



July 1994

ARRIVA, ARRIVA, BRING ME BREAD PUDDING

by
Gary Haelewyn

Once upon a time, in the deep dark jungles of Mt Clemens, Oso Peresoza and Moscardon sat quietly and discussed plans for their 1994 adventure ride. Not wishing to repeat last years death march, where El

Gato performed his prayer service over the remains of one of the riders, Oso Peresoza stressed the importance of a less painful ride this year.

But Moscardon enjoyed inflicting pain on others. And he convinced Oso Peresoza to conceal the true terrain of their destination. Instead they would elaborate on the beautiful surroundings and accommodations. Their plan worked and many of the other male beasts, upon hearing of these surroundings and accommodations, agreed to join Oso Peresoza and Mascardon on their new journey.

It was already in the lower 70's as Oscar pulled into my driveway the early morning of the 16th of June. Art Anderson joked quietly as I handed Oscar my bike. By 6:00 AM we were in Pavlat's

parking lot trying to remember if we were suppose to leave at six or six-thirty. At 6:30 the others arrived. Ken Koch and Rich Dyer driving the Gold, Silver and Bronze Gerry Bartels with Steve Morauski, and Rick Jones and George Z driving "big John" Edry. In 12 hours we would be in Door County Wisconsin, that little finger that separates Lake Michigan from Green Bay, joining Frank and Tommy Lopiccio, and Frank Mottershead. They had left a day earlier in order to investigate the "beautiful" surroundings.

As we pulled into the parking lot of "The Shallows", our residence for the next four days, Rich and I both commented on how it looked so much like the place we stayed (cont. see Wisconsin)

NEXT MEETING:

August 1, 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

Ride

Ride Schedule

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

Please ride safely. Use lights whenever necessary.

Recurring rides for June

Tuesdays 9:00am. Meet George, Doug, or Greg at Schultz Funeral Home (8 1/2/Gratiot). 14-16, 30mi.

Tuesdays 6:30pm. Meet Warren Berthelsen at Pavlat's Clinton Twp. for a ride to Metro Beach. Pace 14-16, 25mi.

Wednesdays 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.

Wednesdays 6:30pm. Meet Glen and Marilyn at the NE corner of Long Lake and Livernois for dual paced subdivision rides. 10-12 pace, 15-20mi., or 13-15 pace 20-25mi.

Thursdays 5:00pm. Meet Gary Haelewyn at KMart Headquarters back parking lot (Big Beaver & Coolidge). 18-20 pace, 40mi.

Thursdays 6:00pm. Meet Dan Merchant at Pavlat's Two Wheel Authority in Royal Oak for a ride to Cranbrook and back, with an ice cream stop along the way. Pace 14-16 25mi.

Thursdays 6:30pm. Meet George Zloitro at Pavlat's Royal Oak for a beautiful ride to Cranbrook and back. 16-18 pace, 25-30mi.

Thursdays 6:15pm. Meet Rich Dyer at the New Baltimore Water Tower for a 30-35 mile ride. Pace 20+.

Thursdays 6:30pm. Meet Bill Duemling at Pavlat's Clinton Twp. (15 & Moravian). Pace 14-15mph, 20-25mi.

Fridays 6:30pm. Meet John Kamm or Steve Angst at Marter and Jefferson for a ride through Grosse Pointe. 16-18 pace, 21mi.

Saturdays 8:00am. Meet The Members at the Stoney Creek Boat Launch for a breakfast ride to Armada. 16-18 pace 45mi.

Scheduled rides for July

Saturday & Sunday July 16 & 17. Ride Around Torch Lake Weekend.

Sunday, July 17, 9:00am. Meet Glen & Marilyn at University Mall in Windsor for a lunch ride. 13-15 & 11-14 pace 40mi.

Monday, July 18, 6:30pm. Meet Dan "Danno" Merchant for a casual mountain bike ride. Meet at Stoney Creek's West Branch Picnic Area Lot "B". If you don't want to ride the mountain bike trails there is always the paved path for road bikes. After an hour or so of riding it's off to Mexican Village Restaurant in Utica for a well earned meal.

Saturday July 23, 7:00am. Meet Dave Courter at the New Baltimore Water Tower or at 8:00am at the Algonac Ferry Crossing for a ride to Mitchels Bay. 15-16 pace 45mi.

Sunday, July 24, 8:00am. Meet Dave & Sharon at Stoney Creek Boat Launch for a breakfast ride to New Balt. 16-18 pace 55mi.

Sunday July 24, 8:00am. Meet John Payne at Pavlat's Royal Oak for a breakfast ride to Rochester and back. 85% will be on main roads. 14-16 pace 30-40mi.

Sunday, July 31, 7:30am. Meet Bob Latsko for the North Oakland Hilly Dilly Breakfast Ride at KMart Headquarters parking lot north of Cunningham Dr. 15-17 pace 65mi.

Sunday, August 7, 8:00am. Meet Dave & Sharon at Stoney Creek Boat Launch for a breakfast ride to Richmond. 16-18 pace 55mi.

by John Schubert, Technical Editor of Bikecentennial's BikeReport magazine

Bicycle Camping for Maximum Pleasure

Wanna have a lot of fun when you're camping on your bicycle tour? Then keep the following in mind:

You don't sleep in a tent just because the Sheraton is too expensive (or because they already rented out your favorite suite). You sleep in a tent because it's a lot of fun. Different from the Sheraton, yes, but also fun. So approach it in that spirit.

Camping can bring you various opportunities: companionship with new friends, solitude as you silently commune with nature, peace and quiet, the challenge to make yourself comfortable when conditions are less than ideal, or the joy of the perfect place in perfect weather. You seldom get to pick what opportunity will come your way, so be flexible.

Rule #1: Be creative when you pick a spot. If you head for the commercial campgrounds with the biggest signs, you're not likely to find a bicycle-friendly camping experience among the motorhomes. At the other extreme, if you find a deserted trail leading off into the woods, it just might lead to a beautiful and very private spot for you and you alone. (I've done it both ways: I know.)

Some campgrounds cater to people in tents, rather than motorhomes. A few campgrounds, on routes popular among bicyclists, even cater specifically to bicycle tourists. These are far preferable. Pick a spot, take a shower so you smell good, and get to work making friends.

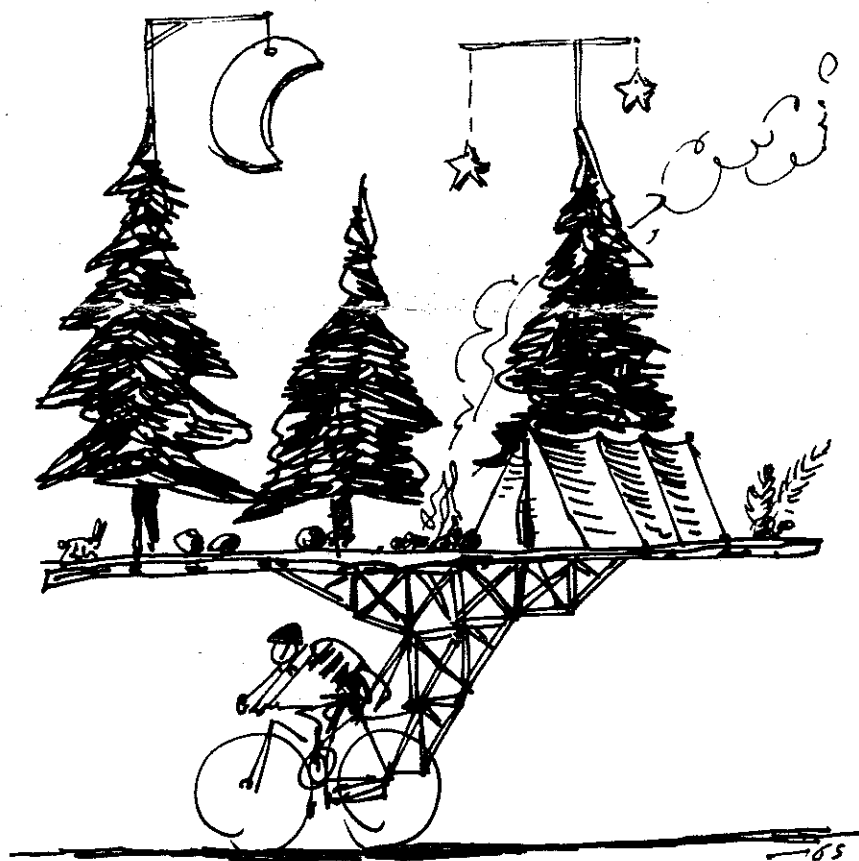
Rule #2: Campground socializing is an art. Plan ahead for social encounters. Bring a deck of cards and ask around to get a game going. Or share some tasty snacks. (A fellow rider and I once regaled two young ladies from France with toasted marshmallows and s'mores over a crackling campfire. And we were perfect gentlemen the entire time, I'll have you know.) Nothing makes people warm up like that wry smile on your face as you slide a wineskin out of your panniers.

Rule #3: Commune with nature when you get the opportunity. The willingness to leave humanity behind

has put me and my tent on an absolutely breathtaking cliff overlooking the Pacific Ocean, in a clearing next to a pond in northern New England, and in beautiful wooded settings just about everywhere in between. A short walk takes you away from the road and out of sight of prying eyes. (Just learn to recognize poison ivy and poison oak!)

Usually, the choice is made for you. In many areas, the terrain and vegetation don't provide secluded places, so you'll want the security of a campground. Or you don't see a campground anywhere, but you see a nice thicket of woods. Do ask. Have a snack at a local lunch counter and ask folks for their recommendations.

Sometimes you can combine quiet camping with socializing and get the best of both worlds. Find your secluded campsite, set it up, dress in your street clothes, put your headlight and taillight on your bike, and ride into town. Find a bar or coffee shop, and



What do you do in a place like that? As little as possible. Sit and look. Listen. Leave behind the desk and books, the time clock, the drive. You got here silently, on your bike. You'll leave, silently, on your bike, and you'll leave no trace behind. There's something spiritual about that way of traveling, so enjoy it when you get the opportunity.

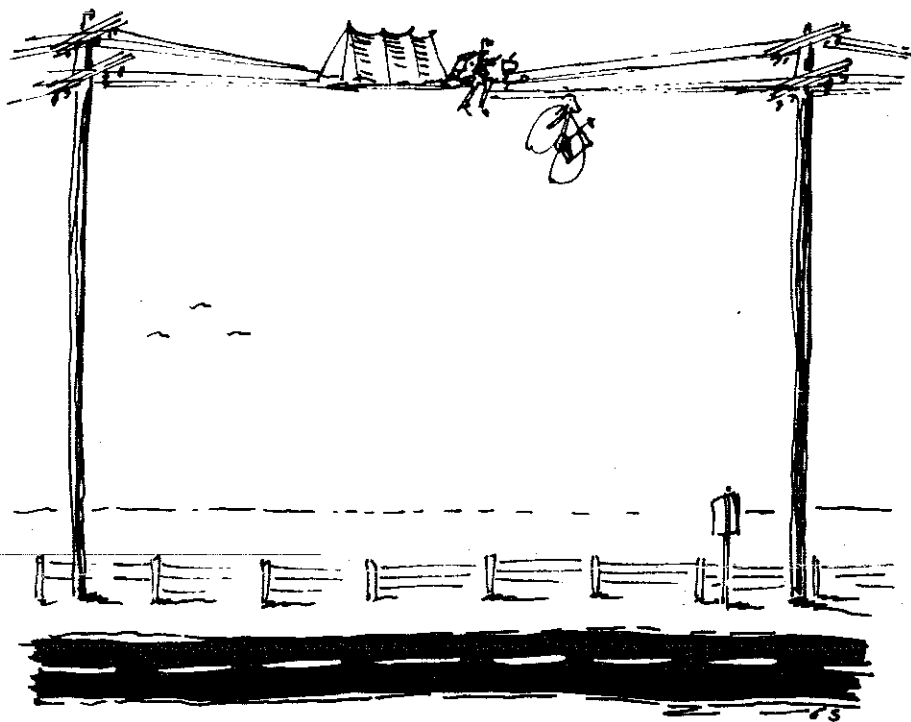
How do you choose between socializing and communing with nature?

start socializing. This has the added advantage of putting you in the midst of non-vacationing locals—rather than vacationing types like yourself—who know the town. You tell them about your trip, and they'll tell you about the wonders of their town. They'll admire your independence, and you'll let them buy you the next round. Later, you disappear into the night, where you sleep undisturbed, communing with nature.

Even though most people will think you're cool, be gracious to those who don't. Bicycle tourists get used to being treated like mini-celebrities. People frequently give you food, drink and shelter, all for the privilege of hearing your stories, whereupon they mutter, "I wish I could be doing that."

exotic, but now they're discount store items. Tents without flies can get very wet and clammy inside, with your breath condensing on the waterproof tent wall and ceiling. So you want a fly.

Tents above the discount store level are made tougher to last longer.



That's great, and it's one of the enduring charms of cycling.

But never forget that no one owes you that adulation, and you are sure to encounter some people who think bicycle tourists are jerks. Change their mind by being humble and unfailingly polite.

Why would anyone dislike bike tourists? Maybe they got a sleepless night next to a rowdy group of them years ago. Maybe they've spent their whole life thinking bikes are for kids, and today isn't their day to be enlightened. Maybe bike tourists ride up to their restaurant, lean the bikes against the plate glass window, blocking the entrance, clatter inside in muddy shoes, ask to have their water bottles filled, and then leave.

Good equipment enhances your comfort while camping. A good tent and sleeping bag keep you bone dry and cozy during nasty weather.

All good tents are made from breathable fabric, with a separate rain-proof "fly," or outer cover, stretched over them. Years ago, fly tents were

They're sold only in camping stores.

Camping without a tent is misery. Even if you don't mind the bugs and the lack of privacy, you'll get covered with dew every night. The dew comes even in dry weather.

I recommend getting a tent at least one person size larger than your group size. A full tent is mighty cramped. Extra space lets you bring your possessions inside to protect them from rain, raccoons and renegade humans. The space allows you to sit up, eat inside, and be social (or, if you're alone, sit up and read or write—something you don't have room to do in a one-person tent).

Synthetic sleeping bags are easy to care for in soggy weather. Down sleeping bags weigh less, but they lose their insulating ability when wet. Your humble author always used to buy down, due to his light weight purist kick, but he now thinks synthetics seem like a wise idea.

Buy one of the nicest, most expensive pads to go under your sleeping

bag. The difference in comfort is astonishing.

Get a candle lantern that you can hang high in the tent. It gives enough light to read or write by, and is much less hazardous than a bare candle.

Cook well. The body you feed may be your own. If you can't cook, maybe you should ride with someone who can. Perhaps this paragraph is a good place to tell you what little I know about nutrition. You'll probably end each day with a lumberjack's appetite, and be tempted to eat the traditional lumberjack meal: a 2-pound steak for \$12.95 at the local steak house. Don't do it. You don't need, and your body cannot use, all that protein and fat. Eating it sandbags your metabolism for days afterwards, and slows you down.

Instead, eat gobs of pasta, potatoes and bread.

Campstove cookery generally means you have one pot and one skillet. If you're like me, you'll want some meat cooking in the skillet (old habits die hard), but you'll keep the portion small. The pot can be a wonderful panoply of pasta and vegetables, potatoes, cheese and vegetables, or whatever else looked attractive at the last produce stand you stopped at. A dab of margarine and a diced and fried onion can make your cookstove meal almost elegant. I always carry a small bag of lentils in my panniers. When boiled with potatoes, cheese, vegetables and spices, the lentils make a rousing supper, full of carbohydrate fire power for the next morning's hill climb.

In the mornings, don't dabble over dishes. Cooking dinner is fun and therapeutic, and a good time for you to wind down after a day's riding. But in the morning, I don't recommend that you cook. Even though cookstove flapjacks sound good, they add too much cleanup time when you'd probably rather hit the road.

Instead, eat a half-pint of yogurt and some bread for a fast, nutritious breakfast. Or eat a breakfast special at the local diner, and tip the waitress liberally (so she'll think bicycle tourists are all great people). ■

BikeReport Technical Editor John Schubert is now on his third tent, third stove, second sleeping bag, second sleeping pad, and first candle lantern.



P.O. Box 8308, Missoula, MT 59807
(406) 721-1776

Mileage & Participation Awards

Rules:

1. You must be a member by June 1st to qualify for 1994 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 and all club rides posted on Hotline. (Diane needs a weeks notice to put a ride on the 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.

Suggestions for Planning Rides

1. Start the ride in an uncongested area.
2. Specifically state any need cautions or dangerous conditions during announcements before the ride.
3. As much as possible, plan the route on lightly traveled roads.
4. Even when planning a route to access food stores and facilities, avoid congestion as much as possible.
5. Clearly print emergency telephone numbers on both the map and cue sheet.
6. Be sure to locate stationary SAGS well off roadways. Consider how many bikes may stop at once, if many are riding.
7. Protect cyclists by planning routes to cross busy highways at signaled intersections.
8. Protect cyclists by planning routes to avoid left turns.. Consider three right turns instead.
9. If an accident does occur, first and foremost, STAY WITH THE 'ACCIDENTEE', second, tell the next person to call for aid.

Given by Adventure Cycling Association.

Happy Birthday to:

Glen Drellishak 8-2, Linda Ostrowski 8-3, Kelly Butts 8-4, Gena Dyer 8-4, Jerry Pavlat 8-4, Beverly Feucht 8-5, Daniella Schmelzer 8-5, Julia Schultz 8-7, Nancy Duemling 8-8, Blake Bennett 8-13, Warren Berthelsen 8-14, Kyle Haelewyn 8-14, Art Meerhaeghe 8-15, Ilene Hirsch 8-18, Linda Bellia 8-22, Bette Dobry 8-22, Steve Morauski 8-22, Debbie Bozeman 8-23, Kimberly Piccolo 8-23, Dee Whitmore 8-24, Jeff Scott 8-25, David Bowen 8-28, Debbie Magress 8-29, Ken Hency 8-31

Welcome to the following new members:

Eric W. Braun
John Broikoa
Doris Brown
Roger & Julie Johnson & Family
David & Gail Komendera
Jennifer Loos
Mickey Ziomkowski

BWR Steering Committee Meeting

July 18, 1994, 7:00pm
E.A. Nieman's home
11902 Fountainview Blvd., Romeo
Home phone: 810 752-6482
Work phone: 810 752-2770
Springbrook Mobile Home Park - 33 Mile and Van Dyke
(North on Van Dyke, East side of road, Please park at Club House).

All Club Members are welcome and encouraged to come and help us make the 1994 BWR the best yet!

Editor's Note:

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

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

ADS, ADS, ADS

FOR SALE: Graber spare tire mount bike rack; holds two bikes, like new. Fits on any exterior spare tire; such as a Geo Tracker or Jeep. \$20.00. Call John (810) 777-8726.

FOR SALE: Brand new Rhode Gear spare tire Bike Rack. \$100.00 or best. Incl. Anti Sway Bars. Call Joe (810) 778-6337.

FOR SALE: Auto-Maxi Bike/Ski Rack. Many accessories included. \$150.00 or best. Call Joe (810) 778-6337.

1994 BWR Steering Committee

Chair	Home	Work
Ron Smith	651-7346	556-3293
Co-Chair (open)		
Finance		
Bill Duemling	752-6310	468-2947
Elizabeth Nieman		752-2770
Day of Ride		
Diane Baker	247-5694	756-3131
Ride Merchandise and Publicity		
Doug MacDermaid	774-0295	
Applications and Registrations		
Bill Duemling	752-6310	468-2947
Route and Sag		
Bill Cleland	775-5125	497-5355
Ed Rogers	755-2347	574-6653
Rest stops		
Laurie Brickner	939-4670	643-5421



Bicycle News from the ADVENTURE CYCLING ASSOCIATION

from the Santa Rosa Cycling Club Newsletter, by Donald Boone, D.C.

INJURY PREVENTION

Of all the aches and pains that athletes feel, knee pain is one of the most common and frustrating. Why is this, and how can you prevent or manage knee pain?

Basically, the knee transmits the force of muscles into movement through the bones. Optimum, and therefore, pain free motion of the knee requires a balance of muscles (forces) acting on the knee. This means that all the muscles surrounding and acting to move the knee or stabilize various structures while the knee is in motion, are balanced in terms of tone, strength, flexibility, and length. This ensures smooth joint motion, with minimum lateral and rotational forces in the knee.

As a link in a chain, the knee does not move independent of the structures-above or below the knee. Therefore, proper functioning of the ankle, pelvis, spine or upper body is essential to support the alignment, stabilization and healthy motion of the knee. For this reason, while pain is felt at the knee, the source and cause of knee pain may be elsewhere.

Because of the specialized and repetitive movements in cycling muscular imbalance may result. These imbalances produce inefficient, stressful knee motion resulting in microtrauma, inflammation, and pain. As with any repetitive motion, knee pain in cycling may be due to overuse. Simply doing too much, too soon. Often, a good way to prevent or manage knee pain is to examine your training routine with ruthless introspection. Are you overdoing it a bit?

Does your current conditioning match the demands of your next ride? Do you listen to your body? Whether your goal is peak performance or avoiding injuries, in addition to cross training, many trainers are wisely advocating that it is better to be somewhat undertrained than overtrained.

In addition to muscle balance, muscle coordination is vital to smooth, efficient pain free joint motion. As with our signature, each of us develops unique movement patterns. There



exists a wide range of coordination and movement patterns for even the simple motion of knee extension. This creates a wide range of efficiency in the knee joint, producing various rates of wear and tear in the joints.

One method of increasing knee coordination and efficiency is to become more aware of how each leg feels as it moves in the motion of cycling, usually done slowly with minimum effort to enhance the sensory feedback. By paying attention, you may begin to feel a change in your sensations and movements.

It is these underlying stress factors which make the difference between someone who starts to get pain at 60 miles into a ride and someone who feels pain at 30 or someone who feels pain at 150 miles per week and someone who feels pain at 50 miles per week. Fortunately, most of these functional imbalances can be identified and minimized or resolved.

A general program of stretching and strengthening exercises to balance the specific demands of cycling can be very helpful as a regular training routine. Learning how to more efficiently move and generate power and speed by becoming aware of the differences of position and usage of the legs is often the key in providing insight into the cause of knee pain. Additional factors

involved may be shoes, body position, positive stride, length, and upper body motion.

In summary, knee pain in the cyclist can be caused solely or by a variety of factors, most often muscular imbalances causing inefficient and stressful joint motion. The appropriate treatment often depends on isolating the causative factors. Simple procedures such as RICE: rest, ice compression, and elevation in acute injury can be helpful. Persistent knee pain or weakness is an indicator for a more thorough evaluation. Various conservative therapies are often helpful and fortunately, most therapeutic procedures once learned, can be done at home.

I hope this brief overview has answered some questions you might have had on knee pain, and provided some helpful information to maximize your enjoyment and minimize pain.

ADVENTURE CYCLING
a s s o c i a t i o n

P.O. Box 8308, Missoula, MT 59807
(406) 721-1776

Super Sale help needed:

Pavlat's Bike shops are looking for helpers for Super Sale weekend Aug 5-7th. This gives you a different and fun view as to what it's like to be on the other side of the counter. We provide you with food and drinks, and we'll pay you for your services. Call Sue 810 792-4040 to sign up.

Speedy Recovery

We would like to wish Vicki Malloch a speedy recovery, she is going in for surgery on July 25th. Get well soon Vicki!!

Senior Olympics

Congratulations to Gerry Bartels for an outstanding performance at the Senior Olympics. Gerry won a BRONZE in the 10K, a SILVER in the 5K and a GOLD in the 1 mile.

Mountain Biking Weekend

Dan "Danno" Merchant a member of the Skiwis is coordinating a weekend of biking at Schuss Mountain/Shanty Creek Resort. September 16-18
Trip includes two nights lodging, two breakfasts, two box lunches, one dinner, a weekend trail pass, shuttle service, and all applicable taxes and gratuities.

\$130.00 double occupancy

\$108.00 quad occupancy

Non members add \$10.00.

Please call Dan for more information.

Dear Dr Bike:

I've been cycling for over a year now and am amazed at how much I've learned about the sport. I didn't learn from books and magazines, I gained all

my knowledge from riding with a club. Before I joined a club all I did was ride around our subdivision, or take my bike to a local park. My bike was very heavy and my blue jeans would always get caught in my chain. After just a few miles I would be so tired and thirsty. And I never rode on a major street with lots of cars for fear of being run down by some crazy motorist. Now since joining a club I've learned the correct way to ride a bicycle. Now I wear bike shorts so nothing gets caught in my chain, and I wear a sharp looking club jersey. I carry a water bottle so I don't get thirsty and I bought a new light weight 32 speed bike so I can ride faster and farther without ever getting tired. But most importantly, I learned how to ride on major streets. By riding in large groups we can take over the roadway. A large group of cyclists force the cars to either pass when the other lane is completely clear, or make them wait until we turn off onto another street. Its almost like the road belongs to us. This makes riding on major streets much safer. Cars never argue with big groups of bikes. When I first started riding with a group I was a little scared about the cars. But now I just ignore them. We can ride the lane talking and having a good time and you don't even know the cars are there. And I learned this just by joining a club. Things are a little different though when I ride by myself. The cars and trucks force me to ride on the very edge of the road and when they pass they honk their horns and yell at me to get off the road or ride on the sidewalk. I asked some club members what I should do. They said to just smile, wave, and say 'have a nice day', and someday those drivers will learn we have just as much right to the road as they do. My question is, how can we better educate those drivers so that when we ride by ourselves they treat us with more respect?

Dear In-need-of-some-R-E-S-P-E-C-T:

I suggest you get a copy of the "Effective Cycling" book, (there's also an excellent video if you have trouble reading). If that doesn't work, how about trying another sport where your encounters with "crazy motorists" will be minimal,... like deep sea fishing.

Total Club Mileage 31,261.4

Club Mileage Leaders:

Men

- | | |
|--------------------|---------|
| 1. George Zloistro | 1,419.3 |
| 2. Rick Jones | 1,248.6 |
| 3. Doug MacDermaid | 1,177.5 |
| 4. Greg Schultz | 987.1 |
| 5. Bill Duemling | 971.3 |

Women

- | | |
|--------------------|---------|
| 1. Laurie Brickner | 1,186.2 |
| 2. Julia Schultz | 910 |
| 3. Pennie Morauski | 807.5 |
| 4. Doris Mulligan | 537.1 |
| 5. Sharon Wiseman | 524.8 |

Pacific Coast Ride Meeting

July 25, 7:00pm. at Dan & Bev Feucht house. 528-0557

The BWR T-shirt Design was chosen at the July meeting. Thanks to all who submitted a design. Debbie Capoferi designed the winning design. Congrats Debbie.

Tandem T-Shirts

There was enough interest to re-order the Tandem shirts. Please call Debbie Capoferi and Steve Angst if you would like to order a Tandem shirt.

Dear Clinton River Riders

We are sorry that there is confusion about our letter regarding discounts given to all members after 30 days of joining the club, with one request. Our request is for the Club to provide membership cards to all CRR members so that both our locations will be able to recognize the members. All of our employees don't know who is or isn't a CRR member.

Pavlat's will share the expense of the membership cards by paying 1/2 the cost. The membership card can be used as an I.D. card with a place for an emergency phone number, blood type, donor instructions, etc. with date of issue and expiration date on it. The members could have the card laminated and should keep it with them at all times when riding.

Jerry & Sue Pavlat

MS150

This year's MS150 was a huge success! There were 1,056 riders who raised over \$320,000 in pledges to help fight multiple sclerosis. The weather cooperated this year with no rain and moderate temperatures, although the wind humbled quite a few riders. Many riders had to have their knees wrapped but there were only a couple of minor scrapes, and everyone seemed to have a good time. This was the safest MS150 on record we were told.

Thanks to 35 Clinton River Rider volunteer tour leaders who encouraged and helped the riders all along the way with your knowledge and expertise. You should be proud because you had a big part in making this tour a safe and successful one and did your jobs like pros.

Thanks again

Steve & Pennie Morauski

Thanks also to Steve & Pennie for coordinating all the ride leaders.

(Wisconsin Cont.)

at in Vermont a couple years ago. Would the terrain also be the same I thought as Rich winked back thinking the same thing. We got our rooms overlooking Green Bay and then met the others for the drive into Egg Harbor, 4 miles North, for dinner. Oscar went into the corner restaurant to make reservations for 13 as we walked over to the restaurant across the street. "We'll come back tomorrow" yelled Oscar to the first restaurant. The food was good, and the red Leinenkugels went down nice. On the menu I spotted "bread pudding" and asked for it. "Sorry, there's none left" responded our waiter, "they make it everyday though". We'll have to come back here I commented. Next door was a grocery store where we loaded up on the essentials, including 2-1/2 gallon jugs of bottled water to replace the iron-laden water in our rooms, and gator-aid to get us up the hills Mottershead and the Lopiccolo's kept talking about.

Friday morning we were up around 7:00 AM. Our host at the resort had promised a continental breakfast by 7:30. He was late and after some conversation we decided to skip the continental and ride to a breakfast stop. Its a good thing I brought packets of oatmeal along as our breakfast stop didn't occur until we got to Sturgeon Bay around noon. The clam chowder at "Pudgeys" was very good, but my side order of a cherry pancake was the best one I ever ate. Door County is noted for its cherries, and something called "fish boils".

With the temperature pushing past 90, Oscar, big John and I decided to skip the 20 mile loop south of Sturgeon Bay and instead headed back to the resort for some cool refreshments and relaxing out back. The others returned and Rick Moorman arrived from a Chicago business trip to join our motley crew. This time we drove across the island, (a much heated debate went on over most of the weekend as to whether Door County is an island or a peninsula), to Bailey's Harbor. The first place couldn't or wouldn't seat 14 of us but referred us down the street to a place called "Frontier's". Nicely decorated, my blackened white fish was very good. The service however was poor and I suggested to everyone that we skip the dessert and head back to Egg Harbor for some real dessert. (My intentions were to get some of that Bread Pudding). Naturally everyone was a tiny bit upset with me, especially when our hostess wheeled in this 10 foot dessert truck loaded with home baked pies. But we resisted her temptations and headed back. We ended up at the local supermarket for pints of Haagen-Daz and Ben and Jerry's. As the sun set over the Bay we consumed our pints of cream and walked casually around Egg Harbor looking at the quaint store fronts.

Saturdays ride was up the west coast. Skipping our continental we followed Frank and Oscar to a small little place in Egg Harbor for breakfast. For a \$1.99 you got 2 pancakes and meat, or, 2

eggs, toast, and meat. I got both. Best breakfast in long, long time, (not counting yesterdays). We headed along the coast and after George "dropped his chain" and Oscar "made a quick dismount" we continued into Gills Rock for a leisurely lunch outside the harbor. Skipping Newport State Park, (we stopped at the other two state parks for some breathtaking views, which translates to breathtaking climbs) we continued down the Lake Michigan side stopping before Baileys Harbor to swat flies while Rick Jones changed another flat. We regrouped in Baileys, picked up some maps from a local event that was going on and headed West to our resort. More cool refreshments, swimming, refreshments and relaxing. Tonight we were going back to the place where we went the first night. Oh boy, I thought, here comes my bread pudding. They sat us outside and after bringing the pitchers of Leinenkugels took our orders. For an appetizer I ordered, ... you guessed it, bread pudding. Our waitress, Debbie (kind of klutzy but lots of enthusiasm) brought out this huge bowl of bread pudding topped with mountains of whipped cream and placed it in front of me. Everyone's eyes popped out when they saw the size of this dessert. Ken, Rick, and Gerry who were sitting at the table next to ours immediately asked Debbie to save them a bowl. When we finished our dinners she came to clear the dishes. I saved half of my appetizer for dessert. Then she brought out three bowls

of bread pudding. But instead of giving them to Ken, Rick, and Gerry, she put them down at Rich Dyer, Steve, and Art's table. She discovered her error a little too late because when she returned from the kitchen she had to apologize to Ken's table that they were again all out of the infamous bread pudding.

On our last day of riding the clouds threatened rain. We watched them roll in as we ate our \$1.99 breakfasts. We watched them as we rode out on our ride. But after an hour, they rolled on out and we again had a most beautiful day of riding. We stopped for lunch in a place called Fish Creek. The restaurant offered tickets for their "fish boil". We bought tickets for the 7:00PM feeding after being assured by our hostess there would be enough to satisfy the bellies of a bunch of bikers from Detroit. On the way back six of us broke from the main group. With Moorman and Anderson in the lead we raced back to Egg Harbor for one last fling with Debbie. Most enjoyable, she gave us all the bread pudding she had left. At 5:30 we got in the cars and headed for Fish Creek to see what a "fish boil" was all about. After milling around town for awhile we went to the back of the restaurant where they had two huge cauldrons with a wood fire burning under each. Then two guys put a screened pot in each filled with red skinned potatoes, let them boil for awhile and added a bucket of whole sweet onions and a coffee can full of salt. A few minutes later they placed another screen in the pot filled with white fish steaks.

After a few more minutes of boiling one guy took a large coffee can of kerosene and dumped it on the burning logs under the pots. A huge fireball went up in the air and the boiling concoction immediately started bubbling over. After the fire died down they took

the two screens of potatoes, onions and fish into the restaurant and served the patrons. The "boil" was delicious. Unfortunately, the service and portions were not up to our expectations. Poor Frank had to put all of his pocket change on the table. Each time he wanted something like a cup of coffee he had to pay the waitress immediately before she would serve him. A most peculiar way of doing business.

You may have noticed I didn't say much about the riding. Although the roads were excellent and to some of us the hills were challenging, to give you a better idea of what the riding was like I've attached a little game. Much of our riding was like a game. If you can match the riders to their unique Spanish nicknames, you'll get an idea of what this ride was like.

THE RIDERS WERE:

Steve Morauski, Oscar Balmaceda, Rich Dyer, "Big John" Edry, Gerry Bartels, Rick Jones, George Z, Ken Koch, Frank and Tommy Lopiccolo, Frank Mottershead, Patrick Moorman, Art Anderson, and yours truly.

THE ANIMALS WERE: LORO CHARLATAN - the talking parakeet - says only 2 things, "pass the syrup" and "pie a-la-mode".

MONO RELOJERO - monkey trying to make a wristwatch -

person who tries to do to much. (proud father of El Pinguino Grande).

EL PINGUINO GRANDE - the big penguin - when walking up hill wobbles side to side much like the Arctic bird (son-of-a-mono-relojero)

EL GATO - the cat - has 9 lives and used up one of them on a sharp right turn down a fast hill.

EL CHIVO - the billygoat - breathing the thin air at the top keeps this old goat looking young.

LA CIGUENA - the stork - all bones, no fat, lives up there.

EL MOSCARDON - the horsefly - a constant irritation to those around him.

EL ARMADILLO - an armor plated possum - need I say more?

LA LIEBRE - the jack rabbit - an extremely fast possum.

EL ZORRO - the fox - if he got rid of the belly he could pass for a Guy Madison look-a-like.

EL LEON - the lion - Leader of the pack.

EL ELEFANTE MAPERO - elephant memory - Big, friendly, strong, never-forgets the route.

EL OSO PERESOSO - the lazy bear - he actually resembles a bear

LA TORTUGA HAMBRIENTA - the snapping turtle - grab, eat and move on until the next meal is in sight.

