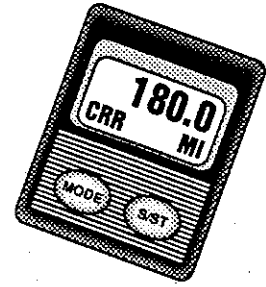




January 1993



My Partner

by Vicki Malloch

What can I say about my husband Mike. No one knows how much he has helped me out this year. No one will ever know. There were months I thought the club might not get a newsletter but then Michael would take over for me and... He would go out to where Mike Kiefer works, pick up the newsletter, take it to Office Max on 16-1/2 and Van Dyke and then, "Oh yes, the copier is not working today. Sorry." Then he'd have to go to 14 and John R to have the copies made where he would wait... wait... wait... 40 minutes or so till it was done. Get home, put the labels and the stamps on and staple. Then, back out again to the post office to get them mailed. He never complained to me. Oh, what a guy I married!

I've told you many times, Thank You for being my partner. From the bottom of my heart, I LOVE YOU for everything you've done for me and with the newsletter.

And Mike, I will beat you this year around Stoney Creek.

My Partner II

This one is from one Clinton River Rider Rambler editor to the other. Mike Kiefer has always been the strength behind the newsletter. He has had all the cute ideas we've included. He has done an outstanding job with the newsletter. I know it will continue in '93. What would the newsletter be without him? Nothing — that's my

opinion. Thank You for all the hard, I repeat, hard work you have done.

We Wished Them "A Merry Christmas!"

by Pam Dyer

The Clinton River Riders were able to bring holiday cheer to the residents of Lakepointe Villa, a facility for the senior citizens. On December 23rd, twelve CRR club members gathered to sing Christmas carols (lead by Sue Pavlat). We were rewarded by the smiles, clapping hands, and one senior gentleman who literally, "danced with joy!"

We dropped off gift packages for eight seniors who may not have had any if it weren't for the Clinton River Riders. We tried desperately to fill their "wish" list exactly — a red cardigan, a v-neck sweater, jogging suit

...continued on last page

NEXT MEETING:

Monday February 4, 1993, 7:00pm
at the Mount Clemens Recreation Center
300 Groesbeck at Lafayette.

President: Bill Duemling	752-6310
Ride Director: Doug MacDermid	774-0295
Secretary: Elizabeth Nieman	752-6482
Treasurer: Bob Goebel	286-0384
Editor: Vicki Malloch	979-4076
Assistant Editor: Mike Kiefer	884-1052
HOTLINE:	792-4670



Stairs "To the Top"
February 6 & 7th

Ride Schedule

Call the hotline (313) 792-4670 for updates.

Please ride safely. Wear warm reflective apparel and carry lights whenever necessary.

Recurring activities for January/February

Sundays, 9:00am & 12:30pm. **Stair Climbing** at the Renaissance Center Hotel. Meet Doug MacDermaid (mornings) or Ron Dossenbach (afternoons) at the Westin Health Club. *At your own pace.* Call Hotline for more info.

Scheduled rides for January

Saturday, January 23, 6-7:30pm. Walleyball at the Gateway Racquet Club (8200 Irving Dr.) Van Dyke at 14-1/2mi. The cost is \$36 for 1-1/2hrs per court divided by the number of players. Call Hotline for more info.

Sunday, January 31, 8:30am. Meet Duane & Elizabeth at Romeo High School for a round trip (mountain bike) ride to the Dryden VFW Hall for breakfast. Pace 16-18, 40-50mi. (last Sunday of each month).

Looking ahead to February

Saturday and Sunday, February 6 & 7, 8:00am. Fifth Annual "To the Top" Stairclimb to benefit the American Heart Association. Day of registration on the Promenade Level of the Westin Hotel. Volunteers requested to man the water stations. Contact the Ride Director for more info.

Rock Dodge

by Susie Jones

Riding safely on the road requires a knowledge and understanding of traffic laws and the principles that determine and govern these laws. However, even when you ride predictably and occupy your proper place on the roadway, situations may arise that necessitates an emergency maneuver on your part. The ability to execute an evasive maneuver could mean the difference between a close call and a serious or fatal accident.

In this first column, I will discuss a maneuver called Rock Dodging, an essential skill for any cyclist to master. Picture yourself riding along when suddenly you see a rock in your path. There is a ditch to your right, and a car or another cyclist to your left. You don't have to hit the rock - there is a way to go around it.

Before the technique will make sense, though, it is important to understand how you stay upright on your bike

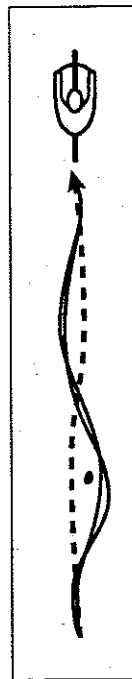
and what happens during a turn. To keep from falling over on the bike, you steer the wheels so they are always exactly under you. Using John Forester's example in *Effective Cycling*, imagine that you are balancing a stick upright with one end resting in the palm of your hand. You balance it by moving your hand so that it stays under the stick, no matter which way it starts to fall. This is also what happens on a bike. It is not possible to balance exactly; you are always wobbling to one side or the other, steering to correct the unwanted lean. If you fall it is because you have steered the wheels out from under you.

To execute a rock dodge, keep riding straight until you are very close to the rock. Just before the rock, turn the handlebars suddenly without leaning so the front wheel goes around the rock. For example, if you steer to the right of the rock, you will automatically start to fall (lean) left.

However, you will catch yourself as soon as your wheels have passed the rock by steering more to the left than is natural. Your wheel snakes around the rock (see illustration), but your body and handlebars have barely moved.

The entire action happens in a split second.

This technique will feel unnatural at first and will take quite a bit of practice before you can do it smoothly. Once you master the Rock Dodge, practice it regularly to maintain proficiency. While out riding, dodge rocks that you would otherwise be able to avoid, or make constructive use of time spent waiting for an organized ride to begin by practicing in the parking lot. For an emergency maneuver to actually work in an emergency, it has got to come naturally, without your having to think it through first.



*"Effective Cycling Notebook,"
LAW Bicycle USA magazine.*

Birthdays



Sarah DeOro 2/1,
Dan Merchant 2/1,
Lisa Patterson 2/3,
Vince Schauer 2/3, Dorothea Martin
2/4, Carol Trombley 2/5, Barb
Berthelsen 2/6, Rod Klann 2/8, Mark
Pytel 2/9, Lisa Simpson 2/9, Andy
Nuemann 2/15, Diane Baker 2/17,
Scott Malloch 2/19, Craig Nowicki
2/20, Margaret Sanchez 2/20, Larry
Robb 2/22, Paul Duskey 2/25,
William Salot 2/25, Jill Bennett 2/26,
Richard Van Buren 2/26, Ken Koch
2/27, Doug MacDermaid 2/27, Hank
Thoenes 2/28

Welcome new members:

The Clinton River Riders proudly
welcome the following new members:

Wendell Anderson, Daniel Murphy
We hope you will enjoy this and many
future seasons cycling with us.

Hot Coffee/Coco Mugs

Available from the secretary for
\$3.50 each. Can be purchased at the
club meetings.

Fireside Library

Remember this is a great time to
take advantage of the clubs resource
library. Stay warm with the 91 &
92 MS150 videos or for the more ac-
tive check out the cycling and repair
video tapes which were donated.
These tapes are available to all club
members. You can borrow them
from the ride director at any of the
meetings.

What Videos You Ask?

"MS150 1991"

"MS150 1992"

LL Bean "Bike Touring"

Cycling "Repair"

Bicycling Magazine "Bicycle Repair"

LAW "1991 National Rally"

CRR's Least Hung-over from New Years Eve

January 1. While the rest of us were recovering in a toasty bed, a few enthusiastic club members were out on the road for that annual First Dozen. Signed in on those first twelve miles were Doug MacDermaid with Pachtette (his trusty artic bugger dog), Art Tucker, George Zloitro, Craig Salvadore, Bob Crowley, Duane and Elizabet Nieman, Ed Gostin, Mark Beaujean, Lori Brickner, Bill and Chris Duemling, Ted Gondert, and Gary Haelewyn. For all those who pre-registered, the odds of winning a raffle prize was quite good. This year, due to a slight mailing delay, only 7 of 250 riders were actually pre-registered. If you've got them, you may want to hold onto that "early" registration form for next year.

Christmas Party A Success

Thanks to Laurie Brickner, Penny Marouski and Sue Pavlat, "this was the best party we have ever had." "They had to kick us out." Stragglers in the crowd included: Ramseys, Moormans, Goebels, Jeff Robinson and his daughters, Nuemanns, Pavlats, Niemanns, Larry Goike, Meerhaeghes, Doug MacDermaid, Laurie Brickner, Carol Trombley, etc. They could have danced all night.

Thanks to everyone who had a hand in setting this thing up and to Sue Hrit for her wonderful center pieces.

FOOD!

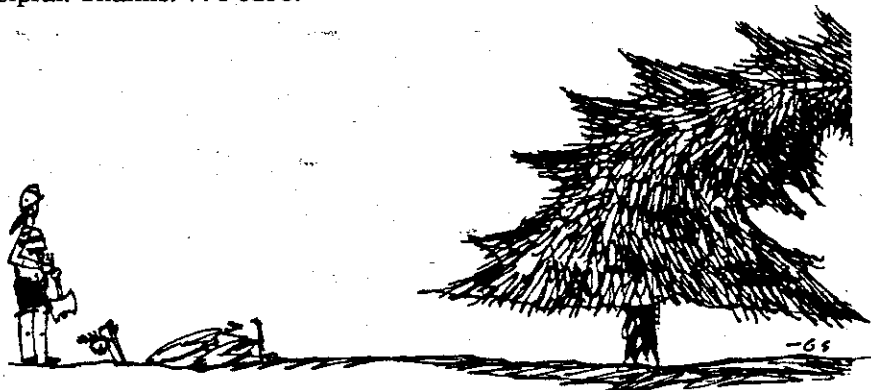
The annual Bike Feast get together is happening Saturday, March 6. Bill Cleland has tickets available. Do you enjoy eating while exchanging bicycling stories with other like minded cyclists? Bringing together riders from no less than 6 separate clubs, this large social event is a must. Contact Bill to purchase tickets at 775-5125.

Bike Expo April 4

Put those thinking caps on. Mike Gemus who coordinated a fantastic effort last year is once again heading up the CRR displays for this years Bike Expo at Macomb Community College. He would greatly appreciate your help and any ideas you may have to promote both the club and the experience of cycling. Getting involved is easy and fun. Give him a call at 752-8226.

"To the Top" Crew Call

If you can help lend support to those raising money for the American Heart Association during the 1993 To the Top stairclimb, please let Doug MacDermaid know. Final preparations are underway and a more accurate head count would be helpful. Thanks. 774-0295.



BIKECENTENNIAL

Changing Times

February, 1991. Near as I can remember it started something like this.

"Well Vicki, what do we do now?" (pause) From behind a nervous smile Vicki responds, "Who knows?"

I think we both felt kind of alone at that moment. Putting a newsletter together seemed like such a monumental task for just two people. Did I say two people? How wrong we were. There was a whole editorial support staff, secretaries, gofers, contributors, even an art department out there. All just waiting to be tapped.

And so, with great pride we thank the following for making this newsletter happen:

Editors

Vicki Malloch (who posses the leadership abilities that get the job done)

Mike Kiefer (a little publishing background helps)

Mike "gofer" Malloch (the unsung hero)

Editorial Support Staff who keep us informed, updated and who help with those little problems that occasionally arise.

Bill Duemling (contributor)

Doug MacDermaid (contributor)

Bob and Rose Goebel

Elizabeth Nieman (contributor)

Sue Pavlat (contributor)

Lorie Kamm

Warren Berthelsen

Contributors who write what you read.

Gary Haelewyn (comedic journalist)

Ed Gostin (technical coorespondent)

Ron Smith (and his secretary Dorothy)

Dave Switney

Pam Dyer

Steve Morauski

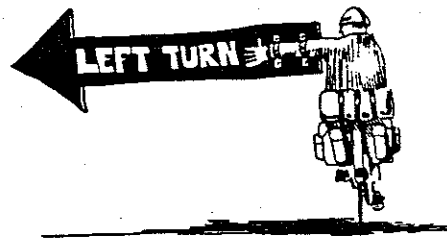
Bob Crowley

Bob Latsko

John Payne

Paul & Darlene Dusky

Kathy Pfent



Art Department who supply us with all that great clip art.

Ted Gondert (who also helped us get started)

Mike Holden (art on computer disk)

and everyone else who mailed us or brought clippings to the meetings

an additional note of thanks for providing useful information:

Laurie Brickner, Claudia Nuemann, Ron Dossenbach, Diane Baker, Nancy

Duemling, Dorris Mulligan, and Penny Morauski

We've tried to remember everyone but there are so many who have helped out. If we've left you out, please remind us. Thanks to everyone who helped.

Bicycling Truisms

by Dick Sorenson

Here's an admittedly incomplete list of bicycling truisms and rules of thumb. It's also a brief compilation of Murphy's Laws of bicycling... you know, if an opportunity exists for something to go wrong, it will! Even though we all love this sport there's always an inevitable downside... things don't always go as planned and given the same set of circumstances, will happen the same wrong way. Here's my personal list of uncontrollable biking "truisms".

- Usually, if you're dressed comfortably in the first mile of the ride, you're dressed too warmly...and you didn't bring a change of clothes.

- Rain always begins at the point on the route farthest from the finish.

- It always rains on the first ride after cleaning your bike.

- You always encounter an unexpected stretch of dusty, dirt road, the day after cleaning and oiling your chain.

- Route cue sheets are always 95 percent accurate (unfortunately, the 5 percent inaccuracy said "Left turn" rather than "Right turn" 50 miles out in the remotest area of the ride).

- No matter how many tools you carry, the usual breakdown always requires the tool left behind in the garage.

- Flat tires always occur in a series of three: it's the same for broken spokes.

- That "can't do without" tool you bought will never be used.

- You'll always need a "Presta" when "Schraeder" is the only one available (and vice versa).

- Cyclometers always disfunction at the most critical time.

- When you take ample food and water on a ride, there is always plenty along the route; when you don't

there isn't.

- Left turns are always at the busiest traffic intersections.

- It's a good idea to avoid routes leading to Mountain Road Drive, Hilltop Drive, Skyline Drive, Eagle Nest Road, Summit Ridge, etc. (You get the idea.)

- The wind is always fickle. Can you remember a terrific tailwind ride?

- It's far easier to get out of shape than to get back into shape.

- The old cyclists' adage is a good one: Drink before you get thirsty, eat before you get hungry, and rest before your body gets tired. I might add stopping at restrooms before you need to.

- Murphy's Law also applies to the use of helmets: Don't wear one and you'll wish you did. Your excuse for not wearing one, whether cost or vanity or Machismo, fades rather quickly if (when) you're involved in an accident. Helmets prevent about 85 percent of all head injuries and cyclists have the potential to get lots of head injuries: and we're talking about head trauma, concussion, and the possibility of becoming a human vegetable.

And now, here are the 80/20 percent rules

- Bicycling is 80 percent rider and 20 percent bike.

- In bike clubs, 20 percent of the membership does 80 percent of the riding.

- Weather: 80 percent of the days are "Iffy" for bicycling, 20 percent are ideal.

- Corollary: On 80 percent of the ideal days, you have family, work and/or school obligations, and can't ride.

Always ride safely, at the end of the day, you'll be glad you did.

"Monthly Meanders," from the Wheeling Wheelmen, Wheeling, Illinois

Siamese Cyclo-Computers

Josh Feingold

Key Biscayne, FL 33149

A tandem has two riders and two handlebars, so why not have two cycle computers? It allows each partner to monitor the ride pace and forever ends the ruse of claiming a lower speed to eke out that extra effort from the other engine. One method is to install two complete units with two pickups, one on the front wheel and one on the rear. This has the advantage of allowing each rider to select the computer model that s/he prefers, but may require the purchase of a special rear wheel pickup. A potential problem is that, on a tandem, even a rear mount may not have sufficient wire to run from the chainstay all the way to the rear handlebars. An alternative that worked in our initial installation was to mount the pickup on the seat stay and run the cable up and along the top tube.

An alternative is to connect two computer displays to one pickup. This makes for a nice, custom installation and minimizes wire clutter. I chose to use two identical models to eliminate any compatibility problems. There are certain considerations to be aware of in this project. Since some splicing and soldering of the wires leading from the pickup to the computer mount is required, wire composition is of importance. Some computers (i.e. Cateye) have leads made of Litz wire, which is composed of very fine metal strands woven in cloth fibers. This improves lead flexibility but the thin wire is easily broken once the insulation is removed. Also the cloth must be burned off prior to soldering. Other makes (i.e. Avocet) use a much thicker lead wire that is easier to work with. Check your personal favorite before cutting wires to valuable computer mounts.

We connected both our computers to the front-wheel pickup unit. (Editors Note: See the accompanying article submitted by Henry Cutlery, Avocet Technical Services, for wiring diagrams for wiring two Avocets to a single pickup unit). One can be creative with the color of the extension wire to match or contrast with your paint scheme. Placement of the rear computer mount is important. Before finalizing the length of the extension wire, check computer placement with both riders on the bike. It is not uncommon to need to shift the rear mount outboard to prevent blockage by the front rider's gluteus maximi.

Of course, if every instance of communication within a tandem team is a delight, by all means continue using one computer to give another reason for discourse. If, on the other hand, the steady whirring of your chain and rush of wind are pristine moments not to be polluted by human chatter, or your riding style involves the preoccupation of your tongues by having them hang out of your mouth, consider the Siamese cycle computer.

Tandem Avocet Cyclometer Mounting

Equipping a tandem with captain and stoker cyclometers is a fairly easy and straightforward procedure. With a little parts mixing and wire splicing, two computers can be installed in parallel. Shown in the diagrams are four of the most likely setups. Use these as guidelines for other custom wiring setups.

The Avocet accessories shown in the diagrams are available at dealers. If more wire is needed, any very light gauge speaker wire may be used. Soldering the wire splices is recommended, but not necessary. Use heatshrink tubing over the connections to make them weather resistant, and to impart a professional look.

Siamese Cyclo-Computers continued...

(Remember to slip it on the wire before making the splice.) A strip of color matched tape to cover the wires will eliminate most of the clutter.

Any Avocet cyclometer can be used, but some early 20's and 30's may be less sensitive at low speeds (below 5 mph). Different cyclometer models may be used together with no adverse affect. The parallel mounts should not compromise the function of the cyclometers.

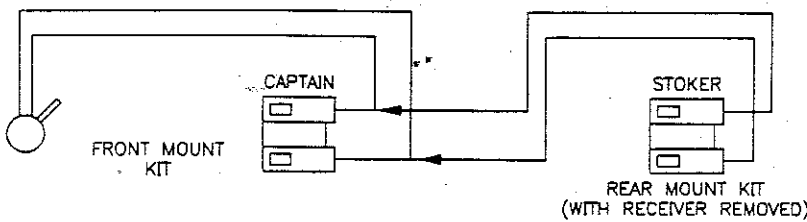
However, as the pulse is being divided by two, it is important that the transmitter ring and the receiver be aligned as closely as possible.

If you need more information or assistance, feel free to call Avocet Technical Services at 1-800-227-8346.

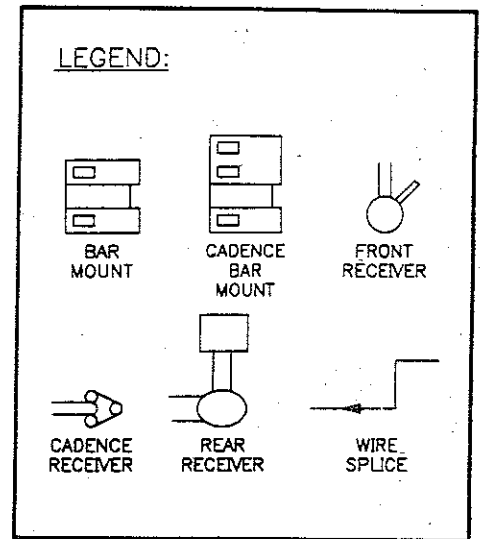
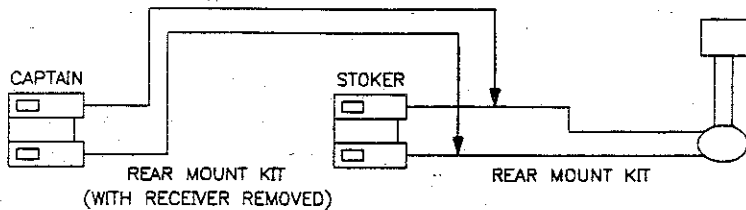
Henry Cutler, Technical Services, Avocet Inc.

Tandem Cyclometer Wiring Diagrams

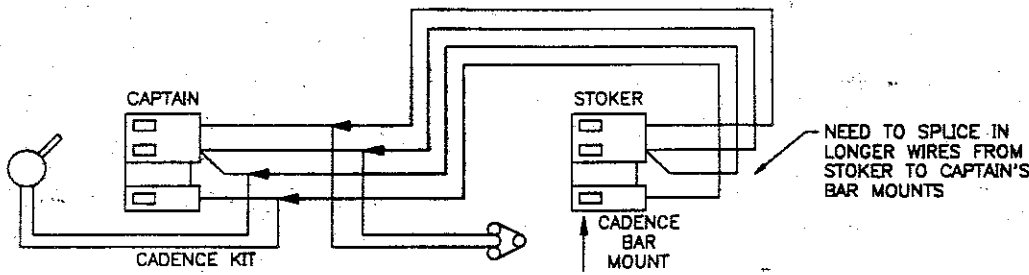
① 2 CYCLOMETERS FROM FRONT RECEIVER:



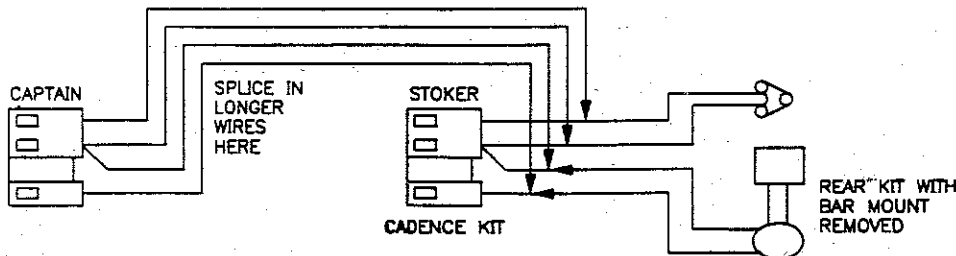
② 2 CYCLOMETERS FROM REAR RECEIVER:



③ 2 CYCLOMETERS WITH CADENCE FROM FRONT RECEIVER WITH FRONT CADENCE SENSOR:



④ 2 CYCLOMETERS WITH CADENCE FROM REAR RECEIVER WITH REAR CADENCE SENSOR:



"DoubleTalk," from the Tandem Club of America, Birmingham, Alabama

Merry Christmas continued...

with elastic closures, Chantilly, etc. — and then we added warm socks and writing things and still we came in under budget!

A special thanks to Sue Pavlat for reminding us that Christmas is a time

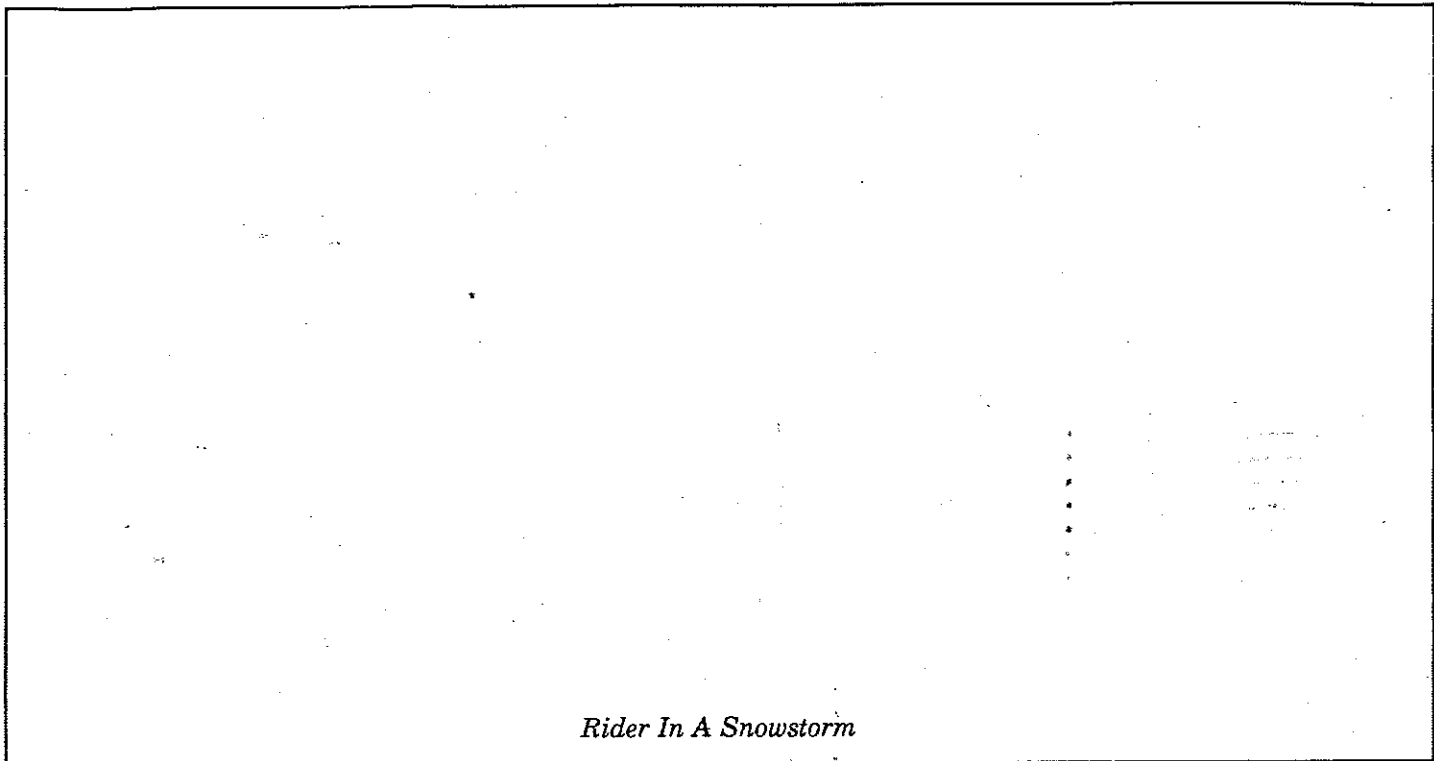
of giving and sharing and caring. It was she who suggested we do this. More thanks go to the CRR Christmas carolers:

Sue and Jerry (a.k.a. Santa Claus — suit, bells, and all)

Rick, Sue and Matt Moorman, Art and Carol Meerhaeghe, Dee Whitmore,

Lisa Ureel, Rich and Pam Dyer, — and Mike “better real late than never” Kiefer.

Thanks to Sue Pavlat and Sue and Matt Moorman for helping to wrap the gifts and for the donated paper and ribbons and those from the heart, package topping gifts.



Rider In A Snowstorm

Rambler Classifieds

Cyclists Seeking Cyclists

YWSM, loves to ride bicycles, rides thousands of miles a year, likes to go fast, has a tandem, loves to camp (the weather means nothing), owns own home, always on the go, is looking for a YWSF stoker to slow me down. Just can't find the right one...

27 stokers last year.

Contact Doug.

Help Wanted

The Macomb County 4-H is looking for an interested person to head up a bicycling project. This would

require as much commitment as you can give (weekly, monthly, bimonthly) for training kids on safety and maintenance, as well as riding. The goal would be to take the more adept riders on a 4-H organized bike tour (sort of a mini-Shoreline) in summer with other groups from across the state. This would be a good chance to teach more kids about safe cycling, and maybe some parents would join up as well. If more than one person would like to share leadership, 4-H actually encourages groups and not being dependent on one person. If you would like more information on the program, contact Nancy Duemling at 752-6310.

Newsletter Deadline

The deadline for the next newsletter is Monday February 1. Please bring items for the next newsletter to the meeting or contact the editors.

To schedule events for the ride calendar, please call the ride director.

