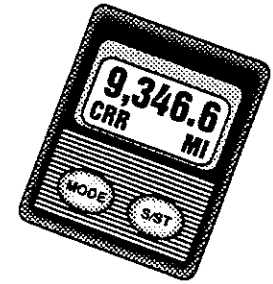




5/20/92

May 1992



Rollin'

Waivers: read, photocopy if necessary, sign and return.

The President's Message

Now that spring has arrived, the touring season is under way. Metro Grand Spring Tour, TOSROV, and Jerry's Castle Ride are already history. This summer will bring out more new bicyclists than ever before. The Clinton River Riders has grown dramatically in membership in each of the last few years. Even the Pavalat's have expanded their family by opening up their new Royal Oak Store.

With all these new riders, It gets harder to remember your names and faces. Maybe it's just that I am getting older and my memory is failing me. Fortunately, I already know some of you from these last couple of years riding. Pity the new member to our club that doesn't know anyone. The next time you see someone on a club ride you don't know, take a few moments, and say hello. Make them feel welcome! What makes our club so much fun to belong to is being able to visit with each other on the rides, and sharing tips and information about bicycling. Who really likes riding alone anyway?

It is very important that each and every member of the Club signs the insurance waiver found elsewhere in this newsletter. In order for our club to have affordable insurance, the waiver form must be signed and kept on file for every member. If someone were to

get hurt on a club ride, they would have the right to sue for damages. The club, it's officers, and members are protected if we have a signed waiver on file. Otherwise, NO insurance will be in effect, and we all could be joint and severally liable for making payments to an injured person. Ride leaders should make sure you have a supply of waiver forms at each ride. Contact me if you need more. Once they are signed, double check to see that the riders name is legible, and forward them to me or Bob Goebel as soon as possible.

Has anyone else noticed how many new tandem's we have in the club this year? Soon they will outnumber the single bikes.

The club Jersey's really stand out in a crowd! Our own Doris Mulligan came up with the design. Thanks Doris, you really did it this time! Those of you that didn't get in on the initial order still have time. We are holding the current jersey order open

...continued on third page

NEXT MEETING:

Monday June 1, 1992, 7:00pm
at the Mount Clemens Recreation Center
300 Groesbeck at Lafayette.

President: Bill Duemling	752-6310
Ride Director: Doug MacDermoid	774-0295
Secretary: Dennis Audet	777-0837
Treasurer: Bob Goebel	286-0384
Editor: Vicki Malloch	979-4076
Assistant Editor: Mike Kiefer	884-1052
HOTLINE:	792-4670

Ride Schedule

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

Recurring rides for May

Tuesdays, 6:00pm. Meet Warren Berthelsen at the original Pavlat's Bike Shop (Mt. Clemens) for a ride to Metro Beach. Pace 14-16, 20-25mi.

Tuesdays, 6:00pm. Meet Gary Haelewyn at the original Pavlat's Bike Shop (Mt. Clemens) for a "Sprinkle Sprint" ride to Metro Beach regrouping after sprints. Pace 16-18, 30mi.

Wednesdays, 6:00pm. Meet Rick & Sue Moorman 17 Mile/Garfield behind doctors office for a ride to Stony Creek. 30mi.

Thursdays, 6:00pm. Meet Rich & Pam Dyer at Water Tower in New Baltimore. Pace 18-20, 35mi. **Call Rich 949-0183.**

Thursdays, 6:00pm. Meet Jackie Kray at Pavlat's Two Wheel Authority in Royal Oak for a beautiful ride towards Cranbrook. Afterwards hang-out for ice cream. Pace 14-16, 25mi. **Call Jackie 544-0264.**

Fridays, 6:00pm. Meet Kirk & Katie Carolan at Jefferson & Marter (8 1/2 Mile) for a ride to Grosse Pointe and back. Pace 16-18, 22-25mi.

Saturdays, 8:00am. Meet Doug MacDermaid, Oscar or Bill at the Stony Creek boat launch for a 45mi. ride stopping halfway in Armada for breakfast. Pace 16-18.

Saturdays, 2:00pm. Meet Blake Bennett at Duck Pond in Rochester for a ride to lake Orion. Pace 13-15 out & 15-17 returning, 19mi.

Sundays, 8:00am Sharp! Meet John Payne at Derby Jr. High (corner of Adams and Derby Rd., just N. of 15 Mile in Birmingham). Different ride each week to a restaurant. Pace 14-16, 20mi. **Call John 755-0730.**

Scheduled rides for May

Sunday May 17, 8:00am. Meet Dave Switney and Sharon Wiseman at the Stony Creek boat launch for a tandem led ride (singles welcome) to breakfast overlooking Lake St. Clair in New Baltimore with a return stop at the Wolcott Metro Park. Pace 15-17, 55mi.

Sunday May 17, 8:00am. Meet Blake Bennett and Oscar Balmaceda for a ride to Frankenmuth for dinner. Meet at the Security Bank parking lot on Mound South of 25 Mile Rd. Pace 14-15, 80mi. one way. **Call Hotline**

Sunday May 24, 8:00am. Meet Rick & Sue Moorman at 19 Mile & Crooks for a ride to Lake Orion for breakfast. Pace 15-17, 60mi. **Call Hotline for further info.**

Monday May 25, 8:00-8:30am. Sterling Heights Memorial Day Parade. Staging Area G located in the Sterling Heights Civic Complex at Utica & Dodge entrance. Meet with Andy Neumann in the Dodge Park parking lot wearing club beautiful jerseys, wear them. Helmets are a must. Possible lunch ride follow-



Official Parade No. 70, Rds. use Utica Rd. entrance. If you've got those colors. If you've got those ing.

Sunday May 31, 7:00am. Meet John Edry at Utica High School or **8:00am.** Nieman for a ride to Dryden for breakfast. Pace 14-16, ?mi.

meet Duane & Elizabeth

Looking ahead to June

Weekend of June 6-7. Self-contained tour with Gary Haelewyn. Carry your stuff for a great weekend to Lakeport State Park. **Call Gary for further info 286-5094.**

Sunday June 14, 7:45am. Meet John Edry at Amtrak Station Dearborn for a (Pace 17-19, 90mi.) round trip ride, hooking up with Bob & Rose Goebel (Pace 15-17, 45mi.) for a fantastic ride to the Matthei Botanical Gardens and Ann Arbor for lunch. **Bob & Rose meet at 9:00am.** in Plymouth. **Call Hotline**

Sunday June 14, 8:00am. Meet Dave Switney and Sharon Wiseman at the Stony Creek boat launch for a tandem led ride (singles welcome) to breakfast overlooking Lake St. Clair in New Baltimore with a return stop at the Wolcott Metro Park. Pace 15-17, 55 mi.

Birthdays



Gerald Bartels 5/19,
Wesley & Melissa
Bowen 5/6, Connie
Clark 5/1, Bill Cleland 5/3, Joe DeOro
5/9 & Kristie 5/27, Cleine Domagalski
5/26, Rich Dryer 5/11, Pam Dyer 5/19 &
Matthew Dyer 5/12, Patti Gaskell 5/26,
Mike Holden 5/5, Anita Klein 5/20, Lisa
Koch 5/5, Steve Morauski 5/29, Shari
Morauski 5/13, Kevin Morrison 5/12,
Duane Nieman 5/25, Kevin Ostrowski
5/7, Stephen Piatt 5/1, David Piatt 5/24,
Doug Plzak 5/13, Moira Smith 5/19,
Sandra Studebaker 5/16, Katie Thoenes
5/12, Denise Weipert 5/31.

Welcome new members:

The Clinton River Riders proudly
welcome the following new members:

*Robert Butler, Bob George, JoAnn
Goodrich, John & Lorie Kamm, Jim
Karner, Vince Kowalski, Lynn
Kueppers, Tom Laquiere, Edward
McGlinchey, Vincent & Sandy Schauer
& Family, Julia & Gregory Schultz,
John A. Wertz, George Zloitro.*

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

Club Jerseys

Hot item! Louis Garneau has quoted
us a new price of \$63.50 CAN. ≈ \$54.30
U.S. per jersey. The only way to have
the cost come back down to \$48.50 U.S.
is to have an order of 50 jerseys or more.
As of now, we have deposits on twenty
two jerseys. Please contact Bob Goebel
286-0384, if you wish to put a deposit
on a jersey. This will be the last order
taken this season. Please make checks
payable to the Clinton River Riders and
send to Clinton River Riders, Club
Jersey 36558 Moravian, Mt. Clemens,
Mi. 48043. Hurry!

Jackets

Also going fast, club jackets are
only 3 orders away. Contact Mike
Malloch at 979-4076.

Help Along the Way

Elizabeth Nieman is looking for volunteers for August 21 to man a rest
stop along Paint Creek Trail for the Free Press/Rails to Trails Conservancy
Ride. If your interested, please call 752-2770. Provided there is enough
interest, our club has allocated funds for the rest stop.

Congratulations

Donna Donahue one of only 3 women to complete the 105 Mile Century
in the Metro Grand Spring Tour. John Edry and Bob Latsko joined about
40 other male century finishers. Since when did a little wind stop the
Clinton River Riders from completing an organized ride?

BWR Begins

There is a BWR committee meeting scheduled for Monday, May 18 at
7:00pm. at Andy Neumann's. 8316 Jewett; 2 blocks S. of Stevens (9 1/2
Mile), 2 blocks E. of Van Dyke, corner of Jewett and Federal. 756-3369. If
your interested in heading a committee, have some input or just want to
see what goes on, come to this meeting.

BWR T's

It's time to let those creative
cycling minds flow. We're in need of
another BWR t-shirt for 1992. The
designs will be voted on at the July
club meeting. Anyone needing help
with their drawings can contact
Dorris Mulligan or Mike Kiefer. At
the June meeting they will pass out
paper with t-shirt silhouettes on
which you can mock-up your ideas.

Word Has It...

William Guilbert is engaged.
When is the tandem due?

MS-150 CPR Training

Tentatively, CPR training will
be offered to tour leaders Monday
evening, June 8 at the Mount
Clemens Community Center 7:00-
9:00pm. Ride leaders will be called
with specifics.

Andy Neumann has pledge
sheets if you want them, though
they're not required.

Get Well Soon

We hear Bill Crowley isn't feeling
well due to a cycling accident back in
1988. We wish him well.

President's Message continued...

much longer than we thought in or-
der to bring your cost for each new
jersey down. Call Bob Goebel 286-
0384 to place your order.

Next Monday, May 18th meet at
Andy and Claudia Neumann's home to
discuss the Blue Water Ramble. This
is our club's main fund raising event,
and is an internationally known invi-
tational ride. To hold such a world class
event successfully takes the help of
hundreds of people. A very few (too few)

long time Clinton River Riders have
taken responsibility for the major com-
mittees. This is your club, and the BWR
desperately needs your help. Virtually
every BWR committee needs "new
blood." We must have your help. Each
of the tasks involved in putting on the
BWR are easy with enough people to
help. But to force the same people into
doing the same jobs year after year is
unfair. Is it really too much to ask you
for to give up some of your riding time
to help out?

Riding In A Paceline (A Valuable Skill Not for Racers Only)

by John Kukoda

Nerves of chrome-moly steel, the reactions of a fighter pilot, and a total disregard for personal safety are not necessary to reap the energy-saving advantage of riding in a paceline. You just need the desire to ride farther and faster with less effort than you could ever manage alone.

Tucked into the slipstream of another cyclist, pedaling is about 15 percent easier than when riding alone through still air. By often alternating the lead, 2 or more riders can push hard at the front and then rest in the draft. In racing this is known as "working together" or "trading pace," and it's the reason the average speed in most road races is greater than 25 mph and sometimes exceeds 30 in flat criteriums.

But pacelines aren't for racers only. Even at 15 to 20 mph, sharing the effort and the camaraderie in a tight pack is the best way to tick off mile after mile on a group ride. It increases safety, too, because it puts the riders into an orderly formation along the edge of the road. In early season training, it makes getting in the miles against cold headwinds much more enjoyable.

Paceline riding is as much a part of cycling as rubber tires. Anyone can (and should) learn how to do it. All it takes is an understanding of the basic dos and don'ts, then some practice.

The paceline



is based on a small group of cyclists (4 to 6 is perfect), who ride in single file. In this way, only the front rider encounters normal wind resistance; it is reduced for those behind. To get a good draft, the following riders should keep the distance between bikes at 12 to 24 inches. Closer is even better, of course, but then it requires a lot more attention. Forget about those Olympic team pursuiterers you saw on TV, riding at 30 mph with their wheels almost touching. You can't ride relaxed and enjoy the scenery that way.

Never overlap someone's rear wheel. If the person swerves for any reason and hits your front wheel, you'll probably crash. Also, don't ride directly behind a wheel; stay a couple of inches to one side. Then if there's a sudden slowdown, you'll have an out. You'll also be able to see past the other riders better. That's where you should be looking, not down at the wheel you're following. Let your peripheral vision keep you informed of the relationship between your bike and the one in front. Your attention must be on what is coming — a hill, pothole, dog, turn, etc. — that might cause a break in the steady flow of the paceline. Don't let anything surprise you.

Braking is a no-no. Avoid it by riding with awareness. Braking tends to slow you too much, causing those behind you to brake, too. The chain reaction of squealing pads will often be followed by a

chain reaction of comments about your mother. Then when you accelerate to close the widening gap, everyone behind will have to accelerate, too. This yo-yoing is dangerous, and it wastes the energy that paceline riding should be conserving. So instead of braking, anticipate. When you see that you are beginning to override the wheel in front, ease your pedaling pressure for a few strokes. (This is called "soft pedaling.") As you drift back to the correct distance, smoothly reapply normal pedal force so you'll stay there. If you must brake, use the rear brake so the rider behind can see it move and be warned.

The best way to get good at following a wheel is to ride with cyclists already skilled in pacelines. It helps a lot if you are confident in the ability of the person you're close behind. And by riding with those who have already learned, you'll be less likely to develop unsafe habits.

It's the lead rider's responsibility to act as the group's eyes, steering smoothly around problems so the rest of the paceline follows like an undulating snake. It's helpful if the leader points down to the side on which the problem lies. For example, if there's a dead branch lying on the edge of the road, the leader should guide the paceline to the left while pointing downward with the right arm. A call of "right!" may also be



issued, but avoid more descriptive phrases that might only cause confusion.

How long a rider stays on the front depends on many things: strength, speed, distance, wind, hills, machismo, etc. Generally the faster the speed, the shorter the pull. Racers will often push through with 10 or fewer powerful pedal strokes, then swing, over. For group rides, turns at the front must be predetermined by time, distance, or pedal strokes. For example, each person stays in front for one minute, a half mile, or 10 strokes. If there is a range of abilities, the stronger riders can push at the front for extended periods while others pull over almost immediately. That's another great advantage of paceline riding: It allows dissimilar cyclists — male and female, young and old, strong and not-so-strong — to ride together and still get in good individual workouts.

Changing the lead is simple. When ready the leader glances back to ensure there are no overtaking cars. This also signals his intention to the riders behind. Then he accelerates slightly, swings left a couple of feet and begins soft pedaling. The paceline moves through, not because the new leader accelerates — he must not, because gaps will open — but because the former leader slows down. He then rides a straight line close to the paceline as he drifts back. When he's beside the last rider, he begins to accelerate slightly so he can slip over and catch the draft without any wasted effort. Now in the caboose position, he can stretch, take a drink, or dig out a banana without endangering other riders.

Reprinted from Bicycling Magazine, issue unknown. Thanks, B.C.

Mileage & Participation Awards

Elizabeth Nieman and Doug MacDermaid have released the rules and point assignments for this year's Mileage and Participation Awards as approved at the April club meeting.

Rules:

1. You must be a member by June 1st to qualify for 1992 awards.
2. You must participate as a worker for BWR either prior to or day of ride.
3. You must participate in at least 10 club functions.

Mileage Awards:

1. Self-monitored — must submit mileage cards, all miles count.
2. 10% of total distance must be on club rides. Club rides include all club supported invitationals & all club rides posted on Hotline. (Doug needs a week's notice to put a ride on hotline).

Participation Awards:

Based on a point system from club sign in sheets

1. Club Officers 5pts.
2. BWR Committee Head 4pts.
3. Club Ride Leaders & Co-Ride Leaders 3pts.
4. Each ride, club event and meeting attended 1pt.
5. Ride Leaders and Riders on invitationals 1pt.

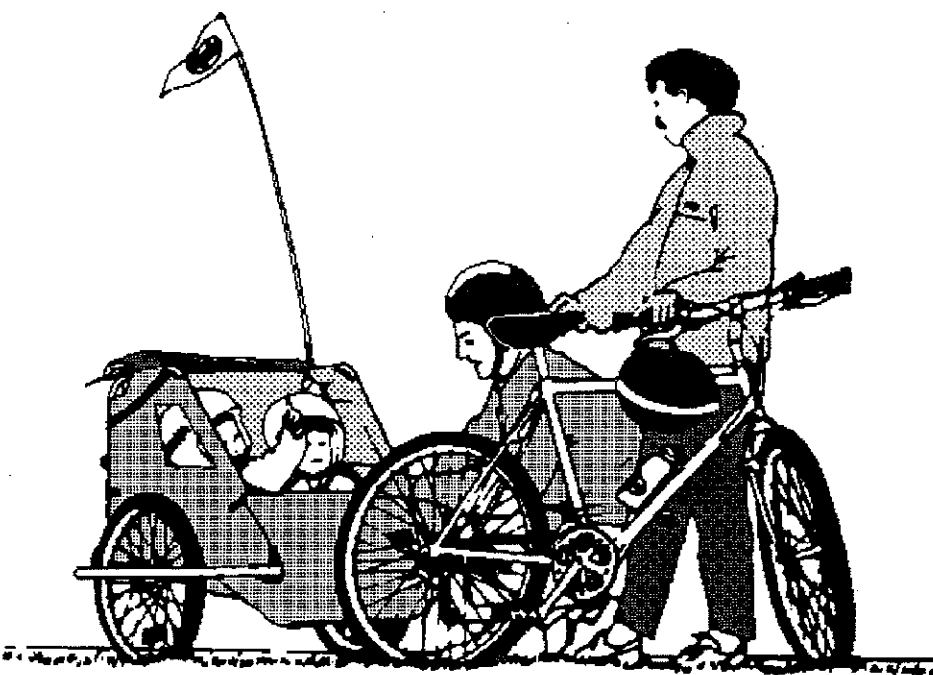
Youth Awards:

Awards by age only: 15-18, 11-14 and 10 & under

1. Self-monitored — must submit mileage cards, all miles count.

Commuter Awards:

1. Self-monitored - must keep track of the number of days you commute to work.



Tandem Ride, Singles Welcome (If They Can Keep Up)

by Gary Haelewyn

It finally happened. March 1992. Clinton River Rider club meeting. Dave and Sharon stood up and announced the first of a series of special rides for, "the tandem". Singles would be welcome.

I knew it was coming. Each year more and more riders abandoned their single steeds in favor of these four-legged beasts. Gone were the days when a rider could stand on his own and compete, one on one, rider and bicycle, alone against the elements, against the forces of Nature. The tandem, that awesome machine, with speeds capable of blowing the tops off its riders water bottles. The tandem, the BMW team-player of the 90's.

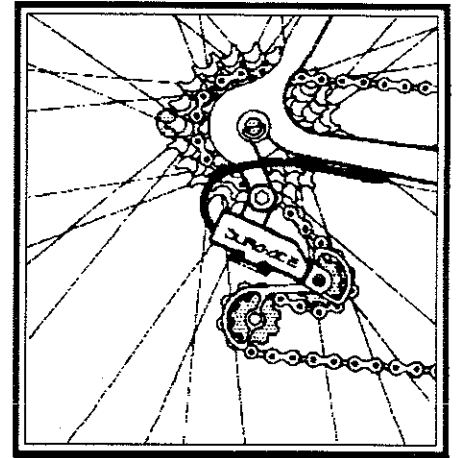
It was 29 degrees that Sunday morning as I pulled up to the boat launch at Stony Creek. I thought I would have problems finding a parking place, anticipating cars with sail-boat trailers used for carrying these bus-like two-wheelers. Instead, 4 tandems and 9 singles showed up. The posted pace was 15-17 but we singles knew a tandem can barely stay upright at those speeds. We would hang on as long as we could, maybe a few miles before they dropped us like dead flies.

Our destination was Surf North, outside New Baltimore, for breakfast. Turning East onto 29 Mile Rd, Capt Dave flagged anyone wishing to go faster than the posted pace to ride on ahead. It's a psychological maneuver used by tandem teams. They encourage you to take the lead, break the wind for them, and just when you start to get tired, they scream past you yelling "GRAB ON!!!", as if we're stupid enough to have the arms torn out of our sockets attempting to "grab on" to one of them. But something was destined to happen today, something in the air, the singles could sense it, and Teddy, who can put his ear to the ground and tell what make and model of bike is behind you and how fast it is approaching, was to make it happen.

He quickly moved to the front of the line following Dave's suggestion. The glimmer in his eye and sly smile on that red-bearded face as he passed me and I knew what was on his mind. I followed. 7 more of us followed. The singles, the foot-soldiers of the bicycle world, were challenging the great all powerful tandem teams. But how long could we hold on against such mighty competitors as these tandems. Less wind resistance, less road friction, two engines powering one road machine, what could compete against these odds?

Battling the wind we formed two pace lines and made our way East. Ahead a lone tandem was spotted. They had started a little ahead of the rest of us and were soft pedaling as they waited for their group. We slowly passed them offering our meager assistance. They refused insisting on riding with their own kind. We forged ahead. We hit the water tower in New Baltimore and, not seeing any tandems behind us, continued on to the restaurant. "There's 10 more just behind us" we told the manager. He re-arranged tables for us and we sat down and waited,...and waited,...and waited. We ordered our food. We ate our food,...and waited,...and waited. Finally, we apologized to the owner, got on our bikes and rode back to Stony, looking along the way for lost tandems.

What happened to the mighty tandem teams? Oh, they had a flat. Then they got tired and their little feetsies got cold. They eventually gave up well before New Baltimore was even in sight. Maybe the next tandem ride should require puncture-proof tires, start and end in the same subdivision, and only ride if the temperature is over 60 degrees. Singles would be welcome, but only if they stay behind the tandems.



Truing Tips

You've just super-trued your wheels, you get on your bike, get rolling, and suddenly - PING - PING - PING - PING -. If your wheels look normal, then most likely you neglected to "de-stress" the wheels. De-stressing refers to the technique of flexing the wheel enough to release the residual wind-up of the spokes. To de-stress a wheel, grasp the pairs of almost parallel spokes midway between the hub and rim on the opposite sides of the wheel; hands being nearly palm to palm; and squeeze. Heavy work gloves are useful here. Keep repeating the process until all pairs have been squeezed. Another useful technique when adjusting spoke tension is to turn the nipple back 1/8th to 1/4 turn to release the wind-up. Wheels trued in this manner need little de-stressing. To check for evenness of tension pluck the spokes near the rim (I use a guitar pick) and listen to the pitch. The spokes of an evenly tensioned wheel will produce nearly the same pitch. Due to the dish of a rear wheel, the freewheel side should produce a uniformly higher pitch. How much difference is acceptable is a matter of judgement: lightweight rims generally sound more even than heavy rims, new rims sound more even than old, well used rims.

Ed Gostin

LMB Builds A Plan of Action

Recently, the board of directors of the League of Michigan Bicyclists held a day retreat to give direction to the organizations efforts. Initial lack of proper direction and resources had constricted a well intentioned organization. Now with the success of their Shoreline tours they can begin to realize some of their ideas. The time has come, and so they have created a plan of action intended for our benefit.

The Plan

First off create better contact with the state and federal legislature. As many of you probably don't know a recent mandatory helmet law requiring helmets for children under four has passed through the House of Representatives and now awaits final approval from the Senate. Quite a surprise for most bicycle clubs seeing as no biking organization had any input whatsoever. And did you know, under a new act, there is in Michigan alone over \$91,000,000.00 for "transportation enhancement activities" to be spent on things such as bicycle facilities and trails over the next six years. We need only submit ideas for ways to spend it.

Secondly, push to repeal the mandatory side path law and to have bicycles listed as vehicles in the state's vehicle code which many states have already done.

And thirdly, spend more time and money to better educate the public on cycling.

The wheels are turning and LMB is acting.

The League has hired Dick Allen (the DA in DALMAC) on a part-time basis to lobby with the state legislature. Dick Allen is also being retained by the Rails to Trails Conservancy for this same purpose. LMB board member Tom Ferstle (very active in the Bike Feast) resigned his position and

has been hired part-time by the League as a paid administrator and more direct contact for us.

Addressing its educational goals, LMB is supporting an effort by Don Reed of Kalkaska (a state trooper and Cherry Capitol Cycling Club member) with a \$1,000 donation towards his video project. Don has been working for more than a year on a video promoting helmet use. With the talents of a professional training film company and hopefully a little narration by Dr. Bob Arnot or Paul Azon, this project should be finished sometime later this year. We look forward to it.

A very productive weekend will hopefully produce very positive results. The Clinton River Riders as affiliates of the league wish them great success. This is an excellent start sure to benefit us all.

Compiled by past CRR President and LMB board member Warren Berthelsen.

Newsletter Deadline

The deadline for the next newsletter is Sunday June 7. Please bring items for the next newsletter to the meeting or contact the editors.

To schedule rides for the ride calendar, please call the ride director.

Tandem Rides

Due to complications the tandem rides with special education children have had to be re-scheduled. The original target date of May 23 has been changed to Saturday, June 20.

Ask Dr. Bike

Dear Dr. Bike,

I'm considering the purchase of a new bike. I need a faster bike because this guy I want to ride with keeps passing me up. I've even tried shaving my legs, but I still can't keep up with him. Someone told me tandems ride so much faster than singles. Do you think if I bought a tandem and rode it by myself I could catch this guy?

Sincerely, D
Monroe, MI

Well Doug, er, D this is a common problem. Shaving your legs should help slow this guy down at least until he gets up next to you. There are many pros and cons however when purchasing a tandem. There prone to flat tires and because of dual sets of pedals, riders feet tend to get cold faster. Riding by yourself however solves one of the big problems concerning tandems; agreeing on which way to turn. Should you decide to purchase the tandem, we suggest you ride on the front seat.

Just ask Dr. Bike.

FOR SALE:

52cm Pinarello Montello Chromanero w/Campy C-record headset, Campy C-record friction shifters on bike, like new, too small, asking \$500.00 (\$1000.00 frame) Bob Bellia 977-0879

Trek 2300 composite frame bicycle, 60 cm seat tube. Complete Shimano 600 componet group. Shimano. Looke Dura Ace pedals. All accessories included. Cat Eye micro computer, 2 bottle cages, Silca Frame pump with Campy head, Rhoad Gear seat Bab. Victoria folding clincher tires. Less than 1000 miles ridden, never crashed or mistreated, like new \$700. O.B.O. Andy Neumann 756-3369.

