



Johnson County Bicycle Club

Chain Chatter

www.jcbikeclub.org

February 2009

ATTEND JCBC'S ANNUAL BANQUET

OVER \$1000 IN GIVE-AWAY PRIZES

SATURDAY, FEBRUARY 7, 2009, 6:00 PM

AT CINZETTI'S IN OVERLAND PARK

Register in Advance or Just Show Up and Register at the Door

Details and Registration Information Inside

Just one reason to attend the 2009 JCBC Annual Banquet is that we have over **\$1000 worth of gift certificates, services, and bike accessories to give away**. Several area bike shops and other businesses have donated valuable prizes that will be handed out. But you have to be there to win anything.

Due to the size of the room we have reserved at Cinzetti's, we are able to drop the pre-registration requirement. If you do not make the pre-registration deadline of February 2, you may show up to the banquet and register at the door. The banquet registration is \$20, which includes an all-you-can-eat buffet. RSVP to Rich Davis - richdavis@rich-davis.com.

The annual banquet is the occasion on which JCBC members elect a board of directors for the coming year. This is your opportunity to have a say in the leadership of your bicycle club. You must be present to vote.

The board of directors currently does not have enough nominees to fill all of the available positions. Any JCBC member interested in serving on the board of directors is encouraged to approach a current board member for more information.

Members will be voting on new proposed bylaws. The current JCBC bylaws are available for viewing on the JCBC website www.jcbikeclub.org. A committee of the current board of directors has worked to come up with proposed revisions to the bylaws, which will serve to make them more suitable to the current needs and direction of our club, and to give the board of directors more flexibility in certain areas. The proposed new bylaws were printed in the January 2009 newsletter. The board of directors endorses these revisions.

Reports of the club's activities over the last year will be given and volunteers for JCBC events will be recognized.

The annual banquet is an important forum for JCBC members to get more involved in the workings of their bike club. On behalf of the board of directors, we hope to see you there.

JCBC Board Meetings:

The JCBC Board Meetings are usually held at 7:00 PM on the 2nd Wednesday of each month at:

Community America
Credit Union
5601 95th St.
Overland Park, KS

Members are welcome to attend. Please contact a board member to confirm meeting time and location.

Next Meeting: Feb 11

2008 JCBC Officers & Board of Directors

President	Maggi Hacker	913-498-3689	president@jcbikeclub.org
Vice President	Rich Davis	913-498-3689	vicepresident@jcbikeclub.org
Secretary	Jan Hudzicki	913-432-0677	secretary@jcbikeclub.org
Treasurer	Kent Fulton	913-236-7223	treasurer@jcbikeclub.org
Advocacy	Ken Cobb		advocacy@jcbikeclub.org
Advocacy	Dale Crawford	913-829-6588	kanbike@comcast.net
Marketing	Fred Wohlgemuth	913-385-9438	marketing@jcbikeclub.org
Membership	Jim Coggins	816-721-6524	membership@jcbikeclub.org
Newsletter	Maury Brown	816-561-9258	chainchatter@jcbikeclub.org
Touring Director	Nan Borchartd	913-397-6976	tourdir@jcbikeclub.org
Webmaster	Jim Coggins	816-721-6524	webmaster@jcbikeclub.org
Board Member	Scott Stiles	913-385-9023	

JCBC members: to receive a printed newsletter in the mail or to notify us of an address change, please email us at: membership@jcbikeclub.org

Or write us at: **JCBC, P.O. Box 2203, Shawnee Mission, KS 66201-2203.**

Newsletter contributions are welcome and may be sent to chainchatter@jcbikeclub.org. Please type "JCBC Newsletter..." in subject line. Newsletter Deadline is the 20th of each month.

My Winter Bike

By Maury Brown

Last January I had a little mishap on the ice. I was turning on to my own street and going less than five miles per hour, and it happened. It wasn't the first time I had gone down on ice, but the first time in many years. It's always amazing how fast it happens. There is no time to put a foot out and break your fall – it is instantaneous. A scuff on my bar-end shifter, a scuff on my Hotronics battery pack, a bruise on my leg, and a bruise on my ego... I do a lot of winter cycling these days. Sometimes I know the roads are fine and sometimes I know I have to be really careful. I considered myself lucky that my accident hadn't been worse. I enjoy riding in the winter, but I don't want to get injured doing it.

I have long been intrigued by studded bike tires, since when I worked at bike shops up in New York State. I used to run studded tires on my truck when I lived up there and I knew how effective they are. Now I was ready to try them on my bike, and started researching what was currently available. There is not much of a market for them, and they are not very easy to find. I did find one dealer with a good selection of studded tires, Peter White Cycles in New Hampshire www.peterwhitecycles.com. Not only do they have what is probably the best selection of studded tires in the country, but they have an informative website with recommendations and in-depth descriptions of all of their studded tires. Studded tires are available to fit 700C rims in 32C and wider widths, and also for 26 inch ATB rims. Note that most contemporary road bikes will not accommodate a 32C tire; only touring bikes, cyclocross bikes, or hybrids (and mountain bikes) are likely to have adequate clearance.

I purchased a pair of 700X35C Schwalbe Marathon Winter tires, which sport 240 carbide studs each, and put them on my commuter bike, a 1984 Schwinn LeTour that I bought when I was in high school. They are amazing on ice! I rode up my street in Kansas City, MO, which was covered with ice, and came to a smart stop at the intersection. I could lean, turn, accelerate, and stop on the ice-covered street. I have not pushed the tires to their limits (and don't care to), but I quickly became confident in their ability to keep me upright with normal riding. A ride to work on mostly clean streets with the studded tires introduced another of their characteristics: big, ugly rolling resistance. I obviously didn't want to be riding these things when I didn't need them.



The Schwalbe Marathon Winter tires have studs in the center and on the edges, 240 in all.

My Winter Bike continued

In the Kansas City area, we have a lot of fluctuation in weather and road conditions. We may have snow and ice one day, and clean streets a couple of days later, and then back to snow and ice. I wanted the studded tires on my bike when I needed them, and I didn't want to be encumbered with them when they were not necessary. My Schwinn didn't have clearance for both the studded tires and the full length fenders I wanted while riding in the conditions which required the studded tires. The answer seemed obvious: a dedicated studded tire winter bike for riding on icy, salty roads. This bike must accommodate the tires, the fenders, and a rack. And it had to be cheap; I wasn't going to go and buy a new cross bike to ride eight or ten times per year when the roads were bad.

I already had the perfect candidate: a 1976 Raleigh Super Course that I had purchased on eBay several years ago when I was coveting a vintage bike. Shortly after acquiring it, I purchased a much nicer vintage frame and built it up, and the Super Course hung on a hook in my garage waiting for me to get around to selling it. I had never ridden it, as it didn't seem to have any place in my bike stable – until now. The old Raleigh was stock except for the wheels. Judging from the condition of the components, it had not been ridden much. The frame, built in the famed Carlton factory, with straight gauge Reynolds 531 main tubes, was in decent shape for its age, straight, but with plenty of scrapes on the paint. It has chrome on the forks and stays and beautiful lugs, as was typical of Raleighs of that time. The wheels consisted of Campy Gran Sport hubs and dangerous old Weinmann rims without lips to hold the tires on. I always hated rims of that design and wouldn't think of riding them. The Super Course was not a high end bike and had heavy steel Huret and Nervar drive-train components. The GB handlebar and stem were nice and light, but I needed a longer stem and tend not to trust used handlebars. Like most of the Raleighs of its day, however, it had center-pull brake calipers, which are very powerful, and have plenty of clearance for my purposes.

I looked through my inventory of parts and found 1980's vintage sealed bearing hubs (perfect for sloppy weather), a saddle, the original Sugino crankset and Dia Compe brake levers from my Schwinn, an appropriate bottom bracket, a six-speed 13X28 Suntour freewheel, an extra set of Speedplay Frog pedals, and a set of handlebars. Over the period of a few weeks, I found and purchased on eBay, a set of Suntour downtube Power Ratchet shifters, a Suntour Sprint rear derailleur, and a Suntour Mount Tech front derailleur, all 1980's vintage new old stock, and all components that I knew worked very well. I also purchased a pair of Richey Rock Comp rims (2 for \$30), a little heavy, but well made and strong, spokes, a used stem I found at ACME in Kansas City (a great local source of used and vintage parts), a SRAM 8 speed chain, a set of full-length fenders, and new straddle cables for the stock Weinmann center pull brakes. The headset on the Raleigh has proprietary threading and is obsolete, so I'm stuck with it, at least the top half. Fortunately, it's a heavy chunk of steel and should last a long time.



1976 Raleigh Super Course Mk II with studded tires and fenders.

The inside of the frame and fork were treated with frame saver to protect against rust, the wheels built, and everything assembled with plenty of grease, again to thwart rust from the salty conditions the bike would experience. The bike no longer looks like the nearly stock 1970's bike that it was, but the studded tires are such a visually dominating feature that making the bike look period no longer seems relevant anyhow.

I have had the Super Course out twice in late January and put about 70 miles on it. I was instantly struck by what a comfortable bike it is and by how well the old Suntour friction shifting componentry works. The studded tires are loud, which can make it difficult to hear the chain when changing gears, but the shifting is so smooth... It takes me back to a time when Suntour drivetrains were the best available.

On both occasions I have ridden the bike so far, I didn't need studded tires for 95 percent of my ride. The studded tires did provide peace of mind, however, and I was able to confidently ride through areas of ice and other dark and questionable freezing moisture, while those without studded tires proceeded with extreme caution. While this bike is certainly not fast, I had no difficulty keeping up with others riding heavy bikes and knobby tires. Thus far, I think the bike will meet my winter needs well. When we have obviously clear roads, I will ride a lighter and faster bike. When the roads are questionable, this bike that can handle icy conditions and still keep up with fellow riders who venture out with me. Of course, when the roads are really bad, I won't want to be riding amongst cars that are sliding around. I am excited about having a bike that will allow me to err on the side of caution—and to keep right on riding. Hopefully more of my riding companions will soon invest in studded tires too.



Johnson County Bicycle Club's Annual Banquet Saturday, Feb 7th, 2009



7201 W. 91st Street, Overland Park, Kansas 66212, 913-642-0101
(91st St. & Metcalf Dr.)

Social hour begins at 6pm. 6:30 we eat!

Door prizes and raffles will be held after the meal.

We have reservations for 80 only! Please remit payment ASAP to insure your seat!

Join all your Johnson County Bicycling friends for an evening of food, fun, and fellowship. Dinner will be a "Tour of Italy" buffet that caters to the vegetarian and meat-lover alike.

Drinks and desserts are included
(excluding alcohol)!

If you have questions about the event,
email or call:

Rich Davis
816-225-8559

richdavis@rich-davis.com

\$20.00 per person

Fill out the registration form below and
mail to:

JCBC Banquet
5508 W. 70th St.
Prairie Village, KS 66208
(Postmark no later than Mon, February
2nd).

Make checks out to JCBC.

Or register online!

www.jcbikeclub.org/2009banquet

Detach here and mail

Your name: _____

Address: _____

City/State/Zip: _____

Phone: _____ Number attending: _____ x \$20.00 = \$ _____ (please enclose check)

Email: _____

Vote on our 2009 officers & directors

The Johnson County Bicycle Club needs **YOU!** About this time each year the JCBC Board of Directors prepares a ballot (see below) for the annual banquet in which our membership votes for another round of board members for the next calendar year.

Right now, our nominating committee is campaigning hard to find those who might be interested in joining the board. We hope that person will be you! JCBC's board consists of like-minded individuals who share a passion for our cycling community and a commitment to its future. While we appreciate the loyalty of our existing board members, who sometimes choose to run for multiple terms, it is just as important to make room for new faces and ideas.

Have you ever attended one of our pay rides and thought you could run it better? Have you ever read an article about a cycling advocacy issue you felt needed a greater, more passionate voice? If you think of yourself as a critical thinker and often find yourself in leadership roles wherever you go, you will definitely enjoy being on the board!

And you don't have to be "great" to join. Board participation comes in many forms, large and small. That's why we also have At-Large positions that allow you to ease your way in. These board members contribute by exploiting their specific (sometimes professional) skills or talents in things like journalism, computer/website management, communications, product production, marketing... there's no limit to what you can contribute or achieve! Community service looks good on any resume!

Don't sit on the sidelines another year! The time to give back for all that you've enjoyed from the club is NOW!

The sample 2009 ballot below shows the names of who have been currently nominated for each position. The blank spaces under that column indicate positions that have yet to be claimed, OR you may nominate yourself for a position that HAS been claimed. Our current nominees are flexible and are willing to move, or compete in the spirit of democracy!

For more information on any board position, please feel free to contact any of our board members who currently hold that position - go to our website at www.jcbikeclub.org and click CONTACT US on the top menu.

Official ballots will be available at the banquet. You must be present to vote. If you chose not to purchase a dinner at the banquet, but still wish to cast your vote, please see the people at the ticket booth between 6-6:30pm to get your ballot. Please bring your JCBC ID card to prove your membership, because only members can vote!

See you there!

SAMPLE BALLOT

Board Position	Place your vote by stating a current nominee's name in the blanks below	Current nominees for each position		
President:	_____	Maggi Hacker	or	_____
Vice Pres:	_____	Ken Cobb	or	_____
Treasurer:	_____	Kent Fulton	or	_____
Secretary:	_____	Jan Hudzicki	or	_____
Co-advocacy:	_____	Dale Crawford	or	_____
Co-advocacy:	_____	_____	or	_____
Marketing:	_____	Fred Wohlgemuth	or	_____
Newsletter:	_____	Maury Brown	or	_____
Website:	_____	Jim Coggins	or	_____
Membership:	_____	_____	or	_____
Tour Director:	_____	_____	or	_____
At Large:	_____	Doug Stone	or	_____
At Large:	_____	_____	or	_____
At Large:	_____	_____	or	_____

JCBC Monthly Board of Directors Meeting Summation

by Jan Hudzicki, JCBC Secretary

To better inform our members of the work being done by the elected Officers and Board of Directors, a brief summary of the monthly Board of Directors meetings will be published in each newsletter. The Board feels that the membership should be aware of the decisions being made for the club, and the activities of the elected officers. We hope that this will encourage more members to take an active interest in the workings of the JCBC. These monthly meetings are open to all members and everyone is invited to attend.

Summary Report of Business Conducted at the January 14, 2009 JCBC Board Meeting

Members Present: Jan Hudzicki, Rich Davis, Fred Wohlgemuth, Maury Brown, Ken Cobb, Doug Stone, Maggi Hacker, Jim Coggins, Kent Fulton

President Maggi Hacker called the meeting to order. The minutes of the December meeting were approved as submitted.

Rich Davis, coordinator of the annual banquet reported that the planning for banquet was completed. Rich suggested that we do a bit of final promotion for the banquet. Donations have been acquired and gift cards have been purchased to give away at the banquet. Some of the gift cards are from Bike Source, Trek Store, AMC movie theaters, River Market Cycle Shop, Leawood Cycle shop, and KC Hops.

The Treasurer's report was presented by Kent Fulton. A discussion was held regarding the safe deposit box rented by the club. It was suggested that we determine what is in the box and whether or not we should continue to rent the box each year. Also, Kent reported that the Director & Officer insurance is expiring. He was given the go ahead to proceed and pay the premium.

A discussion concerning the format of the Newsletter was begun. Ken Cobb suggested that we go back to a paper newsletter. Kent indicated that the club was spending close to \$10,000/year to print and mail the newsletter. Maggi tabled the discussion until next month.

Jim Coggins reported that currently we have 343 memberships. He also counted the number of actual members, which is 419 individuals. This higher number is better for advocacy promotions, but the lower number is better for insurance since we have to pay based on actual members. Jim also found 82 people who were still on the list serve but were not current members. He gave them until 1/16/2009 to renew or they will be dropped off the list; as of today 12 had renewed and 5 discrepancies were resolved. These 82 members are probably the difference between last year's high number of memberships and the current number.

Dale Crawford, Co-advocacy chair, mentioned the Olathe City Bike plan, which went to the city council last month. The council has asked some questions, which is prolonging the final decision on the plan. Dale reported that the KanBike-Walk donation envelopes are available. Jim Coggins will add donation envelopes to the membership packets. In February, an advocacy day will be held in Topeka. This will be similar to the Missouri Advocacy day held in Jefferson City. JCBC still does not have any one to sit on the Share the Road committee since both Maggi Hacker and Steve Cummings are unable to attend the meetings due to changes in their work commitments. Lastly, Dale reported that the National Bike Summit conference is coming up. KanBikeWalk is looking for someone who might be interested in attending to represent the KanBikeWalk organization.

Maggi Hacker asked if anyone else has found someone interested in serving on the JCBC Board of Directors for the next year. The slate of officers needs to be finalized so that the ballots can be printed by the date of the banquet.

There being no further business, the meeting was adjourned at 9 PM.

Share the Road Jersey

This is a simple message to promote cycling awareness and safety.

Be one of the first to own this first issue cycling jersey!

This new design is ready for its first production run and orders are being accepted.



This design is jointly sponsored by the JCBC and KCBC.

It is a short-sleeved, 22” front-zippered design, with 3 back pockets, manufactured by VoMax.

The first production run will begin once 50 orders are received.

Please use attached Order Form to complete your order and submit to Jeff Marshall at jmarshall@pt.com or call at 913-221-2558

Special thanks to Bob Miller, JCBC, for his artistic expertise!



VOMax[®]

Performance Apparel

Spring 2008

SIZING GUIDE: This information is for reference purposes only and does not guarantee individual fit. Club cut jersey sizing is one size larger than racing cut jersey sizing and ~1" shorter than the same sized racing cut jersey. The club cut jersey is designed to be roomier than the equivalently sized racing cut jerseys and provides a more relaxed fit. The women's jerseys have narrower waist and slightly wider hip measurements than the unisex jerseys. Chest size is the most important guidance for sizing purposes.

Cycling Jersey – Club Cut Women

Size (U.S.)	bust	height	weight
x-small	33-35	5'2" and under	115-125
small	35-37	5'2"-5'4"	125-145
medium	37-39	5'4"-5'6"	145-165
large	39-41	5'6"-5'7"	165-185
x-large	41-43	5'7"-5'8"	185-205
2x-large	43-45	5'9"	205-225
3x-large	45-47	5'9"	225-245

Cycling Jersey – Club Cut Unisex

Size (U.S.)	chest	height	weight
x-small	34-35	5'5" and under	120-145
small	36-37	5'5"-5'7"	145-170
medium	38-39	5'7"-5'10"	170-190
large	40-41	5'10"-6'	190-220
x-large	42-43	6'-6'3"	220-250
2x-large	44-45	6'	250-260
3x-large	46-47	6'	260-275
4x-large	48-49	6'	275-285

Order Form

Size	Women's or Unisex cut	Quantity	Price	Total Price
			\$60.00	
			\$60.00	
			\$60.00	
			\$60.00	
Total for Order			\$60.00	

Name: _____

Email: _____

Phone: _____ Alt. Phone: _____

You will be contacted when the order arrives. Payment will be made upon delivery of your order.

Mountain Biking – More Dangerous Than You Think!

By Jan Hudzicki

Mountain biking and cyclocross racing – forms of cycling that challenge riders in various ways.... extreme weather, killer uphill, screaming downhill, and riding conditions ranging from slick rock to well maintained single track to ankle deep mud. We have all heard tales of the dangers of mountain biking ...spectacular crashes, injuries, and encounters with wildlife - hazards we are aware of but are willing to accept in pursuit of our favorite activity. But there is another danger that may be encountered in these types of cycling activities... one that you are probably not aware of – a little bacterium called *Campylobacter*.

The genus *Campylobacter* is a group of bacteria that normally live in the intestinal tract of assorted animals such as cattle, pigs, chickens, waterfowl, and even household pets. They can cause a variety of illnesses in these animals or just live as part of the normal bacterial flora in the animals' intestine. In humans, *Campylobacter* causes a gastroenteritis, that although the symptoms can be severe (crampy abdominal pain, bloody diarrhea, chills, and fever), is usually self-limiting in about 3-7 days with no treatment other than electrolyte replacement to prevent dehydration.

I became aware of the association between *Campylobacter* and mountain biking as part of my professional life. When I am not on my bike, or doing various activities associated with JCBC, I spend my days teaching medical microbiology to Clinical Laboratory Science students at the University of Kansas Medical Center. Yes, I am one of those weird individuals who actually gets excited by reports of disease and pestilence. I subscribe to a list serve, hosted by the International Society for Infectious Diseases, that posts reports from all over the world concerning human, animal, and plant diseases on a daily basis. I receive several posts each day, and often delete them after reading the subject line. But recently a posting on the list serve took me by surprise because the word 'cyclist' was part of the subject line. The list serve moderator posted a report on an outbreak of gastroenteritis caused by *Campylobacter* in a group of individuals who participated in a mountain bike race in Wales, UK.

More than 660 mountain bikers from all over Britain took part in the Builth Wells Mountain Biking Marathon in Powys, in July, 2008. Public Health Officials were alerted after 8 cyclists developed *Campylobacter* gastroenteritis following the event. A follow-up with the 660 participants resulted in 355 of the riders responding and 161 of those indicating that they had symptoms such as diarrhea and vomiting following the race. Health officials determined that the *Campylobacter* was spread to the cyclist by mud from the course contaminated with sheep feces. Heavy overnight rain was likely to have contributed to the outbreak by increasing the amount of liquid mud (and splashing) on the course.

I usually file this type of report as an example of an unusual outbreak of a common disease and tell my students about this when we discuss the topic. They know that I am a cyclist so adding a personal note to our often morbid discussions about infectious disease brings a bit of reality to a lecture. But the next day, another posting appeared indicating that this was not an isolated outbreak. The message indicated that in June, 2007, in a small community in British Columbia, Canada, a *Campylobacter* outbreak was associated with a 67 km mountain bike race that took place in wet and muddy conditions. 785 cyclists participated in the race and follow-up studies indicated that about 36% of all riders met the clinical definition of *Campylobacter* gastroenteritis. Public Health Officials determined that individuals who drank cups of water from official water stations had an increased risk of developing illness, but cyclists who refilled their own water bottles did not develop symptoms. Once again contamination with mud was implicated as the mode of transmission for the disease.

The conclusion drawn from the investigation is that mud on a rider's hands, lips, and face contaminated the drinking water as it was ingested by the rider. Inadvertent ingestion of mud while riding also was associated more with those who became ill. Recommendations included the use of fenders to decrease splashing of mud while riding, hoses at water stations to clean water bottles, gloves, and faces prior to drinking or refilling bottles, removal of visible animal feces from the course prior to the start of the race, and educating riders on the potential risks associated with accidental mud ingestion.

In closing, a warning from a microbiologist cyclist to other cyclists - beware of those invisible microbes as you ride in muddy conditions through the pastures and open ranges of Kansas, Nebraska, Missouri, and Iowa because *Campylobacter* is common in our states. Avoid getting mud in your nose and mouth and wash your hands or use hand sanitizer before eating or drinking at SAG stops. Remember, that which does not kill you makes you stronger, especially when mountain biking.

For additional information or references, contact Jan Hudzicki at secretary@jcbikeclub.org.

Staying Warm When it's Very Cold

By Maury Brown

I have written before on the virtues of winter cycling. As I get older, it has become increasingly obvious to me that it is far easier to stay in shape through the winter than to have to get in shape in the spring. It has also become clear, from my own experiences, and from those of others I ride with, that while indoor training may be good exercise, it is an inadequate substitute for actually riding the bike. If I want to be able to get on my bike on a beautiful day in March or April and do a 60 mile ride or the JCBC's 70 mile Spring Classic without killing myself, I really need to ride through the winter. In the Kansas City area, the roads are clear of ice and slush much of the winter, and with little exception, I am able to get out and ride at least a couple of times per week.

The main objection many people have to winter riding is that it's just too darn cold. In particular, it is challenging to find ways to keep your extremities warm while speeding through that frigid air. It's usually a little cold when you're first starting out, but once you get working, you generate enough heat to stay warm, and even to over-heat. Except for the fingers and toes. The significant and sustained wind chill often manages to penetrate the heaviest gloves and the thickest booties. I have regularly ridden in cold weather for many years, and have refined my keeping-warm techniques over time. This winter, I rode about 8 miles in 0 degree temperatures with wind chills approaching 20 below – without getting seriously cold. Despite the cold weather we've been having, I am pleased to have ridden over 450 miles this January—a great start to my mileage goal for the year. Here are some tips for keeping fingers and toes warm in the coldest weather.

Hands

I like layers. Layers leave you with flexibility. You can add or remove one as conditions change. This season I have experimented with more layers on my hands than ever before, and to good effect. Keeping my fingers warm has always been the biggest challenge for me, and I'm pleased with some techniques I have recently tried.

Disposable latex gloves work well for a first layer. They have no bulk and they are really effective inside of other gloves. They do not breathe and will accumulate a lot of sweat, so beware when removing them; a significant amount of sweat will splatter out, to the disgust of any onlookers. The upside of this is that not only do they keep you warm, but they keep your other gloves dry, which will help them keep you warmer for longer. Latex gloves are cheap and disposable. They are also light-weight and easy to carry in a jersey pocket for use if needed. I highly recommend them to anyone who has trouble with cold hands.

Heavy gloves and 'lobster' gloves (a thumb and two wide fingers) work well when the temperature is in the 30's and high 20's, but when it gets really cold, I have found them to be inadequate. The fingers make layering difficult and they have too much outside surface area, which results in heat loss. Chemical warmers can be put over the hands, but not the fingers where they are most needed. The solution: mittens. Mittens keep your fingers together without allowing cold air to circulate between them. Use them as your outer-most layer and get heavy ones with a wind-stopping material and large enough to accommodate a pair of glove liners and a chemical warmer. The mittens do have an effect on dexterity, but except for pushing buttons on my computer, I have not had problems. Shifting and braking are easy enough. The main caution I would give about mittens is that since they are not made for cycling, some of them can be a little slippery on the handlebar. I have been using such a pair for over a year now, and have gotten used to them. I do wish someone would design a pair of mittens for cycling though.

Between the latex gloves and the mittens, wear a pair of glove liners or thin gloves. Pearl Izumi makes some nice ones with grip material on the palms and fingers. When putting on my helmet or locking up my bike, I pull off one or both mittens and the glove liners leave me with adequate dexterity.

Finally, I like to drop a chemical warmer in each mitten before setting off. The chemical warmers require oxygen to produce their heat, and will cool off after the supply inside your wind-proof mittens is depleted. So be sure and let them warm up a few minutes before putting them in the mittens. When you stop riding, pull the chemical warmers out of the mittens so they can warm themselves back up again. With all of the above layers: latex gloves, glove liners, and heavy mittens, along with chemical warmers, my hands will stay warm for a long time, in very cold temperatures.

Feet

If you are having trouble keeping your feet warm, there may be some very basic solutions. You need to wear heavy socks. Specifically, heavy wool socks. And those socks need to be dry. Always start a cold ride with fresh, dry socks. It is also important that your shoes are not too tight with those heavy wool socks. Constricted feet are not only uncom-

Staying Warm When it's Very Cold continued

fortable, but more likely to get cold. There are heavy, insulated cold weather cycling shoes available. I haven't tried them, but I've heard good things about them. If you use regular road shoes like I do, check the soles for any open vents. If there are any, cover them with a piece of duct tape. Buy the warmest booties you can find, and your feet should stay warm down into the 20's.

If your feet still getting cold, I know of a couple of additional options, one cheap, and one not. The cheap option is to put your feet in plastic bags before putting on your socks. This will have a similar effect as the latex gloves on your hands. My favorites are the grocery store vegetable bags. They are not bulky like food storage bags, or crinkly like shopping bags. A couple of bags can easily be carried in jersey pockets in case they are needed, and discarded when not needed.

The other option is Hotronics heated insoles. These consist of battery packs that clip onto the shoe or bootie, with a wire that runs under the insole to a heated pad under the toes. The heated insoles are very effective, and have four temperature settings and long lasting rechargeable batteries. The only disadvantages to them are the weight of the batteries on your shoes and their substantial cost. Still, if you want to ride in the winter and nothing else is keeping your toes warm, they will likely solve your problem. Hotronics heated insoles are available locally at Precision Tandems, www.precisiontandems.com.

I have not had very good results with chemical warmers inside my shoes or booties; there just isn't enough air in there to keep them going. I have had better results slipping chemical warmers under toe covers, on the tops of my shoes, where they can get enough air to remain active.

Aside from hands and feet, my greatest challenge is keeping my face warm. I wear a thin hat over a balaclava, or if it's really cold, I sometimes wear two thin balaclavas. If you're riding in temperatures below 20 degrees, you really don't want to have any skin exposed to the elements, especially if it's windy. Choose a pair of large glasses to protect as much of your face as possible from the wind, and pull the face mask up under the glasses as far as you can without obstructing vision. Be careful not to exhale in such a way as to fog up your glasses. This is a particular concern when stopped; while riding, there is usually enough air circulation to keep the glasses clear.

Ultimately, there is no substitute for personal experience in determining what gear you need to stay warm (and not too warm) in given weather conditions. Experiment with clothing and gear at moderately cold temperatures (above freezing) and then extend your cold weather threshold incrementally, adding layers and warmer gear, and determine what works for you in particular conditions. Before starting out, be aware of not only the current temperature, but the wind speed and the anticipated changes to temperature and wind over the course of your ride. Bring extra layers, especially if you expect the temperature to fall or the wind to increase.

Be sure and use common sense when riding in extreme cold. You will not be able to ride as long or as far as you can when it's warmer. Especially if you are riding alone, be sure to stick to populated areas where you can find a place to get warm if you get into trouble. Remember that the consequences of getting too cold include frostbite and hypothermia. Carry a cell phone. Go into a store or gas station and warm up if you need to. Even a simple mechanical problem or a flat tire that would be easy to handle in warmer temperatures, would require stopping, removing your gloves, and spending several minutes standing in the cold, not generating any heat, and cooling your body off. Once this happens, it can be impossible to get on the bike and get warmed up again. I once got a flat in such conditions, and walked my bike to a nearby gas station so I could change the tube inside. Consider riding wider tires to reduce the likelihood of a flat and be sure your bike is in good shape before setting out.

With experience and the proper equipment, winter riding can be very enjoyable, as well as an ideal way to stay in shape for the upcoming cycling season. Riding in the cold is different than riding in other seasons, but I look forward to it every year, something I cannot say about riding in the hottest parts of the summer.

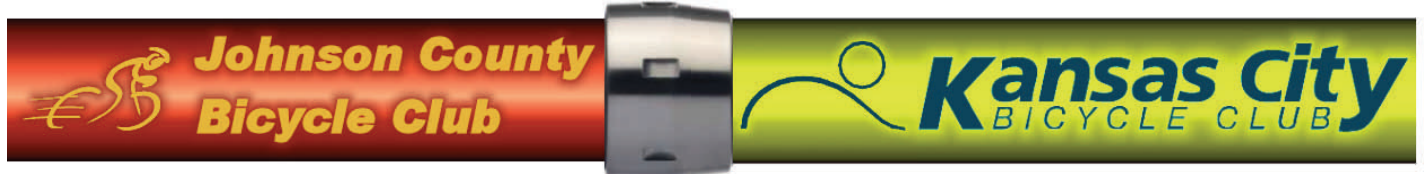


PVYC riders Maury Brown and David Oldberg. My coldest ride to date: 0 degrees with a stiff wind.

Local Bike Shops

<u>Shop</u>	<u>Phone Number</u>
Acme Bicycle Company	816-221-2045
Bicycle Shack	816-761-3233
Bike America—Lee's Summit	816-524-1819
Bike America—Olathe	913-7804500
Bike America—Overland Park	913-381-5431
Bike Source	913-451-1515
Bike Stop—Blue Springs	816-224-8588
Bike Stop—Kansas City	816-353-8448
Biscari Brothers Bicycles—Liberty	816-792-8877
Biscari Brothers Bicycles—Kansas City	816-231-1331
Epic Bike and Sport	816-382-3100
Family Bicycles	816-268-1757
Harry's Bike & Pipe Shop	913-321-3161
Leawood Bicycles	816-942-4442
Midwest Cyclery	816-931-4653
Pace Bicycle Haven	816-461-7433
Peddlers Cycling and Fitness	816-254-6855
Precision Tandems	913-962-8866
River Market Cyclery	816-842-BIKE
The Wheel Cyclery	816-455-2453
Trek Bicycle Store of Kansas City	913-631-6800
Turner's Cycling & Fitness	913-381-6800
Volker Bicycles	816-756-5510
Waldo Bike Shop	816-333-6595

Check Out the Joint JCBC/KCBC Ride Calendar



Note: The ride calendar will no longer appear in the on-line version of Chain Chatter.

The interactive calendar is best viewed directly from the website. Excluding it from the newsletter will reduce file size and make room for other content. View the interactive calendar by visiting the JCBC website at www.jcbikeclub.org. Click the Ride Calendar button at the top of the page.

Or just click here <http://freecal.brownbears.com/jcbcrides>

To post your ride on the calendar, email: webmaster@jcbikeclub.org

Please note that the information listed on the calendar may change at any time.

The information on this calendar is only as accurate as the information that has been given to JCBC

Johnson County Bike Club Membership Application for 2009

Join the JCBC and support cycling - Membership good until **April 30th, 2010**

Name(s): _____ Age: _____

Address: _____ City, St, ZIP: _____

Telephone (H) _____ (W) _____ E-Mail: _____

If this is a family membership, please list other members at this address.

Name(s): _____ Age: _____

Name(s): _____ Age: _____

New Member Renewal Address Change Notification

I would love to volunteer once this year to assist with a ride or other activity. **Annual Membership Fees:**

Please do not publish my name in the annual club member directory.

Please send a paper newsletter

\$20 Individual

\$25 Family

I, the undersigned (a parent for members under 18), accept that cycling is a hazardous activity and I accept all risks associated with participation in the Johnson County Bicycle Club and its events and activities. I agree that in the event of a mishap during a ride or activity, I will not hold the JCBC, its members or officers responsible for any injury, loss or inconvenience.

Signed: _____ Date: _____

Make check payable to JCBC and send this form to:

JCBC, PO Box 2203, Shawnee Mission, KS 66201

Sign up is also available online at Active.com. Search for JCBC