

February 1994

California We're Still Coming.....

Dan and Bev Feucht are planning a bike trip from Seattle, Washington to San Francisco, California. They are requiring a minimum of 6 riders for the trip.

The details are as follows:

When: Tentatively Aug 6 - Aug. 27

Mileage: approximately 1000 miles.

How to get there: 1. Bev and Dan will be driving a sag van and trailer to Vancouver on Aug 1-2, they can take 3-4 people, share rooms and costs. or 2. make your own arrangements - fly - train, Dan and Bev will take your bikes and luggage.

Sag: Ride will be sagged on a rotation basis, depends on number of riders, or a volunteer for entire trip.

Accommodations: Campgrounds, hotels, AYH hostels

Sag drivers each day is responsible for dinner and next morning's breakfast.

Cost: Approximately \$35.00

per day per person. Pool all money equally.

Transportation from San Francisco to home, Feuchts van - share costs, or own arrangements.

If you are interested in this trip, there will be a meeting at Dan & Bev's house on March 12th, 7:30pm. Please call them at 528-0557 for more information.

NEXT MEETING:
March 7, 1994 at the
Mt. Clemens recreation
Center 300 Groesbeck
(at Lafayette)

President:
Bill Duemling 752-6310
Ride Director:
Doug MacDermaid 774-0295
Secretary:
Laurie Brickner 939-4670
Treasurer:
Pennie Morauski 773-2213
Editor:
Lorie Kamm 777-8726
Asst. Editor:
Vicki Malloch 979-4076
Hotline: 792-4670



Ya! Hoo! I am Joining My Friends at the ...

SQUARE DANCE

PARTICIPATING CLUBS

Clinton River Riders

Cycling Saddlemen

Slow Spokes

Toll Gate Cloggers

Friday, Feb. 25, 1994

Clawson K of C Hall

870 N. Main Street (Livernois)

Between 14 Mile and 15 Mile

Square Dance Caller - Helen Covietz

Special Performance by - Toll Gate Cloggers

\$6.00 Per Person

Price includes: Snacks - Beer - Soft Drinks

6:30 pm Doors Open - 7:30 pm SHARP Dancing Starts

No Experience Necessary. You will be taught how to Square Dance.

Call For Ticket Reservations - Deadline Sun. Feb. 20

John Gentilia (810) 879-7660

Make checks payable to K of C. Mail to 814 Ottawa, Troy, MI 48098-1630

Happy Birthday to:

Pamela Beaujean 3-1, Gene Petrovich 3-2, Stephanie Wright 3-4, Toni Cleland 3-18, Phyllis Mottershead 3-18, John Gentilia Jr. 3-19, Ann Pytell 3-20, Thomas Weber 3-20, Jan Haelewyn 3-24, Pennie Morauski 3-26, Teresa LoPiccolo 3-27, Craig Wright 3-28, Bill Duemling 3-30

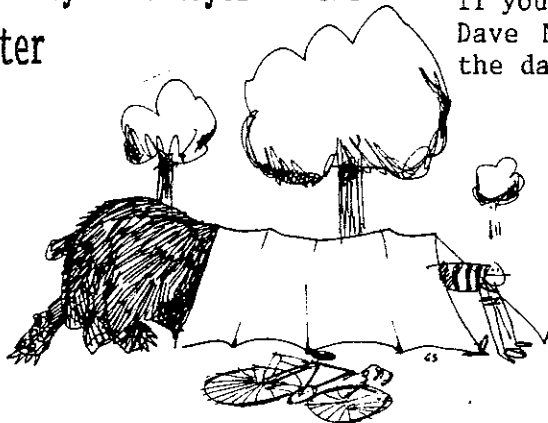
Coming attractions at the next meeting:

Clean out those closets and bring in those unwanted bicycle accessories for the annual swap meet.

Congratulations to the following newly elected and re-elected officers:

President:	Elizabeth Nieman
Ride Director:	Diane Baker
Treasurer:	Pennie Morauski
Secretary:	Laurie Brickner
Newsletter Editor:	Lorie Kamm
Newsletter Editor:	John Kamm
Assistant Editor:	Vicki Malloch

Look for "Riding the 'Electronic Super Highway'" by Eric Noyes in the March Newsletter



BWR Steering Committee Meeting

Monday, February 21, 7:00pm
Ron & Dorothy Smith's house
348 Charles Rd.
(313) 651-7346

Downtown Rochester off Parkdale & Romeo Rd., 1 block north of University.

Team Tushasaurus Rides Again

The 22 annual RAGBRAI (Registrar's Annual Great Bicycle Ride Across Iowa) is being held from July 24th through the 30th. This is a camping ride across Iowa, approximately 550 miles long and lasts 7 days. Your duffle is carried by trucks and there are designated campsites. Each days ride is about 72 miles. Registration is by lottery, and entry blanks must be in by April 1st.

A number of club members have done this ride in the past, and if you are interested in long distance touring, this is the premier ride. Dave and Veda Meriwether, and son Matt, lead a group of 18 riders in the RAGBRAI last year, and TEAM TUSHASAURUS is being formed again this year. You may either register with the group, or take your chances and then join the group.

If you are interested, please contact Dave Meriwether at 340-5325 during the day or 628-0092 in the evenings.

For Sale:

Roadbike - Centurion
LeMans 58cm, 12sp,
Shimano 105/Exage Sport
components. \$225 phone
792-3778

Bicycle Carriers -
Yakima Tandem Mount
\$100. Rhode Gear Cycle
shuttle (carries 2
bikes) \$20 phone 792-
3778

1987 Kuwahara Tandem -
Frame size 23" front,
21" rear, 27 1/8" rims,
18 speed bar end shift
levers, very well
maintained, new tires.
\$900 negotiable call
Bill or Julie Windhorst
751-2991

Why Cars and Bar Bopping do go Together

By: Gary Haelewyn

It's hard to believe, but for the past 5 years, I've been taking off Martin Luther King's Birthday to lead a group of skiers on a weekend adventure trip to Sault Ste. Marie, Canada. I always have to save a day and a half of precious vacation time for this event and make all the necessary arrangements; like food, hotel, driving, prizes, etc. I'm not complaining

mind you, I really do enjoy the whole thing. I'm just wondering what on earth made me pick Martin's Birthday to do it. After all he never skied, did he?

Anyway, everything was going smoothly this time. This being the 5th, I pretty much got my act together. The drive up which in past years has always been as much an adventure as the skiing itself was mysteriously uneventful this time. A few squalls past Grayling. Nothing like 2 years ago when we got routed off I-75 twice due to blinding snow and huge car pile ups. Was this an omen? We arrived at our hotel around 6:00, got our rooms and headed out to a restaurant for dinner. We picked a different one this time. Giovanni's looked nicer than Minelli's our usual Friday evening location 2 doors down. My linguini in red clam sauce tasted like the gnocchi in tomato sauce from the other restaurant. They both must order out from the same Chinese cook. When the waitress asked how everything was I responded "pianissimo". She said she didn't speak italian (nobody else got it either.)

We walked back to our hotel for liquid libations, floor exercise, and singing

with the locals. There we found the remainder of our 20 member group. We had Ed and Lisa in a Plymouth Sundance, Ron and Darlene in Ron's new Chevy Blazer 4-wheel drive truck, Doug, Laurie, and me in Laurie's Olds with a new engine, new transmission, a huge van and a jeep carrying the BASF contingency, and Ed and Will driving a new Saturn wagon, and finally old timer Karen Mousseau and friend Sandy driving a 89 Grand Prix. You probably wondering why I make mention of the vehicles. Read on.

We headed up to our rooms around 12:30. Karen and Sandy drove back to the hotel after bar hopping around 1:00am. The alarm went off at 6:00am and I gingerly jumped out of bed and right back in again. Our room seemed c-c-cold. I let my roommate shower first. 1/2 hour later, I was in the bathroom brushing my teeth and wondering where this cold draft was coming from. I felt the floor and a cold draft was coming in under the bathroom door. "Hey Clint, you got the air on?" I asked through the cold walls. "N-n-n-no" came back the reply.

Continued on next page.

As I got dressed we watched the weather channel. "And for Sault Ste. Marie and vicinity, minus 33 degrees with a high today of -24". Oh well, that's still celcius right? "Well not exactly" said Clint, a chemist from the BASF group. "At -38, Celsius and Farenheit are the same". Well, I thought, what's a few more degrees. Anything below zero you wouldn't know the difference anyway, right?

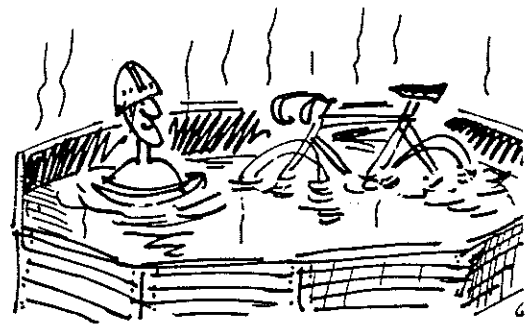
Most of the rest of the group was already downstairs enjoying the bacon, eggs, sausage, potatoes, and yes hot coffee when Clint and I arrived, except of course for Karen and Sandy who were still sleeping. As I sat there eating I felt another draft of cold blowing on my back. The only thing behind me though was another table. Where was this one coming from? The talk naturally was when we would leave to go skiing. Should we wait until it warms up a little? Good idea. Arctic Ron decided to take a walk around the hotel just to see how cold it was. 10 minutes later he was back, his fingers were numb. He was out trying to start his 1994 Chevy Blazer truck. It wouldn't start. One by one the other drivers went out to start their vehicles. None would start. The 45 minute drive from the

hotel to Stokely Creek would be a bit much to ski, especially when its 33 below. Eventually the two bar boppers got up. We told them what was happening. Sandy went out to start her car. Vroom it started right up. Twenty people with 20 pairs of skis would not fit in one Grand Prix. The jeep got started with a pull around the parking lot and popping the clutch. The Sundance with its manual trans also started. (If only I had brought my Toyota).

Well what do a group of skiers do when they drive 350 miles north to ski the Canadian winterland? They go to the mall, naturally. So we spent Saturday walking the local mall. Some took in a movie. Some read. Some took a bus tour back to the hotel. The bus returned us via the suburbs. Seems all the locals use electric cars. Why else would they have extension cords going from their cars into their garages. Block heaters you say? Oh, so that's why the hotel has all those outlets outside in the parking lot. I thought they barbecued out there in the summer.

Needless to say we learned a little on this trip. Everyone did get a chance to ski. Some skied on the way up on Friday, others skied on

the way back on Monday. Saturday and Sunday was spent calling tow trucks and garages to see when they could get our vehicles towed to a garage where they could sit until the oil in their oil pans turned back to a liquid state. We learned what a dipstick heater does, and doesn't do. And we learned the advantage of bar bopping at one in the morning. Seems that drive back to the hotel was what kept Karen and Sandy's car from freezing up. And oh yes, next years ski trip will be in late February early March. How about March 6th weekend, what do you thing Jan, good place to spend our anniversaries?



-BIKECENTENNIAL

EC Notebook #7 - Do You See What I See?

By Susie Jones

The Great Mirror Debate - not quite as big as The Great Helmet Debate, but definitely an issue that divides cyclists. Effective Cycling Instructors (ECIs) can be found on both sides of the argument because there is no "correct answer" - the decision to use or not use a mirror is a personal one that depends on many factors. EC classes, and the EC Program in general, are not designed to tell cyclists right from wrong, but rather to give cyclists the knowledge and skills they need to make informed decisions about all aspects of their riding (equipment, clothing, technique, road position, etc.).

Those who use mirrors can't imagine riding without one. They argue that mirrorless cyclists are blind to the rear most of the time and must sneak a time-consuming and risky over-the-shoulder glance when they need to know what is behind them. A mirror allows them to frequently glance behind while keeping attention on the road ahead. With knowledge of the total traffic situation, they feel better prepared to react if an emergency situation should arise.

In situations where cyclists confront high volume or high speed automobile traffic (such as a daily commute), and the situation changes quickly, a mirror may

be the only way to determine when it is safe to look behind before changing lanes. Mirrors are also useful on group rides to keep track of riding companions. Some cyclists experience a decrease in neck flexibility as they age and rely on mirrors to relay information about changing traffic conditions.

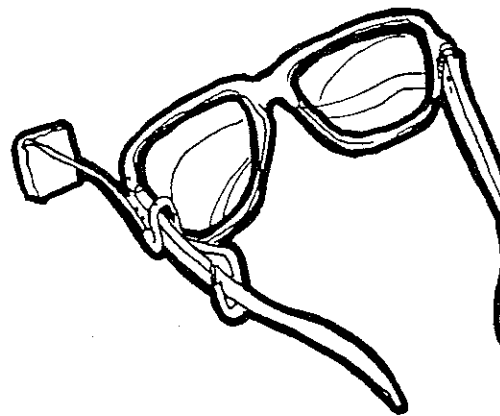
Those who prefer not to use mirrors feel that many cyclists become over concerned with the situation behind them since statistics tell us that the situation in front is more likely to cause injury than the one behind, there is concern that the mirrored cyclists are concentrating in the wrong direction. Some cyclists become dependent upon mirrors and forget the importance of looking over their shoulders before executing lane changes or other turning/merging maneuvers. Although mirrors will alert cyclists of approaching vehicles, it is not always possible to discern how close they are or their speed. Handlebar mirrors are typically convex, causing images to appear farther away than they really are. Helmet mirrors can distort depth perception because the cyclist is looking through only one eye.

Cyclists who do not scan over their shoulders before changing lanes lose an important communication tool with motorists. EC teaches that cyclists with mirrors should still check over their left shoulders when changing lanes or maneuvering into position for a turn so that following or overtaking motorists will know that a

change is coming.

When a cyclist is occupying the correct lane position and is riding predictably, information about what is happening behind him/her should not change that position (except in extenuating circumstances). If a cyclist is riding in the travel lane because the shoulder is littered with debris, then that is the correct position whether or not there are vehicles approaching from behind. By moving back onto an unsafe shoulder to allow a motorist to pass, a cyclist could hit something, lose control of the bike, and end up in the car's path.

As you can see, there are many valid arguments on both sides of the mirror debate. Using one to be aware of the total traffic situation makes sense; ignoring the limitations of mirrors does not. Glancing in you mirror is no substitute for glancing over your shoulder before changing lanes.



L.A.W. News

