

Officers

President

Bill Stimpson
586-899-4763

Stimpy2519@aol.com

Ride Director

John Tarantino
586-677-0482

Redtandom@aol.com

Treasurer

Annette Smith
248-652-2278

bsmith02@comcast.net

Secretary

Tom Hill
586-293-0162

Tjbiker@juno.com

Editor

Gary Haelewyn
586-286-5094

Bluecyclist@yahoo.com

Publishers

Position is Open

Sunshine

Julie Windhorst
586-939-6073

Weetandem@yahoo.com

Legislative Liaison

Mike Sproul
586-443-4544

BWR Chair

Jim Crawford
586-677-7033

Jcrawford76@comcast.net

Librarian

Bruce Freeburger
586-775-8838

Bruce@BIKESonTV.com

Merchandise

Dennis Prost
248-652-7890

Dmprost@strategicfunding.
com

Club Address

20584 Hall Rd PMB 247
Clinton Twp MI 48038

Hotline

586-819-0222

The "RAMBLER"

**Bit a Feb / More
March 2006**

Clinton River Riders Bicycle Club

This is such a small bit of February that if I don't finish it today, I'll have to change the date to a whole lot of March. So let's get going!

It's 7:00 AM, and a bright, beautiful, morning sunshine is slowly rising up in the East melting the few night time clouds and exposing a vast orange/blue sky. It's 64 degrees as I sit here at my computer and contemplate the activities of the emerging new day. No, I'm not writing this from Florida. I'm still up here in Michigan with the windows shut and the furnace blasting trying to keep those 64 degrees from escaping to the 14.1 degrees outside.

There is a big difference between Florida bikes and Michigan bikes. Florida bikes have wheels and crank arms and chains and brakes and bearings and seats all working in unison to propel their riders to known destinations. Michigan bikes, at least in February, have all the same components, only they do not work in unison because they are spread out all over the basement in various degrees of assembly. With that in mind, this month's newsletter contains articles about getting our machines ready for the season. Some came from a very interesting website <http://www.roadbikerider.com>, found by member Rick Jones.

If you're thinking of skipping the maintenance part of bike riding but don't think your bike will make it down to sunny Florida, check out <http://www.shipbikes.com> from Sue Pavlat.

Of course, if the bike is ready but the body is not, there are solutions. Check out the article on a different type of bicycle propulsion.

I think we're on the last installment of TJ's DALMAC series which should inspire you to sign up for this year's 36th annual ride whose applications www.dalmac.org from Rick Moorman just came out. This ride fills fast so get your apps in soon. TJ will be away for 7 weeks, but to tide us over he sent me a story he wrote about a ride he and friend did in Alberta. The story is 35 pages long, so I figured if I put 1 page in each month, we will all be 3 years older when we read the last page. I need to think about that some more.

If you're looking for a bike friendly city to ride this summer, how about San Diego, named by Bicycling Magazine as the best city for cycling with more than 1 million residents. (Sounds like an oxymoron). They also named Portland Oregon as the best city overall. I just got word from 2 former club members, Bev and Dan Feucht who live near Portland that they are planning one of their famous Seattle Loop tours for late September. I know first hand how good their tours are, so if you're interested, email them at d.feucht@comcast.net for more details.

I just checked with Gail and Dave is progressing towards insanity quite well. His staples came out but he is still on crutches with strict instructions to stay off the leg. Needless to say he spends a lot of time in the house with Gail. The warden, er doctor, will allow him to leave his cell, er home, on March 13 for a parole board review, er checkup to see if he will be allowed any freedom. I've tried emailing Dave at pedaltime@wowway.com with escape plans but I can't find a way to get them past Gail. Hang in there Dave, we'll break, er get you out soon.

Stay Warm, Gary Haelewyn, Editor

CLINTON RIVER RIDERS 2006 WEEKLY RIDE SCHEDULE

Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays	Sundays
<p>7: 0 0 P M CLUB MEETINGS 2nd Monday of the Month Mt Clemens Library (downstairs) 150 Cass Ave just west of Southbound Gratiot on the North side of Cass across from Mt Clemens High School. Refreshments served.</p> <p>NOTE: BWR Tshirt design will be judged at the APRIL meeting.</p> <p>IMPORTANT: If you have not renewed your membership, you are not allowed to read this.</p>	<p>9 : 0 0 A M <u>Stoney Creek Boat Launch</u> Meet TJ Hill for mountain bike riding weather permitting. If weather is inclement, meet at Onyx Skate at 10:30 for ice skating. Call TJ 586-293-0162 for more info.</p>		<p>9 : 0 0 A M <u>Stoney Creek Boat Launch</u> Meet TJ Hill for mountain bike riding weather permitting. If weather is inclement, meet at Onyx Skate at 10:30 for ice skating. Call TJ 586-293-0162 for more info.</p>		<p>8 : 0 0 A M Meet Catherine Serra at Stony Creek West Branch mountain biking trails for vigorous 15 minute mile WALKING 6 to 8 miles depending on group. Contact: 248-495-1630 or catherineserra@yahoo.com</p>	<p>8 : 3 0 A M Meet Catherine Serra at Stony Creek West Branch mountain biking trails for vigorous 15 minute mile WALKING 6 to 8 miles depending on group. Contact: 248-495-1630 or catherineserra@yahoo.com</p>

AVG = Cyclometer Average at end of ride

Ride Leaders should carry cell phones and emergency numbers

MPH = Cyclometer Speed while riding

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March Birthdays

Bday	First	Last Name
03/02	Mary	Mullings
03/02	Lynn	Oztalay
03/03	Susan	Stigleman
03/03	Beth	Batten
03/04	Bryan	Smith
03/07	Cathy	Muhl
03/09	Richard	Okerhjelm
03/18	Phyllis	Mottershead
03/20	Gerald	Anderson
03/22	Scott	Reader
03/26	"Pretty" Pennie	Morauski
03/26	Patti	Brehler
03/30	Bill	Duemling

Saturday March 4th, Bike Feast, 5:00PM, The Olive Branch Masonic Temple On Military just south of Michigan Ave. (The site of the 1st Dozen Ride)

May 13th, Michigan Recumbent Rally - East
Willow Metropark pool shelter, southwest Detroit area, 9am-3pm, 734.487.9058, www.wolverbents.org, wolverbob@cs.com

May 17th, The 2006 Ride of Silence - This is NOT a Critical Mass Ride. There are no shirts or items for sale, there's no fee or registration. Each ride is approximately 12 miles long, is ridden at a 12 MPH pace, and is Silent. It's not just a club ride. It's a ride for Moms, Dads, brothers & sisters, family & friends, beginning cyclists to the racers, anyone who wishes to honor a fellow cyclist that has been killed or injured by a motorist while out riding and to let motorist know they MUST Share the Road with us. Participants are asked to wear a black arm band to honor a cyclist who's been killed, and/or a red arm band to honor a cyclist that has been injured.

As of Jan 1st, we have 12 confirmed sites in Mich * =start location to be determined Ann Arbor*, Ann Arbor Bicycle Touring Society, Washtenaw Bicycling & Walking Coalition, Battle Creek, Battle Creek Bicycle Club, from parking lot behind Team Active Boyne City*, North Country Bicycle Club Grand Rapids, Rapid Wheelmen, Macatawa Cycling Club of Holland, West Mich. Coast Riders of Muskegon, Jade Cycles of Zeeland, from Riverside Park Hamburg-Pinckney*, Against the Wind Cycling Club Houghton*, Copper County Cycling Club Jackson*, Cascades Cycling Club Lansing, Tri-County Bicycle Assoc., from Haslett Middle School Livonia-Westland-Dearborn, Multiple Detroit area clubs, from Nankin Mills Pavilion, Hines Midland-Bay City-Saginaw*, Tri-City Cyclists, Bay City this year Mount Pleasant*, CMU Cycling Club, Traverse City, Cherry Capitol Cycling Club, from Horizon Book Store

* Rides of Silences will take place on May 17th 2006, worldwide, at 7:00 PM.

Together, we can make a difference.

Sincerely

Mark Hagar Membership Chair, Rapid Wheelmen Bike Club of Grand Rapids

Grand Rapids Ride of Silence Coordinator

Michigan Representative for the Ride of Silence

Ride of Silence Board Member

New Member

Suzanne Erbes

A Tale of Two Bike Shops

While riding down Jefferson last week I stopped in at Tim's Bike Shop 33601 Jefferson St Clair Shores. Tim has ridden the BWR and says he's considering giving club members 10% discounts. He's a one-man operation, and a very down to earth guy.

Later that day I stopped in another area bike store with lots of employees standing around. I needed a squirt of oil for my squeaky chain and was told they could not give me a squirt but would be glad to sell me lube job if I brought the bike inside.

June 10-11, Michigan Human Powered Vehicle Rally, Waterford, northern Detroit area, 313.884-0109, www.lmb.org/mhpva, WKiehler@Comcast.Net

June 25th, Ride for Hope—Registration is now open for the 4th Annual Ride for Hope Charity Bike Ride benefiting Extreme Response, which is being held on Sunday, June 25th starting from the beautiful Stony Creek Metro Park and traveling various routes of 6.2 miles all the way up to 103 miles traversing beautiful scenic routes going north of the park. Early-bird registration is open now and goes until April 22nd - don't delay, register today and save !! www.RideforHope.org

Kelly

Kelly@rideforhope.org 248.672.8696

June 24, Michigan Recumbent Rally Central, Holt, Michigan (Lansing area), 10am-3pm, 517.694.6702, www.wolverbents.org, wolverbob@cs.com



More On the Mends

Dave went yesterday to his surgeon for the first post-op appt. We got to see the before and after x-rays which were very interesting. Dave not only had the femur bone brake, he also had two pieces brake off his pelvis. The doctor was happy with the progress so far but even we could see on the xray that the main brakes have not healed yet. Dave was told to not put any weight on his leg and to only have short rides in the car for another month. After the middle of March hopefully he'll be able to sit on an indoor trainer and do a little more therapy in the pool. So still slow but steady progress. Please pass the news on to the CRR membership for us.

Gail

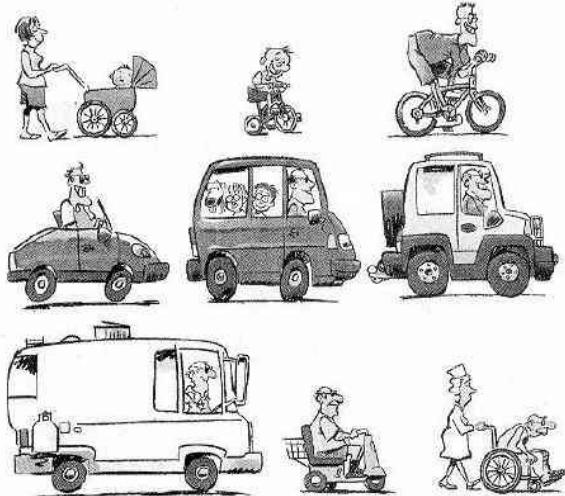
Hi Everyone,

Just a note to let you all know that Steve was discharged from the hospital on Sunday afternoon. He feels better, but has to watch his diet closely. Hopefully, he will do fine and surgery won't be necessary. Thanks for all your emails, phone calls and prayers.

Love,
Pennie and Steve

Smart Ass Answer #2: A truck driver was driving along on the freeway. A sign comes up that reads, "Low Bridge Ahead." Before he knows it, the bridge is right ahead of him and he gets stuck under the bridge. Cars are backed up for miles. Finally, a police car comes up. The cop gets out of his car and walks to the truck driver, puts his hands on his hips and says, "Got stuck, huh?" The truck driver says, "No, I was delivering this bridge and ran out of gas."

The Wheels of Life



DALMAC 2005 Day Five Y Camp to Mackinaw City

Ring a ling-ling, it is 5:30 AM do you know where your children are? Likely still in bed sleeping after all who would want to get up at 5:30 when it is still dark and dress then disassemble a tent? Why DALMAC bikers, that's who. Being one of those special DALMAC bikers that do five 100 Mile days in a row, we are the elite, or so it says here in fine print.

Now then, where am I? I am at the Y Camp on Torch Lake. And what does that mean? It means you have to choose your priorities. For me the priority that exceeds getting into the breakfast line is using the John before getting into the breakfast line. Now then the breakfast hall is about a quarter mile from the campground and it is very dark at 6 AM when I headed that way after having disassembled my tent. After my necessary early John break in the breakfast hall I walked to the end of the line that was rather long by that time.

The line creeps forward at a maidenly slow rate, as each rider has to collect silverware then pick up the various items available. Pancakes or French Toast to start then lots of hash brown potatoes then Oatmeal and banana. Out into the hall I went and found the first available seat without regard to looking for familiar faces. I gobbled down my food as quickly as possible within reason then headed off to the tent area. By this time it was light, sort of anyway, as it was about 7 AM.

Back at the tent area I found my luggage with chair that I sat on while changing into bike shoes. I stuffed various plastic bags into my clothing bag then put my slip on shoes on top and zipped up. I put the collapsible chair into its bag and put it into the tent bag and zipped up. I was ready to drag my luggage across the field to the luggage truck that was designated Mackinaw bag drop. Getting my luggage into the truck requires two trips up the ramp as I am not strong enough to handle both bags at once. With bags stowed in the truck I returned to the woods where my bike was parked. I then made the final preparations before leaving, that is putting on goggles helmet and gloves. Actually I didn't put the goggles over my glasses but put them up above my hat brim.

At 7:27 AM I was ready to leave the campground. This was my latest start of the trip that I found rather amazing. I looked around for familiar bikers as I made my way toward the road but saw no one that I might join. Actually this is a good thing on this particular day as the early hills are just too hard to be attempting to match the pace of better climbers. It is just a bit over a mile along East Torch Lake before we turn right onto Old State heading toward Central Lake. The ascent begins gradually then gets more intense. On the ascent you are still in the shade till all of a sudden the sun is in your eyes. It is difficult to see. What you are able to see is low hanging fog floating between hills. I pulled my goggles over my glasses but then often had to pull down the brim of my bike hat to keep the sun from blinding me. The only problem with the brim down is it limits your forward vision to a short distance. I had to either cock my head back to see or flip up the brim. I was doing a lot of both until I reached the summit of the hill.

(continued on page 7)

Newsletter Business Advertising Monthly Rates

\$10 Business Card size, \$35 1/4 page size, \$50 1/2 page size, \$100 Full page size

Club members only may send advertisements to bluecyclist@yahoo.com, and a check, payable to Clinton River Riders mailed to Gary Haelewyn 41706 Merrimac Cir, Clinton Twp MI 48038. Up to 6 months can be prepaid.

A Real Rocket Bike

What does a propulsion engineer do when he wants to experience the power of a rocket without going to space? He simply bolts one to a bike

By Michael Belfiore

Dept.: What You Built

Cost: \$750

Time: 120 Hours

Easy | | | | Hard

How It Works

1. A toggle switch on the battery pack arms the ignition system.
2. The left-thumb button sends power from the battery pack to an igniter on a model-rocket motor inside the rocket engine, vaporizing the roofing-tar fuel so it can burn.
3. The right-thumb button keeps the nitrous oxide flowing (and the rocket lit) as long as it's pushed.
4. The left brake lever regulates the flow of nitrous and throttles the rocket.



For rocket designer Tim Pickens, a rocket on two wheels is the next best thing to a spaceship. "At heart we're a bunch of guys wanting to go to space, and we can't afford it," says Pickens of himself and his rocket-scientist brethren, most of whom never get to ride their own creations. "Basically it's my own sub-scale space program."

Pickens, president of rocket-design firm Orion Propulsion, created his first rocket bike with fellow speed enthusiast Glenn May by bolting a 35-pound-thrust rocket engine to Pickens's bike—enough power for a gentle push down the road. That project didn't kill anyone, so Pickens got himself another bike and stepped it up, attaching a 200-pound-thrust engine capable of blasting him from 0 to 60 miles an hour in five seconds—fast enough to beat a Porsche in a drag race. In fact, the rocket bike employs the same hybrid rocket technology as the suborbital spaceplane SpaceShipOne, whose propulsion system Pickens helped design.

In place of synthetic rubber fuel, however, the bike uses ordinary roofing tar. To ignite it, Pickens placed a model-rocket motor inside the engine. A button on the handlebar fires the model-rocket motor, which in turn sets off Pickens's larger motor by lighting the roofing-tar fuel. His next project is to build a company car: a pickup truck with a removable 2,000-pound-thrust rocket strapped into the bed.



How to Choose Cycling Shorts

/By Fred Matheny and Ed Pavelka of www.RoadBikeRider.com/

You should choose road-cycling shorts based on the quality of materials and construction. But also crucial is how well they conform to your unique anatomy. Sometimes a relatively inexpensive pair may work better for you than a high-zoot model.

Shorts, like saddles, are tough to recommend because of differences in butts, crotches, seats and riding positions. Every rider has to try on shorts, buy the model/size that fits snugly but comfortably, then hope for the best on the bike. It's hit or miss, and some luck is involved. Just as with saddles, there is no universal answer.

That said, here are guidelines that'll point you toward better choices.

PRICE

Generally, the more expensive the shorts, the higher the quality. Avoid cheap shorts because the material and construction may be substandard. They may be sewn from only 4 or 6 pieces ("panels"), which won't give you the best anatomical fit. The padded liner ("chamois") may not be large enough, soft enough or sewn without irritating seams. Cheap shorts aren't as durable, either, so in the long run they really aren't a bargain. When touring and washing shorts by hand, wringing can break threads and blow out seams if the manufacturer cut corners on quality.

Panels

The more the better. Usually, 8-panel shorts conform to your body better than those made from fewer pieces. Better manufacturers use flat-seam stitching so additional panels won't result in abrasion or other discomforts.

Liner

Crotch liners are synthetic nowadays (not real chamois leather). That's a good thing because the material can't dry, crack and cause more irritation than it prevents. A large, smooth, absorbent, one-piece, moderately padded liner has the best chance of feeling comfortable. Liners that have seams, grooves, distinct sections and/or a waffle-like texture may work fine for you -- or maybe not. There's no way of knowing for sure before riding. Beware of thick padding, which can bunch and chafe. Also problematic are gel inserts. Because they're in plastic compartments, moisture transfer can be blocked, causing excessive dampness and skin irritation.

Leg length

This goes up and down like hem lengths in the fashion world. Long, so-called "Belgian" shorts will be in style for a while, putting the legs just above the knee. Then the pendulum swings the other way. Short shorts, like those marketed for spinning classes, are favored by riders who want to avoid tan lines that show when wearing casual shorts. But they shouldn't be so short that the nose of the saddle rubs on bare skin.

Waist length

Proper cycling shorts are cut high in back to keep skin covered in the bent-over riding position. Likewise, they are low in front so you can bend forward without restriction. The front shouldn't be so low, though, that it's below your hip bones with nothing to help hold it up.

Waist band

The elastic should be wide enough that it doesn't feel like a cord around your middle. Some manufacturers add a drawstring. Just elastic is fine. Just a drawstring is not. If that's the only thing keeping shorts in place, you'll feel restricted in certain positions or when breathing deeply.

Leg grippers

Nothing is more frustrating than shorts that ride up and let material bunch in the crotch. Check the leg grippers to be sure they're wide, made of "sticky" rubber-like material and securely sewn in. The legs should feel comfortably snug, not tight.

Stretch

Most shorts are made of a stretchy fabric generically called spandex. They're easy to pull on and don't feel like you're wearing a 19th century corset. On the other hand, you may come across shorts with fabric that purposely resists stretching. The idea is to provide help to your pedal stroke. The fabric "stores" kinetic energy on the rear part of the stroke and releases it when you push down. This concept is also used in competition suits for weight lifters. I'm not aware of any studies that prove a benefit for cyclists.

Bibs

Shorts with built-in shoulder straps can't sag. They keep the chamois snug against the crotch to limit movement and irritation. For men, this prevents the chance of things moving out of place when pedaling out of the saddle. However, the high front makes it difficult for guys to urinate. (Some prefer to roll up one leg instead of contorting to pull down the front.) Women usually prefer shorts without bibs so they don't have to remove their jersey to take what cycling commentator Phil Liggett calls a "natural break." Bib shorts are more expensive than standard shorts.

Size

It's best to try on shorts before buying them. Sizing varies among manufacturers. Fred is 5-foot-10 and just under 160 pounds, but wears size XL in some shorts while M is too big in others. Some U.S. manufacturers have noticed the "plumping of America" and cut their clothing bigger. It's risky to buy shorts by mailorder unless you're replacing a model and size you've worn before.

Overall fit

In general, snugger is better. You don't want any uncomfortable restriction, but you do want the shorts to stay exactly in place. Remember that properly designed cycling shorts will look a bit baggy in the butt when you're standing in front of the dressing room mirror. Then crouch forward into the riding position and watch them mold to your body.

Receive a FREE copy of the eBook "29 Pro Cycling Secrets for Roadies" by subscribing to the RoadBikeRider Newsletter at www.RoadBikeRider.com. No cost or obligation! /

With the climb over the first major descent began that because of the visibility problem was a lot less fun than it could have been had I been able to seek maximum speed. Soon the descent was over then I passed the Main Street of Central Lake and continued forward. We pass the edge of Intermediate Lake then the road curves right that is basically east but also dips to the south. The hills come one after another the fog hangs between hills and the sun in my eyes continues to be a problem.

A bit after Mile 10 we turn off Old State and onto Kidder that is basically north with at least one stair step to the east. The northbound road is a relief as visibility is not a problem in that direction. There is a major descent along Kidder but as I was alone and there were no bodies on the hill when I made the descent I was able to get some major speed above 40 possibly 43 mph. Soon I crossed the county line from Antrim into Charlevoix. There was one more mile of eastbound road where once again visibility was a problem. The next turn was to the north and soon I was entering the City of East Jordan.

I caught and passed a fairly large Wolverine group inside East Jordan as other bikers seemed to come together inside the city. I joined a moderate sized group as we made our way out of town to Behling, the road on which the Wall is located. One guy in the group was riding a single speed bike that kind of made me shake my head. He was young and fit looking but I didn't envy him for the climb ahead. Since I didn't know anyone I was with there was no pressure for me to attempt to match the pace of better climbers. I did my usual comfort zone climb as long as possible. I shifted into granny, stood up and kept my eyes focused just a few feet ahead. For a hill of this pitch I climb with my hands on the drops. When I really need power I lock my elbows into a stiff arm and push down against the opposite leg while my arm is pulling up against the bottom of the drop bar. This is equivalent to a time trial start.

I started slowly then managed to pass a lot of riders during the ascent. A large group gathers at the top to cheer on those who are having a hard time as well as those who are climbing adeptly. I just go over the summit and shift up then put on as much speed as possible. In the following several miles there are more hills but none in the category of the Wall. I attack most of the remaining hills along Behling till we reach Pleasant Valley Road at the 26 Mile mark.

Pleasant Valley heads north then after 3 or so miles we enter Boyne City. A good deal of the road is a descent where the speed limit is 25 mph and we have little trouble going over 30 until we approach some stop signs inside the city. We pass with a few blocks of Mike Sheean's home and pass by Jack Cooks place as well then joggle thru the city till we reach M-75 where we turn right and head east then north toward Walloon Lake.

Along this stretch I picked up the tandem of Mario and Amy who I stayed with until we turned on the road to the Seven Sisters. Sister Number One is really ugly. Mario and Amy shot up the hill like a rocket while my booster rockets failed to ignite. The following six sisters are not nearly as mean. I joined up with Andrew the German as well as his buddy that was the better climber. I was able to stay with Andrew during the climbs while his buddy eased off after topping off the climb and let us close.

Somehow I was alone as I approached Petoskey and having been there many times knew that regardless of which street you turned on if you kept doing left right jiggles eventually you would end up on US-31 which would get you to the place you wanted to be in order to reach M-119 headed toward Harbor Springs.

I came to an intersection with a traffic signal where I hadn't seen an arrow. I crossed over and dug out my map. I noticed a lot of bikers turning right so I figured that must be the direction to go. Just as I was ready to go I spotted Tom Weber and John Mankewich. I joined them as we came into Bay View we spotted a McDonald's.

Soon enough we were ready to go. At first John led but after a short time I didn't think it right that John should have to pull. I passed and took over the leaders duty. Well I guess it wasn't to long before the pace I set was not in John's comfort zone and so I was alone again as Tom stayed with John.

I was just a short way out of Harbor Springs when I came across the

tandem of Russ St. John and stoker. I rode along with them for awhile as Russ inquired about the Wolverine pack. I said the only Wolverine I left at the bike shop was Eric Rafeld. Now that doesn't mean there weren't there but I didn't see them if they were. Russ mentioned the bypass that avoids some hills and they may have turned off at that point. On I went alone toward Good Heart.

At various times in the next ten miles I picked off riders but none I cared to join. Perhaps I was half way thru the final 23 miles when I heard a familiar voice from the rear urging me to latch on for a fast ride to Mackinaw City. It was Rick Oberle and a buddy. I upped my pace and latched on and was most pleased to be a member of a fast three pack. For the most part I was a non paying member of the pack where I was being pulled by either Rick or his buddy or both.

As traffic got heavy we cut back to cruise mode then made the turn into the School driveway. Lo and Behold right there at the corner was Sandra. That was the easiest rendezvous I had ever encountered during the many DALMAC's since Sandra has been picking me up. I didn't even have time to round up to 100 miles as the ride distance was officially 97.4 Miles.

Sandra let me know that Dave and Gail were here and were parked on the side opposite those in line to do the Bridge Crossing. So we wandered over to Dave's van to begin a rehash of the days events. Dave supplied me with an after DALMAC beer that hit the spot. So there was much amicable bullshit with various people that we came across.

With Dave's help we drag my bags to my van and I then begin the process of fitting my bike and bags into the van that has Sandra's bike and a lot of stuff in there already. I had filled a duffel bag with after DALMAC clothing as well as soap and towel but due to the amount of stuff already in the van I was unable to locate the bag. Well the weather had been pleasant and I didn't feel overly cruddy so I passed on the shower at the High School in order to keep things moving.

We headed for the Mackinaw Mill Creek Campground where I had a reservation for a non-electrical site. We had signed up to have Dave and Gail join us at the campsite as when Gail attempted to get a room the price was 172 dollars. That was a no go so there was room to park their van on our site. This had all been spur of the moment planning so Gail wasn't really prepared for comfortable sleeping in her van. Dave took us up on the offer to sleep in the tent trailer. Sandra and I shared the big bed at the front while Dave had the rear bed.

In the morning my alarm failed to go off at 5:30 and thus it was 6 before we were all up. This was now Labor Day, Monday September 4th. After breakfast we all got into Dave's van and drove to town. We parked along hwy 23 close to the Main Motel Row down which we walked to the line for the shuttle buses to St. Ignace. The Bridge Walk begins on the St. Ignace side and ends on the Mackinaw City side. The bridge distance is five miles and the walk to and from and thru the line must add at least another mile or perhaps two.

Walking six miles on the day after finishing five 100 mile days on the bike is relatively easy but by days end tiring. After completing the bridge walk we went to the postal tent and had Studebaker Stamps put onto our certificates.

And so DALMAC was done as was the Bridge Walk that had something like 60,000 participants. We stayed 2 more days at the campground during which time we rode 11 miles around the campground. More importantly we went to the Laundromat in Mackinaw City where I washed about half my clothing. On Wednesday the 7th we got the tent-trailer packed up just before it began to rain.

And so now I might be suffering from Post DALMAC Stress Disorder. But then that will all be cured with the Saturday and Sunday dirt Mountain Bike rides when I return to what I term my native soil.

So till next time, on adventures yet to be experienced may all your days be happy and your trails exhilarating.

TJ Hill, bicycle aficionado

Application Form - Clinton River Riders Bicycle Club

\$12.50 Individual (over 18)
 \$15.00 Family

Name _____
Address _____
City _____ State _____ Zip _____
Home Phone (_____) _____
email _____
Birthday _____

Additional Family Members

Name _____ Birthdate _____

1. ACKNOWLEDGE, agree, and represent that I understand the nature of bicycling Activities and that I am qualified to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that: (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISK"); (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at the time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS AND DAMAGES I incur as a result of my participation in the Activity.

3. HEARBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Club, the LAW, their respective administrators, directors, agents, and employees, other participants, any sponsors, advisers, and if applicable, owners and lessors of premises on which the Activity takes place, (each considered on e of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGIGENT RESCUE OPERATION.

I HAVE READ THIS AGREEMENT FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID, THE BALANCE NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

Please make check payable and mail to:
Clinton River Riders
20584 Hall Rd PMB 247
Clinton Twp, MI 48038

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT ("AGREEMENT")

IN CONSIDERATION of being permitted to participate in any way in The Clinton River Riders Bicycle Club ("Club") sponsored Bicycling Activities ("Activity"), I for myself, my personal representatives, assigns, heirs, and next of kin,

Signature _____ Date _____
Signature _____ Date _____
Signature _____ Date _____
Signature _____ Date _____

ALL RIDING MEMBERS MUST SIGN



Gary Haelewyn
41706 Merrimac
Clinton Twp MI 48038