



April 1994

WHEEL WOBBLE

from the Tulsa Wheelman
n e w s l e t t e r
(Bikecentennial)

Cyclists are often their own worst enemies! I have never seen a confrontation with a motorist improved when the cyclist becomes upset and I have never seen a confrontation made worse when the cyclist was courteous, friendly and understanding. Often a friendly smile and wave will reduce or prevent confrontations with motorists. A wave also helps to get their attention and is a positive pro-active (as opposed to reactive), form of communication. It can increase recognition of the cyclist as vehicular traffic and even relieve pressure on the cyclist's hands.

John Forester, bicycling activist says, "Riding in traffic is easy, just act like a car." My own cycling experience in over 10 years and 50,000 plus miles convinces me that he is correct. I "take the lane" without being timid by riding in the middle of the outside lane and taking the left turn lane just like a vehicle, (which is what

a bicycle is), when I am turning left. I know this position is safer. I have room to maneuver when traffic is passing and can avoid chuck holes, cracks, surface irregularities, glass, sand, road kill, dogs, pedestrians, railroad tracks and other hazards. But I don't believe it at that.

I watch the traffic behind me and often give a pull-around-me wave and then a friendly wave as they pass safely. As a bicyclist you are not in the isolation tank called the automobile. To ride along without having and making communication with other users of the roads is not what bicycling is about. When out riding, how many times do you
(continued next page)

NEXT MEETING:

May 2, 1994, 7:00pm at the
Mt. Clemens recreation
Center 300 Groesbeck
(at Lafayette)

President:

Elizabeth Nieman 752-2770

Ride Director:

Diane Baker 247-5694

Secretary:

Laurie Brickner 939-4670

Treasurer

Pennie Morauski 773-2213

Editor:

Lorie Kamm 777-8726

Co-Editor:

John Kamm 777-8726

Asst. Editor:

Vicki Malloch 979-4076

Hotline:

792-4670

Riding



pass or are passed by a bicyclist without communication? Since you can seldom talk with automobile drivers, use pro-active hand signals as part of your riding behavior.

Each cyclist should decide what is safest for him or her, but I know that I am safer if I do not leave room for indecision by the motorist. I find that this type of cycling together with a friendly or communicative wave is acceptable to 99% of the automobile drivers. They accept me as being part of the vehicular traffic pattern without upset.

RIDERS OF THE FUTURE

Taken from the Cyclist, newsletter of the Capital City Cyclists, Tallahassee

The current issue of Winning magazine triumphantly presents a cover photograph of the young American, Lance Armstrong, in the prestigious rainbow jersey of the world champion. Ironically, that same issue features an article which recites some sad statistics to the effect that there are fewer junior racers today than five years ago, a sharp contrast to the rising interest in bicycle racing in other groups.

Meanwhile, in the best tradition of

"thinking globally, acting locally," we could usefully inquire about our own Club rides: Where are the kids? Whether we want to improve the chances of an American wearing the rainbow jersey ten years from now, or just share the health benefits and fun of recreational cycling with the younger generation, the starting point is the same: we need to teach them to ride safely and help them develop positive attitudes.

This doesn't just happen, of course, but our newly constructed Club Board could become part of the solution by visibly adopting a "Young Riders Initiative" as a Club priority (consistent with our sought-after non-profit status). More specifically, we could:

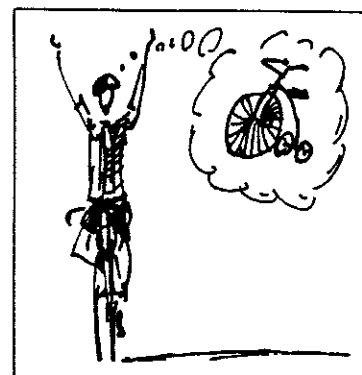
- Regularize our support to bicycle education in the schools
- Sponsor Club rides just for teens and advertise them in high school newspapers
- Help youth directors for churches and synagogues organize rides for their young people
- Devise a bicycling merit badge training course for scouts
- Include a "young riders" column in your newsletter

Of course it isn't just the Board's responsibility. If any of these projects interest you, make an

offer to assist. Finally, talk to and offer to ride with the young people you know, one of these riders of the future may wear the rainbow jersey someday!

L.A.W. National Rally 94

To be held at University of California, San Diego, July 7-10, 1994. Housing and meals will be on the UCSD campus. There will be a choice of 24 organized rides each day ranging from 15 to 100 miles in length. In addition to great rides there will be 40 workshops on a great variety of bicycling topics. There will be a special 5 hour Advocacy Conference separately or as part of the National Rally. Approximately 40 vendors will have a booth in the exhibit area. After a day of riding and workshops, there is scheduled entertainment and socializing in the evenings. Don't miss out on this fantastic event! For more information and registration contact:
L.A.W.
190 W. Ostend Street,
Suite 120
Baltimore, MD 21230
(410) 539-3399
fax (410) 539-3946



Ride Schedule

Call the hotline (810) 792-4670 for updates.

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

Recurring rides for April & May

Tuesdays starting April 19, 6:00pm. Meet Warren Berthelsen at Pavlat's (Garfield & Moravian) Clinton Twp. for a ride to Metro Beach. Pace 14-16, 25mi.

Wednesdays starting April 13, 6:00pm. Meet Rick Moorman at 17 Mile/Garfield behind the doctors office for a ride out to Stoney Creek. Pace 16-18mph, 25-30mi.

Thursdays starting April 21, 5:00pm. Meet Gary Haelewyn at KMart Headquarters back parking lot (Big Beaver & Coolidge) for an increasing pace and mileage (through season) ride. Starts at 14-16 pace.

Thursdays starting April 14, 6:00pm. Meet George Zloistro and Dan Merchant at Pavlat's Two Wheel Authority in Royal Oak (Washington 3 blocks north of I-696) for a beautiful ride to Cranbrook and back. Pace 14-16 25mi.

Thursdays starting May 5, 6:15pm. Meet Rich Dyer at the New Baltimore Water Tower (off Washington turn at stop light downtown towards water) for a 30-35 mile ride. Pace 18-20.

Fridays starting April 22, 6:00pm. Meet Doug MacDermaid at Macomb College for a ride to the Village in Grosse Pointe for ice cream. Easy pace 30mi.

Fridays starting April 29, 6:30pm. Meet John & Lorie Kamm at Marter and Jefferson in St. Clair Shores for a ride through Grosse Pointe. 14-16 pace 21mi.

Saturdays starting April 23, 8:00am. Meet Doug MacDermaid at the Stoney Creek Boat Launch for a breakfast ride to Armada. 16-18 pace 45mi.

Scheduled rides for April & May

Tuesdays & Thursdays through April 14, 6:30pm. Meet Gary Haelewyn at Pavlat's in Clinton Twp. for a road bike ride to Metro Beach and back. Pace 14-16mph, 21mi.

Saturdays through April 16, 10:00am. Meet Julie & Greg Schultz at Schultz Funeral Home at 8 1/2 & Gratiot for a 30 mile ride. Easy pace.

Sunday, April 10th, 8:30am. Meet Dave Switney at the New Baltimore Water Tower for a breakfast ride to Canada (bring Ferry money). 15+ pace 45mi.

Sunday, April 17th, 8:00am. Meet Dave Switney & Sharon Wiseman at the Stoney Creek Boat Launch for a ride to Emerald Lake. 14-16 pace 30mi.

Sunday, April 24, 8:30am. Meet Duane & Elizabeth Nieman at Romeo High School for a rolling hills round trip ride to the Dryden VFW Hall for breakfast. Pace 14-16, 40 mi.

Sunday, May 1, 8:30am. Meet Duane & Elizabeth Nieman at Romeo High School for a ride to the Dryden VFW Hall for breakfast. Pace 14-16, 40 mi.

Sunday, May 1, Metro Grand Spring Tour

Happy Birthday to:

Marilyn Drellishak 5-1, Bill Cleland 5-3, Michael Holden 5-5, Lisa Koch 5-5, Wesley Bowen 5-6, Melissa Bowen 5-7, Kevin Ostrowski 5-7, Rich Dyer 5-11, Matthew Dyer 5-12, Kevin Morrison 5-12, Daniel Murphy 5-12, Katie Thoenes 5-12, 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, Ann Strevel 5-22, Duane Nieman 5-25, Margaret Mowers 5-27, Steve Morauski 5-29, Stanley Dobry 5-29

Welcome to the following new members:

Pamela Roxborough
Ross Strevel

BWR Steering Committee Meeting

April 18, 1994, 7:00pm

Laurie Brickner's house

39818 Edgemont Dr. Sterling Heights

Home phone: 939-4670

Work phone: 643-5421

17 1/2 & Dequindre off Franklin Park (Which is off Ryan Road). or 17 Mile off of Pine Brook

All Club Members are invited.

1996 Summer Olympics

Tickets for the 1996 Summer Olympic Games will go on sale in the spring of 1995. To be placed on a mailing list for ticket information, call the Atlanta Committee for the Olympic Games at (404) 224-1353

Christmas Party

Mark your calendars for December 10th

Tandem T-shirts and Sweatshirts

At the April meeting Debbie Capoferi announced that anyone interested in tandem shirts, designed by her and Steve Angst, should contact her at (810) 573-8089 for more information. If you are interested please contact her, before or at the May meeting.

Let us all give Duane Nieman our support - He is taking courses to become a Certified Effective Cycling Instructor!

May is National Bike to Work Month!!

Suggestions...

We were asked to give suggestions of what we would like to see within the club. Those at the April meeting came up with the following:

Teach riding techniques (hill climbing, pacelines)

More mountain bike rides

More volunteers to help at club events

Progressive dinner ride

Welcome new members picnic in June

Time trials

Maps for overnight tours

Maps for regular rides

Walleyball all year

Beach volleyball

Shorter rides after work (especially friday)

Monthly restaurant/activity rides

Rules & riding tips for new riders

Women's only ride

**There will be a suggestion box available at the monthly meetings

Editor's Note:

Deadline for The Rambler is the Wednesday after the meeting. Please bring items to the next meeting or call the editors.

Remember the newsletter is only as interesting as its members.

Acceptable formats: Hardcopy

Preferred formats: Wordperfect 5.1 or ASCII format, any disk size



-BIKECENTENNIAL

IN BOZEMAN WE SHARE THE ROAD

by Boone Lennon, President of the Gallatin Valley Bicycle Club, Bozeman, Montana

In Bozeman, Montana an effort to increase the safety of motorists, pedestrians, and cyclists as traffic levels rise has created a multi-level information campaign to reduce the friction between all road users. The slogan is "In Bozeman We Share The Road." Banners, bumper stickers, public service announcements on radio and TV, and newspaper articles will focus the city's attention on increased road usage while asking for better cooperation out on the roads.

This article examines the relationship between two of the road users: cyclists and motorists and how they view each other.

Motorist's View of Cyclists

First off, understand that motorists and their vehicles are obviously larger. 2500 lbs. for an economy car to 5000 lbs. for a pick-up and these vehicles are faster. When compared to average cyclists, these vehicles out-accelerate cyclists from a standstill to the speed limit and as a result motorists are almost always in the position of over-taking cyclists on the road.

Secondly, most motorists don't think about cyclists at all, they are indifferent, while some motorists have quite a negative feeling about

cyclists and don't respect them. It is quite rare to find a motorist who is decidedly "pro-cyclist". If I were to try to quantify, I'd say of 10 motorists, 6 would be indifferent, 3 would be negative, and 1 would be positive. It is also important to note that motorists have nothing to gain by cooperating with cyclists and when viewed in general terms motorists have a more negative than positive attitude toward cyclists.

Cyclist's View of Motorists

Most specific examples given as war stories that I hear from cyclists can be summarized as a quote, "Those gas guzzling, indifferent bullies". This represents day to day mishaps...when taken to the more serious level of harassment cases, we all have stories of usually rural encounters with very negative motorists out to playfully seek a small amount of revenge for some other cyclists encounter they may have had. These cases are more often viewed by the cyclist as completely unprovoked: their origin can only be speculated on, and may not be logical at all.

The Situation Summarized Given:

- the size and speed disadvantage of the cyclist on the road
- that motorists are generally either indifferent or negative, and
- that motorists tend to view all cyclists as a group not judging each one individually
- that motorists have nothing to gain by sharing

the road, and

- that cyclists, not motorists will be the injured victims in an accident

It would seem obvious that the cycling community will need to initiate changes, which will hopefully cause motorists to:

- be aware of cyclists
- be concerned about cyclists - respect them
- be comfortable sharing the roads with cyclists - like them

Negative Image

How is it that our image is a negative one? Let's try to solve this, and if solved with a positive image perhaps we can then get on a level with motorists where they will listen and be taught (the skills) to drive safely around cyclists. Clearly, motorists in general do not know the many skills needed to fully use the roads available and increase safety with cyclists, but until we are liked, motorists will continue to treat cyclists with less respect than they treat other motorists.

When a motorist views another motorist he or she assumes a few things:

- that the other motorist knows the laws of the road and will obey those laws

- that the other motorist is capable of predictable travel patterns

When a motorist views a cyclist, there is often a bit of uncertainty in the motorist's mind:

- that the cyclist probably knows the laws of the road, is probably a

(continued next page)

licensed motorist, but... will that cyclist choose to obey the law?

- will the cyclist ride in a straight line?

- does that cyclist know what is going on not just in front but to the rear?

- will that cyclist signal his or her intentions before moving off a straight line?

In the motorist's mind it is a bit like passing an Irish Setter dog - chances are pretty good you'll make the pass safely, but there could be a big surprise.

Cyclist's Responsibilities

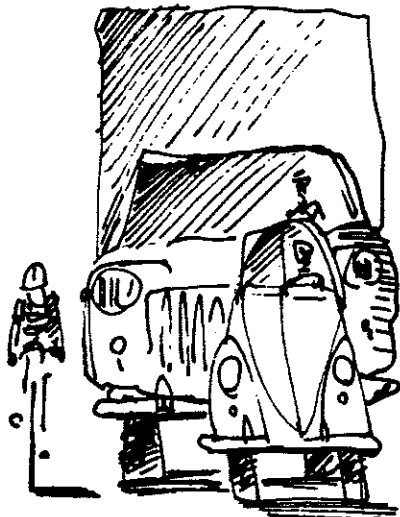
I suggest that in order to change the negative image of motorists toward cyclists, a two part solution is needed:

Part 1 (easy part)

- all cyclists must obey
- all the laws
- all the time

Part 2 (hard part)

- every cyclist can and should improve his or her riding skills, to become a "super rider"



-65

TO SURVIVE, THINK COMMON SENSE, NOT "RIGHTS"

by Charley Reese, taken from the Texas Bicycle Coalition newsletter (Bikecentennial)

From time to time one sees public complaints from bicyclists about close encounters with automobiles and they nearly always contain the admonition, "Bicyclists have a legal right to use the roads." Of course that's true, but it strikes me as a peculiarly American urban attitude - the assertion of a legal right, as if that were the last word to be said on the subject.

The real issue, at least for the cyclist, ought to be survival. The fact that a bicyclist has a legal right to share a crowded road with gas-powered vehicles weighing one to four tons and traveling at high speeds doesn't mean that it is a good idea to do so. I have a legal right to visit, on foot and unarmed, the "baddest" part of town at any hour of the day or night, but it's a legal right I choose not to exercise. It has never seemed to me much of a consolation to have someone chisel on your tombstone or wheelchair: "He or she had the right to be there."

I know it's true in my case and probably in the cases of most people of my generation: there was never any talk about legal rights around the family dinner table, but there were endless admonitions and warnings about how to survive safely while using guns, driving automobiles, riding bicycles, picking berries in snake country, lifting heavy objects, or working around power-driven machines. In other words, our fathers intended to rear survivors, not litigants.

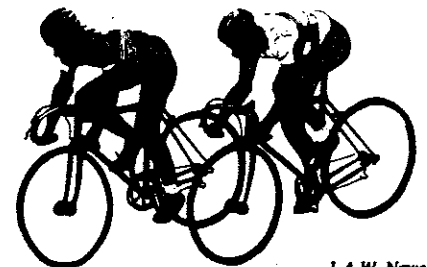
Living our artificial existence in our artificial cities, it is easy to forget that the law is an artificiality, too. It applies really only to the

courtroom. Outside the courtroom, it is the law of physics that you have to worry about. The law says that when the light is red, vehicles approaching from that direction must stop. But the law of physics says that a colored light cannot stop a moving vehicle. Better to put an eye on the traffic rather than assume it's going to stop. Nor do laws prohibiting this or that act of violence even in the least prevent them from occurring.

If more people would think about survival rather than about their legal rights, then there would be less mess to be cleaned up in the courtrooms. Avoiding rape is better than prosecuting the rapist. Not getting killed is better than leaving your heirs with a good lawsuit. If you are a cyclist, not getting hit is better than having the cops give a ticket to the driver who ran over you.

The world of law and the world of words are artificial - constructs of our imagination. They both have their uses, but survival is not one of them. We live in bodies of flesh and blood, and on the streets, physical action. Our minds need to be focused on the physical world around us, not on legal abstracts. It would be a good idea to develop the warrior's habit of situational awareness. Be aware of what and who's around you and don't make assumptions about how they will behave. Watch them.

Probably the greatest single cause of accidents is the habit of putting our bodies in one place and our minds in another. Wait until you are safe at home to do your daydreaming, planning, and remembering. Out on the street, keep mind and body together. Think physics, not law.



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.

Bylaws of the Fraternal Order of Clinton River Riders

Article 1

Name and Address

The name of this organization shall be the Fraternal Order of Clinton River Riders. The address shall be 36558 Moravian Drive, Mount Clemens, Michigan 48043. The mailing address shall be P.O. Box 1435 Sterling Heights, Michigan 48311-1435

Article 11

Colors

The official colors shall be gray and red.

Article 111

Fiscal Year

The fiscal year of this organization shall be from September 1st to August 31st of the following year.

Article IV

Members

Section 1: Qualifications of Membership

Anyone to or over the age of 18 years shall be entitled to an individual membership in this organization upon receipt of the annual dues.

Section 2: Any family of two or more members shall be entitled to a family membership in this organization. Those who are under the age of 18 years within the family must be accompanied by an adult member of that family at all activities, unless a signed, written release is received.

Section 3: Rights of Membership

All current dues paying members at or over the age of 18 years are entitled to full voting rights. Members must be present to vote.

Section 4: Membership Dues

The amount of the annual membership dues shall be determined by the elected officers and shall be due before the expiration of the calendar year. Should any dues remain unpaid for a period of 60 days or more beyond the start of the new calendar year, membership expires.

Section 5: Duties of Members

Duties of members can be determined by the Executive Board or their representatives, pending, general acceptance by the membership.

Article V

Meetings

Section 1: Regular Meetings

Regular meetings shall be held once a month at a place designated by the executive board.

Section 2: Special Meetings

Special meetings, when needed, may be called by the president, or by a petition representing no less than 1/3rd of the membership

Section 3: Conduct of Meetings

Meetings shall be conducted according to Roberts Rules Of Order.

Bylaws of the Fraternal Order of Clinton River Riders

Section 4: Voting at Meetings

A vote of the membership at meetings shall be required for:
All expenditures outside of routine operating expenses;
All amendments and additions to the Bylaws; Election of
the Executive Board.

Article VI

Election and Duties of the Executive Board

Section 1: Executive Board

The executive board of this organization shall be elected by the general membership and will be responsible for the proper governing of the organization. These elected officials are to be the President, Ride Director, Secretary, Treasurer and Newsletter Editor. No one may be elected to more than one official position.

Section 2: Nomination of Executive Board

At the first meeting of the new calendar year, an election committee of two members shall be approved by the membership to oversee the election proceedings. These members will be ineligible for any seat on the Executive Board.

Section 3: Eligibility for Election

To be eligible for election, the following criteria must be met:
Current dues paying member; Minimum one years membership; 18 years of age or older.

Section 4: Election of Executive Board

At the meeting following the nominations, the election of the executive board will take place. The term of office will begin at the next meeting after elections are run until the next election. Should any member of the Executive Board be unable to fulfill his or her duties, a special meeting of the Executive Board will be called to address the issue.

Section 5: Duties of the Executive Board

The President has the responsibility to preside over all meetings and to regulate all club activities unless such responsibility is delegated to another member. He is to appoint all committee chairmen necessary to fulfill the goals of the organization.

The Ride Director has the responsibility of assisting the president in the execution of his duties and assume those duties, if the president is unable to perform them. He also has the responsibility of administering the activities schedule.

The Secretary is responsible for maintaining the minutes of every meeting and an up to date schedule of all activities, dates, times and such information pertinent to the matters of this organization

The Treasurer has the responsibility for maintaining an accurate roll of the members and to collect dues that result from such membership. He is also responsible for paying the monthly costs that this organization shall incur as a part of it's normal operation and to maintain a ledger of such, as well as all necessary tax reporting.

TANDEM POWER

Issue 2

T-SHIRTS / SWEAT-SHIRTS

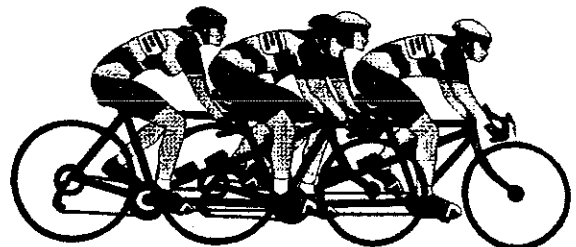
April, 1994

Dear Clinton River Riders,

At the April meeting a new design for the tandem T-shirt/sweatshirt was presented.

The estimated cost for a T-shirt is \$13, and \$17 for a Sweatshirt. The front graphic will show not one but two speeding tandems, while the back will sport the names of every tandem rider in our club.

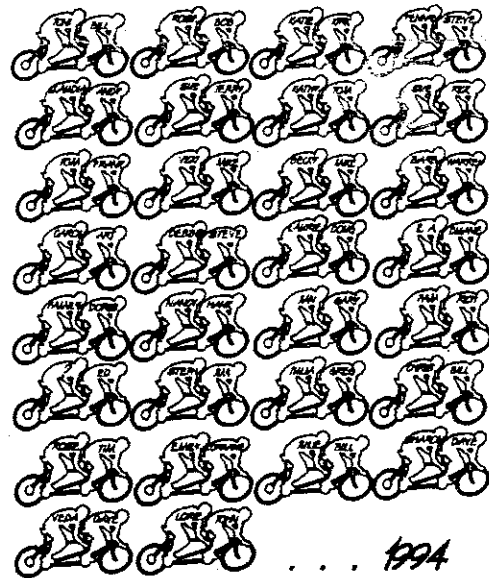
Orders may still be placed at the May meeting or by phone. Money must be paid in full no later than the May meeting. Providing every thing goes according to plan, we will have the shirts at the June meeting. If there are any questions, comments or tandem teams that were missed, please let us know. We can be reached at .(810) 573-8089 or leave a message.



TANDEM POWER

*Clinton River Riders
Clinton Twp., MI*

C.R.R. TANDEM TEAMS . . .



Thank you.

Steve Angst

Deborah Capoferi

The MS150 is July 9-10, 1994. The MS150 is a fund raising event for the Multiple Sclerosis Society. They have again asked The Clinton River Riders to donate their time to be tour leaders for the event. There is a 25 person limit. Please contact Steve Morauski for more information.

April 22 is Earth Day - Do your part. Ride your bike instead of driving your car.

