



SPOKE 'N' WORD

THE NEWSLETTER OF THE VELOTEERS BICYCLE CLUB















FEBRUARY 2007

FROM THE PREZ



“ Lane Ahead”

I’m not a big fan of  lanes. I’d rather be on the road, commanding a lane and treated as a vehicle. But, I welcome the sight of the  lane signs and dedicated lanes, because it shows progress – bicyclists are being recognized. The growing presence of  routes,  lanes and greenways are encouraging people to re-think and commit to alternative means of transportation and exercise.

So, I want to be seen using the  lanes and greenways. I want motorists to get used to seeing   , everyone sharing the road. I really get excited thinking about the possibilities: From my front door, get on my , ride the road, pick-up the  lanes through Mount Juliet, onto Highway 171 - a TN State  route - to Long Hunter State Park to ride the mountain  trails of Jones Mill.

Ideas have become realities because people gave of their time and vision; offering us a better tomorrow with possibilities that will outlive us all.

I see the “ Lane Ahead” signs and smile.

William Anderson





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VELO GEARS

WRITTEN BY TIM COBLE

You've Gotta Have Heart...

When I first learned that February is “American Heart Month”, the cynic in me was inclined to shrug it off as just another empty, touchy-feely marketing ploy manufactured by some unholy alliance of greeting card companies, chocolate producers and dating services. Halloween, Easter, Thanksgiving – even Independence Day: they all manage to get the job done in a single day. But this? It’s as if Valentine’s Day is so lame that they have to milk it for an entire month to extract the maximum commercial benefit. Like I said, I’m a bit of a cynic sometimes...

Then I started doing a bit of homework. It turns out that American Heart Month (not to be confused with “Heart Month” or “National Heart Month”, which are, for some unfathomable reason, entirely separate events) represents something a lot more significant than sappy cards and expensive dinners. It’s actually about *hearts*. Each year, dating all the way back to February 1963 (coincidentally, the same month in which a cloud bearing an uncanny resemblance to the face of Jesus was spotted over Sunset

Mountain, Arizona), the U.S. Congress requires the President to proclaim February American Heart Month. The American Heart Association picks it up from there and goes to extraordinary lengths to raise public awareness about what is, in all seriousness, our nation’s number one killer.

Being cyclists, it’s not a stretch to conclude that a month dedicated to building an awareness of heart health is directly relevant to each of us. After all, cardiovascular improvement is one of the side effects – if not the primary reason – that motivates us to do what we do. This may be preaching to the choir, but the heart health benefits of cycling bear repeating. A quick scan of some online resources yielded the following:

People who ride at least 20 miles per week are 50% less likely to have heart problems than those who don’t.

Cycling can help lower weight, cholesterol and blood pressure, each of which is a leading risk factor for heart disease. In fact, for many people cycling is as effective as drugs in controlling or eliminating most of these conditions.

Cycling can help reduce the risk of diabetes, a leading cause of heart problems, by up to 50%.

It’s estimated that if 1/3 of all short car journeys were made by bike, national heart disease rates would fall by between 5 and 10 percent.

Doctors report that the average regular cyclist enjoys a fitness level equal to that of a person ten years younger.

One rough calculation suggests that new cyclists covering short distances can reduce their risk of death (mainly due to the reduction of heart disease) by as much as 22 %.

All of this is great, and I imagine it’s exactly what the American Heart Association has in mind when it promotes this month-long focus on heart health. However, as cyclists we’re all familiar with another type of “heart” that our sport somehow elicits from its participants. Whether it results in Herculean efforts by pro riders or riding through a bonk on a Saturday morning club ride, there’s something about our two-wheeled obsession that motivates us to push ourselves harder when we’re in the saddle than when we’re not. (When was the last time you decided to put in an extra hour at the office just to see if you could do it?) As Veloteers, we definitely put our hearts into this sport and those with whom we enjoy it. And as anyone who has ever ridden with us can tell you, we’re nothing if not a lighthearted group of people.

So, in spite of my initial dismissal of American Heart Month, I have to admit that it actually makes perfect sense for us to observe and embrace this event as cyclists. Besides, we’ve got a long wait ahead of us if we decide to hold out for National Don’t Throw Things At The Sweaty People In Lycra Month.



CPR/1ST AID CLASS

STRENGTHENS CLUB

GOALS

WRITTEN BY MELLY ANDERSON

It is a goal of the club to establish a strong ride leadership and safe club rides. As a step towards that goal, several ride leaders and club members participated in a CPR/1st Aid course offered by member Bobby Poston through his company, Spectra Energy on Saturday January 27. Bobby is a Senior EHS Coordinator at Spectra Energy. One of his many responsibilities is teaching this course to Spectra Energy associates throughout the US.

After a turbulent 2006 ride season the Board, through the suggestion of the membership, looked at ways to strengthen the ride leadership and give them the means to act in case of emergency. The potential for an accident is always a possibility, especially as we share the roads with motorists and unrestrained dogs. A ride leader's ability to handle an emergency situation is telling of the club's concern for its members and visiting cyclists. Through this course we learned how to respond to an emergency situation with confidence and put the victim in the best hands possible, EMS, as soon as possible.



As avid cyclists, it was difficult to give up a beautiful Saturday of riding to attend this course, but after spending the morning and part of the afternoon learning emergency skills, there was no doubt it was worth it. Bobby's easygoing manner made it easy to digest the information and test our skills without pressure.



Tim Coble with "Annie"

Being familiar with the attendees made the on hands portion easy to do. And knowing we were all there to further the goals of the club certainly left us with a feeling of camaraderie and accomplishment.

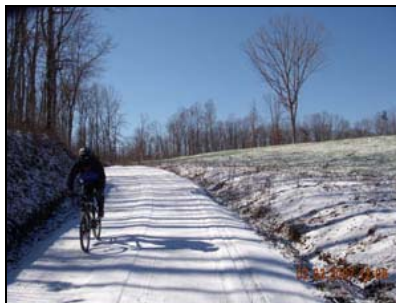


A SNOW RIDE

WRITTEN BY BRIAN WRAY

"Why be just crazy when you can be totally insane?"

On Saturday Dan Searle and myself went for a 47.5 mile ride at Big South Fork. We started on the Divide / Laurel Ridge Road going toward Blue Herron campground and returned through the valley toward Bell Horse Farm, back up to the Divide Road for a finish.



Brian on the road



A resting spot out of the snow

It was very cold with a nice snowy cover on everything. Going uphill brought a sweat while downhills cut like an icy knife. Though the roads were snow packed, we managed to stay vertical the whole time. There were some sketchy downhills with tire sliding antics, but no wrecks. The packed snow on the gravel roads actually rode as smooth as concrete.

We started at 11:30am and finished at 6:30pm. Luckily I brought my light. When the sun went down it got extremely cold. My toes were hurting so I stuffed a hand warmer between the bootie and shoe - definitely preventing frostbite. We only saw a couple trucks and had the place mostly to ourselves. It was a long hard ride, but I look forward to the next one.



Brian and Dan start out



I'M STILL RECOVERING

WRITTEN BY BOB OSTROWE

I'm Still Recovering from my Recovery Ride, Part II

Unconscious and bleeding is how Denise and Jane came up to find me laying alongside my bike. Jane saw me first, indicating "rider down. I think its Bob." Denise removed my bike from underneath me (I was practically still riding it) and began talking to me.

As this story continues I will relate the next 3 or 4 days by no recollection of my own, only by what I've been told by those who attended to me, and Denise who stayed by my side throughout.

The crew riding in front slightly ahead and at the bathrooms wondered what might have happened. Why didn't the rest of us catch up to them? Deciding to come back the short distance, they came over the ridge to see me lying in the road with Denise, Jane and a small gathering of park users around me. One eyewitness recalled that I "just fell" off my bike indicating that she saw the fall but not the cause.

Another park guest was busy on the pay phone speaking with the 911 operator and relaying their questions and instructions to Denise and the others. The park paramedics and ambulance had been notified and were on their way.

I had been thrown off my bike, landing on my right side, with injuries appearing on my shoulder, and road rash on my right side. It was further apparent that my injuries were serious and perhaps life threatening. In my unconscious state, I immediately went into a

clutching position, my breathing was shallow, and the sounds from my throat were more like a bad snore indicative of the deep sleep I was experiencing. Additionally, I was moaning with light foaming from my mouth. All there could see my torn jersey and shorts, slumped shoulder and more frightening, my right side helmet dented and scraped, but still in place.

While Denise knelt or paced beside me, touching, comforting and talking to me, the Park Paramedics arrived. Others, including an off duty nurse passerby managed to secure the area from car traffic while waiting for an ambulance. While no one timed my head trauma induced sleep, it was a while before I came to. In time, I began to wake up and in my stupor gave pertinent personal information with Denise completing whatever was missed by my state of mind. The nurse's assistance was greatly received as she directed people to gather around shielding the sun and applying ice, collected from a nearby campground store, to my body's pressure points attempting to lower my inner rising temperature. We waited for the Wilson County Emergency Management Agency Ambulance.

WEMA personnel arrived and began a series of short tests while loading me into the ambulance for the trip to University Medical Center in Lebanon. The talk at this point was still speculation with regard to the cause of unconsciousness, spine and shoulder damage. It was determined while on the ride to UMC that I was not responding or reacting to pressure applied to the left side of my body. Denise, riding in the front of the ambulance, began making calls to her family.

The ride to UMC in Lebanon was a short one with everyone who rode that day meeting us to help comfort Denise and me. I am now awake and recognizing everyone who crowds around my examination room table. We're probably breaking the rules with too many people in the emergency room. I'm not exactly in tune with time and place but it appears that I am alert and this is taken to be a positive sign. The emergency room doctor on call informs Denise that x-rays indicate I have three brain hemorrhages. He shares the x-rays with Denise and explains that UMC is not able to treat such injuries. I need to be transferred to the nearest head trauma hospital, Vanderbilt. Within minutes, a man dressed in a jumpsuit introduces himself to Denise as a Vanderbilt LifeFlight pilot. He tells Denise that they are going to transport me to Vanderbilt and tells her how to get to the emergency room. He asks for her cell phone number should they need to contact her while in flight. She wondered, what does all this mean?

To be continued---Part III---A Life Flight?---More Hospitals and how my story parallels the April crash of fellow cyclist Jennifer Gholson.



CYCLISM CONTINUES

It's the end of the Tour of California. If you missed it, you can still see highlights provided by Versus TV Network (formerly OLN) at versus.com/cyclism. The complete cycling season (from next-up Paris-Nice in March all the way through the

Tour de France in July) is posted on the site.

Additionally, two fall rides, the Paris Tours and Tour du Faso (Africa) have mention. Catch the excitement and set up your electronic taping devices of choice. It's going to be a great season.



SIZE MATTERS

Trying to shed a little extra winter poundage? Many of us will be huffing and puffing in the saddle as spring-like weather calls us to the road with the same irresistible promise as recent holiday leftovers called us to the frig.

As we dust off our get-in -shape quick plans, it might be fun to check out the size of a couple of pro riders. Check out the stats on three veteran pros, taken from the March 07 edition of *Cycle Sport* magazine.

Samuel Dumoulin is 5'3" tall and weighs 128 pounds. The Ag2r rider is often the shortest rider in the Tour de France.

Jose Rujano is 5'4" and weighs 106 pounds. Rujano is the lightest rider in the senior peloton.

David Etxebarria is 5'5" and weighs 121 pounds. The Spaniard won two stages of the 1999 Tour de France.

Good luck with your shape-up disciplines as May 5th's Three State, Three Mountain and May 12th's Big Hill Challenge at Watertown are calling.



OPPORTUNITIES

March 10, 2007 - help local Boy Scouts earn their Cycling Merit Badge. Contact Sally Robertson at 758-5750, or check out Cumberland's Merit Badge University at <http://www.cumberland.edu/>

HAPPENINGS

More information on these rides/events is available on the Event Calendar www.Veloteers.org

**Monday, March 19, 7:00 PM
Veloteers Club Business Meeting, The Jolly Cyclist, Hermitage.**

From the Editor ...

The next newsletter will be released in mid-March. Please continue to submit your stories, photos and items of interest as Word documents or jpg files to denise.garland@comcast.net for future publication.