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The RAMBLER



Clinton River Riders Bicycle Club *Access online at WWW.lmb.org/crr*

It is fantastic time to be associated with Clinton River Riders. More and more new members are being added consistently. We need to welcome them warmly and mentor them gently. On Facebook we seem to gain about 10 new members a week. Thanks to Steve Angst and Jodi especially for their active monitoring and warm acceptance of those near and far. 👍

Clinton River Riders monthly meeting is August 11th at 7pm in the Mt. Clemens Public Library. Normally the 2nd Monday of the month. The library is on Cass Ave. across from the high school. 🙌

To get CRR mass emails send an email to crr-list@20776.org , put subscribe in the subject line. No advertising or solicitation is forwarded, just items of interest to cyclists.

It has been a pretty nice riding season so far. Do be safe in all your cycling endeavors. There have been some losses in the state of Michigan. From this time of year on into October the sun sets earlier and its lower angle on the horizon make it troublesome for best visibility near sunrise and sunset. We have to remember to be seen with an extraordinary effort. In the end it does not matter who is right or wrong. If a mistake is made the majority of the time the cyclist is the worst off. So participate, cooperate, and graduate for every successful time on the bike. If you are upright and complaining on 2 wheels I can live with that.

Birthdays

08/03 Jee Dunham
08/07 Julia Schultz
08/08 Nancy Duemling
08/16 Toni Amabile
08/19 Laura Kasper
08/21 Michael Ondre
08/22 Jane Franks
08/24 Dee Whitmore



Club members are entitled to purchase one club item per year at a reduced cost. Contact Deb Angst at 586-524-3657 or email digitaldeb@comcast.net to get yours today.

New Members: All are welcome in association with Clinton River Riders. We appreciate your interest in cycling and hope to enjoy many miles riding together.

Riding defensively is not the same as riding timidly (or afraid). Be smooth and predictable and this means not cringing at the unexpected horn or bike ahead maneuver.

In 2015 I have to be selfish due to education requirements. So I will not perform as newsletter editor next year. And also will not chair food for BWR. Sorry it is a me time. But there is lots of notice now for someone to learn and fill in the gaps smoothly. If processes can be accomplished with new blood and ideas so much the better. In 2016 life should return to normal and I will see what CRR needs from me at the time. Caesar will do all the Rome requires (just not in 2015). Much of what the newsletter requires has been simplified since I started. About 23 paper copies a month and some learning to provide knowledge or current events takes about 4 or 5 hours a month. I use Microsoft Office (Publisher and Word) to write the newsletter and then save it to .pdf for electronic copies. If the next newsletter person needs Microsoft Office I can help them out.

Some of the areas fine local bike stores –

Hamilton Bicycles & Outfitters 69329 North Main Street, Richmond, MI 48062-1144
(586) 727-5140 <http://www.hamiltonbikes.com>

Fraser Bicycle, 34501 Utica Rd, Fraser, MI 48026-3576,
(586) 294-4070 <http://fraserbicycle.com>

Paul's Bike Depot Address: , 28057 South Gratiot Ave, Roseville, MI 48066-4204
(586) 772-9084

American Cycle & Fitness, 18517 Romeo Plank Rd, Macomb, Michigan 48044
(586) 416-1000 <http://americancycleandfitness.com>

Anchor Bay Bicycle, 35214 23 Mile Road, New Baltimore, MI 48047-3650
(586) 725-2878

Macomb Bike and Fitness 28411 Schoenherr Road, Warren, MI 48088 (586) 756-
5400 <http://www.macombbike.com>

Main Street Bicycles Address: , 5987 26 Mile Road, Washington, MI 48094
(586) 677-7755 <http://www.mainstreetbicycles.com>

The Bicycle Doctor/Continental Bike Shop 24436 John R Rd, Hazel Park, MI 48030-
1114 (248) 545-1225 <http://continentalbikeshop.com>

Metro Bike-N-Sports Address: , 36649 South Gratiot Ave, Clinton Twp, MI 48035-
1726 (586) 791-3488

CRR's Typical Ride Length and Duration: 25-45 miles; 2-4 hours.

Typical Average MPH: 16-18

Don't whine, know that sooner or later what goes around comes around. Also those who choose to short cut life or live without honor, still have to look at themselves in the mirror (and live with that). Some of the best qualities in any quantity are love, friendship, respect, responsibility, and peace – none of these is enhanced by or a part of whining.

Ride Schedule changes or announcements let Steve Angst 586-524-3657 or email crr.rides@gmail.com know.

Newsletter Changes to Les Dunham, 586-216-4135 or email lesdunham@hotmail.com

CRR Ride Schedule <http://www.lmb.org/crr/rides.htm>

Monday

6pm Russ St John leads a recovery ride from 27801 Manhattan, St Clair Shores for about 30 miles and pace is 14-17mph.

6pm Joe Monahan leads an series of entry level pace rides from Anchor Bay Cycle.

Tuesday

9am Stony Cr Boat Launch meet TJ Hill for mountain bike riding on roads, paved roads, and trails. Call TJ at 586-293-0162 for more information.

9am Sheffield NW corner of Big Beaver & Cunningham (1 blk west of Coolidge) Meet the Moormans for the Sheffield Shuffle 16 -18 MPH for a distance of 35 - 50 miles

Wednesday 6pm Meet Steve and Debbie Angst Naldrett Elementary off Sugarbush. This is north of 21 mile and east of I-94. For 25-32 miles around New Baltimore. 17-21 mph.

Thursday

9am The Moormans lead a TBD ride for 35-45 miles and 15-17mph. Contact Rick atpk-moorman@wideopenwest.com

9 am Stony Cr Boat Launch meet TJ Hill for mountain bike riding on roads, paved roads, and trails. Call TJ at 586-293-0162 for more information.

6 pm Greg Hess's ride from Masonic & Jefferson down to Windmill Point. Distance about 30 miles and pace is 16-18+ mph.

Friday 6pm F Zajdel and **Jodi** lead a group from 25 & Shelby out to Papa's for dinner. Fred's pace is 15-17mph and Jodi's is 12-14mph.

Saturday

9 am Stony Creek Boat Launch parking lot, meet TJ Hill for mountain bike riding. Call TJ at 586-293-0162.

8am Stony Cr Boat Launch parking lot a fast group heads out to Armada for breakfast. Pace is 18 + and overall distance is 46 miles.

8:30am a Medium group departs from 25 & Shelby taking the MOT and Roads out to Armada. The pace is 15-17 on the path and 17-19 on the roads. Overall distance is 35 miles. Anyone who wants a still moderate pace can continue on the MOT out to Armada.

Sunday

9 am Stony Cr Boat Launch Meet TJ Hill for 50 miles of mostly dirt road riding. With a lunch stop somewhere near the 30 mile mark. Call TJ at 586-293-0162.

For Sale—

Jerry Pavlat is parting with a Tandem.

Santana Team black fillet brazed Columbus Encore steel tubing frame & fork custom tandem Captain stand over height 33" Stoker 31" from top of top tube to the ground. Very low mileage. \$2250.00 or make offer. Photos available. Jerry Pavlat 248 4962797 or bikebiz@yahoo.com

Pete Sprecher also has a time trial bike he wants to sell. It is a 54cm frame with all the goodies. 586-484-5641 or psprecher2549@wowway.com

When you come upon a traffic signal with cars backed up it is wrong to pass the stopped cars on their right (between the car and the curb). Drivers get increasingly annoyed to pass you twice.

Avoid extreme angles on gearing, like being on the big chain ring up front and the most inner (largest gear) at the wheel. This creates the most wear and twisting of the chain.

Do clean your bike frequently. Dirt acts as a grinding compound when it gets between moving parts. Lube your chain the day before a ride if it has been a while since you last rode. Lube the chain once or twice a month depending on ride frequency. Don't over lube, it attracts grime and you end up at the clean your bike part again.

It is hard to define the correct tightness of a quick-release. But if it leaves an imprint on your palm that is about right.

Riding defensively is not the same as riding timidly (or afraid). Be smooth and predictable and this means not cringing at the unexpected horn or bike ahead maneuver.

Saddle Sores can result from slight bruising or rubbing. Good cycling shorts (with a good cham-ois), keeping clean (and possible use of a triple antibiotic cream), and drying bike shorts in the sun can help.

Every year lots of money is spent on advertising for sports drinks. It is hard to say whether more cost increases performance. But when you ride long enough, (more than 2 hours) it is highly likely that you will need to replenish more than just water. Thru fluids or food you need to have an intake of energy rich carbohydrates and your body can process only a finite amount per hour so consume enough to avoid a deficit.

Everyone needs to be able to stop safely and, if the situation calls for it, quickly. Fortunately, adjusting brakes only requires a few wrenches and a little know-how. The first step for any bike adjustment is to check the condition of the equipment. If it is in poor shape, properly adjusting the brakes can be difficult, if not impossible.

Start with Some basic Checks

Are the cables or housing rusted, corroded, fraying, or broken? If so, replace them. Check the wear of the brake pads; if you can no longer see the wear markers it is time for new ones. Brakes must open and close properly or if they are bent at all, it may also be time for new ones too. If there is any doubt as to the condition of the equipment, please stop by your local bike shop and ask an experienced mechanic to make sure it is safe to ride.

Is the wheel centered? If it does not look centered in the brakes, check to see if it is fully engaged in the dropouts. If you notice that the brake levers are hitting the handlebars when pulling them, check to see if the brake quick-release is open (see diagram). Once these checks are performed you can start with the adjustment of the brake system.

Adjusting the Position of the Brake Pads

Brake pad position is very important for a properly adjusted brake — if the pad is too high it may make contact with the tire and cause a flat. If it is too low, it risks getting into the spokes, which is bad. Both situations can cause uneven wear on the brake pads, which make perfect positioning difficult if not impossible. The ideal position for the pad is about 1mm down from the edge of the braking surface and parallel to the curvature of the rim.

To adjust, pull the brake arm closed so the pads are touching the rim and then manually position the pad into the correct position. Once the pad is in the correct place, tighten the screw holding it to the brake arm. The pad will sometimes want to rotate with the tightening motion but this can be prevented by pulling harder on the brake lever so the pad stays in the same position, or by holding it in place as you turn the screw. Repeat on the other side.

If the pads are perfectly parallel to the brake surface they may oscillate, creating a very unpleasant squeaking noise when braking. This can be corrected by toeing-in, or angling the brake pads so that the leading edges make contact with the rim first. To do this, place a small shim, such as a piece of rubber, under the rear section of each pad and repeat the above steps.

Centering the Brakes

Centering the brake arms allows for both pads to make contact with the rim at the same time. This is important in ensuring that they wear at the same rate and that an equal amount of force is applied onto the rim. A poorly centered brake can force the rim to flex to one side under hard braking conditions, potentially upsetting pad placement and affecting the handling of the bike.

If the brake is visibly not centered — one pad being closer to the rim than the other — loosening the brake mount nut and using one hand to move the brake caliper into the proper position and retightening it should solve the problem.

The process for cantilever brakes is a little different, as adjusting the tension on each spring using the tension adjustment screws does the centering. By turning the screw clockwise, it increases the force of the spring, pulling the arm away from the rim. If the brake pad is too close on one side, loosen the adjusting screw by 1/8th of a turn on that side and then tighten the screw by 1/8th turn on the other side. Keep repeating this until the brake arms are centered.

Adjusting Cable Tension

Sometimes it's necessary to manually hold the brake pads for adjustment.

Having the right amount of cable tension is crucial for the brakes to generate enough stopping power. If there is too little tension, pulling the levers (even if the pads slightly touch the rim) will not generate enough force to stop efficiently; too much tension doesn't provide sufficient leverage when pulling the brake levers and restricts using the full power of the brakes. There are two options available to adjust the cable tension; for minor adjustments turn the barrel-adjuster, the cable clamp is reserved for major adjustments [see diagrams for location].

When a big adjustment is needed, first loosen the cable clamp bolt, letting all of the tension out of the system. Reset the barrel-adjuster by screwing it all the way in and then out two full rotations, this will allow for some fine adjustment capabilities later on. Next, with the brake's quick release closed, hold the brake caliper so the pads are about 2mm away from the rim and pull the cable through, tightening it into position. The most important step is to check the brake levers. Are they too tight? Can the wheel spin freely when the brakes are not being squeezed? Are the brake levers hitting the handlebar? If the answer is yes to any of these questions then repeat the steps above and hold the calipers closer or farther from the rim as is necessary. Once the tension is set to the right amount, double check that all the bolts are tight.

Inspect brakes frequently to make sure they are operating properly and that they can generate enough force to lock up both wheels. Once learned, adjusting brakes is a quick and easy process that will benefit you throughout your cycling life.



Application Form - Clinton River Riders Bicycle Club

- \$15.00 Individual (over 18)
- \$20.00 Family

Name _____
 Address _____
 City _____
 State _____ Zip _____
 Home Phone(____) _____
 email _____
 Birthday _____

Additional Family Members

Name	Birthday
_____	_____
_____	_____
_____	_____
_____	_____

New Member Renewal

Yes, please add me to your list of active volunteers who help promote bicycling at the local, state, and federal level. I may be called upon to write a letter or attend a meeting.

Please make check payable and mail to:
Clinton River Riders Bicycle Club
34501 Utica Road
Fraser., MI 48026

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT ("AGREEMENT")

IN CONSIDERATION of being permitted to participate in any way in The Clinton River Riders Bicycle Club ("Club") sponsored Bicycling Activities("Activity"), I for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that: (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISK"); (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not know to me or not readily foreseeable at the time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS AND DAMAGES I incur as a result of my participation in the Activity.

3. HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Club, the LAW, their respective administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and if applicable, owners and lessors of premises on which the Activity takes place, (each considered on e of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATION.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID, THE BALANCE NOT WITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

Signature _____ Date _____

Signature _____ Date _____

Signature _____ Date _____

ALL RIDING MEMBERS MUST SIGN