from which to choose for the main descent back to Estes Park. While changing in the confining comfort of the car, I noticed blood spots here and there. Somehow, perhaps on a zipper, I had sliced open my thumb but it was too numb to notice the laceration. I had gone over the well-named Iceberg Pass in getting there and noted pockets of snow near the road where there had been none two days before. So warm gloves are good.

Preparing

I already have covered gearing and what clothing to have handy, plus I mentioned scouting the route, but what else is worth taking time to do? Of course, the most important aspect to prepare is your own body and mind for what you are getting into. Did I not mention a trip like this could be equivalent to all or more climbing than you do in a typical year cycling in the Springfield area? If you are to derive some satisfaction and success from your trip, prepare accordingly and don't take the task lightly.

Less importantly, what about the bike? I used my normal road bike and made sure it was in good condition (all bolts well tightened, everything in working order, wheels trued, etc.). I did have our SBC President, via his day job, install a compact crank with 50/34 chainwheels to reach my desired lowest gear ratio. (Thanks, Robert!) I chose lightweight, regular-spoked wheels with box rims instead of my usual bladed-spoked, more aero-rimmed wheels I use in Sangamon County. Basically, I wanted less stiff wheels that would be slightly more maneuverable or responsive on fast descents. Also in that regard, I used slightly less air pressure for better stick-to-the-road feel. (Robert had mentioned, and I agree, that despite some big elevation gains, tire pressures change only slightly as a result and certainly this is nothing to worry about. Also, I used sew-up tires that are glued to the rim, which are generally safer in the event of a downhill puncture.) I bought some uber-brake blocks, probably more for pseudo peace of mind rather than any true braking advantage, although checking your brake blocks' wear should be part of anyone's “everything in working order” list. In terms of the bike, that really was it.

Descending

Many of you might have been wading through this report, waiting for the “good part.” I think I can summarize this section in one phrase: “mountain descending is not for the nervous.” I will elaborate on that for the uninitiated, but those with some experience will know exactly what I am about to layout. To do that, I am going to take you briefly through my personal experience from “bad” to “no longer a novice.”

My descent off Hoosier Pass, my first day of cycling in the mountains in 32 years, was admittedly bad, due to my ignorance and a surprisingly high traffic volume on the most serpentine part of the descent. My ignorance of good descending technique was the biggest problem. I braked too much, I cornered horribly but worst of all was my bike responded with a front end shimmy, where the front wheel oscillates at high speed and shakes the handlebars and frame. At times it was scary, I will admit.

What was the main reason for this? First, I have ridden around the block enough to know it was not the bike but my technique and confidence. Second, thank goodness for the Internet, where I was reacquainted with the facts (via a once-famous frame builder's Web site). Some of what I discovered was common sense and some was counter-intuitive. To keep this short, here is what I modified regarding my mountain descending technique: keep aero and don't catch a lot of air, shift body weight towards the

(Continued from page 20)

front of the bike, use a knee to rest on the side of the top tube to dampen frame vibration, brake initially with the rear and then lightly with the front, avoid any kind of “death grip” on the handlebars (in fact, if the front oscillation starts, take your hands completely off the handlebars!), avoid getting too chilled where you might shiver and, to paraphrase from “The Hitchhiker’s Guide to the Galaxy,” remain calm and don’t panic. All of these things fight or defeat highspeed front-end frame vibration and wheel oscillation, and help make for a smooth, fast and safe descent.

After that Cyber-bound education, my next ride was from Breckenridge to Vail, where everyone on the route who voiced an opinion said I was tackling Vail Pass from the easy side. By the way, almost the entire 40 mile route is via a paved bike path the width of any of our own around Springfield. It was interesting to be climbing at 9 mph while those within touching distance zoomed by in the other direction at 30 mph. At the top of Vail Pass, I met a couple going in my direction who looked more than fit and up to the task, going either up or down. (Fun fact: Colorado has the lowest incidence of overweight/obesity among its population compared to all other individual states.) I told them they likely would be descending faster than me, but I said I would stay a ways back and use them as a guide for gauging my descent. Compared to me, they descended like stones but I kept them in sight the entire way and already I was able to apply effectively what I had learned.

As I did some of the longer descents, which were part of my later rides, I found I could stay among vehicle traffic, especially as the descents became more technical and curvy. On the long straights, I tried not to get much past 35 mph simply due to animals (mainly elk), pedestrians, vehicles, potholes, large rocks or anything else you could suddenly find on the road after a blind turn or that simply could come out from the trees into your trajectory [6]. Still, it was exhilarating, even after becoming comfortably numb to the inherent danger of descending as fast as a car wearing the equivalent of just Under-roos. You quickly find that a downside to down riding is while you may have spent 120 minutes climbing, it might take you only 30 minutes to go the other way. So, the thrill is gone all too quickly. However, especially as a Midwesterner, you have created a memory that likely will stay with you a lifetime. And, if you care to think of it this way, you will have gotten a payback on your gravity debt.

Footnotes

1 DND = (Down Numerous Descents); it is indeed a strange love.

2 Being mortal, remember, I did spread out my seven rides over the course of TWO weeks.

3 The very same afternoon I completed my last ride, I wandered into an Estes Park bookstore and found “Road Biking Colorado: The Statewide Guide” by Michael Seeberg. (The author’s day job is something that was once suggested to the Maj. Frank Burns character of MASH fame as being a more appropriate army assignment: pastry chef.) This book not only had descriptions of each of my seven rides, it had elevation gains and losses. The elevation figures were not merely the differences between the routes’ low and high points, which is basically what I used in this report, but rather a GIS-like sophisticated combination of multiple points for determining the amounts of up and down. While I have no way of knowing how many of those smaller ups and downs also would fit my definition of “climb,” earlier, it still is easy to assume my elevation gain figures are conservative.

4 This song is from Garbage’s second album titled “Version 2.0” released in 1998.

5 After having done the ride, I sought out a local bike shop to find out the pitch of Old Pitch’s Corkscrew. I was disappointed to learn that the mutually agreed upon gradient was 15 percent. My own uneducated two cents is the 15 percent is an average and there must be parts that are closer to 20 percent. In any case, it was the sort of incline where you got out of the saddle to up the ante, but by the time you sat down your previous momentum was entirely lost during the split second you were not pedaling to sit back down.

6 E.g.: in NP ranger speak, a “moose jam” is a sudden or unexpected congestion of vehicles on a road due to a sighting of any large non-human mammal.



SPRINGFIELD BICYCLE CLUB 2008 MILEAGE SUMMARY



MONTHLY								
MONTH	RIDE MILES	T/F MILES	TOTAL MILES	#RIDES	#RIDERS	LED	#RIDERS PER RIDE	AVG RIDE LENGTH
January	7,303	270	7,573	302		6		25.08
February	4,135	55	4,190	181		2		23.15
March	12,129	344	12,473	471		9		26.48
April	16,027	744	16,771	645		14		26.00
May	20,193	1,072	21,265	791		22		26.88
June	26,182	1,632	27,715	936		24		29.72
July	30,801	1,307	32,108	918		21		34.98
August	25,714	1,397	27,111	901		24		30.09

CUMULATIVE								
MONTH	RIDE MILES	T/F MILES	TOTAL MILES	#RIDES	#RIDERS	LED	#RIDERS PER RIDE	AVG RIDE LENGTH
January	7,303	270	7,573	302		6		25.08
February	11,919	325	12,244	510		8		24.01
March	24,800	669	25,469	1,006		17		25.32
April	41,646	1,456	43,102	1,693		31		25.61
May	62,098	2,528	64,626	2,485		53		26.01
June	88,779	4,163	92,942	3,443		77		26.99
July	119,795	5,470	125,265	4,367		98		28.68
August	145,421	6,867	152,288	5,255		122		28.98



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