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The RAMBLER



Clinton River Riders Bicycle Club

Access online at WWW.lmb.org/crr

February 24th is **Ladies Night at Macomb Bike and Fitness**. The time is 6pm. The shop is at 28411 Schoenherr, Warren MI phone 586-756-5400. Spaces are limited and lots of prizes will be given out. Representatives from a range of cycling and fitness organizations will be on hand to discuss the latest products and events suited to your needs.

Mike Sproul noted that he will not run again for LMB Region 2 representative. Someone with dedication, an interest in the legislative process, and is knowledgeable on cycling interests could really excel here. LMB Board minutes indicate some spots were filled and voted on, but nothing on one person selected for region 2. It may be vacant pending a person to fill it.

Riding Two Abreast – When is it Appropriate? According to Michigan law, bicyclists may ride two abreast. Specifically covered by Michigan Compiled Laws (MCL) 257.660b but “*shall not block, obstruct, impede, or otherwise interfere with the normal flow*” of vehicular traffic upon a street or highway according to MCL 257.676b .

The CRR HOTLINE is being discontinued. At the Jan. meeting it was discussed, voted on, and passed.

The 24th Annual **Bike Feast** is March 6th at 5pm. The location is the Clarenceville United Methodist Church, 20300 Middlebelt Rd, Livonia. Cost \$10. Call 248-347-0136 or email dduffield@lmb.org for more details.

Mar. Birthdays

03/07 Mark Russell

03/18 Phyllis

Mottershead

03/25 Chris Maglinger

03/30 Bill Duemling

Club members are entitled to purchase one club jersey per year, at a reduced cost. Contact Debbie Angst at 586-524-3657 or digitaldeb@comcast.net

Visitors: Interested persons are always welcome in association with Clinton River Riders. We appreciate your interest in cycling and hope to enjoy many miles riding together.

Our next club meeting is March 8th. Our meetings are always the 2nd Monday of the month. 7 pm downstairs in the Mt Clemens Library on Cass Ave.

After some discussion at the monthly meeting there will be a meeting March 8th. Several members are currently or will be in warmer climates at meeting time. But we will dare the frigid winter and carry on.

The **Michigan Bike Summit** is March 27th in Lansing. 9 am – 4pm at Peckham Industries (by the airport). There is an option 20 mile bike ride after. Cost \$40.

May 19th is the Ride of Silence

Detroit - Belle Isle (Wheelhouse Detroit) Start: Belle Isle, fountain area. Contact: Steve Roach
Roach@MillerCanfield.com | 313-496 7933

There are numerous locations around the state, for more information go to rideofsilence.org

BICYCLE TOUR MAY 6-7-8, 2010

TULIP TIME FESTIVAL HOLLAND, MICHIGAN
HIGH SPEED FERRY TO MUSKEGON, MICHIGAN

For Ferry Reservation: Send \$125.00 to me before April, 2010. Cycle 40 miles to the Holland, MI. Tulip Festival via bike paths. Lodge two nights & three days at the 80th Annual Tulip Festival. Lodging is \$60.00 per person Call Joan at 1-800- 822-2770.

Wednesday May 26

LUCINDA MEANS BICYCLE ADVOCACY DAY

Start: E. Lansing - MSU Campus

Distance: 3 mi. to State Capitol + optional afternoon ride **Fee:** \$10

April 25-26 Sunday - Monday

ANN ARBOR CLASSIC BICYCLE AND MINIBIKE SHOW AND SWAP MEET Washtenaw Farm Council Grounds, 5055 Ann Arbor/Saline Rd
\$3

Anyone interested in riding **TOSRV May 8&9**, registration is open. It fills up fast, so hurry if you are so inclined.

Good judgment comes from bad experience, and a lot of that comes from bad judgment.

There are two theories to arguing with women. Neither one works.

Riding bicycles in groups can be a very satisfying, rewarding and safe experience. It can also be a dangerous experience. When riding a bike, you are operating in a multi variable world where the dynamics are constantly changing. Rider positions change, traffic conditions change, the road surface changes, the road direction changes, topography changes, the weather changes, and additional variables constantly come into and out of your immediate environment. While riding in a group, the safety of everyone in the group is dependent on everyone in the group riding safely and a single mis-step by one rider can endanger the whole group. When things go wrong in a group ride, they go very wrong very quickly and there is very little time to react. So knowing how to ride safely in groups can go a long way to keeping the riders safe. Whether the group is 2 people or 20, the same principles apply. Ultimately, every rider is responsible for riding safely and constantly being vigilant of the situation around them. Although many of these points seem like common sense, still they warrant inclusion in this list.

1. Be smooth, consistent and predictable in your riding style. Avoid sudden starts, sudden turns, and sudden stops. These abrupt actions can distract other riders and cause accidents. One of the most common errors leading to a group accident is wheel overlap. Ride either directly beside or behind another rider (never diagonally offset). The rider behind is at fault and they end up the loser if wheels touch.
2. Be aware of your surroundings, both the other riders and the greater world in which you're riding.
3. Be ready for something unexpected. Look for dangerous situations that could be developing.
4. Signal turns in advance so the other riders know what you are going to do and they can adjust their course and speed accordingly.
5. When other riders call out "car back" it means that a car is approaching from the rear. You should make every effort to move toward the right side of the road and give the car ample room to pass.
6. Use a rear view mirror. Sunglass mounted or helmet mounted mirror. Sunglasses or helmet mounted mirrors are lightweight and versatile. They move with your head and with the momentary flick of your eye you can see what's happening behind, while still maintaining visual contact with the road and riders ahead. Pay attention to what is going on around you, what road markings are

saying, traffic signals, the presence of other riders, and the presence of cars.

7. Passing another rider or group of riders should always be done on the left side of the rider being passed. Call out to the rider being overtaken and announce "on your left". This lets the rider know you are approaching and lets him take appropriate actions.
8. Visibility in a group is limited, so each rider needs to be on the lookout for all the other riders. Call out any hazards in the roadway so the following riders can avoid them. Call out when traffic is approaching from the rear so the riders ahead of you will be aware of it. Point to and call out glass or other hazards on the road that could pose a danger to other riders.

Primarily for new riders here are some common ways of describing rides –

Flat, Minor, Moderate, or Significant hills

Speed 10 avg = 10-12 mph an easy pace

12 avg = 12-14 mph an easy pace, conversational

14 avg = 14-16 mph Moderate pace

16 avg = 16-18 mph Brisk pace, fast for some

18 avg = 18-20 mph Fast pace

Group or Re-Group defines whether the intent is to stay together or if separation frequently occurs and there will be points to re-gather.

What do I need to bring with me?

At a minimum, bring your bike in good working order, a helmet, and a bottle of water or sports drink. You might also consider bringing a small snack. For your comfort, we also recommend you wear cycling gloves and have front and/or rear lights for your bike.

Is there a fee? Is membership in the club required?

No. We encourage CRR club membership for the benefit of both of us. You do not have to be a club member and there is no requirement that you plan to join the club.

Where do we ride? Primarily the rides are on streets/roads and seldom on bike paths. We do not (intentionally) go off road or onto dirt trails

CRR Ride Schedule

Monday

Tuesday

Wednesday.

Thursday

Friday

Saturday



9 am Stony Creek West Branch parking lot, meet TJ Hill for mountain bike riding, pace of TJ. Call TJ at 586-293-0162.

9 am Saturday Shultz's ride The ride starts from 8 ½ & Gratiot, for about 30 miles at a pace of 14-16 mph. Goes all winter weather and road conditions permitting. The Moorman's, Les Dunham, or Ron Truax usually leads this ride.

Sunday

9 am Stony Cr Boat Launch Meet TJ Hill for 50 miles of mostly dirt road riding. With a lunch stop somewhere near the 30 mile mark. Call TJ at 586-293-0162.

Rides – Winter rules apply roads and weather permitting.

Dick Williams Ride Director rsw@sundvick.com or 989-326-1630.

Newsletter Changes to Les Dunham, lesdunham@hotmail.com or 586-216-4135.

There is Ice Skating for adults each weekday at Onyx Ice Rink at Dequindre and Parkdale. Skating begins at 10:30 and goes to 11:50 the fee is 3 dollars per session.

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How fast will we be riding?

The average pace or a range is usually a part of the ride description. An avg speed is usually about 2 mph lower than usual over road speed.

Group ride - These rides leave no rider behind so if you ride slower than the group, a ride leader will stay with the final rider. The entire group will take frequent breaks so the slower riders can catch up to the group.

What kind of bike should I bring/ride?

Any bike in good working order is fine for these rides. Road bikes, hybrid or cross bikes are most typical. A few very strong riders ride mountain bikes.

When do the rides start?

Rides are typically as announced. Plan to arrive 15 minutes early for preparation, tire air, and overall organization success.

Midwinter Checkup

Winter may not be the best time for riding, but it's perfect for taking care of all the little details that ensure your roadster will be ready for spring. These are things that need TLC to prevent them from ruining a ride. Here's a checklist with enough tasks to put a gnarly winter afternoon to good use.

Shoe cleats. The most common problem is loose or missing bolts. Most bike shops carry replacements. Take your shoes because the type of cleat and shoe can make a difference in bolt length.

Wear is another issue. Composite and plastic cleats deteriorate fastest, but even steel cleats eventually wear. Classic symptoms include noticeable play between the cleat and pedal, and difficulty clipping in or out. Wear is easy to assess by comparing a new cleat to a used one. Look for thinning at the front and back edges, and check closely for cracks.

Tip: Draw an indelible line around each cleat before unscrewing them to put on a new pair. This way, you can mount them in exactly the right place or reset one if it comes loose during a ride. Lube cleats with spray furniture polish, Armor All or silicone spray to prevent squeaking against the pedals. Don't use grease or anything tacky that will pick up grit when you walk.

Bottle cages. A full standard bottle weighs almost 1.75 lbs. (0.8 kg). That's a lot for featherweight carbon or aluminum cages to hang onto, and then there's the pulling/pushing every time you take a sip. So with cages empty, check the bolts' tightness and gently twist and tug to feel for play that indicates a crack. Pluck the

cage to hear if it sounds solid. A broken cage can let a bottle fly out during a ride, a risk to you as well as cyclists nearby.

Tip: Think about your bottles too. Is there stuff growing in the nozzles? Do they have an unpleasant plastic taste? Consider replacing old bottles or at least cleaning them with a teaspoon of baking soda and warm water.

Pumps. You probably have 2 -- one on your bike that gets used when you have a flat, the other in your garage for topping off your tires before rides. For each, make sure vibration or use hasn't loosened any parts that screw together. Look closely for cracks in plastic or rubber. If you haven't had a flat in a while, inflate a tire with your on-bike pump to make sure it's working properly.

Tip: If your home pump dates to the Carter years, take a look at modern models.

Electronic accessories. Whether you have a cyclecomputer, heart monitor, GPS or power meter (or all 4), check the mounts. Road vibration can crack them over time, letting a device bounce off during a ride -- and maybe into a wheel if it's connected by a wire. Gently pull and twist the mount to find fractures or loose bands or ties.

Tip: Replace batteries now rather than have them go dead and lose date during an important ride. Write the replacement date on the bottom of the device so you'll have a better idea when it's time for new batteries again. You can also carry spares in your seat bag.

Seat bag. The bag and things inside it can take a beating from riding. You may use them so rarely that you won't discover a problem until you open the bag to make a roadside repair -- and realize you can't. So remove the bag and inspect it for failing Velcro, ripped or loose straps, broken zippers and so on. Anything pointy or heavy, such as a multi tool, might have worn a hole through the bag -- or your spare tube. Unfold it and add air to check.

Be sure the bag's contents are complete and up to date. Maybe you're riding new wheels and should be carrying a different spoke wrench. Check that metal items are free of corrosion.

Tip: The glue in a patch kit can evaporate even if the tube has never been opened. You'll never know until you need to use it. So if your kit hasn't been used in a season or 2 (lucky you), put in new glue just to be sure.

Helmet. Even if you haven't crashed, give your skid lid a once over -- shell, liner, straps, pads. Look for nicks, scratches or dents from regular handling and maybe an accidental drop. These dings can compromise the helmet's protective ability. If it's more than 3 years old, consider a new one for the new season. Helmet design keeps improving. You're almost certain to find current models lighter, better ventilated and more comfortable.

Home shop inventory. Finally, winter is a great time to stock up on common spare parts and repair items for your home workshop. This way, you'll never have to postpone a ride because of worn-out brake pads, a fraying gear or brake cable, a missing chainring bolt or unraveling handlebar tape.

