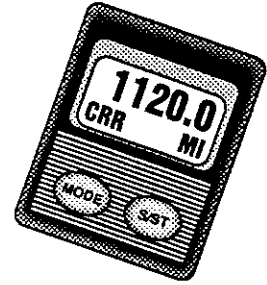




April 1993



1000 RIDE RIDER



The President's Message

by Bill Buemling

On Saturday March 27th, nine Clinton River Riders attended a weekend meeting sponsored by the League of Michigan Bicyclists to learn more about ISTEA (pronounced "iced-tea"). Mr. Andy Clark of the Bicycle Federation of America was the featured speaker, and also Mr. Dick Allen of DALMAC fame and the LMB state lobbyist, and Ms. Gloria Jeff of MDOT spoke to the gathering.

Why should you, the average Clinton River Rider care? Because now SEMCOG (South East Michigan Council of Governments) is responsible for coming up with plans on how to spend state and federal transportation money. Traditional transportation planning was done by MDOT with no real input by the public. Now planning is a new ball game because of ISTEA, the Intermodal Surface Transportation Efficiency Act. SEMCOG's Long Range Transportation Plan (LRTP) describes the region's transportation needs and the projects which can best meet those needs. Southeast Michigan's most recent LRTP was developed in 1984, revised in 1989, and looked at transportation needs to the year 2005. That current plan only identified problems that required attention without consideration of financial limitations. In addition, the plan did not propose projects to be implemented as solutions to problems, nor did it address the

region's air quality needs.

ISTEA means a new approach must be used in developing the region's LRTP. First, the plan must be fiscally constrained. Every project included must be backed by clearly identified federal, state, local and private dollars, which will cover the costs. Second, the plan must be multi-modal - giving consideration to various forms of transportation, buses, automobiles, trains, airplanes, BICYCLES, and car pools, for example. The plan must also be intermodal - considering the relationship of bus service to and from train stations, for example. Finally, the plan must cover a minimum 20-year planning horizon. This plan also must consider specific transportation related factors and methods for more efficient use of existing facilities.

SEMCOG's new LRTP must have General Assembly approval by October, 1993, prior to submission to the Governor who will incorporate portions of it in to the State

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NEXT MEETING:

Monday May 3, 1993, 7:00pm
at the Mount Clemens Recreation Center
300 Groesbeck at Lafayette.

President: Bill Duemling	752-6310
Ride Director: Doug MacDermald	774-0295
Secretary: Laurie Brickner	375-1204
Treasurer: Penny Morauski	773-2213
Editor: Lorie Kamm	777-8726
Assistant Editor: Vicki Malloch	979-4076
Assistant Editor: Mike Kiefer	884-1052
HOTLINE:	792-4670

Ride Schedule

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

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

Recurring rides for April

Stair Climbing cancelled due to improving weather.

Tuesdays, 6:00pm. The Progresso Ride. Meet Gary Haelewyn at the original Pavlat's in Clinton Twp. for a 25 mile ride to Metro Beach, starting at 12-14 mph at the beginning of the season, progressively increasing speed by one mile per week to 20+ mph by the end of the season. Rotating pace lines.

Tuesdays, 6:15pm. Meet Warren Berthelsen at the Original Pavlat's Bike Shop (Clinton Twp) for a ride to Metro Beach Pace 14-16, 20-25 mi. Join us for ice cream afterwards.

Wednesdays, 6:00pm. Meet Rich & Pam Dyer for a ride from the Water Tower in New Baltimore. Pace 18-20, 30 mi.

Wednesdays, 6:15pm. Meet Rick & Sue Moorman at 17 Mile/Garfield behind the doctors office for a ride out to Stoney Creek. Pace 16-18, 30 mi.

Thursdays, 5:00pm. Meet Gary Haelewyn at KMart Headquarters back parking lot (Big Beaver & Coolidge) for a ride to Bloomfield Hills and back. Pace 16-18, 30 mi.

Thursdays beginning May 6th, 6:00pm. Meet Jackie Kray and Diane Baker at Pavlat's Two Wheel Authority in Royal Oak for a beautiful ride through Oakland County's posher suburbs. Plenty of shaded, winding roads lead you up and down towards Cranbrook and afterwards hang out for ice cream. Pace 14-16, 25 mi.

Thursdays, 6:15pm. Meet Rich and Pam Dyer for a ride from the Water Tower in New Baltimore. Pace 18-20, 30 mi.

Fridays, 6:30pm. Meet Kirk & Katie Carolan, Doug MacDermaid, or John Kamm at Marter and Jefferson for a ride through Grosse Pointe. Pace 14-16, 20-25 mi.

Saturdays, 8:00am. Meet Doug MacDermaid, Bill Duemling, or Oscar Balmaceda at the Stoney Creek Boat Launch for a ride to Armada for Breakfast. Pace 16-18, 45 mi.

Sundays, 8:00am. Meet John Payne at Pavlat's Two Wheel Authority in Royal Oak for a breakfast ride. Route varies. Pace 13-15.

Scheduled rides for April

Sunday, April 18, 8:30am. Meet Dave Switney and Sharon Wiseman at the Stoney Creek Boat Launch for a tandem led ride (singles welcome) to Emerald Lakes in Troy, and breakfast at the Americana. Pace 14-16, 40 mi.

Sunday, April 25, 8:30am. Meet Duane & Elizabeth at Romeo High School for a round trip ride to the Dryden VFW Hall for breakfast. Pace 16-18, 40-50 mi. (last Sunday of each month).

Looking Ahead

Sunday, May 2, 8:00am. Metro Grand Spring Tour. Meet the group at registration (Willow Metro Park) Pace 14-16, 62 mi. Meet Doug MacDermaid at 7:00am for a Century.

Saturday, May 8 & Sunday May 9, TOSRV for those who have already signed up. 105 mi each day.

Sunday, May 9, 8:30am. Jerry Pavlat's Annual Mother's Day Castle Ride. Meet at 1705 Square Lake Road, west of VanDyke, parking behind or next to the building with rose colored windows and ride out to Adams Castle then on home with Jerry for some doughnuts and refreshments. Pace 14, 25mi. Spread the word if you think your going so Sue can estimate how many doughnuts to get.

Sunday, May 16, 8:00am. Meet Dave Switney & Sharon Wiseman at the Stoney Creek Boat Launch for a tandem led ride (singles welcome) to New Baltimore for breakfast. Pace 16-18, 55 mi.

Sunday, May 30, 8:00am. Meet Duane & Elizabeth at Romeo High School for a round trip ride to the Dryden VFW Hall for Breakfast. Pace 16-18, 40-50 mi.

Birthdays



Connie Clark 5/1, Bill Cleland 5/3, Michael Holden 5/5, Lisa Koch 5/5, Wesley Bowen 5/6, Melissa Bowen, Kevin Ostrowski 5/9, Joe DeOro 5/9, Rich Dyer 5/11, Matthew Dyer 5/12, Kevin Morrison 5/12, Daniel Murphy 5/12, Katie Thoenes 5/12, Gloria Kmiec 5/13, Doug Plzak 5/13, Sandra Studebaker 5/16, Mark Whitmore 5/16, Gerald Bartels 5/19, Pam Dyer 5/19, Moira Smith 5/19, Rosemary Woodby 5/19, Anita Klein 5/20, Aaron McGartland 5/24, Mike Gemus 5/25, Duane Nieman 5/25, Celine Domagalski 5/26, Patti Gaskell 5/26, Kristie DeOro 5/29, Stanley Dobry 5/29, Steve Morauski 5/29

Welcome new members:

The Clinton River Riders proudly welcome the following new members:

Larry & Gloria Kmiec & Family, Mary Kulin, Chuck & Maureen McGartland & Family, Florent R. Muylaert, Rich & Tina Robbins, and Bill VanderWeele

We hope you will enjoy this and many future seasons cycling with us.

Hot Coffee/Cocoa Mugs

Available from Laurie Brickner, secretary for \$3.50 each. These may be purchased at the club meetings.

CRR Reference Library

Check out one of these great cycling videos available through Bill Cleland.

In Stock

"MS150 1991"

"MS150 1992"

LL Bean "Bike Touring"

Cycling "Repair"

Bicycling Magazine "Bicycle Repair"

LAW "1991 National Rally"

"Effective Cycling"

Coming Attractions

"91 and '92 Club X-mas Video"

Thanks to Mike Gemus

and all of his volunteers for a great exhibit at the Bike Expo that was held at Macomb Community College on April 4, and congratulations to Mike Gemus for placing 4th in his race. Way to go Mike.

T-shirt Design Needed

Put your creative thinking caps on to create a design for the annual BWR T-shirt contest. Please bring ideas to the May meeting. We will vote in June for the winning T-shirt.

It's MS150 Time

The MS150 is fast approaching. It will be held the weekend of June 26-27. Once again we have volunteered to be Tour Leaders. Contact Andy Neumann to volunteer or get more information.

Ride To Work Day

is May 18. Call Gary Haelewyn for information for a ride to the KMart headquarters area.

Like To Talk

Doug MacDermaid could really use some help with the hotline. Please call Doug if you can help him.

Baby Alert!

Welcome to the newest and littlest Clinton River Rider: Sean Allen Arthur Tucker. just over 4 weeks old.

Leader of the Month

This month we have Co-leaders: Laurie Brickner with the most participation points, and Pam Dyer with most miles.. Congrats Ladies.

From An Anonymous Source:

Beware Mr. Perfect, the revenge will be too terrible to describe in this family newsletter!

BWR Volunteer Sign-up

The BWR committee heads under Oscar Balmaceda and Ron Smith's direction will be passing around sign-up sheets at the May meeting. Early sign-up is necessary to get this years event under way. Remember some committee volunteer lists fill up faster than others. Don't delay!

Bike Paths Opposed

Sue Pavlat attended a meeting Wednesday, April 15th in Sterling Heights where the Parks and Recreation Department, Huron Clinton Metroparks, Congressman Bonior's office, and the County Road Commission explained their tentative plans to extend the 16 mile bike path to Freedom Hill and beyond. Sue reports that the crowd in attendance was violently against the whole idea, with a lot of shouting and public anger from the residents in the area. There is an Edison utility corridor and spillway now, which is unused. The residents expressed their fears of unwanted persons having free access to their back yards, fear of loss of privacy, and a lot of anger towards having someone come up with the idea and having the meeting on short notice. Residents along this proposed route do not have any fencing, so many of them felt they would be forced to spend money to put up a fence. Sue attempted to speak up in favor of the path, although she was nearly the only one in the audience that had the courage to speak positively about it. You can be sure the next meeting will be attended by MANY more people. Residents of Sterling Heights need to be there at the next meeting to speak up in favor of the trail. Sues comments were shouted back from the crowd by people saying she didn't live in the area, who cares what she thinks.

...continued from cover

Long Range Transportation Plan.

Our elected officials will consider how to prioritize spending of federal, state and local transportation dollars for road reconstruction, road improvements and the building of new roads. Another important policy decision will be related to the issue of public transit. SEMCOG's local elected officials will have important input in determining the region's transit mix - buses, airports, bicycles, trains, roads - for example. Policy must be formulated not only about the kind of transit needed for the region, but for the cost and sources of revenue to pay for it.

The 1990 Clean Air Act identifies Southeast Michigan as a moderate non-attainment area. This means that the region must reduce hydrocarbon emission by 15%. All components of the LRTP must support regional efforts to reach this 15% reduction level. Bicycles are obviously non polluting.

How can the bicyclist be involved in developing the LRTP?

Three public information meetings will be held before October, 1993. In addition, Federal Aid Committees in each of the counties will focus on the LRTP. These meetings and committees will give the public an opportunity to comment on the plan's goals and objectives, problems identified and proposed solutions.

For additional information about the Long Range Transportation Plan, contact John Rempala, SEMCOG Transportation Planner, 313-961-4266.

The Transportation Advisory Council (TAC) meets monthly at SEMCOG's offices at 660 Plaza Drive, Suite 1200, Detroit, MI 48226. (313) 961-4266. The next meeting is April 28, 1993 at 9:30 am.

Hey Kids!

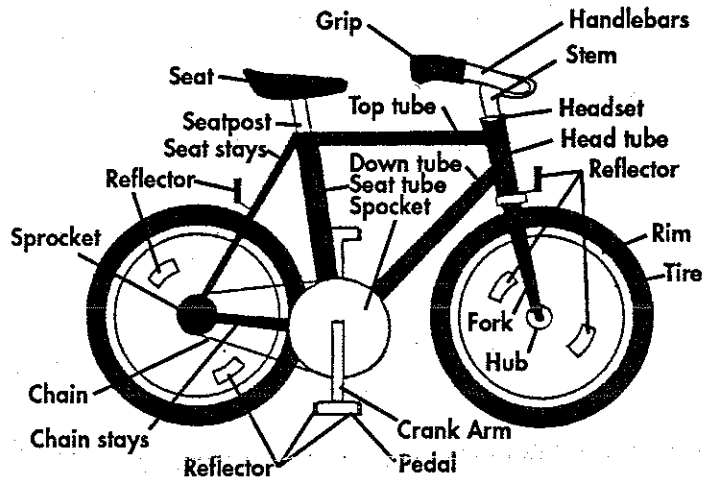
by Diane Baker

I didn't receive any names for this column so this is IT for now.

This is the season to start checking your bike out for any needed repairs. I have included a bicycle inspection form. To go over your bikes. Please ask your parents if you need any help with any repairs or borrowing of tools.

Also, I am still taking names for the safety program. It will be starting in June on Saturdays and possibly Sundays. Take the time now and put your name and address, and how old you are, on a postcard and mail it to me. That way I can mail you more information in May.

Bicycle Inspection Form



Name: Bike Serial Number:

Damaged Frame	Fork	Top tube	Rear stays	Head tube
Reflectors:	Front(1)	Back(1)	Pedals(4)	Wheels(2)
Size:	Too big	Too small		
Saddle:	Too low	Too high	Loose	
Handlebars:	Loose	Crooked	No end plugs or grips	
Wheels:	Wobbles	Front	Rear	
	Tires worn/cut	Front	Rear	
	Tire bulges	Front	Rear	
	Low pressure	Front	Rear	
	Valve stem crooked	Front	Rear	
	Spokes missing/bent	Front	Rear	
Pedals:	platform missing	Left	Right	
	Doesn't spin	Left	Right	
	Bent or wobbles	Left	Right	
Chain:	Rusted	Gritty	Too tight	Too loose
Bearings:	Headset	Loose	Tight	
	Front wheel	Loose	Tight	
	Rear wheel	Loose	Tight	
	Pedal	Loose	Tight	
	Bottom bracket	Loose	Tight	
Footbrakes:	Not hooked up	Don't work	Chain too loose	
Handbrakes:	Worn pads	Front	Rear	
	Adjust	Front	Rear	
	Rough action	Front	Rear	
Doesn't work	Front	Rear		
Levers loose	Front	Rear		
Frayed cable	Front	Rear		
	Cable Housing:			
	Missing	Front	Rear	
	Cracked	Front	Rear	
Gears:	Don't work	Broken cables	Need adjustment	

T'was A Blue St. Patty's Day

by Gary Haelewyn

The alarm went off at 7:00AM and I jumped out of bed to shut it off and jumped right back after feeling the bite of the cold bedroom air. Snuggled under the covers I contemplated getting out of my warm waterbed to brave the 9 degrees (-23 windchill) for the traditional "O'Moorman's St Patrick's Day" ride. But the thought of breakfast at the Broadway Cafe in downtown Mt Clemens finally got the better of me so I crawled out of my warm bed and quickly ran around the house looking for bike clothes that would block the cold morning air. I replaced my bike shoes with cross country ski boots, (they really work well), and filled my water bottle with hot water, (that did not work very well), dragged the mountain bike up from the basement, and headed for the Broadway.

The ride down Cass wasn't as bad as I had anticipated, (the wind was at my back and literally blew me to the restaurant). As I came to the corner of the street, I pictured the dozens of bikes already lined up out front just like last year. I turned the corner and looked. It was empty. Is this Sunday? There was one van parked on the street with the motor running. It was Mike and Becky. They came just for breakfast. No bikes were in the van. Plenty of room for mine, I asked? Sure, said Mike, remembering the heist of a bike from this location a few years back. We entered the restaurant just as Doug McDermaid (Irish spelling) and Laurie McBrickner arrived. The waitress asked how many. "Could be 20 or more" we responded, "maybe less cause of the cold", Mike added. She put us in

back. Just as the hot coffee arrived in walked our ride leaders, wearing BLUE jeans. Tandem clothes, I thought. The O'Moormans we're dropping the "O". "Rides cancelled", exclaimed Rick, "Too CCCold" added Susan. Everybody agreed. I half nodded wondering if Mike would drive me home. Then arrived Art Anderson in RED, Teddy Gondert in BLUE, and Big John and Bill Duemling both in REDS and YELLOWS. I suddenly felt out of place with my GREEN knee high socks. More agreement on how cold it was out there. I half nodded again as I watched a club tradition slowly fade away. My breakfast seemed empty without a good ride to follow, although Mike's fruit crepes sure looked delicious.

As we started to leave I could see the sullen look in Big John's eyes. He too felt something was wrong. Teddy felt it, so did Prez Bill, and even Arty O'Anderson. I made my move, "anyone wanna do a quick one", I whispered out. "Yea, I could be persuaded" said Art, "me too" said Big John, "well, I guess we could do a few miles" mumbled Teddy. "I'm game" said Bill. The others, sensing something was about to make them look wimpish, quickly exited the restaurant. My bike was leaning next to the building when we left, just a trail of exhaust from Mike's van as he and Becky sped off for the warmth of their suburban bungalow, Sunday paper, foot stool, and the tube. Even Doug MacDermaid (back to Scottish) and Laurie B. climbed in their cars and headed for a dog show at Cobo.

We rode out breaking the strong

westerly wind and headed for Pavlat's store. From there we journeyed to the Newmans to see if Andy was awake yet. Unable to rouse him from his sleep we tire scribbled his front yard snow and headed for the pit stop to relieve our coffee filled bladders swollen from the biting cold. The Moormans, embarrassed by their lack of Irish traditionalism, gladly opened their doors to the band of frozen potty searchers. We finished with the traditional coney dog, chili fry lunch in downtown Mt. Clemens. The tradition lives on!!!

Cyber-Space Pen Pals Wanted!

Many of the Clinton River Riders are now on line using various clever methods of communicating by electronic mail. If you have an account on America on Line, CompuServe, or access to the Internet, you have the ability to exchange mail electronically. (Sorry, Prodigy users can only send mail to other Prodigy users). I also have information on a FREE electronic mail system that you can dial into using a computer modem. For more information, give me a call, or send E-mail to: admin@parkut.attmail.com

Recipe of the Month

Peanut Butter-Banana Shake

1 medium ripe banana, peeled
2T creamy peanut butter
1C plain non fat yogurt
1t honey
1t vanilla extract
1C milk

Place all ingredients in blender and blend until smooth. Pour over cracked ice, if desired. Serves 2.

A Week That Lasts A Lifetime

by Bob Ludlow

Each year millions of men and women take the road to fitness by taking to the roads—and trails—on bicycles. An estimated 30 million adults now cycle at least once a week, and that number is increasing by 10% to 15% annually. This surge in popularity is easily explained: Cycling in the nineties offers something to suit every temperament and level of ability.

People are taking their cycling more seriously these days, investing in good equipment and getting out and *training* rather than just tooling around. Not training to compete—less than 2% race—but for the satisfaction that comes from achieving personal fitness and performance goals. But many get lost somewhere between that wobbly first ride since childhood and the smooth confidence of skillful recreational biking.

Whatever the sport or activity, professional instruction is usually the fastest and surest route to improvement. But first-rate coaching is not locally available to recreational cyclists in many areas of the country. For those who have the time, however, a cycling camp is a good option. Currently there are just a handful of camps across the country. One of the best, the Betsy King Peak Performance Cycling Camp, offers group and individual instruction to riders of all levels of ability.

King, her partner Anna Schwartz, and their coaching staff conduct six-day roadbike camps every week from early February through mid-May. Basic-skills camps are held in Phoenix during February and in Gainesville, Florida, during March. In May, they offer "climbing" camps in

Virginia's Blue Ridge Mountains. To ensure a high staff-to-camper ratio, the basic camps are limited to 20 people and the climbing camps to 12.

Beginners Welcome

"When we started out in 1990, we wanted to coach bike racers," King recalls, "but serious recreational riders also responded to our ads. We were nervous about it at the start, but the two groups turned out to be quite compatible."

Now they encourage novice riders to attend. The only requirement is to be able to ride at 15 m.p.h. for 30 minutes. "We've had campers who can hardly shift gears, but as long as they are motivated, beginning riders are great to work with," says King. "We also get people who have ridden for years without learning the basics. Bicycling is more complicated than it appears and can be intimidating. Too many riders miss out on great cycling experiences because they lack basic knowledge, skills, and confidence. They pick these up quickly at camp," King reports.

The first day is devoted to fundamentals such as the proper position on the bike, sharing the road with cars, cornering, and responding to emergency situations. Everyone is taught to ride no-hands and to hop the bike over a railroad track. According to King, these are not kids' tricks but "confidence-boosters that help people feel much more secure on the bike all the time."

A Typical Day

Each morning, campers and coaches start out together "at a mellow pace" and practice paceline work (riding in a rotating formation

to reduce wind resistance). "This is really rag-tag at first," King notes. "Some people have a hard time keeping up, and others are very timid about riding closely behind other riders. We break up into smaller groups, if necessary, and by the end of the week everyone is riding well together."

Once they reach the training site about 10 miles away, they work on the "technique of the day." Examples are sprinting, hill climbing, and time-trialing (sustained riding in a low, aerodynamic position). King stresses that "Everything is kept unthreatening, and people get out of it what they put into it. They gain some fitness, too. But the most important things are the knowledge and the training techniques they can take home and work on by themselves."

Much of that knowledge comes from the afternoon seminar, which is held at comfortably furnished condos where the campers stay. "We ask people to state their goals for cycling in general and this year in particular, and we make it a point to talk about the topics they request," explains King. "We usually end up covering nearly every aspect of cycling—equipment, diet, mental factors, how to prepare for a specific event like a 50- or 100-mile ride, what to do if your crotch hurts, and lots more."

Happy Campers

"I started riding a couple of years ago because I was out of shape and overweight and needed to get into some activity," recalls Arlene Pennington, of Sarasota. "I was anxious to improve so I could keep up with the group in the bicycle club I joined. I decided the best way was to get professional instruction."

Helmet Law Gains

But she nearly turned around and went home when she got to the camp. "I don't mind saying everyone there was in much better shape than I was. I found it really tough at first, but they were great about helping me. I came away a lot stronger person and a lot more enthusiastic."

Pennington, who now leads midweek club rides in Sarasota, says cycling has been a catalyst for lifestyle change. "My eating habits are much better now, and I've even started weight training," she says. "I know I never would have been at this point without the camp." And she seems to be brimming with confidence: "I've had this dream for two years to ride across the U.S. Now I know I can do it."

Other campers agree with Pennington that personal attention is the most potent ingredient in the cycling camp's successful formula. Bill Roach, the director of communications for the Iowa Attorney General's Office in Des Moines, has attended the camp twice. "I was apprehensive at first, but they defuse competition," he reports. "If the people in one group have a problem keeping up, they just split off and a coach goes with them. No one gets lost in the crowd. I learned a lot both times, and I came back inspired and motivated to improve."

Everyone who has taken the camp describes the atmosphere in glowing terms. Roach's verdict is typical: "Betsy and Anna love the sport so thoroughly, plus you're with people who have elected to do their favorite thing for a week. So how could they be anything but happy and good to be with?" Especially when that "favorite thing" is bicycling.

Reprinted from Cooking Light Magazine, March/April 1993

Shaul Yecheskel never expected to be stopped by the police. Not at the tender age of 9. Not while riding a bike in the park. But that's just what happened when an alert officer with the Maryland National Capital Park Police spotted the curly haired Montgomery boy riding without a safety helmet in September. County law requires bicyclists under 18 to wear protective headgear. The officer let Shaul off with a written warning, but the experience and threat of a \$50 fine made a lasting impression.

Mandatory helmet laws, derided as a heavy handed way to legislate safety, are beginning to show results. The number of bicyclists in the nation who wear safety helmets has more than doubled in the last two years, climbing to roughly 18 percent of the riding public, according to a soon to be published study by the US Consumer Product Safety Commission.

The increase coincides with the advent of helmet laws. Many

bicycling groups have come to accept that helmet laws someday will be commonplace throughout the country despite their feelings that helmet use should be a personal choice.

The growing interest in mandatory helmet laws is chiefly attributable to a national campaign by injury prevention specialists to highlight the danger of riding without a helmet, particularly for children. Children are more likely to die in bicycling accidents than they are from falls, poisonings or accidental shootings, studies have shown.

The Wheelmen's Clarke, as a member of Maryland's state bicycle advisory committee, has voted in favor of supporting a state wide helmet law. But he said elected officials are making a mistake by passing laws that target only children.

Excerpted from Dan Beyer's article in the 12/13/92 Washington Post

For Sale

Schwinn Impact Pro M.O.S. 1992 mountain bike, 20 inch frame. Shimano exage 300LX Derailleurs, and Exage Country brakes. Ridden less than 20 miles. Excellent condition still new. \$400 or best offer, includes accessories. Contact Steve Angst (313) 573-8089.

Schwinn Duosport Tandem road bike. Less than 200 miles. Triple crank, bar end shifters. Frame design by Paramount Group. Brand new last year. Perfect condition \$750.00. Call 360-4792.

Newsletter Deadline

The deadline for the next newsletter is Monday, May 10. 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.

