

March 1990

3-13-90

36558 MORAVIAN DRIVE, MT. CLEMENS, MICHIGAN 48043



CLINTON
RIVER
RIDERS

President:	Warren Berthelsen	781-6706
Ride Director:	Ray Dominick	776-2793
Secretary:	Sandra Ostrowski	362-1156
Treasurer:	Bob Goebel	286-0384
Editor:	Ted Gondert	752-9466
Hotline:		792-4670

Next meeting: Monday, April 2, 1990
7:00 p.m. at the Mt. Clemens Community
center, 300 Groesbeck at Lafayette.

New Members: The Clinton River
Riders would like to welcome Jon Canale &
family, Douglas Pertner, Gary Szostak &
family, Gerald Bartels, Rita Zupan, Steve
Moraski & family and John Dekievit.
Hope that we will see you on many rides
the coming season.

Thanks to Jeff Robinson, Tom
Dominick, Al Barton, Jerry Pavlat and RPM
printing for recommending our club to
these people.

Presidents Corner: Thanks to all
those who voted me in as president by such
a small margin. It is an honor to be
president of this club. The more I talk
with people from other clubs, the more I
realize how unique we are, in that we have
such a strong social base that helps hold
together riders of such varying abilities.

In many other clubs the "Tuesday
night riders" would never even know the
"Damn Long riders". I hope that this
aspect of the club will become stronger in
the coming year. With the help of Ray,
Sandy, Bob, Teddy and all of you I'm sure
we can accomplish this.

One objective that I have this year
is to contact every new member to be sure
they know as much as possible about the
club rides and other activities to help

them find their place in the club as
quickly as possible and encourage them to
become active.

Thanks to Tom Dominick for presenting
the club with a beautiful new hand crafted
gavel and sounding block. It is a real
work of art.

Thanks to Mike, Karen and David for
the fine work the last year or two. It
will be a hard act to follow. Now they
can spend more time riding!

Please do not hesitate to call me with
any questions, suggestions or problems.

Bike Club Feast: The fourth annual
feast at the Melvin G. Bailey Recreation
Center in Westland was a big success. The
over 200 fellow cyclists from "Down River
Cycling", "Cycling Saddlemen", "Slow
Spokes", "Detroit Freewheelers" and other
clubs enjoyed the good food and enter-
tainment including a fashion show of the
latest Decente and Bell Weather riding
clothes. Decente has some new outer wear
with solar absorbing zirconium carbide
which is supposed to absorb and store
solar energy. For the price it should
pedal the bike to.

Sue Pavlat and Ron Dosenbach talked
about their up coming cross country RAAM
tandem ride. They wish to break the old 9
day 20 hr 7 min record held by Lon
Haldeman and Susan Notorangelo.

There was a 50-50 drawing and they are selling RAAM t-shirts to raise money for expenses. T-shirts are available at Pavlat's bike shop for \$12.00

Sandra Studebaker and Doris Mulligan told of their upcoming cross country ride with the LAW, see more in this newsletter.

The slide show presented by David Smith with music, two projectors and pictures of last year's rides brought back many good memories.

The food was excellent with chicken, spaghetti and meatballs and many salads and deserts. Many people in the club won some of the door prizes with Tina Dominick winning a set of "TIME" clipless pedals.

Thanks to Bill Cleland who represented the Clinton River Riders in organizing the "Bike Feast"

Club Jackets: Anyone wanting to order a "Baseball Style" club jacket for approximately \$28.00 call Bob Kosen at 774-9855. A minimum order of 10 jackets is required to have them made.

BWR Application Committee: Sunday March 25, 7:00 pm Meet at Rick Moormans house: 36595 Eaton Dr. Mt. Clemens. Anyone interested in discussing route, cost, food and memorabilia (pins, t-shirts etc.) should contact Andy Neumann at 756-3369.

Wally Ball: Saturday, March 17, 6:00 pm at the Gateway Racquet Club located on Van Dyke north of 14 mile behind the Premier Center. This will be the last time for the season.

Ride Schedule: Call the hotline: 792-4670 for latest schedule.

Sunday, March 11: 9:30 am meet Andy Neumann and Claudia Dominick at Macomb

College S. campus, 12 mile and Hayes, north east corner parking lot. The ride will be about 30 miles to Grosse Pointe "International House of Pancakes" for breakfast and back at 14-16 mph.

Sunday, March 18: 8:00 a.m. meet Rick Moorman at the New street parking lot north of Cass and Gratiot in Mt. Clemens for breakfast at the Old Broadway Cafe. At 9:00 a.m. the St. Patricks day ride will start with two 15 mile loops around Mt. Clemens at a 15-17 mph pace.

Sunday, March 25: 8:30 a.m. Meet Ray Dominick and Rich Dyer at 21 mile and Sugarbush for a 40 mile ride at 16-18 mph to Kay's restaraunt in Anchorville. 9:00 am Meet Bob and Rose Goebel in New Baltimore at the park by the bay for a 14-16 mph to Kay's restaruant for a 25-30 mile ride.

Sunday, April 1: 8:00 am Meet John Edry at the Utica High School parking lot, 21 and Shelby Rd. for a 60 mi, 16-18 mph ride to meet the shorter ride at: 9:00 am Start at Romeo High school parking lot, about 1 mile west of Main Street on 32 mile (W. St. Clair) in Romeo for a 30 mile ride at 14-16 mph to Armada for breakfast along with the faster riders from Utica High school.

April 8: Call Ray Dominick to schedule a ride on the hotline.

April 15: Call Ray to schedule a ride on the hotline.

Sunday, April 22: 7:30 am The first club time trial of the season at Stoney Creek boat launch.

Ride Schedule cont:

Sunday, April 29, 7:30 am meet Al Barton at Troy Athens high school located on John R. Rd. north of 17 mile for a 16-18 mph pace 60 mile ride on rolling hills in Oakland county.

Saturday, May 5, 8:00 am meet ride leader ~~Mike Holden~~ at registration at the "Maple City Metric" tour for 62 mile ride.

Sunday, May 6, 8:00 am meet ride leader Mike Holden at registration for the "Metro Grand Spring Tour" at Willow Metro Park for the 62 mi (100k) ride.

Sunday, May 6 Sue & Ron will lead a fast hilly TOSRV, Mt. Mitchell training ride if there is sufficient interest, call Sue at 792-4040 for details.

Time Trial: Call Ed Gostin if you can volunteer to help with the time trial April 22, 1990.

Recurring Rides: The Tuesday night rides will begin April 3.

Tuesday, 6:00 pm meet Warren Berthelsen at Pavlat's bike shop for an easy pace 13-15 mph ride of 25 miles to Metro Beach.

The Thursday night rides need volunteers to lead.

Thursday, rides at the Hampton Circle Complex in Rochester off of Rochester Rd. and Hamlin for speed work with Jerry Pavlat and Ed Gostin.

Saturday: Starting March 17 at 8:00 am meet Bob Crowley at the Stoney Creek boat launch for a 19-21 mph ride of 40-60 miles with distance increasing later.

Other Club Events: May 6, 1990 the "Metro Grand spring tour" at Willow Metro Park in New Boston. Pre-register to get free pass into park.

May 12-13, 1990 T.O.S.R.V. in Columbus Ohio

June 23-24, The MS-150 ride for Multiple Sclerosis.

July 22, 1990: R.A.T. Ride Around Torch lake contact Warren Berthelsen for reservations at his cottage in Traverse City for the weekend.

August 29, start of DALMAC you might still be able to register.

Super Sale: Helpers are needed on March 30, 31 and April 1st at Pavlat's. Earn some money and get some experience from the other side of the sales counter. Contact Sue at 792-4040 to find a time you could work.

Club Rambling: Sue Pavlat & Ron Dosenbach will be riding RAAM this year on a tandem. They wish to break the old record of 9 days 20 hr 7 min set by Lon Haldeman and Susan Notorangelo.

They are selling RAAM T-shirts for \$12.00 to help with expenses.

The club will put on an invitational ride to raise funds for Sue & Ron for RAAM

Sandra Studebaker and Doris Mulligan are going on a cross country ride with about 80-100 other cyclists starting May 13 on the "PEDAL FOR POWER: ACROSS AMERICA". This is a fund raising ride for the L.A.W. educational and legal fund and a local charity of the riders choice.

Sandra & Doris cont:

Sandra's charity will be for the new: "Women's Medicine Center" at St. Joseph hospitals where she works. Doris's charity will be for the "Children's Home of Detroit" where she works. They need pledges of at least \$5000 dollars. Contact Sandra Studebaker at 293-0162 (home) or 263-2858 (work) if you wish to make a tax deductible contribution. Contact Doris Mulligan at 465-9342 (home) or 886-0800 ext. 44 (work) to contribute.

The Club will donate a total of \$1000 between their charities.

A plaque was awarded to Mike Holden for his service the past 2 years as president of the Clinton River Riders.

David and Heidi Heck are expecting a second child in October.

If any one knows of a free Sunday on Sue Pavlat's calendar tell Jerry.

Congrats to Mickey Pavlat (Jerry's mother) who won two gold medals in Nastar Downhill Ski Racing March 3 and 4th, 1990. P.S. she will be 72 in April. That must be the meaning of the "Golden" age.

Andy Neumann and Claudia Dominick will be married on April 21, 1990

IDITABIKE: The weather wasn't cooperating with Patti Brehler in Alaska. After 30 hours of pushing and dragging the bike thru the deep snow for 50 miles the race was called off. Patti was one of the 8 women left at the end.

Water Bottles: The club water bottles will be for sale to members for \$2.00 ea.

Jerseys: Club Jerseys are available to club members for \$18.25.

Happy Birthday : Stephanie Wright 03/4
Kenneth R. Rhoads 03/6, Mike Marth 03/9,
Toni Cleland 03/18, John Gentilia, jr 3/19
Lynne Stebbins 03/21, Cecilia Maliszewski
03/22, Janice Haelewyn 03/24, William
Guilbert 03/25, Patti Brehler 03/27,
Michael Conner 03/29 Claudia Dominick 3/31
John Deradoorian 04/4, Dave Unger 04/5

Mountain Bike Ban: The DNR did not ban mountain bikes in state parks yet. They are doing studies about designating trails for mountain bikes. You have to write to the DNR to express interest in fair access for bicycles on the trails. Write to: David Hales, DNR director; Jack Bails, DNR Deputy Director for Resource Management; Henry Zurburg, DNR Acting Chief of Parks Division; or John Roethele, DNR Trail Coordinator. Address them at: Mason Building, P.O. Box 30028, Lansing MI 48909

The Michigan Mountain Bike

Association southeast chapter, had a meeting at the Baker Middle School located in Troy on Torpey St. a few blocks north of Big Beaver east of Rochester Rd. Write them at: P.O. Box 274 Detroit, MI 48231

The next meeting is scheduled for Tuesday, April 17, 7:00 pm at Baker Middle School.

Mt. Mitchell: May 20, 1990 Contact Mike Holden to get on the "Clinton River Riders Mt. Mitchell Assault" team. 398-1677.

Editor's Notes: Please send in articles etc within a week of the meeting to put them in the newsletter. 5 1/4 inch IBM 360k floppy or written out please. Teddy Gondert 407 N. Main, Romeo, MI 48065

On the Road with Duane & Ea:

Duane and Elizabeth Nieman left 2 years ago April to ride to Alaska. They have been to Alaska, Hawaii, Australia and New Zealand. They are back in the States and should be home in May. This is their latest letter from February 28, 1990.

Dear Club Members,

California has some wonderful downhills. I don't know how many miles we climbed in our first month but we were getting about a 2000 ft downhill every day.

We left San Diego Dec 28th & headed north towards Death Valley. It didn't take long for us to find snow and we recognized it right away. It doesn't look quite right on top of cactus but its still beautiful, in small doses.

Death Valley is an absolute wonderland. There is so much to see in the way of plants, animals, rocks, & scenery in general. The elevation ranges from about 300 ft below sea level to about 11,000 ft above. We spotted a coyote & a few plants just starting to bloom. We were only able to identify about 1/2 the birds we saw, but they were all fun to watch. The day we left it snowed again.

We were on our way to Vegas and they were talking about closing the roads. It wasn't all that bad, as soon as the sun came out it started to melt. The mountain tops stayed white but the roads were dry. The head winds were our biggest trouble but we didn't have to fight them for long. Soon Ernie pulled over in his 4 door sedan & said, "You'll never get there by tonight, can you fit those inside?" We

weren't even sure where he was going let alone where "inside" he planned to put our bikes.

Ernie was quite the character. He was about 80 years old and on his way to Vegas for a date. He didn't want to keep his girl waiting so if we were going, let's get going. He cleaned a spot in the back seat for Duane while we took care of our bikes. We laid my bike in the trunk & got the lid 1/2 closed, then we tied Duane's bike on top of the that. With lots of string, some prayers, & Ernie's unique driving techniques we made it to Vegas in 2 hours instead of 2 days. Ernie dropped us off close to town & we found our own way around. Vegas was fantastic, and we did really well, we left on the same bikes we arrived on.

On our way to the Grand Canyon we stopped off at Hoover Dam, the 7th engineering wonder of the world. We even met someone who knew the other engineering wonders as well as the 7 natural wonders of the world. We were very impressed by it all.

We bypassed the Grand Canyon because of snow. We barely got out of Flagstaff with our mail before they got hit with 16 inches. We were only 50 miles away but 3500 ft lower and all we got was a sprinkle. The weather reports are real interesting in Arizona, because they are given by elevation. A typical report may go something like this, "A storm system has moved in over Arizona & snow is expected to 5000 feet." The tricky part is was knowing what elevation we were at.

On the Road cont:

While the snow storms passed through, we spent a week with Duane's 2nd cousin, Rose. We even helped her celebrate her birthday. She is 81 years young. Although we were physically in Arizona we spent most of our time talking & reminiscing about Alaska. Rose cycled to Alaska in 1948. It was fun to see how much has changed & how much hasn't.

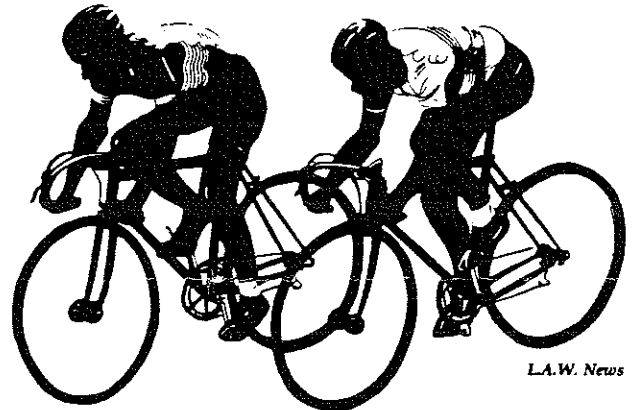
Before we left Arizona we had a chance to explore some of the Indian cliff dwellings like, Montezumas Castle. It seems all the dwellings, through out the entire area were abandoned 1400 years ago. No one knows why, or where they all went. The buildings were fascinating but I think they got tired of climbing up into them each night. Because they were so protected from the elements there was a lot of clues left behind about how they lived.

After the Indians, we got to see how the Mexicans lived. We went into the town of Juarey, right across the border from El Paso, Texas. We exchanged some money and got 2720 Mexican pesos for each American dollar. The people were friendly & the prices were cheap. I had a little bit of trouble converting but a lot of things had American prices. We were told never to pay the asking price at the markets. Duane became very good at dickering & we left with a few good bargains.

Texas was flat & dry. The riding was great & we suddenly found ourselves doing 50 to 70 miles a day, just to find a town that sells beer. We are now in Arlington, TX with friends. They sell beer here & it's raining. That 2 dry spells overcome.

Till next time,
Happy Cycling!

Duane & EA Nieman



L.A.W. News

TAWAS,... ADVENTURE IN TERROR

by Gary Haelewyn

There it was in black in white, "STORM PILES UP HUNDREDS OF CARS". The Sunday News brought back to mind that fateful trip to Tawas. But perhaps I should start from the beginning.

It was just after the Stokely trip we did back in January. It was such a success I thought for sure we could duplicate it in February. I ran it by Bob Latsko, "how about a one day trip to Tawas, to ski the famed Corsair trails". Bob said go for it, so I started investigating. Bill Cleland had mentioned what fantastic trails they had up there, and he would be willing to bring up his motor home to be used as a warming hut. Jim Cramer and Oscar Balmaceda both offered to drive just as they had done on the trip to Stokely. So I wrote something up and offered it to the club at the February meeting. The trip was a go.

The only problem I had to worry about was lack of snow. Lower Michigan had been plagued with another on-again off-again winter. In January I was out riding my bike, early February shoveling snow. I kept my fingers crossed and prayed for white stuff. As the 24th approached the heavens opened up and dropped buckets of rain on us. We were doomed, I hadn't prayed hard enough. On the 21st I called the Corsair hotline in Tawas. I couldn't believe my ears. He had hear my prayers, they received snow when we got rain. The trip was still on.

I confirmed the conditions Friday afternoon, called Bill, Jim, and Oscar to let them know we were going for it, then crawled into bed, oblivious to what the weathermen were saying on the late night news. Saturday morning 7:00 AM, Bill and Toni Cleland, Karen Mousseau, Ed Ghastin and his friend John climbed into the motor home and began the trek to the Exit Motel and Resturant at Birch Run our meeting place. Dave Beauchemin and I led the way in Dave's van, only to drop the motor home at the Van Dyke light. No problem Bill knew the way. The weather was snowing and cloudy and this only fueled our excitement. The roads were a little slippery.

At 8:30 Dave and I arrived the the resturant where we found Jim and Oscar and their crews; Jim Gallagher, Kathy Pfent, Bob Latsko, Bob Crowley and his son Patrick. Ten minutes later Bill and his crew showed up and we all ordered breakfast. Half way through breakfast I looked up to see Ron and Marge Skiba come walking in on there way to Tawas for a 2-day adventure. Little did I realize how smart those two were. Around 9:30 we embarked for Tawas a mere 1 1/2 hours away, or so the brochure said. Bill and his crew were going to wait 15 minutes for Bill's brother Dennis and his family who were also joining us for the skiing.

It was around Au Gres on M-23 that it hit us, or should I say we hit it. It was like a wall of snow traveling across the road at about 35 MPH. We were blinded but still we pushed on. Bill told me later had my skis not been in his motor home he would have turned around. He said the wind was blowing him all over the little 2-lane highway. At 11:30 Dave and I made it the Corsair parking lot where we bumped into William Gilbert and his friend Carrie. The snow was falling pretty nicely as we stood among the huge pine trees and waited for the rest of the clan to show up. The parking lot was rapidly filling up with skiers eager to use what mother nature was dumping on them. Around 12:30 the rest of the group made it and we began putting on our skis and headed for the trails.

Corsair has three areas linked by trails for skiing. We quickly broke into separate groups of skiers each with varying degrees of speed and agility. The down hills were fast the up hills were not so fast. The area is beautiful even though the sun never made it out that day. We agreed to meet back at the motor home by 4:00 PM for our departure. Bob Latsko persuaded me around 3:15 to take what looked like an interesting trail back to the parking lot. Somehow listening to Bob's directions we got lost and ended up at a radio tower. We doubled back found a road and made it back to the parking lot where everyone else was eagerly waiting to depart due to the snow conditions.

We decided to meet for dinner around 6:00 PM in Frankenmouth and so about 4:30 we departed our beautiful ski area. The hour and a half ride to Frankenmouth took more like 3 hours as we barely made it over 35 MPH on M23. When we arrived at the interstate it was like someone had slowed down time. All the cars were going very very slow. We joined the long crawl South. Cars and trucks lay scattered all over the roadway. The highway was a sheet of ice and we kept wondering why there were no salt crews out cleaning this mess up. We decided to just stop in Frankenmouth to tell the others that we were going to skip the dinner as the roads would probably get worse. However the smell of the chicken dinners and the taste of the cold dark German beer persuaded us to stay. After confusing the little old lady who was arranging the seating with how many would be in our party, the rest of the gang showed up. She was nice enough though to find us two adjoining tables to seat our party of tired travelers. What can one say about food at Frankenmouth. It was delicious and plentiful. They rolled us out of there and we embarked for home.

Around 11:30 Saturday night the one day only Tawas Corsair ski trip ended. Not exactly as planned, I guess I prayed a little too hard for snow. Thanks to everyone for making it work and especially the drivers for getting us there and safely back home.

The Clinton River Riders

Ride Decorum

Rules of the Road

1. General

- A. Riders must obey all traffic laws just as a motor vehicle
- B. The use of a "hard shell" helmet is recommended strongly
- C. No headphones are allowed

11. Riding in an organized group:

A. Ride leader responsibilities:

1. Explain the rules of the ride, pace, and distance
2. Collect signatures from all riders on the release form
3. Maintain the advertised pace
4. Appoint a co-leader or get volunteers to help
5. Stop the ride for any breakdown
6. Ask disruptive riders to leave the ride

B. Rider's Responsibilities:

1. Obey and cooperate with the ride leader
2. Notify the ride leader if leaving the ride
3. Notify the ride leader if having difficulty (this can be done by relaying a message)
4. Obey the rules and courtesies of group riding
5. Ride in a safe and responsible manner
6. Leave rest stops with the group
7. Know his/her riding capabilities

C. Group Responsibilities:

1. Ride as far to the right as possible
2. Use no more than one half the lane
3. A maximum of two abreast is allowed on clear roads
4. Make changes in speed and direction in a predictable manner

D. Warnings:

1. Use warnings only when following riders need to take evasive action
2. Never use "Clear" at an intersection and never assume that an intersection is clear.
3. Over used warnings are generally ignored and, therefore, of little use

E. Dealing with Motor Vehicle Traffic:

1. When "Car Back" is heard, merge to the right
2. Do not signal a motor vehicle to pass
3. Watch for opening doors when passing parked vehicles
4. Do not make obscene or unfriendly gestures towards motorists

The Clinton River Riders

Riding Recommendations

1. Group Riding Techniques:

- A. The single pace line consists of cyclists riding directly behind one another in order to take advantage of a draft
- B. Each rider should take a turn at the lead (pull). Slower riders take shorter pulls, stronger riders longer pulls
- C. When finished with the pull, check for overtaking traffic, signal to the rider directly behind you, move out to the left and drop back to the rear of the group. Stronger riders may choose to drop into a hole in the middle then at the back.
- D. The double pace line consists of 2 single pacelines side by side
 1. At the end of a pull, the rider on the left moves to the left to fall back. The rider on the right drops back to the right. The pace line will pass between the two leaders as they drop back at the same time. This should be done quickly so as to avoid motor traffic
 2. When merging to a single file line, the rider to the left will merge in front of the rider immediately to his/her right.
 3. The double pace line should not be used on rough or heavily travelled roads. A single pace line is recommended in these situations.
- E. Hazard Warnings--What to call and when:
 1. "Bump," "hole," "gravel," "glass," etc. should be used only when there is a clear danger to the rider following you. When numerous holes, bumps, etc. exist on the road, then "rough road" is sufficient.
 2. Any rider calling a hazard must identify the hazard and where it is located
- F. Motion Warnings:
 1. "Slowing," "Braking," "right or left turn," " " etc. should be used when the change in motion is substantial.
 2. Snapping the brake levers may be used in place of "slowing" or "braking" in non emergency situations.
- G. Other Warnings:
 1. "Car back," "dog right or left," etc. should be used only when the object represents a clear hazard to other riders.
 2. "Car back" should only be used when a motor vehicle approaching from the rear will have difficulty passing. The purpose is to warn the riders in the front to merge. On heavily traveled roads a single line should be used, and each rider should assume the cars will be passing.