

JULY 2006

Draftlines

MONTHLY NEWSLETTER OF THE DES MOINES CYCLE CLUB



DMCC Rides!

A message from Tom Laughead Ride Chairman

Please forgive me for taking so long to get an article in the Draftiness as I find it easier to ride a bike than write about them. As some of you know we have not done a very good job of organizing rides the last few years, Well that is changing they are up and going again, we have new ride leaders, new routes, and new members on the rides.

The new DMCC sponsored rides kicked off in April with rides leaving from local bike shops, and trailheads. For those that haven't seen our postings on the web site or on Bikelowa.com here they are

Monday night 6pm

Bike World Merle Hay and Urbandale

Taking the Inter-Urban bike trail to the Neal Smith trail heading north to Polk City and returning- about a 2 hour ride with a stop at AK O'Conner's for eats afterwards.

Wednesday Night 5:30

Irwin's Bike and Sports

Johnston

3 different group rides different paces and distances

Rasmussen's Bike Shop 5:30pm

301 Grand Ave WDM

Taco Wednesday ride

Off Road ride thru Greenwood Park, Denman's Woods and into Water Works

continued on next page

UPCOMING EVENTS

RAGBRAI
7/29 to
7/30

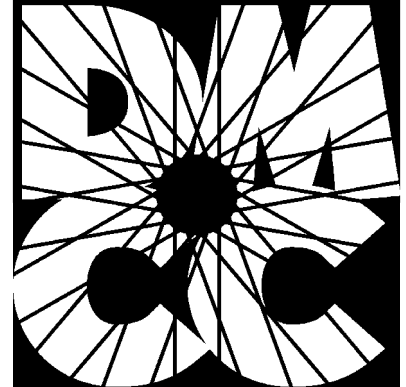
TT series
Elkhart, IA
8/3/06

Waterworks
Omnium Series
Des Moines, IA
8/10/06

Iowa Criterium
Pella, IA
8/26/06

Check bikeiowa.com
or bikeiowa.org for
details

DES MOINES



CYCLE CLUB

Thursday Night 6 PM

B Bops in Windsor Heights
Walnut Creek trail ride

Friday Morning 6 AM

Bike World
Ashworth and 60th WDM
Road training ride, fast paced, loops of 1, 2, 3 hours or More!!

Sunday Morning 6:30 AM

Scheels at Jordan Creek Mall
Road ride 1-2 hours

What's left? We would still like to see more of our members on these rides and leading new and different ones as well. We've got some holes in the schedule....So.... looking to add some spice to your usual ride?... Invite the rest of us and we will put it on the schedule and we'll all have more fun

Questions on any of these rides or want to post a new ride with the club call or Email me

Tom Laughead 371-5525
Luggs1@yahoo.com

All newsletters will be sent via email. It will arrive in a PDF file (open with Acrobat Reader). The advantages of a PDF file are: your newsletter can be viewed in color, the photos look especially great. You can print a copy if you like, or just save it on your computer. Please remember to write your email address on the club application when you renew your

Draftlines

MONTHLY NEWSLETTER OF THE DES MOINES CYCLE CLUB

Draftlines® is published monthly by the Des Moines Cycle Club. Cycling related stories, photos, information, or other contributions are welcome, and must be received by the 1st of the month for the next issue.

Submissions for Draftlines can be sent to Joni Siebenlist, Editor, at 8784 95th Ave., Indianola, IA 50125, or e-mail DMCCclub@peoplepc.com.

Draftlines classified and display advertising must be received by the 1st of the month prior.

Correspondence to the Des Moines Cycle Club can be sent to P.O. Box 13258, Des Moines, IA 50310, or e-mailed to DMCCclub@peoplepc.com.

DMCC INFORMATION

For news on upcoming rides and other events, visit our newly updated website at <http://www.dmcycleclub.com>.

2006 Board Members

JACK MATHEWS, President
jack@jackmathews.com

JUDY ACKERMAN, Vice-President
runjudy@yahoo.com

TOM PHILLIPS, Secretary/
Treasurer
phillips7041@msn.com

ZAC ANGUS, Membership
clintangus@yahoo.com

JONI SIEBENLIST, Ragbrai/
Newsletter
dmccclub@peoplepc.com

TOMLAUGHEAD, Ride Chair
luggs1@yahoo.com

RANDY CATRON, Race Team
catronfamily@prodigy.net

DAN KRUZIC, Web Administrator
louisa117@mchsi.com

DOUG LANDPHAIR, publicity
dg152@mchsi.com

ARE YOU READY TO RIDE WITH LANCE?

By Randy Catron, USA Cycling Elite Coach/NSCA-CSCS

Wow, just a few developments since early last month. Lance riding RAGBRAI...and with the recent developments at the Tour, maybe we'll have a mini-Tour de France in Iowa? Several would-be Tour riders can use their fresh legs on RAGBRAI! Lance won't lose any sleep over the Iowa 'mountains.' For many of you, however, the Iowa mountains should be a concern. I was at a Des Moines Cycle Club picnic late last month with former RAGBRAI director Jim Green. "Greenie" came up to me and said the first couple days of RAGBRAI are very hilly, and will catch many riders 'off guard.' He said the first 7 miles of Day 1 are fairly flat, then the hills start. A lot of them. He wants you to be ready for the hills.

So, training for the hills should be a focus in July. That means at least one day a week, preferably two, either riding a very hilly route, or doing hill repeats (ride up the hill-ride down the hill-ride up the hill...).

In addition to riding hills twice a week between now and RAGBRAI, you should also do the following (this is your checklist):

- Ride at least once for 2-hours on a really windy day.
- Ride at least twice in really hot weather (85+ degrees) for 2-hours.
- Do at least three group rides (five or more riders).
- Do at least one ride of 60 miles (preferably more, 80+ would be great!).
- Ride four consecutive days in a row for a total of 10 hours of saddle time.
- • [Watch the video created by RAGBRAI host Brian Duffy](#)

As I say every year, if you don't have your bike tuned up, get it into the shop now! Have them true the wheels, adjust the brakes, and adjust your derailleurs. Do not make any big changes to your bike. Big changes would be new handlebar width, adding aero bars, changing your stem or crank lengths, or going to clipless pedals. These changes may temporarily affect your ability to ride your bike in a safe manner.

I hope you have trained for RAGBRAI this year. If you followed just a portion of my advice, and have been able to put in 50 or so hours of saddle time prior to the ride, you should be ready for a challenging but very enjoyable ride.

NUTRITION

The topic of nutrition can be very complicated. Maybe you've read about basal metabolic rates, glycemic index, carbohydrate grams per kilogram body weight, and different types of sugars such as sucrose, glucose, and fructose. We won't use those terms to talk about how you need to eat on RAGBRAI. I'm not a nutritionist or dietitian, but I have sat through hours of nutrition lectures, read books and chapters on nutrition, and have an insulin-dependent diabetic (Type 1) son.

So, first, I admit I have screwed up my nutrition more than once on training rides.

I have dehydrated myself, either because I didn't drink enough water or Gatorade during the training ride, or I didn't drink enough water the day prior to the ride. Hydration starts before you get on the bike.

Your blood is made primarily of water, and blood is what transports sugar to your muscles. Blood also helps keep your body cool through sweat.

WATER!!!! This is the MOST IMPORTANT concept related to nutrition. Put water in one of your bottles, put Gatorade or Powerade in the other bottle (not Propel, not Red Bull, not beer).

The reason I recommend Gatorade or Powerade is because those are the most readily available energy drinks while on the road, and also contain salt and certain other minerals your body will lose in sweat. They also contain fast-acting sugar that your leg muscles need to keep you riding.

So, to not upset the Propel and Red Bull folks, drink those at rest stops or after you finish your ride. There is nothing wrong with those drinks, they are just not the best things to put in your bottles.

Now, you may be wondering how much to drink? It will vary depending on an individual's sweat rate, how hard they are riding, and the air temperature. As a rule of thumb in July, I would think about 30 to 40 ounces per hour (two short water bottles). For some it may be more, for some it may be less.

A trick I like to do in the morning, and whenever possible, is to fill my bottle containing water with ice, then add water. Or, if you really like your drinks cold, use Polar water bottles.

How can you tell if you are well hydrated? The best way for most of us is to look at our urine. If it is clear or pale yellow, you're probably well hydrated. There may be some individuals who may have darker urine because of medicines or other reasons, but for the majority of us, urine color is the simplest test.

Food

Some professional racers, the kind that race in Europe, eat pasta for breakfast. They do this because pasta is a carbohydrate-rich food, and the body gets most of the sugar it needs for the muscles to work from carbohydrates. Your body can use protein and fat for energy, but these are inefficient sources of energy. So, RAGBRAI is NOT the place for a protein diet. You will suffer needlessly if you primarily eat protein on RAGBRAI, or think that RAGBRAI will be a great place to lose weight on a protein diet. Eat your tasty pork chops (protein and fat), but also eat carbohydrate-rich pie, pasta, cookies, and sticky buns. Those will get you up the hills and to the finish each day.

Now, how should you eat on RAGBRAI? The most important time to eat is AFTER you get off your bike each day. Within 30 minutes of getting off your bike, you should be drinking cold water and eating something with carbohydrates. This may be like pretzels, cookies, or whatever you can get your hands on. This is before your dinner that will ideally include some type of pasta and bread.

This is also an appropriate time to enjoy a refreshing and cold alcoholic beverage if that is your desire (i.e. beer).

Remember, you will also be drinking water at the same time.

Eat small amounts throughout the day when you are riding. Gatorade or Powerade is supplying your body with the fast-acting sugar it needs. You also need to eat small portions of carbohydrates that take longer to digest the sugar. These are the things we love to eat: pie, cookies, breads, rolls, etc.

You may want to do a pancake stop in the morning, but don't overeat. If your stomach is full, you'll divert blood from your leg muscles to your stomach muscles (yes, I'm serious).

Here is what I eat on a typical RAGBRAI day in addition to the bottles:

- Small pastry and coffee before riding
- Possibly pancakes down the road
- Late morning snack of cookies, bread or pie
- Late lunch of grilled turkey sandwich, water or iced tea
- Afternoon treat (Dove Bar or something cold)
- Post-ride carbs (pretzels/cookies/etc.)
- Dinner (pasta, bread, desert, coffee, water)
- Pre-bed snack or walking around town food (pretzels, town food, camp food)

Another bit of advice. Don't experiment with new energy drinks, gels, or foods on RAGBRAI unless you are willing to pay "the price." The price for some may include nausea, diarrhea, indigestion, or other forms of digestive distress. If you want to experiment, the time to do that is at home during training rides.

If you are a Type 1 (insulin-dependent) diabetic, make sure you are riding with someone who knows how to help if you go low. Make sure you have your meter, test strips, glucose tabs or glucose gel. If you have a history of going low, maybe carry Glucagon. Check your blood sugar frequently. Make sure you have a Type-1 bracelet, anklet or necklace, and cell phone.

In conclusion, drink lots of water and eat carbohydrates. Carry two bottles on your bike, one with Gatorade or Powerade, one with water. If you do that, you should get through the ride with the energy you need.

RANDY'S "LAST MINUTE" TRAINING PLAN

OK, it is July. RAGBRAI is about three weeks away—maybe less. Do you know where your bike is?

You're signed up, but you haven't had the opportunity (or perhaps desire) to reach the magic 500-plus miles of training that traditionally means "ready to ride."

I can get you through this. It probably won't be pretty, it likely won't be pain free, but hopefully you'll make it from start-town to finish-town without using the sag wagon. Some say there is no shame in using the sag wagon. That's true, if you are injured or sick, or your bike is severely broken.

First, if you haven't already, find your bike. Take it to the shop and ask them to tune it up. Tell them you're doing RAGBRAI and need to have your bike running well, and you are in a hurry. This may cost a few bucks, maybe more. You may need new tires or a new chain. They will adjust your brakes, shifters, and may true your wheels.

Now you have your bike. It is tuned up and you are ready to ride.

The worse thing you can do now is try to jam three-months of training into three-weeks. If you try to do "bigger miles" (50+ mile rides per ride) and your body is not conditioned, you will pay the price. The price will certainly be sore muscles, probably a sore butt, potentially illness from the sudden training stress.

The best advice is to do many short training rides of about 1-hour or so. This means doing short rides four to six times a week between now and RAGBRAI. And during one week you should ride at least four consecutive days. That's the "last minute" RAGBRAI plan. A series of 10-15 mile efforts followed by short recovery periods. RAGBRAI does not have to be the "ultimate physical challenge." Those who train regularly prior to RAGBRAI will have the conditioning to ride the full distance each day. Their body will be less sore at the end of each day, and they will recover much faster. You'll know who they are when you see them on the ride. Next year that can be you.

Randy Catron is a USA Cycling licensed expert coach and also a certified strength and conditioning specialist (NSCA-CSCS). He is director of the Iowa Cycling Academy (www.IowaCyclingAcademy.Com), the Des Moines Cycle Club Race Team, the Iowa Juvenile Diabetes Research Foundation Cycling Team, and race director for the Iowa Games road race. You can reach Randy at CoachRandy@IowaCyclingAcademy.Com.



Randy Catron

dmcc's ride across iowa crew

Join Us!



five star accommodations
scenic campsites
wake up call
generous spa facility
beverage bar
world famous *CRAPPY PICNIC DAY!*

July 22 - 29, 2006



global campsite navigation
pool party
trivia contest & prizes
nail painting
continental breakfast
luxury personal attendants





abby



pat

lori



rich



mike



joni



sam



dennis



sierra



kittie

Greetings to all interested in the DMCC!

Our summer Hamburger social at the Cottonwood picnic area Saylorville Lake was a huge success serving 132 burgers to area bikers and listening to T. J. Juskiewicz, director of Ragbrai talking about what to expect on the 2006 ride. It was just the day after the announcement of Lance Armstrong's appearance at the event so everyone was excited to hear about the news.



Recent articles in the Des Moines Register and

on the major tv stations in the area bring us up more up to date. The excitement is near peak for the ride and will soon be on the road through cities and towns that will host someone from nearly every state in the nation and some foreign countries.



The club continues to grow as more and more are aware of the excitement generated by an active group of like minded and interested people. People aware of the benefits of exercise and the camaraderie that the club offers when they take the effort to be involved.

Check our website www.dmcycleclub.com for all information regarding the club and it's activities or call Jack at 515.537.7946

Paul Black's Bicycling Bio

I have been bicycling as an adult since the early 1970's including racing, touring, commuting, and fitness riding. In 1971 I got the bicycling bug from a friend. I reclaimed an old 1-speed coaster brake bicycle that I had when I was a kid and began riding that around town in Ames for transportation. Quickly in 1971 I purchased a Sears 10 speed bicycle. Primarily I rode the Sears bicycle around Ames for transportation and recreation. On my one ride out of town on the Sears bicycle I headed towards Gilbert which is several miles north of Ames. As I got about half of the way to Gilbert I became nervous that I would not be able to make it back home if I went all of the way to Gilbert, so I turned around and came home. After only a few months the Sears bicycle was stolen in the fall.

The next spring in 1972 I purchased a Kalkoff 10 speed bicycle from a bicycle shop and that summer a friend and I set out on a self contained tour that took us from Iowa into Minnesota and then to North Dakota and South Dakota. We returned to Iowa by riding from Alliance, Nebraska to Ames which was about 600 miles in just four days. To train for the tour we had ridden only about 150 miles on several training rides. The total length of our tour was about 2000 miles and was done with three weeks of riding. My friend, Andy, was riding a Schwinn Varsity and I was riding the Kalkoff. These bicycles had steel rims and very hard plastic seats. We did not use any special cycling clothes, shoes, or equipment. In the fall of 1972 just before classes started I rode my bicycle to my parent's house in SE Iowa which was about 170 miles. In what was the beginning of my unusual riding I left for my parent's house at about 6:00 pm and rode until it was dark. I stopped and was camping for the night, but I could not sleep so I got up and rode for several more hours. I finally became so tired that I stopped and slept for a couple of hours at a park and then I got up and rode the rest of the way to my parent's house. I remember being checked out by a police officer during the night; I believe this was in Montezuma. Since that time most years I travel to my parents to visit by bicycle once or twice a year.

At that time I did not do any regular training/recreational rides; I just rode my bicycle for transportation around town. In 1973 I had upgraded my bicycle to a Raleigh Competition that was Reynolds 531 steel tubing. Another friend and I did a self contained tour in which we rode from Ames to Winnipeg, Canada. We took a train from Winnipeg to Calgary and from Calgary we rode our bicycles into Montana and did a surprise visit to friends who were living in Bozeman, Montana at that time. Our friend, Dick Miller, was working at a pizza place and we were waiting there when he came to open it in the afternoon. We went in and sat down and gave him a surprise when he came to serve us!!

The following year in 1974 I began training regularly with a USCF Race Group; we named ourselves Skunk River Cyclists (SRC). I did several races that year and the next few years. There were not many races or racers in Iowa at that time. In Iowa there was our club and a club out of the Quad-Cities area. We traveled a few times to Illinois, Minnesota, and Nebraska. Of special note in 1975 I rode my bicycle to Milwaukee to watch the National Championship races. A couple of my teammates were racing in the road race that year. I remember watching the Intermediate age race which was 13-14 years of age. An Iowan, Jeff Bradley, was second in that race and he was beaten by Greg Lemond who would later become junior world champion and then three time Tour de France winner. I placed okay in a few races, but at this point I do not remember them really well.

The early to middle eighties were a relative off time for me for bicycling. During this time I did RAGBRAI a couple of times and did a couple of week-long tours. In 1987 I completed my first long distance bicycling event, BAM or Bicycle Across Missouri. BAM was held over the Labor Day Weekend and went

across Missouri and back for a total of 540 miles. Bicyclists would do this in two or three days. In 1988 I completed a double century out of the Quad-Cities area, a one-day ride across Iowa, and a 24 Hour Race. In 1990-1991 I completed a series of brevet rides that were qualifying for Paris-Brest-Paris. These were a series of 200, 300, 400, and 600 km rides in each of those years. Also in 1991 I place first in a 550 mile race that was a qualifier for Race Across America that was held in Ohio. Other long distance rides that I did in 1991 include a double cross Iowa ride from west to east and then east to west. This was done over a two day period with an overnight break. I completed this 600 mile ride in just under 30 hours which is the elapsed time from day 1 (300 miles west to east) added to the elapsed time of day 2 (east to west). Finally in 1991 in August I completed the 750 mile Paris-Brest-Paris in about 61 and ½ hours. PBP was done self supported with no support crew!!

In 1992 I completed Race Across America (RAAM) in 9 days and 23 minutes. The route for 1992 started in Southern California at Irvine and went through Arizona, New Mexico, Texas, Louisiana, Mississippi, and Georgia. It was always a big point to reach the next state line. There was a total of 900 miles in Texas and that was a long haul to the next state line. I remember stopping at a motel in Plains, TX which is in west, central Texas. There was dust blowing under the door of the motel. Also the next day while leaving Plains on the highway we were kicking up a cloud of dust as there was dust that had blown onto the highway. This reminded me of the western TV shows in which cowboys would wear the long trench coats even in warm weather to protect themselves from the dust. There was a descent at Canyon, TX and then the corresponding climb. This was my low point for the entire race across the country. When I was descending my legs were so tired if I coasted for as long as 30 seconds they would start to cramp. I had to keep pedaling through the entire descent in order to keep my legs from cramping; with that done then there was a difficult climb of several miles to do. On RAAM I tended to set goals along the way such as the next state line, the next town, etc. I remember on that climb my goals were to make the next 1/10 of a mile, then the next 1/10 mile, etc. until I finally made it to the top of the climb. One night for an overnight stop we pulled behind a gas station at about 3:00 am. The next morning at about 5:00 am it had started to rain and my crew was getting a bicycle ready to ride. I remember laying in the van half asleep and wondering why these guys were going to ride in the rain. The next thing I knew they were putting a rain jacket on me and they put me on the bicycle to ride. At that point I did not know who I was, where I was at, or what I was doing. I remember one of my crew members shouting encouragement to me as I rode and I was wondering who this guy was and why he was yelling at me. A bit later I began to remember who I was and where I was at. During the last few days of the race I seemed to go into a dream-like state during the night. I was awake enough to ride, but I was not totally aware of what I was doing. One morning as I was starting to ride I fell asleep and crashed. I had a bit of scraps on my left leg and left arm. At that point I should have had a bit more sleep. After I crashed I did sleep about an hour and when I woke up I rode strong. I finished in Savannah, Ga that year in 9 days and 23 hours and I was the 10th place finisher.

In the middle 90's I did some ultra distance mountain bike races. In 1995 I placed first in a 12 Hour Mountain Bike race in Michigan. In 1996 I finished first in my age group in the Cream Puff 100 which was a mountain bike race near Eugene, Oregon. Also in 1996 I place 2nd in a 24 Hour mountain bike race near Manchester, New Hampshire. In 1997 I finished the Leadville 100 race and in the fall of 1998 I finished 4th in a 24 Hour mountain bike race at Moab, UT; this was riding solo, of course. In November of 1998 I completed a three-day mountain bike stage, La Rota de Conquistadores, which went from the west coast of Costa Rica to the east coast of Costa Rica. This race was about 250 miles long. I did finish first in my age group as I was the only finisher in the 45-49 category; there were 2 or 3 others in my age

group who started the race. This race was named after the Spanish explorers/conquerors who had crossed Costa Rica years before.

From 1995-2000 I completed probably what has been my greatest challenge. For six years I did the Iditasport/Iditabike which is Alaska in late February. The Iditabike is a mountain bike race that is done on snow packed trails in snow that is often several feet deep. The snow on the trail has been packed by snowmobiles and dog sleds and the mountain bicycles can ride on these trails. Bicyclists have used dual wheeled bicycles with two rims connected together and side by side of each other. Also in recent years most bicyclists competing in Iditabike have used a special built rim that is about 45 mm wide and can be fit into some regular mountain bike frames. With low pressure in the tires it is possible to ride in the packed snow. In 1995 there were about 100 competitors in Iditasport with 40-45 bicyclists, 40-45 skiers, a few foot racers, and a few snowshoers.

I finished the 160 mile Iditabike that year over a two day period and was the seventh finisher among the bicyclists. There were two skiers that finished ahead of me. AT the start we rode across a frozen lake that had been plowed and we were riding 18 mph there for the first few miles. This came to a sudden halt when we reached the edge of the lake. The snow trail was very difficult to ride in and shortly some of the skiers were passing me. Race organizers had said there would be no 4 star hotels, but there would be places to get shelter out of the weather. The first checkpoint was a wall tent at about the 27 mile point in the race. It took me about 4 ½ hours to get there. Other checkpoints were at lodges along the trail that had wood stoves and fireplaces for heat. Some of these have generators for electricity. In 1997 the Iditasport was changed to be a 100 mile race and at the same time a 350 mile Iditasport Extreme race was added. In 1997 I did the 100 mile race and I placed 6th out of about 50 bicyclists. For the next three years I did the Iditasport Extreme 350 mile race. This is the first 350 miles of the Iditarod Dog Sled trail. I always finished in the top 4 or 5 these three years. In 2000 there were 27 total racers who started Iditasport Extreme and this included skiers, foot racers, bicyclists, and snowshoers. One of our check points was the remote native settlement of Nikaloi. Being a bit naïve I somewhat expected to see igloos and the like, but Nikaloi had regular wood buildings. There was a community building that housed a lunch counter, the school, a laundromat, and settlement offices. A note on a bulletin board stated that school began at 10:00 am unless the temperature was less than 60 degrees below zero and at that point school was cancelled for the day. Nikaloi normally has some 60 degree below weather in the winter. Another of our checkpoints is listed on the map as Rohn. All there is at Rohn is a one room log cabin about 15 by 20 feet. In between Rohn and Nikaloi I passed by a camp of buffalo hunters. I believe they were games hunters as opposed to sport hunters. Also between Rohn and Nikaloi, I passed over a wood bridge over a stream. On the side of the bridge was a tin can tied to a rope. This can was for the purpose of dipping down and getting water out of the stream. Anyone passing by could use the can to get water for drinking. After six year I retired from Iditabike.

Currently I am doing some USCF races and trying to improve upon my time trialing. As has been said you should train your weaknesses and race your strengths. Along these lines I am considering doing RAAM again. The six times I did the Iditabike is enough and I don't foresee doing that again.

I believe that the main function of the bicycle is still transportation. The bicycle has the potential to be used much more for transportation that it currently is. Several thousand bicyclists riding across Iowa in a week proves the potential of bicycles for transportation. The challenge is to get these people on bicycles for transportation. Everyone cannot ride bicycles all of the time, but many more people can use bicycles for transportation than currently do.

Below are some “Bicycle Quotes” I have come across recently that have enjoyed.

“The bicycle is the most civilized conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart.” -Iris Murdoch

According to Bill Strickland: The bicycle is the most efficient machine ever invented. Converting calories to gas, a bicycle gets the equivalent of 3,000 mpg.

“When I see an adult on a bicycle, I do not despair for the future of the human race.” -H.G. Wells

“Think of bicycles as rideable art that can just about save the world.” - Grant Petersen

“Nothing compares to the simple pleasure of a bike ride.” -John F. Kennedy

“A bicycle does get you there and more.... And there is always the thin edge of danger to keep you alert and comfortably apprehensive. Dogs become dogs again and snap at your raincoat; potholes become personal. And getting there is all the fun.”



Thanks to DeeZee for sponsoring our website: www.dmcycleclub.com

Draftlines

MONTHLY NEWSLETTER OF THE DES MOINES CYCLE CLUB
P.O. Box 13258, Des Moines, Iowa 50310-0258

July 2006

Printing for Business

IMPACT!

312 6th Avenue
Des Moines, IA 50309

244-5668