

# Extraordinary Reflections

The Newsletter of the Bombay Bicycle Club, Inc.

July/August 1999

Madison, Wisconsin

Volume 25 Issue 3

## “Man’s Best Friend” Strikes Again

On the Thursday night ride of 3 June 1999, the following incident occurred. Details were provided by the ride leader, Dean Schroeder.

We had about 30 riders, and I was bringing up the rear with my daughter, Katrina. Shortly after turning on to Old Stone Road, we saw an ambulance in the road ahead. A white Samoyed dog had been chasing bikes as they went by, and turning to chase the next ones in turn. Tracy Lewis had the misfortune to collide with the dog as it was chasing her and another rider. She hit the pavement hard on her head and face, taking a big chunk out of her helmet. She suffered abrasions and lacerations on her face, and broke a number of teeth. The ambulance arrived quickly, and Rosemary Tenuta, a new Thursday night regular, was kind enough to stay by her side. They were taken to Meriter, where Tracy was in “plastic” surgery for five hours. X-rays show no broken bones or jaw, and her neck and spine appear okay. She was released that evening and is now at home. The sheriff asked three riders who witnessed the incident to identify the dog at the owner’s home. They were apparently met with some resistance, but despite this were able to make a positive identification.

I’m sure that once the shock and medication wear off, she will be in need of some TLC from those who know her. In addition, she had been planning to attend her sister’s wedding in Alaska next week, and things at work had been getting very busy. This was a most unfortunate incident for all concerned, especially Tracy, and we might be thinking about ways to protect our riders from dogs, to avoid similar accidents in the future.

## Overnight Bicycle Tours

While there are no overnight trips on the Bombay schedule, a few of us do frequent weekend trips each summer. If you don’t mind carrying your own camping gear, we invite you to join us.

The trips are informal and often organized on short notice. Most are 2-3 day weekend trips. Campsites are usually town or county parks. Daily distances average 50-60 miles, sometimes in hilly terrain. Some trips start in Madison, while others require driving to the start. Maps are provided with the route marked on them, but there are no cue sheets. While we do not sweep the route, we try make sure no one gets lost or left behind. Your bike should be in good mechanical condition and you should at least be able to fix a flat tire. A list of recommended equipment is available.

If you would like to join us this season, please contact Scott Elington, 233-8204, [sellington@ssec.wisc.edu](mailto:sellington@ssec.wisc.edu)

## The 21st Wright Stuff Century

Sunday, September 5 is the date for the 21st BBC Wright Stuff Century.

The ride will follow the same general route as last year’s event — starting at Tyrol Basin with rest stops in Hyde, Spring Green and Barneveld. One minor difference will be that the Spring Green rest stop has been moved from the Frank Lloyd Wright Visitor Center to Tower Hill State Park, which is about one-half mile to the east along County Highway C. Depending on the condition of Knight’s Hollow Road, there also may need to be a variation in the route to avoid a stretch of gravel road. Otherwise expect the same beautiful (and challenging) hills and valleys.

The 30 mile route will follow the same roads as the beginning of the 62 and 100 mile loops but turn south at County Highway K and loop through Barneveld and Blue Mounds. The rest stop will be at Barneveld at the 17.5 mile mark.

The 62 mile route will go through Hyde and Spring Green and then return to Tyrol Basin through Barneveld and Blue Mounds. Rest stops are at the 21.1 mile mark at Hyde, at the 31.5 mile mark at Tower Hill State Park, and at the 50.0 mark at Barneveld.

The 100 mile route is similar to the 62 mile except for the “extra credit” loop southwest of Spring Green and a second extra loop south of Barneveld. In the past, some riders have been known to create their own modifications.

You can expect bagels, cookies and fruit at each of the rest stops and a spaghetti dinner at Tyrol Basin at the end of the ride.

Again this year there will be T-shirts available for purchase for riders who pre-register. Last year there was greater demand than supply. We will print a few extra shirts, but the only way to guarantee that you receive a shirt is to pre-register. You can use the coupon on Page 5.

Please turn to page 5

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# Where to Ride on the Road

## Part 2, by David Peterson

Part 1 of this article in the May/June issue discussed basic principles, communication with other drivers, and the correct positions for bicyclists in narrow and wide lanes and adjacent to parked cars. In Part 2, I want to describe how to proceed through intersections safely. When you know how to negotiate complex intersections, you should be able to handle almost any urban riding environment. As a general rule, you should be in the right-most lane that is going to your destination. For left turns and some straight-through destinations, this may involve changing lanes from your usual position near the right edge of the right lane. Before changing lanes, always scan back over your shoulder to determine if the lane you want to enter is clear. If so, signal and move into the adjacent lane. In heavy traffic, look back again to make sure that the motorist behind you has seen your signal and has slowed to allow you to enter the lane.

**Right turns.** Right turns are the easiest. Just stay in your normal position in the right lane, signal your intention as a courtesy to other drivers, and execute the right turn. If the lane is narrow, you may want to move towards the center of the lane before making your turn to avoid being squeezed against the curb by a right-turning motorist directly behind you. Remember to yield to pedestrians in the crosswalk, and obey stop signs or lights.

**Left turns.** To prepare for a left turn from a two-lane road, scan back, signal, and move towards the left edge of the lane near the center stripe. At the intersection, make your turn if there is no oncoming traffic. If there is oncoming traffic, wait until the way is clear, just as you would in your car. On roads with multiple lanes, the situation gets a little more complex. If the left lane allows for left turning and through traffic, ride at its left side. If it is a left-turn only lane, ride at its right side. What can you do if the traffic is so heavy that you don't feel safe moving towards the center lanes? Ride straight through the intersection on the right side of the roadway, stop at the corner, and proceed to make your left turn when the light changes or the way is clear.

**Straight through.** Avoid right-turn only lanes, and proceed through on the right side of the right-most through lane. On a road where the right lane has a dual destination, move towards the center of the lane before the intersection to insure that right turning cars will not pass and cut you off. (This is the second most common motorist-caused bicycle-car collision.) While waiting at a stop light as a courtesy to right-turning cars, stay toward the center of the lane so they can pass you on the right to make a legal right turn on the red light.

**Right of way.** Traffic laws indicate that the first vehicle to enter an uncontrolled intersection has the right of way. If you have the right of way on your bicycle, exercise it. It makes for an awkward situation when the bicyclist waits even though he/she has the right of way. The motorist doesn't know whether to proceed or not. Also, a vehicle proceeding through an intersection has the right of way over another turning left. Again, exercise your right, but cautiously. The most common motorist-caused bicycle-car collision is by a left turning car entering the path of a through

bicyclist.

When you master these common situations, you are well on your way to becoming an effective cyclist, capable of riding on the streets of Madison safely. For more information on Effective Cycling, contact the author.

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## Letter to the editor

To the editor:

I have some thoughts about several of Dave Peterson's points in his article on Wisconsin Bicycle Laws in the March/April 1999 ExtraOrdinary Reflections:

- **Vehicular Status.** As a vehicle we have the same rights and responsibilities as other vehicles... Since I've been passed in no passing zones by city, sheriff and Highway Patrol cars, I doubt they see this as important. So when I get my rights, I'll honor all my statute responsibilities... I don't go through Stop lights because those intersections are too busy. But Stop signs are a different matter. And I'm not about to change this until and unless I see the police enforcing our rights to the road.

- **Lane positioning/minimum speed.** I firmly believe in being as cooperative sharing the road with motor vehicles as possible. In fact, it's my #2 priority. My #1 priority is my safety. And I will never compromise #1 for #2. While riding in the outside of town, it is dangerous — life-threateningly dangerous — to ride up a hill or around a curve any further to the right of the traveled roadway more than 1/3 from the right and sometimes in the middle of the driving lane...

On an open road I will try as much as possible to help a motor vehicle, so long as my safety is not at stake... I can't see much further ahead than leaning on the handlebars but the body language is clearly visible to a car that may be following me up the hill tells the driver I'm trying to see ahead... I've had many, many drivers wave a "Thanks" of appreciation as they go by. Along with this, I agree with Dave's comments about signaling turns in advance. It just helps the cars following to know where I'm going. Legal or not, I stick out my right arm straight for a right turn. I think that communicates more clearly than the old bent left arm does.

- **Night riding.** A rider can't do too much to be visible. As Dave points out one must have a rear reflector but those flashing lights are essential. Bearing in mind that we often get overlooked in daylight, it doesn't hurt to be paranoid about being visible at night with lights, reflectors, and reflective clothing/stickers as much as possible. Again, this goes directly to personal safety.

Overall Dave's article was a good summary of the laws that apply to us.

—Dave Roberts

## That Pump in Paoli

There's not much left of the much-loved pump down there. The BBC Board received the following from member Steve Meiers a few days ago:

Earlier tonight I had a pleasant chat with Jennifer Wood, who is treasurer for the Town of Montrose—home of the Paoli pump. Here is the story.

They have looked at a few options to get the pump restored. There is the \$200-300 option which may or may not work. Then there is the \$2000-3000 option which should last 100 years. The board has decided to go with the latter option but doesn't know when it will be able to do it. They can pretty much get it done whenever they get the money together. This is a lot of money for a town especially since it won't be of much benefit to the townspeople and they are asking for support from cyclists. To date they have \$5 contributed toward the cause.

I urge you to look at ways the Club can help out. Ideally the Club can find some money in the treasury to help out. The Club could also set aside proceeds from the century or ask ride leaders to pass the hat at their rides or do a mailing to members or put an article in the newsletter or all of the above.

People who have no direct interest in the pump are willing to do something which will benefit cyclists. As cyclists we should be grateful and make an effort to become partners in this effort which will be around for 100 years.

I will make a similar request at the Gear-up meeting in a

few weeks and also talk with people in DCBA.



Remains of the Paoli Pump.

The Board reacted to this news with two suggestions: that a contribution of about \$100 be made by the Club, but more importantly, members be asked to contribute voluntarily \$5 each to help pay for a new pump. One current plan is to solicit funds at the century ride.

Please help restore this grand old pump to its former glory—and usefulness. You may send your contributions to BBC, P.O. Box 45685, Madison, WI 53744-5685.

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## Full Tilt: Ireland to India With a Bicycle

by Dervla Murphy, Reviewed by Max Austin. The Overlook Press, Woodstock, NY, 1986 (reprint). 229 pp. \$14.95.

So you think you've done a tough ride!

When I read the title of Dervla Murphy's book, I thought it odd that she would say with a bicycle. Why not on a bicycle? After I read Full Tilt, I realized it was a more accurate description of her trip. Her bike was her companion, and she called her Roz (short for Rozinante). Sometimes Roz carried Dervla, sometimes Dervla carried Roz, and sometimes they both rode in a truck or bus.

Roz was a two-year-old, well broken-in three speed weighing about 37 pounds. Dervla removed the derailleur before the trip, judging that it would be too sensitive for the Asian roads.

She carried about 34 pounds of gear. Her clothing included wool, gabardine, something called a Viyella shirt, and a pair of leather fur-lined gauntlets. She carried medical supplies that included snake bite and malaria medicine, and 6 tubes of sunburn cream. But the most unusual item in her "kit" was a .25 caliber automatic pistol. Friends had thought her rather melodramatic to purchase and practice using the gun, but within a week of leaving Dublin, she was to use it to defend against wolves. She used it two more times later in the trip.

She left Dublin in January 1963 during the coldest winter on record and arrived in Delhi about six months later. She did not have an odometer, but estimated that trip was about 3000 miles. Her shortest day of biking was 19 miles, and the longest day was 115. There were many days when she could not ride, because

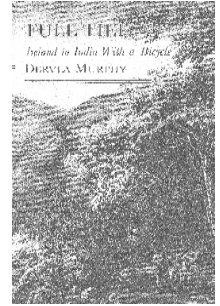
of political unrest, and sometimes because the laws prohibited a woman from travelling alone. (She actually disguised herself as a man on more than one occasion.)

She kept a diary which she mailed to friends as she traveled. The book is that diary with few changes. She experienced incredible hardships, including near starvation, heat exhaustion, and extreme cold. She went through nine countries, her favorite being Afghanistan. She cycled over high mountain passes, and often had to push Roz up and down. She met exotic people, most of whom were very friendly and hospitable.

Some were not, and that is when she used her pistol.

The book is written with wit, and much of her humor directed at herself. She is extremely tolerant of local conditions and customs, and makes friends easily all along the way.

As a bicyclist, I read with amazement about Roz's shredded tires, the bone-jarring road surfaces, and the lengths she had to go to at times just to be able to ride Roz instead of a bus or truck (which in most instances was much worse). It is a most amazing and interesting story, but one that makes me appreciate the wonderful bicycling we take for granted here in Wisconsin.



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## Upcoming Regional and National Rides

Upcoming Rides: Bombay regularly receives information about rides sponsored by other clubs or charitable organizations and lists these in the newsletter. Other members receiving information on rides, or knowing of events that can be recommended, are encouraged to submit information for publication.

July

17-24 Northwoods to the Capitol Tour. 430 miles. Northwoods to the Capitol Tour, PO Box 3142, Madison, WI 53704-0142. (608) 244-6598. Bicycle@execpc.com

17-23 Detroit Free Press Michigander. 300 miles. RTC Michigan, 913 W. Holmes Rd., Lansing, MI 48910 (517) 393-6022 rtcgander@transact.org

17-25 Pedal Pennsylvania's Great Northern Crossing. 600 miles. Pedal Pennsylvania, 1914 Brandywine St, Philadelphia, PA 19130 (215) 561-9679, bobi@pedal-pa.com www.pedal-pa.com

18-24 MassBike Tour. 375 miles. MassBike, 44 Bromfield St. #207, Boston, MA 02108 (617) 542-BIKE; tour@massbike.org;www.massbike.org

24 Ride for a Reason, A Celebration of Hope. An annual event held in Cambridge, Wisconsin. 7, 26 and 50 mile bike routes; 5 and 10K Walk and Running Events; raffles; BBQ Picnic; Live music and much more. Information and entry forms: Community Hope, P.O. Box 283, Cambridge WI 53523; (608) 423-4751; e-mail: commhope@smallbytes.net

24-30 CAM 300 miles, Cycle across Maryland, 7 Church Ln., Suite 8, Baltimore, MD 21208 (888) 226-7433. Info@cyclexmd.

org;www.cyclexmd.org

24-31 XOBA Across Ohio Bicycle Adventure. 370 miles. XOBA, PO Box 14384, Columbus, OH 43214. (614) 447-1006 rbennett@dgiarch.com; www.on2morning.com/cop

25-30 Tour de Wyoming. 430 miles. Amber Travsky, 1116 Albin St., Laramie, WY 82072 (307) 742-5840. atravsky@wyoming.com

25-31 Bon Ton Roulet. 400 miles. YMCA, 22 Tompkins St., Cortland, NY 13045. (607) 756-2893 btr@bontonroulet.com; www.bontonroulet.com

25-31 RAGBRAI. 468 miles. Ragbrai, PO Box 622, des Moines IA 50303-0622 (800)474-3342 or (515) 284-8282. Jimg@ragbrai.org.www.ragbrai.org

## The 21st Wright Stuff Century, continued from Page 1

Registration information is available at most of the Madison area bike shops. You can also get registration forms and information about the ride via the web at <http://danenet.wicp.org/bcp/bombay.html>.

The Wright Stuff Century is one of the most scenic rides in the Midwest. Last year's ride attracted 450 riders. We're hoping for comparable ridership this year. Start your hill training early and we look forward to seeing you on the road.

Please use the coupon below or the one in the enclosed flier in order to qualify for the early-bird member discount.

### THE WRIGHT STUFF CENTURY Registration Form

(one registration per form, please make copies of this form as needed)

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Telephone (area) \_\_\_\_\_

I found out about this ride through: \_\_\_\_\_ I will ride: 30 \_\_\_\_\_ 50 \_\_\_\_\_ 100 \_\_\_\_\_ miles

#### Registration Fees and T-Shirts *Sorry, no refunds*

##### Early Bird--must be postmarked by Friday, August 13.

Club Member ..... @ \$12.00 \_\_\_\_\_  
Must mail with newsletter coupon.

Group: three or more riders ..... @ \$13.00 \_\_\_\_\_  
Registrations must be mailed together.

Individual ..... @ \$15.00 \_\_\_\_\_

##### Regular:

After August 13 and day of ride ..... @ \$20.00 \_\_\_\_\_

1999 T-Shirt (circle size and sleeve length) @ \$15.00 \_\_\_\_\_

S M L XL XXL Long Short

TOTAL \_\_\_\_\_

I enclosed a self-addressed stamped-envelope to receive confirmation.

Make checks payable/mail to: Bombay Bicycle Club Century Ride  
PO Box 45585, Madison.

**Waiver:** As an entrant in the Wright Stuff Century, sponsored by the Bombay Bicycle Club, I know that participation in this event could potentially cause injury. I should not enter unless I am medically able, and properly trained. I accept risks associated with participation in this event and agree to practice road safety. I understand that wearing a helmet is required. Understanding the foregoing and in consideration of our accepting my entry, I hereby release and discharge event volunteers and the Bombay Bicycle Club from all claims or liabilities of any kind or nature resulting from, or arising out of, or incident to my participation in this event.



Signature Required \_\_\_\_\_  
Parent or Guardian must sign if age 17 or under

Age \_\_\_\_\_ Date \_\_\_\_\_

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Telephone \_\_\_\_\_

## May and June Bad for Accidents

In addition to the serious accident reported on page 1, BBC members suffered two others during recent Club rides:

On the ride of Sunday, May 9, which had more than 80 riders, some riders in a paceline touched wheels, resulting in a spill for several of them. One rider's shoulder was dislocated, and he was taken by ambulance to a hospital. According to Sarah Grimes, BBC president:

Pace lines have their inherent dangers, and I can't believe those riders really enjoy the ride—you have to constantly watch the wheel in front in order to avoid hitting it, and there's little social connection with other riders at all... I'm more worried that the group, in a pack, will get wiped out by a car that comes around a blind curve, like those on the wooded section of the Lodi-Springfield road.

On the Thursday night ride of 14 June a group of experienced riders was on a long descent from County F on Spring Creek Road, and the combination of wet road, dirt spots and a sharp curve proved too much for one of the riders. She missed the curve and ended up in the ditch. She hit her head (well protected by her helmet) and had bad road rash on one arm and one leg.

The ride leader wrote, "I don't know what we could have done to prevent this, except to caution at the start [about] slippery road conditions. But these can surprise anyone, when they occur intermittently."

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*Community Hope is a non-profit organization providing emotional and financial assistance to individuals and families in crisis.*

## Budget Bicycle Center

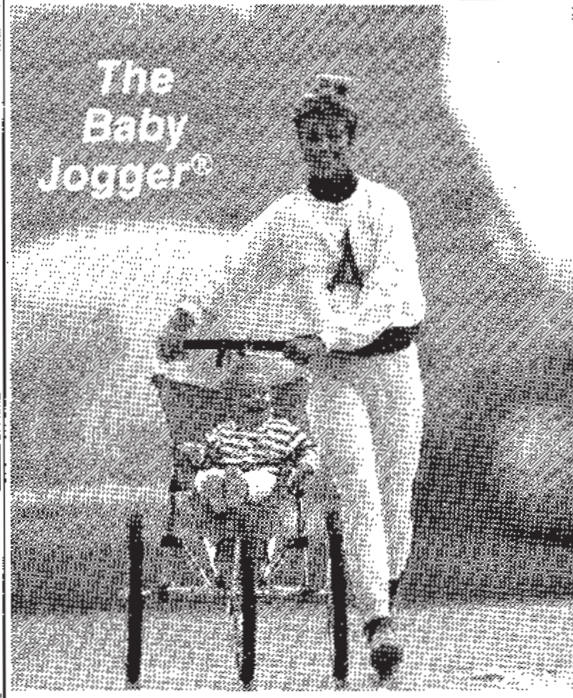
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## Bombay Bicycle Club Membership Benefits

- Joining the BBC is about the fastest way you can get to meet fellow cycling enthusiasts and participate in a wide variety of group rides, especially rides where a moderate pace and group sociability are values. There's almost always someone going somewhere near your own speed so you never have to ride by yourself. Well—hardly ever.
- Use the Club's hard shell bike travel case. The airlines' baggage gorillas will have to go to a lot of trouble to damage it or your bike. Call Dean at 256-8813 to check on its availability.
- Rebates are available to BBC members who join either the League of American Bicyclists or the Wisconsin Bike Federation.
- A rebate is available on Effective Cycling class tuition.
- Dues include a subscription to ExtraOrdinary Reflections, published every other month from March until November.

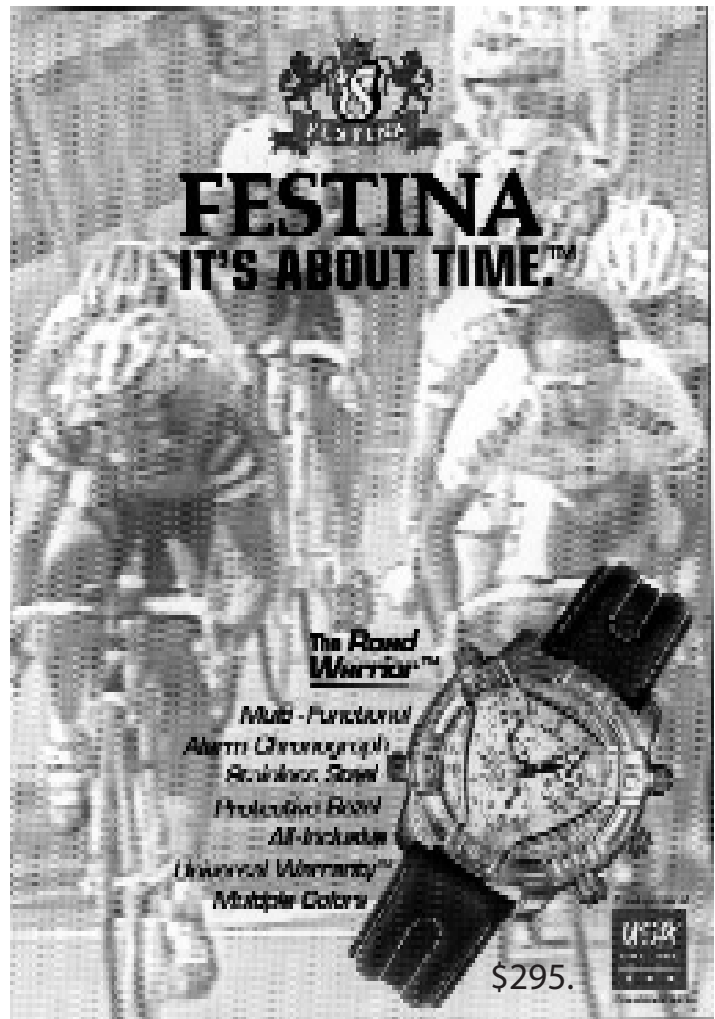
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## Cycling in Mexico

Story and Photographs by Sarah Grimes

Last Christmas I had the interesting experience of riding my bicycle in the Yucatan in southern Mexico. I was invited by Stan Kanter to share a seaside Mexican villa that belongs to his friend, Frederico. It is located on the Gulf of Mexico near the seapost of Progreso. We left Madison about the time the really cold weather began to spread over the midwest.

At O'Hare airport, United Airlines had recently, and unbeknownst to us, changed its bicycle policy and was now charging to shuttle bikes to International destinations as well as to national ones. I suffered the usual indignity of having to pay a premium (\$60) for flying my bike in the Bombay case to Mexico while Stan's Bike Friday in its heavy, but typical looking suitcase was passed right through. (The Mexican airline which brought us back to the United States, and which had been booked through United, did not charge to carry my bicycle.) Our new carry-on suitcases were also an inch too large to fit the strict size restrictions imposed by United and they had to be checked as well. This, of course, meant that Stan's luggage was instantly lost and arrived several days after us. I also managed to spill a jug of Maple syrup over the airport floor, eliminating a gift for Stan's Mexican friends.

After our arrival in Merida and while exhausted, late on December 24th, we attended an after midnight Christmas dinner party at the home of another of Stan's friends (it would have been rude not to go; I would have preferred to be asleep). The younger children of the family were all wide-awake and shooting firecrackers off in the yard while the adults were feasting at a huge banquet table (The food was delicious, even though it was our second dinner). There was a constant stream of the family's friends and relatives dropping in; all of whom spoke fluent English and took the time to introduce themselves to Stan and me.

The next day we spent trying to track down Stan's luggage and the car we were to use on the trip. Eventually we were on the road to the villa where we arrived after dark and after some in-



decision as to which one it was. The next day dawned bright and sunny with a beautiful view of the ocean right outside the house. We discovered that the hot water system was still being installed (along with a seaside pool) and, once installed, proved to be inconsistent. (I think I had two hot showers that week.) Mexican plumbing

leaves much to be desired and is based on a system where the water for the bathrooms is held in a large container on the roof and water pressure is due to the laws of gravity. Drinking water is bought in bottles in Mexico and is set on a separate stand in the kitchen. We also acquired Carlos who is the caretaker for the house. I quickly got over my guilt feelings about having a servant and began to enjoy this life of ease.

The temperatures at night dropped to the upper 60's and rose



to the lower 80's during the day. It was wonderful weather for biking, although it could get quite windy along the coast. (The wind is a blessing in the summer when the people from the city of Merida all move to the coast area to escape the incredible heat of a Mexican summer.) We walked our bikes out the long and sandy driveway, avoiding tire-flattening cacti, and started our riding on highway 27, a small roadway following the coastline. Many people bike in Mexico as a form of transportation and the few car drivers who passed us on the roads were very considerate and gave us plenty of room. I saw only one helmeted bicyclist in Lycra shorts, and that was in Merida; everyone else rides in their everyday clothes. The land down here is perfectly flat; the only hills are



the numerous speed bumps in the small towns. The scenery was exotic in places with huge colorful villas, numerous flowering plants and many types of palm trees. Really deserted back roads had wild flowers, shrubby trees, piles of trash, and the occasional roadside shrine. Usually we would pass a bicyclist walking a bike loaded with long grass balanced on the top tube and seat. The



grass would overhang the bicycle on both sides by 3 feet and would about block the roadway. We assumed it is used as roofing material. During the mid-day heat, the locals recline in their hammocks inside their houses, with the doors wide open and the chickens wandering in and out. The typical house is made either of whitewashed stone with a grass roof or of brightly colored stucco with a flat roof. We were amazed to see that even the grass-roofed houses had electricity and lighted versions of Christmas trees. The town's cemeteries are above ground with many decorative mausoleums on large concrete slabs, as much a village as the town itself. There were bikes leaning against walls everywhere, outside the local tavern, restaurants, and homes. the larger towns have bike driven taxis.

The restraint of the local dogs was impressive; they weren't the slightest bit interested in bike riders. Even packs of dogs wandering on the roads would move into the roadside brush and disappear before you reached them.

The Yucatan is a wonderful place to do mid-winter rides, and there are many historic sites to visit throughout the territory, including Chichen Itza and Uxmal. We stopped (by car—but, if we had had more time, we could have ridden to it) at Dzibilchaltun on our way home, where there is an excellent museum devoted to the history of the Yucatan as well as the remains of an ancient Mayan site you may wander through. Signage there is in three languages: Spanish, English and Mayan, reflecting the population of the area as well as the quantities of English speaking tourists who vacation here.

Despite Mexico's reputation as dangerous, we never felt in harm's way in the Yucatan. The people were all very friendly, although it would have helped if one of us spoke a bit more of the language. It was dangerous to use the few phrases we knew as the listener then assumed we knew more than we did and would overwhelm us with a stream of incomprehensible Spanish.

Our trip home would have been uneventful, except that we managed to land in Chicago on the night of the huge snowstorm in January!



—Sarah Grimes



Top to bottom: the author with some typical roadside vegetation; Stan's flat tires #1, #2, and #3 in no particular order.





—Jeanette Schreier

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## From the Editor's Uneasy Chair

The Editor is certainly not feeling very easy after writing up the various accident reports which grace this issue. Three very different causes just go to show some of the hazards involved in our favorite sport. Many will argue that only the riders drafting each other were taking unnecessary chances, and that dogs, invisible potholes, hazardous gravel, and slippery road surfaces are part of the price we pay. Others will argue that these incidents shouldn't be reported because they detract from the cycling experience. What do you think?

This issue features yet another contribution toward safe riding from Dave Peterson. This time Dave continues telling us where to ride safely on the road. Perhaps this amounts to preaching to the converted, but how many of us have never had a serious accident? All it takes is one.

There also is an illustrated article by BBC President Sarah Grimes about her winter to trip to cycle in Mexico. I envied her when she told me about it, and I still do.

And thanks go to Max Austin for reviewing a classic bike "touring" book, written by Dervla Murphy about her long-ago trip from Ireland to India.

For this issue we have a new advertiser, Dykman's Time Shop. The BBC Board cannot overemphasize the importance of patronizing our advertisers, who collectively pay for a substantial part of the production costs of ExtraOrdinary Reflections.

—Fred Gooding



**ExtraOrdinary Reflections**, the newsletter of the Bombay Bicycle Club of Madison, Inc., is published five times per year. Comments, articles, photographs, and letters are welcome. You may send them by e-mail (preferably) to the editor (FGOODING@AOL.COM) or to: Editor, ExtraOrdinary Reflections, 321 South Midvale Boulevard, Madison, WI 53705-5030.

## Membership Renewals:

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