

Extra^ordinary Reflections

The Newsletter of the Bombay Bicycle Club, Inc.

May/June 2000

Madison, Wisconsin

Volume 26 Issue 2

Upcoming Regional and National Tours

May 21, June 18, July 9, August 6, September 3, October 1. Midwest Extreme Racing Challenge Events. Youth, Novice, Sport, Vet, Senior, Women - classes for all ages and groups. Cash payouts for experts. Where: Illinois, Iowa area (near Clinton Illinois) Contact number: 319-242-6801, ask for Dan; ccmooosrider@yahoo.com

June

June 3 Bluegrass Ride Verona 2:30 p.m A flat ride along the Military Ridge Trail to Riley. If you can fiddle, feel free to join the bluegrass jam in Riley. Child trailers can be rented from Madison bike shops. Trail pass required. Call Janet Wood at 277-7959. S-12

June 3 Tandems Away Fireman's Park, Cottage Grove 9 a.m. Join your tandem riding friends for a Saturday ride in the country. Take the long loop to visit the towns of Marshall, Deerfield, London, and Lake Mills. All the loops descend (but do not climb) the legendary Nora drumlin on the way back to Cottage Grove. Call Jay or Donna at 241-2601. Email: jdenovo@home-savings.com L-64, M-52, S-20

June 4 Spring Century Sampler Stewart Park, Mt. Horeb 9 a.m. Taste the highlights that await you in the fall century without the 100-mile commitment; featuring the heart-racing ridge tops and lactate-lowering valleys of Iowa County. Call Judy Vandebrook at 437-4192. Email: jvb@mhtc.net L-75, M-55

June 2 - July 7 Bike South 2000 Still thinking about your vacation for this summer and how to make it special for starting

Upcoming Regional and National Tours, from page 1

the new millennium? Why not join us in a 2000-mile ride across six states in the new south. This is a once-in-a-lifetime adventure. Five cross-state bike tours have joined forces to link their

—Please turn to page 3.

Overnight Bicycle Tours

While there are no overnight trips on the Bombay schedule, a few of us do frequent weekend trips each season. 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 call or e-mail Scott Ellington (233-8204) sellington@ssec.wisc.edu

From the President

The biking season has started off rather well this year; we've had several warm days in March and April that have been perfect for riding. It's rumored that about 60 people showed for the first Bombay Ride, "The Belleville Breakout," despite the 9 a.m. start on the first day of daylight saving time. Even Karl Gutknecht's "Tour de Towns" ride went off as scheduled with nine hardy bicyclists willing to face the drizzle, freezing temperatures, and gale winds on an intemperate day in mid-April.

Maureen Becker, events coordinator for the League of American Bicyclists, visited Madison in early April to start discussions on having a League Rally here in July 2001. The Bombay Club hosted



one 15 years ago and has not held one since. She arrived on a beautiful 60 degree day and borrowed a bike to traverse Madison; unfortunately we were hit with a large snowstorm and freezing temperatures the next day, and she may have left unimpressed by our weather.

The LAB is also aware that it is getting harder for clubs to solicit volunteers to help put on events as large as these can be, and may be re-examining its methods for promoting bicycling. Watch for updates about this event.

The Wright Stuff Century chairs have been working hard on behalf of this Bombay event. You can register on-line at the website, thanks to Joe King who has masterfully put together our material. Johanna Bierwirth and Diane Swartz have made the updates to the flyer that will be sent to the membership in the July/August newsletter. The special \$12 early bird price for members has been retained—look for the discount coupon in the same issue (Fred promises us, if we nag him enough, that it will be included this year). We still need volunteers to head up the Food, Rest Stop and SAG positions. Many people have indicated that they are happy to help out as part of the team, but we still need to fill these vacancies. Don't be surprised to receive a call from one of us—we'd like to get some new members on board. It's actually a great way to meet other friendly folks interested in our sport! If you are interested in taking on any of these positions, feel free to contact Bob, Johanna or me—our numbers and e-mail addresses are on the last page of this issue.

Check out the May issue of the nationally distributed Outside magazine (the one with the photo of Lance Armstrong on the cover); it has an article on the Bombay Bicycle Club of Madison. That's all for now—see you on the road. p

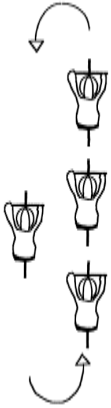
—Sarah Grimes

Drafting and Paceline Riding

by David Peterson

One of the most fun aspects of bicycling is riding together in an organized paceline. A paceline of two or more riders has a distinct advantage over a single rider, especially when pushing against a headwind. By drafting behind another rider, the effort required to overcome the wind resistance is noticeably reduced, allowing the drafting rider to maintain the pace at less effort than the single rider, or the rider being drafted. But here's where the

Single

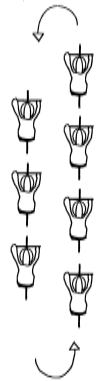


teamwork comes in. In a paceline the riders take turns in front, so each one only has a short time pushing against the wind before slipping back to "rest" behind the others. The front rider is said to be "pulling" while the others are drafting or "riding on his/her wheel." The technique takes some practice to become comfortable and definitely requires the full concentration of all riders in the paceline. One cannot be birdwatching or looking at the flowers along the roadside while involved in a paceline. Here's how it works. The simplest type is a single paceline, where all the riders in the group line up in single file. The distance between wheels can vary with the experience and comfort level of the riders, but for experienced riders can be as close as 6 inches. The first rider sets the pace, and after a period of time ranging from a few seconds to several minutes, signals and moves aside,

while slowing slightly allowing the second rider to assume the lead. The former leader drifts back, relative to the line, until the last rider in the line is past. Then he/she resumes the pace and assumes a place at the end of the line. It is important that the rider who is moving into the lead maintains a steady pace. There is a tendency to speed up, but this should be avoided.

If there are more than six riders, a rotating paceline might work best. The difference is that the pulls are very short, and each leader moves aside as soon as the previous leader has drifted back far enough to allow room. The overall effect is a double line of riders,

Rotating



one moving slightly faster than the other. Riders are continuously rotating from the front of the faster line to the slower line, and from the end of the slower line back to the faster line. Obviously, this type of paceline needs a road with a wide shoulder or very little traffic. Which direction should the front rider move to when his/her pull is over? For maximum efficiency, slow line should be on the windward side if there is a crosswind. This gives the faster line a little bit of a draft, which is useful since they are working harder.

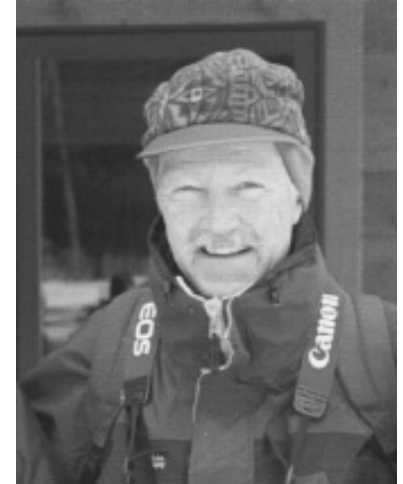
Another type of paceline is called an echelon, and is useful for crosswinds. In the echelon, each rider moves into a position overlapping the rear wheel of the preceding rider on the lea side. This gives a

better draft from the cross wind than a position directly behind the preceding rider. Obviously, this paceline will occupy the major portion of the road if there are three or more riders. I'd suggest you get lots of experience with single pacelines before

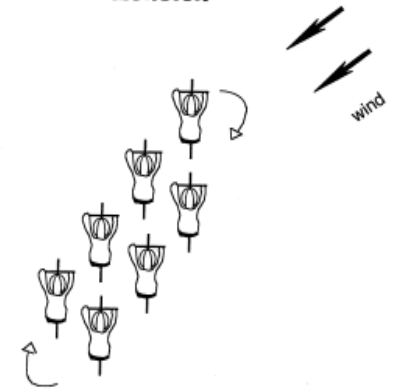
attempting this one.

Some basic rules for pacelines:

- Ride smoothly. Don't slow or accelerate quickly.
- Except for the echelon, avoid overlapping wheels. When wheels are overlapped, the trailing rider puts him or herself into a dangerous position should the leading rider make a sudden sideways move to avoid an obstacle. Almost always when overlapping wheels touch, it is the trailing rider who goes down.
- If you find yourself moving up on the rider ahead, slow down without braking by moving slightly into the wind. If you fall back, close the gap gradually.
- Adjust the time of the pulls depending on the strength and tiredness of the individual riders. Weaker or tired riders can take a shorter turn, or even skip their turn if need be.
- Don't jump onto someone else's paceline without permission, especially if the riders are unknown to you.
- The best time to drink, in a single paceline, is just after you have given up the lead and are drifting back without anyone in front of you.



Echelon



I remember the Door County Century several years ago, when a group of us made an attempt to complete it in 5 hours' riding time (20 mph average). The Door County Century is a good ride on which

to attempt a fast time, because, unlike the Wright Stuff Century, it is relatively flat. We formed a rotating paceline and kept it going for almost the entire distance. We didn't quite make our 5-hour goal, but we were close, and it was lots of fun. Really! So, I urge anyone who is confident in their riding skills to try pacelines. Start with just two or three riders on a traffic-free road, and don't try to draft too close at first. It works best with riders with similar riding skills. With practice, increase the speed and close the distance. Have fun.p

—Diagrams by Margaret Peterson

rides together to take you from Tallahassee, Florida on June 2 to Charlottesville, Virginia, on July 7. You will experience the unique flavor of each state ride, enjoy the hospitality offered by the local residents of 31 southern towns, and make new friends from among the 4000 cyclists doing part or all of the trip. Is five weeks too long for your schedule? Then join us for one, or two, or three of the state rides. For more information about this exciting trip and how to contact the state rides, visit our web site at: <http://www.brag.org/bikesouth2000/>, or call 770-921-6457.

June 10 - 17 BAK, Bike Across Kansas, 500 miles \$130, 316-684-8184

June 17 - 24 Goba, The Great Ohio Bicycle Adventure, starts Ashland, Ohio. Fee. 614-447-0971. www.goba.com

June 18 - 24 Cycle Across Missouri, approximately 440 miles, \$210, 314-644-4660

June 18 Twenty-Ninth Annual Bicycle Tour - Windy 60 at the Northern Illinois University Fieldhouse in Dekalb, Illinois. 63 miles, flat to rolling, optional 40 or 25 miles. T-shirt, snacks and sag, marked route, map and cue sheet. \$12 fee before 6/9/00. \$16 day of event. \$10 if no t-shirt desired. Contact: Dekalb County Bicycle Club, P.O. Box 192, Dekalb, IL 60115, 815-758-8879 or 815-758-1562. More information and printable registration form at: <http://direct.at/Windy60>

June 24 Tour de Hope, 10, 20 and 30 mile loops - ride as many as you wish. Start is at Jefferson High School, Jefferson, WI. Prior to

June 16, cost for adults, \$25, kids 12 and under, \$15. After June 16, Adults \$30, kids \$20. Includes free overnight camping at H.S., pre-ride breakfast, entertainment, t-shirt, snacks, waterbottle, swimming and prizes. Info at <http://www.tourdehope.org> or 920-674-6425 (voice mail), Tour de Hope, 1328 James Ct., Jefferson, WI 53549-2036

June 25 - 30 POWWOW Fox Valley Tour, 371 miles, Starts in Watertown. Basic ride package \$357. For more information, 414-671-4560. E-mail, dennard@execpc.com, Web, www.wisconsin-bicycle.com

July

July 1 - 8, GRABAAWR XV. Great Annual Bicycle Adventure Along the Wisconsin River. Limit 1,100, approximately 500 miles, \$140, \$165 with bus ride to Eagle River. Information: 1-888-575-3640 or 608-935-7433. email: wisbike@mhtc.net. Website: www.bikewisconsin.org

—Please turn to page 5.

July 21 - 27 Cycle Across Maryland, 300 miles, nightly entertainment, optional bus. \$200. This year \$210, optional t-shirt \$20. Now from \$180. Starts in Potomac, MD. Call 410-658-8288, or toll free 888-226-7433. Only info system on the Web. Adults \$35. www.cycllexmd.org.

July 23-29, RAGRAI XXVIII, 468 miles, fee. www.angelfire.com/mi/

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Upcoming Regional and National Tours, continued from page 3
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kbc; 515-284-8282, 1-800 I Ride IA

July 23 - 29, 8th Annual Moosa Tour. Experience the unspoiled wilderness and mountain vistas of Western Maine & Southeastern Canada. Adult fee \$190, 14/under \$95. Limited to 200. For more information, CAM-AM Wheelers, 140 Emerson Rd. Norway, ME 04268. Phone: 207-743-9018; e-mail: moosa@megalink.net; Web: www.megalink.net/-moosa

July 28 - 30, POWWOW Fox River Tour, 250 miles. Basic package \$197. For more information, 414-671-4560, e-mail, dennard@execpc.com, Web, www.wisconsinbicycletour.com

July 30 - August 5, SAGBRAW XXIII, Cassville to Port Washington, Wisconsin, approximately 350 miles, limit 750 riders. Fee \$160 with bus to Cassville, otherwise \$140. Information: 1-888-575-3640 or 608-935-7433. email:wisbike@mhtc.net. Website: www.bikewisconsin.org

August

August 6 - 29, Northcountry Challenge, Labrador-New Foundland-

Cape Breton, for experienced tour riders only, 24 days of cycling, limited to 27 riders, fee \$1638 includes ferries, trains, shuttles, motels or camping, food when necessary in Labrador, baggage transport, support vans. 350 miles on gravel in Labrador, one of the last great wildernesses of the world. For more information, CAM-AM Wheelers, 140 Emerson Rd. Norway, ME 04268. Phone: 207-743-9018; e-mail: moosa@megalink.net; Web: www.megalink.net/-moosa

August 13 - 18, POWWOW Bike Me Tour, starts in Sparta, WI. 330 miles, basic ride package \$154. For more information, 414-671-4560, e-mail, dennard@execpc.com, Web, www.wisconsinbicycletour.com

September

September 3, Bombay Bicycle Club's Wright Stuff Century. Start in Tyrol Basin, 30, 60, and 100 mile routes. 60 and 100 mile routes are challenging. Rest stops, dinner, fee for ride. Brochures will be available in June. Please see the article elsewhere in this issue about the Wright Stuff Century. p

Budget Bicycle Center

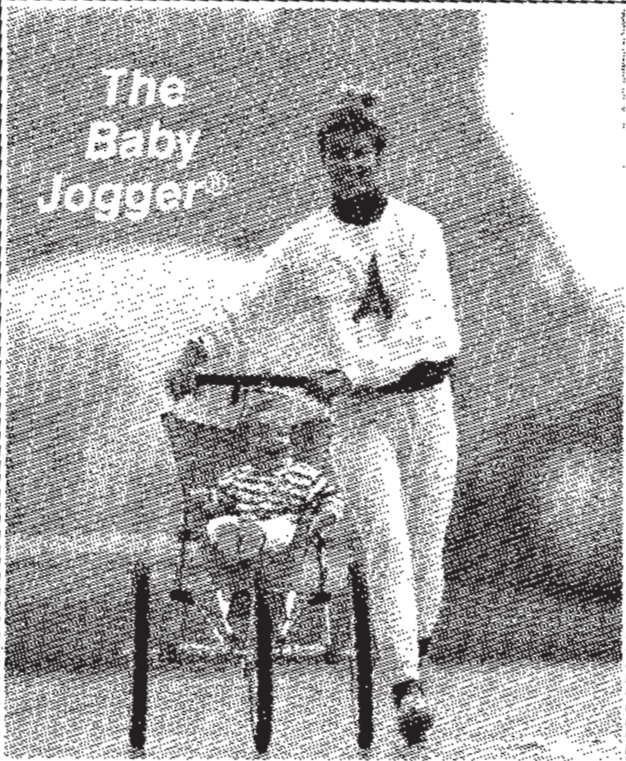
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A Big Cyclevents Wyoming Tour

by Dean Schroeder



In mid-August of last year, Dave and Margaret Peterson and I enjoyed a week of riding through diverse landscapes across Wyoming on a Cyclevents camping tour (65 riders). On the drive out, we encountered many of the estimated 500,000 Harley riders departing their annual gathering in Sturgis (if only they were bicyclists!).

Our Wyoming adventure began ignobly with a cross-state bus ride which, thanks to a breakdown out on the barren high desert, took 13 hours. But the next morning, we headed out from Jackson under blue skies and enjoyed terrific views of the Grand Tetons all morning. The afternoon found us at Togwotee Pass, and there we briefly encountered fellow Madisonian (it turned out) John Stamsted. He's a superstar in endurance mountain biking, and was in the process of setting the record for Canada to Mexico, off road and unsupported, in 19 days on the Great Continental Divide trail. He was riding a Madison-made bike (Airborne), being filmed for TV, and burning some 700 calories an hour for up to 16-hour days. Naturally, eating was a primary concern, and in addition to McDonald's meals and various power mixtures, he was reported, in a pinch, to drink straight canola oil (high in calories per weight)!

Except near Jackson, traffic was moderate and roads had good shoulders. Most days we were blessed with blue skies and a tailwind, appreciated all the more when we added a few miles one day (to make a century) by riding back into it (making for a 15 mph reduction in speed). During the week, we took in the beautiful red rock formations along the Wind River; rode past cattle ranches, horses, hay and sugar beets; slogged over miles

of chip seal road construction (leading to many flats); and bathed in the hot springs at Thermopolis. The scenery culminated with the spectacular Wind River and Ten Sleep Canyons, where billions of years of rock are exposed in massive dramatic canyon walls.

The organizers, Cyclevents, offer a wide range of bike tours in the U.S., Europe and the Far East (see cyclevents.com). They arranged campgrounds (and schoolyards), cooked meals that were basic but serviceable, sagged our gear, and provided sag and mechanic service when needed. In all, we enjoyed Wyoming by bicycle and would recommend it to anyone looking for a low-cost, week-long ride. p



The author suffers one of his insufferable flats.



On the facing page: Ten Sleep Canyon, west of Powder River Pass. The road is broad, well banked, gently curved, fairly traffic-free, and steep enough to sit and steer at 25-35 mph for 20 miles or so—if you're headed downhill. On this page: Top left—the reluctant bus; top and below right—in Wind River Canyon; below left—the support vehicle and some representative desert; bottom—the campground at Thermopolis. —Photos by Margaret Peterson



Cycling with Small Children

by Steve Meiers, Madison Department of Transportation

The snow is gone, the flowers are blooming, birds are singing. What a great time to take the family on a bike ride! Keep these ideas in mind before you cycle with really young children:

If your child is less than a year old—make other plans. The American Academy of Pediatrics and trailer manufacturers recommend against bicycling with children in a trailer or bike seat until they are old enough to sit up by themselves because:

- Infants' necks aren't very strong making them susceptible to whiplash if the bike stops suddenly. Weak neck muscles are also the reason you won't find infant helmets.
- Trailers and seats don't have suspension systems, so your child bounces around a lot even on flat surfaces. This makes infants susceptible to subtle brain damage.

Some families fasten car seats in their trailers but they do little good. A trailer manufacturer spokesperson explained there are three components that contribute to the child's safety: the harness which holds the child in place, the child's helmet and the hitch which secures the trailer to the bike. Parents are eliminating the first two components by using a car seat. Most car seats aren't properly installed in cars so it's doubtful they would fit securely in a bike trailer. Quality trailers are very stable but they could tip over necessitating the use of a helmet. And finally no car seat can protect children from bouncing around.

Most children are ready to ride along when they are about a 12-18 months old but you should talk with your pediatrician if you have any doubts.

After your child becomes old enough to ride along you have to decide whether to use a trailer or rear mounted seat.

Trailers are more expensive than seats initially but you can offset that cost over time because trailers can carry two children or an older child. Trailers do have a wide footprint making them more difficult to handle in heavy traffic or narrow streets.

Bike-mounted seats allow your child to be close to you and affords them a better view than in trailers, but they are more unstable. Injuries can happen when the bike falls over with the child in the seat. If an adult isn't around to help you steady the bike, lock it to something stable before putting your child into the seat. Use your hips and knees to stabilize the bike when loading and unloading your child.

David LeMahieu, Realtor

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Getting a toddler to wear a helmet can be challenging. Some parents have found that playing with the helmet before putting it on the child makes it easier for the child to accept wearing it.

And of course showing that you are wearing a helmet always makes it easier for your young one to accept wearing one.

It is hoped that this information will help you enjoy years of cycling with your children safely. p

BBC's Wright Stuff Century

Tyrol Basin, Mt. Horeb, Sunday September 3, 7:30 AM

Let's do some hills! You'll enjoy miles of the area's most scenic back roads as you climb and coast over three optional routes. The hilly 60 and 100-mile routes include Frank Lloyd Wright's Taliesin Visitor Center at Spring Green. The 30-mile loop is relatively flat—perfect for that first "long ride." Start with a full water bottle and finish with the welcome back buffet. Support services include rest stops with loads of good snacks, mechanical assistance, sag-wagon/sweep, and musical entertainment. Nearby are parks, swimming pools, family bike trails, and lots of popular tourist attractions. FEE. For information call Sarah Grimes, 608-263-5992, email: SE.Grimes@hosp.wisc.edu, or Johanna Bierwirth, 608-441-9547. email: johannab@sonicfoundry.com.



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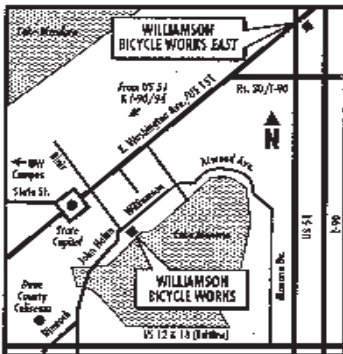
On the Going to the Sun Highway near Logan Pass, Glacier National Park

—Photo by Fred Gooding

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Book Review

Ultimate High: My Everest Odyssey

by Göran Kropp with David Lagercrantz. New York: Discovery Books, 1997. 228 pp. \$23.95.

Reviewed by Alice Honeywell

They called him "the crazy Swede—the idiot who carried his whole damn camp on his back." Göran Kropp was one of the few survivors on Mt. Everest in the spring of 1996, and the only one to have climbed the world's highest peak without the aid of a Sherpas to carry his gear, ropes to hang onto, or supplemental oxygen. Vowing to be self-contained and self-propelled, he had also rejected air travel to Nepal (from his home in Swe-



den) and instead pedaled his two-wheeler, hauling 240 pounds of mountaineering supplies in a trailer to the mountain he had long dreamed of climbing. He then carried his supplies to the base camp and calculated the best date for the ascent. When that date finally arrived, he climbed and climbed and climbed, but he turned back only 300 feet below the summit because he realized that it was too late in the day to make it to the top and get back down safely. Not knowing whether conditions would allow another safe attempt that year, he waited. When conditions seemed acceptable again, it was several weeks after the tragedy that had resulted in Everest's deadliest year ever, when the Nepalese said that the mountain was angry. But by May 24, he had tried again and that time summited—alone, under his own power, climbing over carcasses of friends who had died on the mountain only two weeks before. After a harrowing descent from the peak, he reversed the operation, carried his supplies back to the base camp, and pedaled back to Sweden.

Part of the reason for his survival, when so many others died that year, was because he had had the courage to turn back that first time and wait before trying again. "A good climber," he said, "possesses the courage to turn back—even when the summit is within reach." An experienced and wise climber, he never forgot that "the ascent is only half the trip." What matters most, he said, is attitude—the will to not give up, the will to try again.

I was first attracted to Kropp's account because of the bicycling part of the story. When he took a bus 300 miles across Iran because of mechanical problems, he felt so guilty that after he made

the repair, he retraced his steps so that he could cycle the same 300 miles. His commitment to cycling was not in question. The cycling became incidental, however, as he narrated his trek up Everest and revealed the thought processes that contributed to his success. The book became a riveting story of his physical and mental prowess, a metaphor for all things that seem impossible.

Bicycle touring may not be as extreme as climbing Mt. Everest, but it's all relative. When he talked about the need to "test the limit of what is considered possible, even if it's seen as insane by those who prefer peace and safety," for example, I couldn't help but think of some of the sentiments my non-cycling friends have expressed about riding a bike up some of the hills in Dane County.

Although I had previously had little interest in the sport of climbing—technical climbing, that is—I found Kropp's account both entertaining and educational. I didn't know, for example, that a permit to climb the 29,028-foot peak costs \$50,000. Seven people can get in on one permit, but elaborate jockeying goes on when people want to be on—or not on—the same permit. The book contains fascinating lists of the equipment he carried, even including brand names, and a detailed itinerary of his bike trip across Europe and Asia. The writing style is not particularly commendable, but the story more than makes up for the loss of literary quality. p

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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.
- Rent 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. Through its Letters column, you can sound off about anything you think would be of interest to fellow cyclists.
- Members may place free classified ads. These ads may be approximately 30 words or less, and should be mailed or e-mailed to the editor. (Please see the back page for addresses.) They will run once, but may be renewed.
- Club events for which a fee is charged have discounts for club members who apply early enough.

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