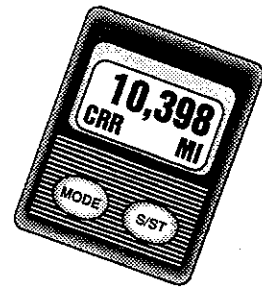




May 1993



Dryden VFW Breakfast Mission

by Ted Gondert

At 07:30 the radio crackles to life. The disk jockey at the radio station doesn't even look out a window when reading the weather script. "Some rain south of Detroit but it shouldn't affect us." It's a cold and rainy Sunday morning, the last one in April.

The authoritative voice on the CRR mechanical telephone receptionist said to meet at the Romeo High school at 08:30 hrs. Scheduled for 40 miles out and back to Dryden for the pancakes & ham at the VFW hall.

I call the ride leaders, the touring Niemans, and ask the status of the mission, Duane said to scrub it. I put on my foul weather gear and proceed to the rendezvous to meet the others who might show. Reconnoitering the rendezvous point I see Doug's pickup truck and George's van.

Doug is consulting with George as I approach. Informed Doug that the mission leaders have backed out, we make alternate plans. Laurie arrives and then Donna. Gary, the X-mart rider, drives up next. The mission team discussed options including driving to a local "greasy spoon" but others reject it. Yours truly, Ted says "We could try riding" and Doug, the CRR mission duty officer whose voice you hear on the CRR telephone, agrees. He reminds Gary of the St.

Patrick's day ride when the temperature was below freezing. The scheduled mission leaders had backed out but Gary and some others rode anyway as documented by his story in the CRR Rambler.

The team deploys their mechanical steeds and rain gear. Doug decides to take the short route so we rode to Van Dyke & headed north. We set an easy pace as the miles roll along. Then we get to Almont, just a few more miles. Arrived Dryden VFW by 10:00 hrs.

Placed our wet gear on the rack to dry and sat down for pancakes, ham, potatoes, eggs, and tomato juice. The rain stopped while we were eating so the ride back is dry. Stopped by the scheduled leader's home and admonished him for missing a good breakfast. He says he has enough sense not to ride in the rain, but he lets us use the hose to clean our bicycles. Arriving back at Romeo High school, the odometers show 32 miles ridden that day. Everyone survived the mission proud of their success.

NEXT MEETING:

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

President: Bill Duemling	752-6310
Ride Director: Doug MacDermaid	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

Rain

Happy
Memorial Day

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 May

Tuesdays, 6:00pm. Meet Gary Haelewyn at the original Pavlat's in Clinton Twp. for a 25 mile ride to Metro Beach. Pace 16-18. Rotating pace lines.

Tuesdays, 6:00pm. 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 Rick & Sue Moorman at 17 Mile/Garfield behind the doctors office for a ride out to Stoney Creek. Pace 16-18, 30 mi. For a slower speed ride, meet Doris Mulligan for a pace of 13-17.

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 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 16-18, 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 May

Saturday, May 22, 12:30pm. Kathy LoPiccolo & Vicki Malloch will lead a ride from Kathy's home in Sterling Heights. Call them for info and check the hotline.

Sunday, May 23, 8:00am. Meet John Edry at Schoolcraft College in Livonia for a ride to Ann Arbor with a halfway stop at a Planetarium . This route will try to follow part of the MS150 tour. Pace 15-16, 65 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. This is the last one of the year.

Looking Ahead

Sunday, June 6, Farm Lake Tour

Sunday, June 13, 8:00am. Meet Dave Switney and 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.

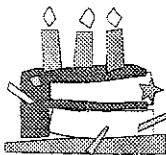
Saturday and Sunday, June 26-27, MS150 weekend. The Clinton River Riders will be participating as tour leaders for this event.

Saturday and Sunday July 10-11, Pinery Camping trip. Ride to London, Ontario, stay overnight, and then back to the Pinery Sunday. 60 miles each day.

Sunday, July 11, 8:00am. Meet Dave Switney and 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.

Birthdays

Jeff Kmiec 6/2,
Chris Malszewski 6/2,
Dianne Szostak 6/3,
Aletha Bartels 6/5, Michael Best 6/5,
Heidi Heck 6/10, Nancy Prentis 6/12,
Ken Bowen, 6/13, Rob Wiegmann 6/13,
Sue Graham 6/16, Donna Bowen 6/19,
Julie Robinson 6/20, Lindsay Bowen
6/21, Laurie Brickner 6/21, Lorie
Kamm 6/23, Art Anderson 6/24, Carol
Meerhaeghe 6/25, Kirk Carolan 6/27,
Rich Ostrowski 6/29, Jaclyn Angst 6/30,
Rich Dyer Jr. 6/30



Welcome new members:

The Clinton River Riders proudly
welcome the following new members:

*David & Arlene Brock, Arthur
Daniel & Family, James Jones, Daniel
& Nancy Lamers, Karen DeCoster-
Miller, David & Lynne Moran & Fam-
ily, Kathy Naren, & Joan Rehe*

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.

Helmet Cover/Caps/Bottles

Also available from Laurie
Brickner, secretary for \$3.50, \$3.00,
and \$2.00 respectively. All of these
items have our club logo on them.

CRR Jerseys

Steve Morauski is still taking or-
ders for that next batch of club jer-
seys. If you are interested please call
him at 773-2213.

CRR Reference Library

Check out one of the great cycling
videos available through Bill Cleland.
You can see features like the "MS150
1991" or "MS150 1992" rides where
you might see some familiar faces.

Set Another Record, Eh?

Let's all give three cheers for Ron
Dossenbach who will be trying to
establish himself once more in the
Guinness Book of World Records.
Back in 1988 Ron broke the world
record for cycling across Canada by
32 hours with a time of 13 days 15
hours and 4 minutes. In 1991 a
gentleman from Sudsbury, Ontario
broke Ron's record with a time of 13
days 9 hours and 6 minutes. Ron
would like to re-establish his Trans-
Canada record, and is going to
attempt it July 18, 1993 starting in
VanCouver British Columbia and
ending in Halifax, Nova Scotia. The
route he will be taking is 3,800 miles
long and covers all types of terrain.

Ron will be attending our June
meeting to tell us more about his
exciting adventure.

Perhaps we can all show him
some encouragement and support
while promoting cycling in North
America. A motion has been made
to support Ron Dossenbach's 1993
attempt to recapture the Trans-
Canada speed record. Please plan
on attending the June 7th meeting.
You must be present to vote.

T-shirt Design Needed

Put your thinking caps on to
create a design for the annual
BWR T-shirt contest. Please bring
your ideas to the meeting. We will
be voting this month 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 volun-
teered to be Tour Leaders. Contact
Andy Neumann (790-0957) to
volunteer or get more information.

Terror In Motion

Have you seen the newest tandem
team? Kathy and her son Tommy
LoPiccolo. Their a terror on the road.
They stay up with the best of them.
It's also good to see a stoker that's
gone to captain. Watch out for them.
They'll blow you off the road.

Leader of the Month

This month Doug MacDermaid
has selected Baby Kamm as the
rider of the month for being the
youngest Clinton River Rider at
negative 2 1/2 months.

Workshops

RTC is holding a **Rail-Trail
brief workshop** for novice trail
groups on June 12, 1993 at Rothbury
(about 6 miles north of Montague on
the Hart Montague Trail). Their
Chair, Joel Mikkelson, plans a ride
from about 10:00-11:00 and question/
answer type session until noon.

At the same time, The League
of Michigan Bicyclists will be
holding a workshop on the ISTEAM/
Metropolitan planning Organiza-
tion (MPO) process.

Michigan Safe Roads Workshop

Date: June 12, 1993

Time: 1:00 - 5:00 pm

Where: Rothbury Township hall
(probably)

Who: Anybody we identify as
possible advocates.

Contact Warren Berthelson, Bill
Duemling, or Gary Haelewyn for
more information.

Transport Economics, Who Pays?

While bicyclists are often accused of being freeloaders, what is touted as the conventional wisdom on transport economics may not be true. A short readable report, "The Going Rate: What It Really Costs To Drive" by the World Resources Institute concludes that motorized travel in the U.S. is heavily subsidized and that bicyclists do pay their way. In fact, a large portion of the costs of driving cars are borne by the entire population, not directly paid by people who drive and not paid in proportion to how much they drive. The report finds that it is entirely possible that a committed bicyclist actually subsidizes motorized travel. Consider the following facts:

Gas taxes and other user fees covered only 60 percent of the US\$33.3 billion governments spent on building, improving and repairing roads in 1989. The rest of the money came from taxpayers (property taxes - also indirectly paid by renters through their rent) and other non-user sources.

An estimated US\$68 billion not covered by user fees is spent each year on such services as highway patrols, traffic management, parking enforcement, traffic accidents response teams, police work on auto accidents and thefts, and routine street maintenance.

The cost of vehicular air pollution are hard to pin down because they include such elusive damages as illness, premature death, and reduced crop yield; but even at the low estimate of US\$10 billion a year, they are substantial - and all of them are borne by society at large.

Since motorists use about half of the U.S.'s military presence in the Middle East - or US\$50 billion a year - could be considered part of the cost of driving - not paid for by user fees.

This summarizes only part of the highly convincing report.

Copies can be ordered from the WRI Publications, 2200 Girard Ave., Baltimore, MD 21211, \$12.95.

from the International Bicycle Fund News 1993 No. 1.

400 Miles or Bust!

This is no ordinary athlete. His name is Kevin Degan, a Birmingham resident, and he's going to be riding in the PALM (Peddle across Lower Michigan) bike ride from June 26-July 2. While most able-bodied people would never attempt to ride this distance - Kevin will do it with the use of only one arm and one leg.

You may have seen Kevin, he rides most invitational rides on his tricycle.

This challenge is nothing new to Kevin, as he was born with cerebral palsy. His goal: 400 miles. His philosophy: people with mobility impairments are not limited by their disabilities. His motivation: to raise funds for a nonprofit organization that's dear to his heart - Kenny Rehab. Kenny provides educational programs and services for people with mobility impairments throughout Michigan.

To support Kenny's team, simply call and make a pledge. Better yet, become a sponsor and help obtain additional pledges from family, friends, co-workers, etc.

For your extra efforts, prizes will be awarded as follows:

\$100 - a pink neon baseball cap

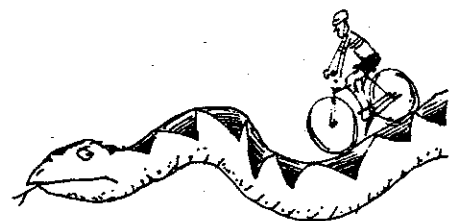
\$250 - a baseball cap & fanny pack with water bottle

Top fund-raiser - a bicycle from Olympic Cycling & fitness, Oak Park

Call Lynn Fisher at 313-852-5252

The top 25 Club Mile Leaders

Gary Haelewyn	360.1	Steve Morauski	109.4
Laurie Brickner	341.7	Ray Dommich	107.4
Douglas MacDermaid	331.7	Bob Wheeler	105
Bill Duemling	253.4	Craig Salvador	101
Art Meerhaeghe	189	Chris Duemling	90
Ted Gondert	165.5	Darlene Duskey	85
Dave Switney	135	Bob Crowley	82.4
Sharon Wiseman	135	Craig Schley	82
George Zloistro	131.5	Art Anderson	79
Bob Latsko	128	Bob George	78.1
John Edry	120	Vicki Malloch	77
Oscar Balmaceda	113	Duane Nieman	74
Pennie Morauski	109.4	Baby Kamm	44



National Trails Day Coming Soon

More than 1,000 trail clubs, conservation organizations and public land managers across the United States (and Bikecentennial) will host millions of Americans at events staged to observe the Nation's first National Trails Day.

Timed to commemorate the 25th Anniversary of the National Trails System Act, the June 5, 1993 celebrations also will introduce a plan to establish a nationwide network of trails, crisscrossing the country like the interstate highway system. The project is led by the American Hiking Society, a national advocacy and education organization for trail users and trail issues.

Hundreds of outdoor retailers are joining the National Trails Day festivities by forming partnerships with trail clubs. Retailers will help the groups with promotions and planning, laying the groundwork for future collaboration on a number of trails issues. Municipal and state park authorities, and federal land management agencies are also collaborating with trail clubs in sponsoring NTD events.

For more information contact National Trails Day, 1776 Massachusetts Ave., Suite 240, Washington, DC 20036; (202) 833-8229.

reprinted from the Bikecentennial Bike Report, April 1993

Judi_Ellis@transarc.com — Hi All;

As I was quizzing my 16 year old for his learner's permit, I found an interesting section in the Pennsylvania Driver's Manual. I only wish they would remind "other" drivers of these guidelines.

Bicycles

Bicyclists are vehicle operators and they are expected to obey all traffic laws and regulations. As a motorist, you should know that a bicyclist has the same rights, privileges, and responsibilities as you. Respect for each other will aid in the smooth flow of traffic.

Like motorcyclist, bicycles are hard to see in traffic. You have to watch out for bicycle riders and take extra care when you approach them.

Remember these points:

- Do not blast your horn close to bicyclists. It may frighten them and cause them to steer into your path. If you feel that you must use your horn, tap it quickly and lightly.

- When approaching or passing a bicycle, slow down and allow plenty of clearance. Also avoid making quick stops. A bicyclist cannot slow down as quickly as a car can.

- When making turns, watch carefully for bicycles entering your lane. Be especially alert if you see children riding bikes on the sidewalks. They may come onto the road.

- Never turn sharply in front of a bicycle or crowd a bicyclist off the road.

- Bicyclists are required to ride near to the right-hand side of their lane of travel, so they may be hard to see against a background of parked cars or pedestrians.

- Cooperate with bicyclists. They are required to hand signal turns and stops, and will frequently help you to pass safely by signalling that it is clear to pass or that oncoming

traffic will not permit you to pass safely.

Be particularly careful when the roadway is wet or covered with sand or gravel. Bicycles cannot brake as quickly or turn as sharply under these conditions.

Ride with Pride,
Judi Ellis
Transarc Corp.

My first TOSRV

by Donna Donahue

My first TOSRV 1993 bike tour was a new challenge and another adventure.

I was really worried about riding such a long distance. But, this was in my heart and my visualizing the trip kept me going ahead with my training. Also, the club rides and talking club members about the tour helped.

This turned out to be one of the best rides in my two years of riding. It was well worth the trip, more so than I ever expected. There were so many friendly bikers and volunteers. The weather was beautiful, blue skies, bright sun, and very little wind.

People noticed my club jersey, and talked with me along the way. I looked at the sights. At the end, I slowed down and got choked up because I was so proud of myself. I had made it!

I would like to thank the people who went, for all their support and encouragement. Special thanks to Doug MacDermaid who let me ride his tandem and showed me how to shift gears. Also, thanks to Laurie, who gave me the faith, strength, and courage to meet the challenge.

Total distance travelled, 208 miles.



Advocate's Hotline — National Bicycle Policy Project

by John Williams

One key function of the National Bicycle Policy Project is answering cyclists' advocacy questions. In a typical week, we get 20 to 30 letters and a similar number of phone calls. In the *Advocate's Hotline*, we share the questions in hopes that the answers may help other cycling advocates.

Tom Williams from Burlington, Vermont, called to find out if there was such a thing as a "Share the Road" sign that would encourage motorists and bicyclists to co-exist in a more amicable fashion. His city's engineer wanted to see if anyone else had tried the idea. Actually there are several such signs being used around the country. The one we're most familiar with is that used by the North Carolina Department of Transportation. When NCDOT signs a touring route, they use "Bike Route" signs or the smaller numbered route sign. However, if a particular stretch of roadway doesn't meet their standards but is necessary to complete a touring route, they use the warning signs, which consist of a yellow diamond shaped bike sign with the "Share the Road" message on a subplate. We sent him a copy of NCDOT's memo on use of the "Share the Road" sign, as well as some other road design literature.

John Schoen from Westwood, New Jersey, called about bike commuting. He's doing a 2-hour workshop for fellow workers and wanted to be sure he hit all the bases. We sent him one of our Tech Notes on major car/bike crash problems, a copy of our flyer listing sources of commuter information, as

well as an article about one of the more innovative employer programs currently being done in Southern California. We also suggested he might want to check out the new Effective Cycling video (available for \$32.95 from Bikecentennial's Sales Department 1-800-933-1116). It's a bargain and full of good information for adult riders.

Robert Gambrell of Birmingham, Alabama, wanted tips on bike parking. The City was getting ready to do something and wanted to know what rack options were around. We sent him a packet of literature, including a Bicycle Forum Tech Note on sturdy do-it-yourself racks, and gave him some names of other contacts. Recently, I heard back from him and they're now installing new racks "at selected locations, such as the Main Library, Museum of Art, Red Mountain Nature Museum, City Hall, etc., etc., etc. Great going, Birmingham!

The National Bicycle Policy Project is a joint effort of the Bicycle Federation of America and Bikecentennial. For more information, contact Andy Clarke at the Bicycle Federation offices (1818 R St. NW, Washington DC 20009) or John Williams, editor of Bicycle Forum c/o Bikecentennial, (PO Box 8308, Missoula MT 59807).

FREE SAMPLE ISSUE!

BICYCLE FORUM

Since 1978

the quarterly journal of bicycle programs

name _____

address _____

city _____

state _____

zip _____

Send to: Bicycle Forum, Bikecentennial
P.O. Box 8308, Missoula MT 59807

Canadian Bike-Camping Weekend Adventure July 10-11, 1993

We'll drive to the Pinery Provincial Park near Grand Bend Friday, July 9th after work and park our cars across the street at the Lambton Heritage Museum (\$6/day). After loading our tents, sleeping bags and clothes on our bikes we will ride across the street to the Pinery and set up camp for the evening. Saturday morning we break camp, load our bikes and head for Grand Bend for breakfast. From there we ride 60 miles to London,

Ontario, camping at the Fanshawe Conservation Area modern campground. We'll sightsee and have dinner in London. Sunday morning load up and ride to Ankora for fossil hunting and hiking in Rock Glen Falls before heading back to our cars and the drive home. All meals will be in restaurants. Call Gary Haelewyn (286-5094 H, 643-5408 W) by May 26th so I can reserve campsites. Motel options for those who do not wish to camp.

Tuesday's Commute is Pedal-Pusher Time *by Bill Laitner*



They burn calories, not gasoline, and they don't tailgate or steal your parking spot.

So share the road Tuesday when National Bike to Work Day will bring out scores of bicyclists.

Workers at several companies around the region are banding together to make their rides safer and more fun. At Kmart's world headquarters in Troy, Laurie Brickner of Rochester Hills and Gary Haelewyn of Mt. Clemens plan to lead at least 30 riders rolling in from five locations.

Using car racks, they'll drive their bikes to meeting points, park and then cycle from four to 11 miles, the rest of the way to work, says Brickner, 35, a systems analyst. She started cycling three years ago, and has lost 50 pounds "from bicycling and changing my diet." Now she keeps trim on several rides each

week after work, but first thing Tuesday she'll two-wheel her way to work over a 10-mile route.

Which could raise a sticky issue: There's no shower at the office. "We're doing the wet-towel thing," says Haelewyn, 44, a programmer analyst who will change clothes at work.

Haelewyn already rides a staggering 4,000 miles a year — for fun. Yet he hopes to add regular bike commutes this summer. "If they would just put a little three-foot shoulder on Metropolitan Parkway and a white stripe, it would really help," he says.

He just might get his wish. A new federal law will provide more funds than ever for bicycle commuting lanes and other projects in Michigan.

reprinted from The Detroit Free Press, Friday May 14, 1993

Expect to see new paths around metro Detroit *by Bill Laitner*

Thanks to a new law, plans are in high gear for dozens of bike paths around metro Detroit:

In Troy, an 8-foot-wide, 3 1/2-mile bike path along Square Lake Road, from Adams to Livernois.

In Farmington Hills, a 1 1/2-mile path along Farmington Road, from Heritage Park to I-696.

In Southfield, 1 1/2 miles of crushed limestone along the Rouge River, linking Twelve Mile Road to Civic Center Drive.

In Westland, Dearborn Heights and Livonia, an 8-foot-wide, 7 1/2-mile path along Hines Drive, filling a gap in the Middle Rouge Parkway Bike Trail. More miles will go in Wixom (Grosse Ile Township, Rochester Hills and South Lyon, all expected to be completed by the end of 1994. Statewide, more than 40 new routes are planned, including 41 miles of paths and 23 miles of bike lanes

along widened highway shoulders. Many of the new routes will connect to existing ones, giving new range to fun seekers and hardy bike commuters like Cindy Krupp, 30, a planner with the state Department of Transportation, who bikes four miles from southwest Lansing to her downtown office. "We have millions more now" to spend on bike routes, says Krupp, because a 1991 federal law with a balky name, the Intermodal Surface Transportation Efficiency Act — or ICE-TEA for short — has increased funds for Earth-friendly transit projects, ranging from roadside flower planting to bike paths. Transit experts love a bicycle for being practical at short distances, just when cars pollute the most and guzzle gas because their engines aren't warmed up. Architects love bikes because they're so compact for parking. Although bike commuting is unusual in metro Detroit, it's a

serious form of transportation in many Sun Belt cities and college towns. With ICE-TEA dollars at hand, even the Motor City might have a boomlet in bike commuting.

In addition to bike routes, ICE-TEA will fund research on bike commuting — even pay for security lockers for storing bikes, a idea dear to the heart of bicycling enthusiast Harry Denman. He'll lead a bevy of bicycling coworkers to jobs at Wayne State University on Tuesday's Bike to Work Day.

Denman says he likes saving money as well as the planet: "Just driving a car costs at least 20 cents a mile, not including insurance.

"So multiply that by the miles you drive, and then consider that you're doing something great for your health."

reprinted from The Detroit Free Press, Friday May 14, 1993

Recipe of the Month

Crab Dip

1/2 C. low-fat sour cream
2T reduced-calorie mayonnaise
1T skim milk
1T prepared horseradish
1/2t dry mustard
1/2t Worcestershire sauce
1/4t hot sauce (tobasco or similar)
1 (8-ounce) tub nonfat process cream cheese
1 C (4 ounces) shredded reduced-fat sharp Cheddar cheese
1/2 pound lump crabmeat, drained
1/8t paprika
Position knife blade in food processor bowl; add first 8 ingredients. Process until smooth, scraping sides of processor bowl once. Spoon mixture into a bowl; stir in Cheddar cheese and crab. Cover and chill. Sprinkle with paprika; serve with unsalted crackers or breadsticks. Yields 3 1/2 Cups.

Road Survey

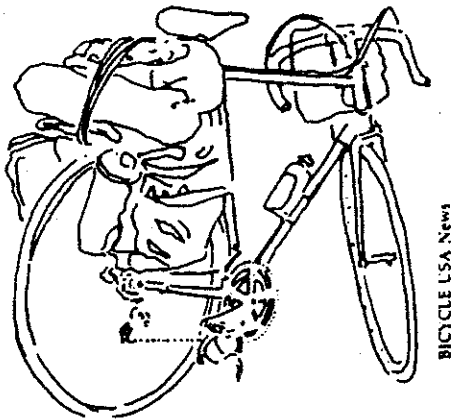
The ISTEA, Intermodal Surface Transportation Efficiency Act of 1991 makes federal funds available to use for buses, trains, etc. and non motorized transportation including bicycles. The MPO, Metropolitan Planning Organization for south east Michigan is SEMCOG, South East Michigan Council Of Governments. SEMCOG has to come up with a LRP, Long Range Plan that includes transportation enhancements for bicycles. If we as cyclists don't tell them what we need 'they' will figure out what is 'best' for us. See the April 1993 issue of CRR Rambler for more information.

This form is for CRR, Clinton River Riders club members to note conditions of the roads we bicycle on in the Metro Detroit

area and what improvements would help. This information can be used by SEMCOG for their LRP. Bill Duemling has a copy of the SEMCOG TIP (Transportation Improvement Plan) for fiscal '93-'95. We can use the information to see what roads are best used for bicycling or avoided. Cyclists can plan routes for commuting or recreational riding without having to try all the roads themselves.

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. Steve Angst (313) 573-8089.



Newsletter Deadline

The deadline for the next newsletter is Monday, June 14. 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.

CRR Road Survey Form



Name of Road: _____

Location: _____

_____ Town and/or cross roads

Number of lanes, check one.

- Two lane : _____ one lane each direction
Three lane: _____ one lane each direction with center left turn lane
Four lane : _____ two lanes each direction
Five lane : _____ two lanes each direction with center left turn lane
Boulevard : _____ 2 or more lanes each direction with median, e.g.,
16 mile/Metro Pkwy.

Lane width: _____ measure between inside lane stripes of
right most thru lane, not right turn lane or curb. feet & in.

Shoulder width: _____ measure pavement to right of the outside
lane stripe, not the curb. Less than a foot is none/0

- Pavement condition. Excellent: _____ (very smooth no bumps or holes)
Good: _____ (mostly smooth with few hazardous holes, etc.)
Fair: _____ (rideable but some holes, etc to dodge.)
Poor: _____ (many holes and bumps, constant shaking, could damage rims)

Traffic weekday: _____

Traffic weekend: _____

- light, less than 5 cars per minute
medium, 5-20 cars per minute
heavy, over 20 cars & trucks per minute
very heavy, continous stream of cars & trucks, stop & go.

Posted speed: _____ MPH

Other info: _____

Mail to; Ted Gondert, CRR survey, 407 North Main, Romeo, MI 48065-4625

