


CCCCC NEWSLETTER

CHERRY CAPITAL CYCLING CLUB

Our Last Hurrah...



With frost on the pumpkin, the cycling season is winding down. Ironically, it's been a good year for cycling in general, with tens of millions of American families discovering the joy of getting outdoors on two wheels during the pandemic.

Pictured are riders in September's Leelanau Harvest Tour 'Lite' with more photos inside. Photo by Steve Mitton.

The mission of the Club shall be to promote recreational bicycling activity in all forms as part of a healthy lifestyle and practical means of transportation

OCTOBER • 2020

President's Letter

Changing of the Guard...

The most recent news is that **Tom Kirchner**, our current Treasurer, has decided to “hang it up” after almost six years on the Board. Tom was our elected Treasurer from 2015 through 2018, and then appointed Treasurer these last 18 months after **Dan Wittkopp's** passing. Tom has done an exemplary job as our finance Board member, and played a big role in implementing the Club's current grant program. Please join me in giving Tom a BIG thank you for his service to the Cycling Club.



In addition to his role as Treasurer, Tom Kirchner helped out with SAG duties for many years on club tours.

Taking over for Tom on an interim basis is **Al Bonney**. Al is also on this year's ballot for Treasurer for the 2021-2022 term. On the same ballot for Board Secretary is **Nancy Quinlan**. Thanks to **Pat Bearup** for her work in the position. Both Al & Nancy have been attending the last two Board meetings, and will be great additions to the Cycling Club Board. Please read more about Al & Nancy elsewhere in this newsletter.

Also on the ballot for 2021/2022 is **Mike Stivani** as Ride Director. Mike is on the CCCC Men's Race Team and also loves gravel road rides. He's hard to keep up with! Mike is taking over for **Mark Esper**, who has done a fabulous job these past four years by training ride leaders, keeping the Ride Leader/Ride Handbook up to date and keeping our Club Ride Calendar running smoothly. When you see Mark, please thank him for his service and sage advice. The Board will miss him..

Lastly, as we enjoy great Fall riding weather and wonderful autumn colors, I want to let you know that the Board is busy think-

ing about 2021. We obviously need to be flexible, but the recent Pandemic Pedal event (aka “LHT Lite”) was a good test of what a nice social event might look like. It was encouraging to have about 60 people show up without much marketing. We wanted to keep it simple and keep it fun. I hope those attending the ride and lunch on September 19th enjoyed the get-together. These are certainly challenging times, and next year we want to increase our social events while following current health guidelines. If you have ideas for Club get-togethers, please contact any of your Club Board members.

Hope to see you on the roads and trails soon!

- Bill Danly, President

Oct. 25 Annual Meeting Will Be Virtual This Year

With a nod to caution, this year's Annual Membership Meeting will be a virtual affair. On October 25th at 4 p.m. the Club's Board invites you to participate in our annual meeting via Zoom. The Board will update the membership on what happened in this unusual year, review the 2020 financial statement and provide a look ahead to 2021.

On or about October 19th you will receive a ballot to vote for the incoming Board of Directors and a By-law change re: Committee language. Please return your ballot by end of day October 23rd so we can tabulate the votes ahead of time. If you have any questions re: the ballot, please direct your questions to president@cherrycapitalcyclingclub.org or via phone at 231-855-5186.



Look for your Zoom invite link via email during the week of Oct. 19 to participate in the club's annual meeting.

The week of the 19th you will also receive a separate email with a link for joining the Zoom meeting, the meeting agenda and a financial statement for 2020. To make sure you get the invite and information, please make sure your email address in your Club

membership profile is up to date!

A big part of the meeting will be feedback from you, the members. We'd like to hear about your 2020 cycling experiences and what you'd like to see happen in the year ahead. The Board expects significant changes in health care directives in the coming months, so we are looking at a variety of events that could be implemented safely. Besides member input received at the Annual Meeting, we will also be requesting member feedback via an online survey later this year. Before we firm up Club plans for 2021, we want to hear from you.

Thank you very much for your support this year. It has been difficult to navigate the health issues we are all concerned about, but we are pleased with the great Summer we had and our time spent cycling!

Amazing George Lombard!

Age is no barrier for a top cyclist

With his 90th birthday coming up this January, George Lombard is a virtual club superman. That's especially true since George not only rides almost every day of the week, but has often taken the lead in pulling riders through windy conditions at a brisk pace all summer long.

George is one of several club riders who have maintained a high level of fitness into their 80s, including **George Kuhn, Jim Woodburne, Barry Harper, Lou Platteborze, Ted Schroeder, Roy Brumbill** and **Clark Phelps**. (Apologies if we missed anyone!)

Retired from his career as a veterinarian, he has a long list of notable achievements. Although he lost his left foot in a farm accident in 1950 at the age of 19, he resolved to live an active life to the fullest, particularly in the arenas of cycling and cross-country skiing. As an Olympic athlete, he competed in the Winter Paralympic Games in Austria in 1984 and then in 1986 at the World Games in Sweden.

For many years he was a competitive XC ski racer as well as a local booster. In the early 1990s, he took a leadership role in creating the 27k Vasa Ski Trail, ensuring that it was designed for both athletes and recreational cross-country skiers.

George says he was biking strong all through his 70s, but some health setbacks in his 80s prompted him to go electric with an ebike. Thus, you'll often find him at the head of the pack, still enjoying a sport that many other cyclists abandoned decades ago.



Soon-to-be 90th birthday boy George Lombard cycling in a recent Muffin Run ride on the Leelanau Trail.

George is also an avid hunter; in fact, last year he bagged a bull moose on his very first day while hunting in Newfoundland. No doubt, he'll be cycling right through the fall, so if you see him, be sure to wish him an early 90th birthday!



Welcome A-Board!

Introducing **Nancy Quinlan**, who is taking on the position of CCCC Board Secretary! Nancy transferred to Traverse City from Midland, home of Tri-City Cyclists and the "Tour-de-Sore Buns." Her heart remains in her homeland of Wisconsin, therefore, she only owns Trek bikes, eats cheese daily and favors a good Wisconsin beer (did you say Spotted Cow?).

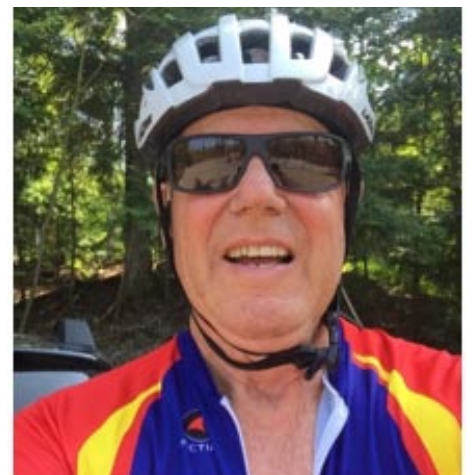
She says the adjustment of riding Midland's flat land to Traverse City's hills was eased by gracious club members never

singing "another one bites the dust." Welcome Nancy!

Our new Club Treasurer **Al Bonney** was born in Chicago on January 12, 1944. Following a failed attempt as a music major, he received his BFA in Theatre Arts from Denison University in 1966 and immediately began army basic training to be an infantry rifleman. Shooting was not a popular sport for Al so he went to the Army's Officer Candidate School where, upon graduation, he barely escaped an assignment to Viet Nam and served out his two remaining years in Karlsruhe, Germany. He was honorably discharged in 1969 and joined Marriott Hotels in 1970 where, for the next 25 years he worked in 15 different Marriott Hotels in the U.S. and around the world.

Al and his artist wife Joan have been married for 53 years. They came to Traverse City in 1995 following Al's retirement from Marriott. Joan and Al have two children, James and Anne, and three grandchildren.

Al gave up a 10 year race-walking career due to a bum knee and joined the CCCC in 2017 so he could "log some big miles." It took him three summers to realize that 50



miles a day is just fine, and getting there first is not important.

Of "note," he sang with and directed the Cherry Capital Men's Chorus for about 10 years, directed the Rotary Chorus in the Annual Rotary Show for 15 and now plays the tenor banjo with the Happy Time Banjos. He is a member of the Traverse City Noon Rotary Club. Al looks forward to making more friends in the CCCC and riding more miles while serving our club as Treasurer.



Skip Miller, pictured here with his wife, Carol, organized a great Leelanau Harvest Tour for club members, despite difficult circumstances. Skip says he's on board to direct next year's LHT.

Harvest Tour Round-up

It was a wee bit frosty that morning, but nonetheless, 58 riders (51 club members and 7 guests) participated in the LHT "Lite" Pandemic Pedal on Saturday, September 19th.

"The weather was a little cool to start, but it was a beautiful day," said LHT Director Skip Miller. "Twenty-four riders did the longer 65 mile route. We sold over 50 t-shirts and other club merchandise, and the club received over \$365 in donations. The Herman Park pavilion worked out very well as a staging area. We received much positive feedback from our members and guests."



Club Vice President Merry Vander Linden reported sales and donations of \$1,490 at the LHT 'Lite,' with many riders eager to obtain a pandemic commemorative t-shirt and other club apparel.



Club Social Director Carrie Baic says a lively group of riders turned out for the third annual Young State Park camp out and ride. Ten riders took to the roads around Boyne City on Sept. 26, including a ride along the new 6.3-mile Boyne Valley Trail, which connects Boyne City and Boyne Falls. Congratulations to Carrie for organizing the camp out and ride during difficult times!

Is a Fat Tire Bike Right for You?

By Steve Mitton

What exactly is a Fat Tire bike? A Fat Bike is defined as a mountain bike with tires at least 3.75" wide and with rims 2.6" wide that are designed for soft/loose conditions such as snow, mud, gravel or sand.

Most Fat Bikes use a rigid frame, meaning they do not have any frame shock absorbers such as usually found on a typical mountain bike. However, the enormous tires on a Fat Bike do provide some level of shock absorption. They are typically much heavier than a mountain bike and due to the big tires do not turn very sharply or go very fast. But they can handle terrain that would stop a mountain bike in its tracks.

So why would you want to own a Fat Tire Bike? Let me give you several reasons:

1) They will take you places you have never biked before: Due to their superior grip and traction, they can roll over and through most any terrain.

2) Regardless of Weather- You can Bike: Fat bikes will not slip on wet pavement nor sink in the mud or snow.

3) Increased Riding Comfort: Fat bike's extra large tires use very low tire pressure (10-15 psi versus a Mtn Bike 30-50 psi or Road bike 80-100 psi) making for a very soft cushy ride.

4) Low Maintenance Bike: Fat bikes rigid frame construction means fewer parts,

Safety Corner By Steve Mitton



Got mud? No problem on a Fat Bike.

which translates into less maintenance and less chance of something breaking while on your biking adventure.

5) Better Balance and More Confidence for Beginners: With the extra wide contact surface and the softer tire pressure of a Fat bike, the beginner will find this bike to have better balance and to be more forgiving off-road than a standard mountain bike.

6) A New Way of Having Fun: Because a Fat Bike is NOT fast, you will realize that riding is not always about how fast you get there but about enjoying the journey. You will enjoy the outdoors at a slower, more comfortable pace.

As we have shown, a Fat Bike is a lot of fun and can take you places you can't go with any other kind of bike. But does this bike make a good choice as a means of everyday transportation on conventional trails or roads? Nope, you'd be better off with an \$800 mountain bike with front suspension that will ride a million times better.

Sources: Wide Load: Fat-Tire Bikes Explained by Joe Lindsey Dec 13, 2013 Bicycling magazine. 8 Reasons Why You Should Buy A Fat Tire Bike by Tue Lindblad, Icebikes.org/Mountain-Bikes

We could all learn from a Smart Cycling Course...

By Steve Mitton

Earlier this summer, a few of our members participated in a cycling skills improvement class offered by the League of Michigan Bicyclists in Traverse City. The program was designed to develop the craft and science of cycling and the ability to use a bike with confidence and competence for pleasure, utility and sport under various roadway, climate and traffic conditions.

The course is made up of two parts, an online portion that covers a variety of subjects from bike laws to an overview of bike mechanics and traffic safety. Once this section is passed, the second portion is an on-course skill building exercise, conducted in



a parking lot.

Our local LMB board member and League Cycling Instructor (LCI), Steve Hannon led the on-course section. Steve put the group through a series of bike handling drills in

cluding accident avoidance maneuvers before heading off on a 90-minute group ride through town. Upon successful completion, each participant received a certificate of completion.

The Smart Cycling course is the first step to becoming a LCI. I think the general consensus was that the course was very instructive and even though we were all experienced riders, felt like we learned some valuable skills to improve our cycling abilities. As a club, we are currently considering how we might put some of this course material to use to benefit our members.

Info on the national Smart Cycling course can be found at: <https://www.bikeleague.org/content/find-take-class>



Nutrition for Cyclists

Fuel for endurance cycling

By Michelle Young, MS, RD, LDN

It is important to refuel as needed during long cycling rides. Carbohydrates are the main muscle fuel used during cycling, and stores are limited.

Refueling depends on ride intensity and duration. For a ride lasting less than 60-90 minutes, it is not necessary to consume any carbohydrate since your glycogen stores are not yet depleted. If you plan to be out longer than 1-2 hours, 30-60 grams of carbohydrate every hour should be taken in order to boost performance and keep you going. For intense training that lasts longer than 2-3 hours, it is recommended to consume 45-90 grams of carbohydrate every hour, specifically in the form of 2:1 glucose and fructose for increased absorption. In simple terms, this just means to aim for a combination of various types of carbs. Including some simple sugars allow for quick absorption and readily available energy, while complex carbs will be slower to digest but available as energy when needed.

Ways to include these carbohydrates include using sports drinks, gels, or any other food that is easy enough to eat during your ride. Your snacks should be high in carbs, low in protein, and moderate or low in fat. Find what tastes good to you and don't focus on specific amounts of protein or fat. As the ride gets longer, digestion gets harder as blood flow is directed less at your gut and more to working muscles. So, as a rule-of-thumb, eat your more solid snacks during the first half of the ride, and save the softer gels, blocks and chews for the latter half of your ride. If you are training for anything specific, it is also important to practice your nutrition regimen during training, and not to try anything new on race day.

Examples of snacks to take during your ride include:

- Homemade bars or bites
- Store-bought bars
- Peanut butter sandwich
- Gels, blocks or chews



Part 3 in a Series

“Hitting the Wall”

When muscle glycogen stores become depleted, you start dipping into liver reserves of glycogen in order to maintain blood glucose levels. Once those liver glycogen stores are depleted, blood sugars drop, and performance and energy level decreases significantly. This is what they call “hitting the wall”, and you do not want to experience it, so always be prepared on long rides.

Hydration during exercise

While cycling, fluid intake should be periodically and in amounts according to your sweating rate. It is recommended to consume 14-27 fluid ounces (400-800 ml) or about 2-3 cups of fluid every hour, or interspersed within the hour. In hot temperatures and longer rides, it is smart to drink a sports drink in place of water. A sports drink is recommended for cycling rides of 1 hour or longer.

Recovery Nutrition Post-Cycling

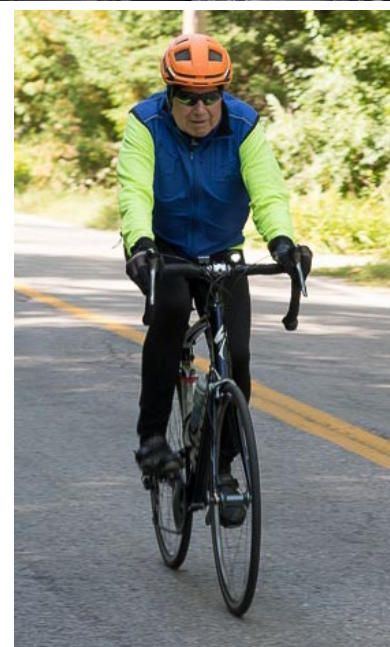
Recovery after your cycling adventure involves replenishing carbohydrate fuel stores, repairing and building new muscle tissue, and rehydrating. Proper recovery sets you up for the next outing or competition. The recovery process begins once you provide your body with the nutrition it needs, which includes carbohydrates, protein, fluid and electrolytes.

The extent to which carbohydrate intake should be considered depends on duration and intensity of your ride. Carbohydrate intake following a long ride should begin immediately to take advantage of favorable hormonal environments where timely nutrient administration can both help recovery of lost glycogen, and minimize muscle protein breakdown. To fully rebuild glycogen stores, it takes about 24 hours. Many athletes in general don't get enough total carbs every day. For lighter rides lasting less than an hour, total daily carbohydrate needs are 5-7 gm per kg per day (or 2.3-3.2 gm per pound); for more intense rides lasting 1-4 hours, carb needs are increased to 7-10 gm per kg per day (or 3.2-4.5 gm per pound); for extreme cycling lasting more than 4 hours, carb needs are 10-12 gm per kg per day (or 4.5-5.5 gm per pound). For a 150 lb athlete this would equate to 345-480 carbs per day for lighter biking and 680-816 grams per day for extreme cycling.

Next issue: The do's and don't's of protein

Was that you we saw out riding?

Looking back at the LHT 'Lite' tour.



Photos by Steve Mitton and Bob Downes

Was that you... ?





Was that you... ?



Bicycle Shorts

TRY THIS: Want to try some different mountain bike trails? Head up north a little and try out several trails recommended by the Top of Michigan Mountain Bike Association (TOMMBA). These trails include "Avalanche" located on the south side of Boyne City, "Boyne School Forest" located between Boyne City and Walloon Lake, and "Tanton Preserve" located 7 miles east of Petoskey at 1447 Maxwell Road. For more information on these trails, please go to www.tommba.org.

OPEN HOUSE: Traverse Area Trails (TART) is hosting an open house on October 22nd from 4:30 to 6 p.m. to discuss the proposed trail extension along Three Mile Road. The Open House will be at the

Grand Traverse Academy south parking lot off Hammond Road. TART is seeking community feedback on the proposed trail between South Airport & Hammond Roads. The general plan is to connect to the Mitchell Creek Meadows property and to several schools in the area via the Safe Routes to Schools program. Maps of the area will be available for viewing, and any comments you might have would be appreciated. The event will take place outside under a tent, so please dress accordingly, bring a mask and observe social distancing measures. If you can't make the Open House, an online survey will be released soon afterwards so that TART can receive additional feedback for the proposed trail.

WORK has begun on the Boardman Lake Trail extension from 14th Street to the satellite NMC campus. As of a week ago,



Anybody missing a turtle? Dave Orr found this little guy while out riding the new Boyne Valley Trail.

construction crews from Elmer's were completing a retaining wall along the railroad tracks which will serve as the new route. The hoped-for completion of the trail link is sometime this fall.