



## **Ride Schedule**

### **Reoccurring Rides**

Call the Hotline (810) 792-4670 for updates  
On evening rides bring lights in case of delays.

**Monday 6:30 p.m.:** meet Pam & Rich Dyer at the Michigan National Bank in Algonac on M-29 1/2 mile east of the Harsons Island ferry. Ferry (free for bikes) to Harsons Island for 25 mile ride at 17-18 mph.

**Tuesday 9:00 am.:** meet George Zlotro at Schultz' Funeral Home 8 1/2 and Gratiot. call Hotline to check on ride.

**Tuesday 6:30 p.m.:** meet Steve Morauski at Prestige Cycles 36558 Moravian (by Garfield) in Clinton Twp for 20-25 mile ride 14-16 mph to Metro Beach. Co-leaders are needed for this ride to lead different groups. Call Steve to volunteer.

**Tuesday 6:45 p.m.:** meet Sue & Jerry Pavlat at the MSU management training center on SE corner of Square Lake Rd and Crooks. BAM, RAAM-NOTHING BUT HILLS ride. 30 miles 1 1/2 hrs, 20 mph average, no stops. Bring lights in case of delays.

**Wednesday: 6:30 p.m.:** meet Glen & Marilyn Drellishak at Long Lake (18 mi.) & Livernois for 25 mile ride. Two groups, 10-12 mph and 12-14 mph. Dinner after ride at restaurant.

**Wednesday 5:00 p.m.:** meet Gary Haelewynn at K-mart headquarters 16 mile and Coolidge for 25-30 mile ride @ 16-18 mph through the hills of Oakland County,

**Thursday 5:30 p.m.:** for women only; meet Marlynn Opp at Stoney Creek boat launch for laps around Stoney Creek. You can come latter and join them as they come around or drop off for a lap. Perfect for Thursday "Power at the Tower, widows"

**Thursday 6:00 p.m.:** meet Rich Dyer or Steve Angst at the water tower in New Baltimore for fast "Power at the Tower" 35 mile ride at 20+ mph.

**Thursday 6:00 p.m. and 6:30 p.m.:** meet George Zlotro and Dan Merchant at Pavlat's 2 Wheel Authority on S Washington in Royal Oak for 25 mile ride to Bloomfield Hills Twp paces; 14-16 mph at 6:00 p.m., 16-18 mph 6:30 p.m..

**Friday 6:30 p.m.:** meet Steve Angst at Jefferson & Marter (8 1/2 mi.) for 25 mile ride at 16-18 mph. Ice cream stop is optional on hot days.

**Saturday 8:00 a.m.:** meet Doug or Rick at Stoney Creek boat launch for breakfast ride to Armada. 45 miles at 16-18 mph pace.

**Saturday 8:00 a.m. June 17, 24 July 15 & 22:** Note, July 15 is 11:00 a.m.: meet Patti Brehler at Prestige Cycles on Moravian in Clinton Twp. This is an easy pace ride for beginning women who want to learn more about riding. 5 to 15 miles at 10 to 14 mph.

John Payne's Sunday rides canceled

## **Scheduled Rides for July**

Not much scheduled this month for the club on Sunday. Call the Hotline (810) 792-4670 for updates or call Rick Jones (810) 879-2490 to schedule a ride.

**July 4 7:30 a.m.:** meet Duane & Elizabeth Nieman at Romeo high school (1/2 mile west of Main St on 32 mile) for 50 mile ride at 16-18 mph to Capac for breakfast

## **Other Rides and Events**

**Hell of a Ride: Saturday, July 8** starts at Chelsea Fairgrounds.

**RAT Ride Around Torch Lake: Sunday, July 16** starts in Elk Rapids at the high school. 30 mile, 62 mile and 100 mile loops.

**Tour Of The Thumb, July 22 to 28.** Starts in St. Clair

**Detroit Freepress Michigander IV, July 23 to 28**  
Mountain bike tour on dirt roads and rail-trails in Michigan.

**Shoreline Bicycle Tour East & West July 29 to August 5**

**Shoreline Bicycle Tour North August 5 to 12**

**IDIDARIDE August 4-6:** Weekend starts at Adrian College with routes upto a double century. Sponsored by Ann Arbor Ski Club Cyclists. Write IDIDARIDE, 2851 Quail Hollow, Ann Arbor, MI 48108

## **Mio Adventures**

**July 8:** Ride across Michigan on M-55. You will be sagged to Manistee. Ride to Tawas City.

**July 29&30:** M&M ride, a one way ride from Mio to Mackinaw with an overnight stop in Wolverine. It's about 110 miles total for the two days with sag back to Mio from Mackinaw.

**Sept 16&17:** MTM ride, the TOSRV of the North. A 210-230 mile ride from Mio to Mackinaw and back in two days with overnight in Mackinaw.

**Oct. 7&8:** Mio Fall Color Tour, two days of riding and maybe a canoe trip.

If interested call Doug MacDermaid (810) 939-4670 or Glenn Pelton (517)-TANDEMS (826-3367) Helmet required. Rustic camping available in Mio. Hotels fill up fast so call early.

## VIRGINIA SHORTS

by Gary Haelewyn

### Crossing 250

Arrived at Rick Jones house round 06:00 Wednesday morning meeting Steve M and Art A for the 550 mile trek down to the Shenendoah Valley. Taking AAA scenic route advice I-75 South to I-80 East we stopped off in Youngstown for gas and bargain hunting, before continuing South on I-70 to I-79 exiting near Clarksburg. Here is where the real AAA scenery starts. We cross the Allegheny Mountains on 2 laner #250 just like the pioneers of old and at about the same speed. Rick, who never gave up the reins for the first 12 hours tightly grips the steering wheel as we round the 20, 15, and 10 MPH turns and 8% grades up and down, watching for deer crossings, falling rocks, no guard rail 6 inch shoulder 500 foot drop offs, and speeding oncoming locals for the next 2 hours until we reach our final destination. Eyes glazed, nerves frazzled, we briefly consider calling the others warning them of the white knuckled 250 route. Instead we head over to Shoney's restaurant where Debbie, our waitress tempts us with late night desserts.

### ON THE EDGE OF A 1000 FOOT CLIFF

As we left 6 hours earlier than the others the four of us had the option of doing an early morning sampler ride. At eight AM we meet in the parking lot to do the short ride and find Rod Klann parked outside in his vette. Unfortunately Rod's bike is in Oscar's van still on the treacherous route 250. So Rod's job is to find a good restaurant for dinner tonight. We turn left out of our motel on highway what else, 250 and begin a mile long descent. Fortunately this stretch of the highway leading into Waynesboro is a 5 laner so we don't encounter to much traffic, but still there are a few hills to climb. Breakfast is at Lynns which turns out to be the best place to eat breakfast in the valley. Our ride is to be a laid back, easy, tour the countryside type ride. Just a little warm-up for the frantic pace we will need when the rest of the guys show up. And warm-up it becomes. By the time we reach our half-way point stop the temperature and humidity are in the upper 80's. Luckily our stop is at the Grand Caverns for an underground tour. From 88 degrees outside the temp immediately drops to 55 degrees as soon as our guide, Debbie, takes us into the cavern. We learn about stalactites and stalagmites, shields, and vertical shifts in the earth's crust. Debbie leads us to a corner of the cave where there's a small dark entrance. As we step in she lights a candle explaining this is how people in the early 1900's saw these caves. Then she blew out the candle. I couldn't see my hand in front of my face. All of sudden she threw a switch, lights came on, and we found ourselves in a 270 foot long, 40 foot high cavern. Along the way were pools of water 3' around and maybe 3 inches deep. When we looked into the pools the reflection from the ceilings made us think we were looking over the edge of a 1000 foot cliff. On the way out as we got closer to the exit Debbie explained why the opening had a slatted fence above us. "That's so the bats can fly out at night", she explained as we slowly looked up at the now 7 foot ceiling.

### THE BEST BURGER

Friday morning and 13 riders exit Shoney's Inn parking lot headed for Gypsy Hill Park in the town of Staunton. The first group

ride is called "A Fly Through Mossey Creek" from the book "A Cyclists Guide to the Shenendoah Valley". We're using the Rick and Ken condensed version which only shows the turns, leaving out the minor things like places to get food and drink. Oh well, its only a 40 mile ride. We'll be back before noon. At 9:00 Jerry has his bike repair stand out next to his truck with someone's bike in it. Some of us are out looking for the others who it seems could not find Gypsy Hill park, while others are doing loops around the park. Finally we're all together and ride out heading North. At the first intersection we stop to discuss if this is the turn on the map or not. The consensus is we continue North eventually finding our way back onto the published route. After 22 miles it's 11:30 and we enter the Natural Chimneys Regional Park in Mt Solon. Both the temperature and humidity are in the mid 80's. It costs \$5.00 for a car to enter the park and see the "Natural Chimneys" no matter how many occupants. Debbie, the park attendant, only charges us \$1.00 each. What a deal. We ride in a few hundred feet and see the fenced in stacks of rock that sort of resemble chimneys. Then we ride out. The really big benefit to this little diversion is the one chance to fill our water bottles and buy a candy bar. My shrewd morning breakfast of oatmeal and dry toast is just about exhausted. I now have a water bottle and 2 nickel tootsie rolls to finish the remaining 25 miles. The group presses on. More like hammers on. By 2:30 I'm getting chills even though the temperature, and humidity, are now in the 90's. Our speed has slowed considerably from the loops in the park. I have one thing on my ever shrinking brain.... Vanilla Malt and greasy Cheeseburger. Leaving the others as we enter Staunton I stop to ask a local for directions. "Wrights Dairy Rite" he replies, "best burgers in the whole town". And best it was.

### MOON SHINE

Oscar and Rod spotted a nice Italian place in the center of Staunton which turned out to be our place of dinner for Friday night. Very elegant, the restaurant was in a block of many different small 2 story businesses. The maitre'd placed us up stairs on the second floor in a carpeted room with 4 windows over looking the street below. At a long clothed table with fine dinner ware we dined on soups, salads, pasta, and our main courses. Leaving, the moon briefly shined bright from an apartment across the street as "Happy Birthday" filled the quiet streets. We walked around town stopping at the train station built in the late 1800's and now converted into a restaurant. Off to the side was a room decorated into an old vintage 1800's type ice cream parlor where we sampled the desserts. This place would be our dining residence for Saturday evening. As we stepped out of the ice cream parlor a long coal train sped past the station. We walked up a steep flight of stairs to a bridge that crossed the tracks and watched the train speed by into the warm starry night.

### THE PERFECT VIRGINIA BICYCLE

A track bike with a 28-39-52 on the front. Only need the left gear shifter. Simply put it in the 28 going up the hills, the 52 for going down. Use the 39 for doing loops around the park.

### EXCUSES, EXCUSES

One of the requirements for participating in a Koch/Dyer annual ride is the ability to quickly make up unique excuses for not completing certain prescribed tasks. An old excuse tried on this trip,

was one originated by a former Wisconsin rider. On a short steep hill he suddenly exclaimed, "I lost my chain". However this year it failed due to the sharp eagle eyes of Rick Moorman who quickly spotted the greasy chain marks on the toe of the riders shoe. The best excuse (still being investigated) was by Gerry Bartels. On a short incline Gerry quickly dismounted claiming his rear axle had broken. By the time he got to the top it was indeed broken. No one has yet been able to figure out how he did it.

### THE NOT SO PERFECT VIRGINIA BLAZER

The air was muggy hot when we got back to our motel room even though Steve had called the office to have them fix the a/c. So we had to turn the infernal machine on full blast when we went to bed. Twice during the night I was tempted to turn the noisy fan down a couple notches but was too lazy to get out of bed. The next morning we stepped outside our room and there in the parking spot directly in front of our room was a Chevy Blazer sitting on a cinder block and a tire jack minus 4 tires. The thieves were nice enough to leave the lug nuts piled in little groups next to each empty wheel well. I mentioned the now immobile vehicle in front of our room to the young 20ish night manager who casually replied, "Oh, is that so".

### HOW TO STAY DRY AND FED DURING AN AFTERNOON RAIN STORM

Saturday morning we met at Rowe's Family Restaurant at 07:00 for our pre-ride breakfast. Although the menu showed the oatmeal and side fruit dish as \$2.00 some of the guys ordered oatmeal with raisins and a banana. When the bill came they found a charge of \$1.50 for oatmeal and \$1.75 for the dish of 1/2 banana sliced. After complaining to the waitress for the gross oversight the waitress reluctantly agreed to amend their bills. The new bills came back showing the \$2 charge and a new item... 25 cents for raisins. By 8:00 we were headed south in the vans for Lexington, home of Robert E Lee, Stonewall Jackson, VMI where generals are made, and the start of our longest ride. By 9:00 again, we were headed out of Lexington and climbing. We climbed continually for the next 21 miles until we came upon a closed party store and an open garage. We asked the garage owner if any places for food or cold drinks were near and he pointed us to a string of fast food places less than 2 miles off our route. We found the place, opting for a convenience gas/food place for cold drinks and snacks. Four of us decided to break from the rest of the group for a shorter ride of what we calculated to be 50 miles. We knew we would miss the much talked about 8.2 mile descent, but went ahead and broke from the main group anyway. A quarter mile after leaving the main group, Oscar Big John, Steve and I began a 6.5 mile long decent ending at the same road the other group would reach. According to the notes we had food and drink was available 5 miles into Goshen Pass. The four of us rode into Goshen Pass and after 6 miles stopped to assess the situation. Big John said he would continue on looking for the food stop and soon we all agreed to continue down Goshen Pass rather than turning around and heading back. A little ways up a sign read Goshen 4 miles ahead. We rode into Goshen skipping the tourist restaurant and taking the advice of a local stopped at the restaurant at the end of town. Our hot lunches and cold drinks were delicious after 45 miles of riding. Then suddenly the skies grew dark and the rain began to fall. Then it poured. After about 1/2 hour it let up and soon stopped altogether. We rode out onto the steamy

streets heading back out of Goshen Pass. Soon two familiar faces appeared. Art and Gerry, each with big smiles and obviously very happy to see us were just in front. They had broke from the main group without any maps and were lost. Needless to say, they were extremely happy to see us and get a map, directions, and advice as to which restaurant to eat at. By the time we got back to Lexington, we had logged 70 miles. The main group, having just got 5 minutes ahead of us logged 72 miles. Seems they got 5 miles into Goshen Pass when the storm hit. Waiting out the storm under trees, they turned around and headed back not knowing food and drink was only 7 miles further.

### IT'S NOT NICE TO FOOL WITH MOTHER NATURE

It's Sunday and we're in Lexington to do one of those short morning 35 milers with an optional 20 miler in the afternoon. This one will take us to another one of the "natural" places. This one is called the "Natural Bridge", once owned by Thomas Jefferson, it's now one humongous tourist location with what else a "Natural Caverns" and a deal on seeing both for \$12 or one for \$7. Most of us go for the bridge and a few go for both. We finish the bridge, a cave for making gunpowder, and a short waterfall, and proceed to the "caverns" which of course is up a very steep hill. As Gerry B cranks up the hill, he suddenly begins spinning 90 miles an hour and slowly starts backing DOWN the hill. Quickly dismounting he finds his rear axle is broke. Best excuse so far. He and a few others do the cavern thing, while Oscar and Art return to Lexington to get the truck to pick up Gerry's bike. The rest of us wait around for the others to complete their cavern tour, then we all with the exception of Gerry head back to Lexington. It's amazing how long it takes to go 11 miles out here. When we get back Oscar's van is gone so we drink a cold one and start loading the vans with our bikes. A few minutes later the sky begins to darken and suddenly we're sitting in the van through this big rain wind and hail storm. We compliment each other on our great timing of getting back. Then we head back to the motel. Back at the Shoney we find Oscar is still not back and figure he probably drove back to our starting point before returning to the motel. Suddenly up drives Oscar. The door opens and out drops this very wet noodle called Art Anderson. Seems Art the mileage hound left Oscar in Lexington when they got back to Oscar's van and decided to do the little afternoon jaunt. About 11 miles out Mother Nature spotted him out on the road, and smiled. Then she dumped a wall of water, wind, and hail on him so hard it blew Art off the road and into a ditch. Fortunately, Oscar upon returning to Lexington and not finding Art, back tracked the route until he found the old broken man and brought him back to Shoneys to dry out.

The Shenandoah Valley trip is one in a series of yearly bicycle events put on by Rich Dyer and Ken Koch whose main objective after breaking it's participants down, saving the biggest hill for the end of the ride, secretly photographing them off their bikes on any hill and promising not to tell anyone... is to have some fun. This years suckers (wheel suckers that is) were Rick Jones, Art Anderson, Steve Morauski, Oscar Balmaceda, Gerry Bartels, John Edry, Frank Mottershead, Rich Dyer, Jerry Paviat, Steve Angst, Rick Moorman, Rod Klann, and yours truly. (Note the missing trip leader). If interested in next years trip, enjoy humiliation physical and mental battering, and a few hills, contact Rich or Ken.

## **MORAVIAN NATIONAL 24-HOUR CHALLENGE**

With PBP (Paris-Brest-Paris) brevets completed and a somewhat abbreviated weekend ride in the Shenandoah valley doing hills, this flatlander ride in Byron Center, MI should be a piece of cake - Wrong!! Look at the 91 results brochure, (I did 325 that year), age group record, 60-64, says 337 miles. Looks doable. Set goal at 350.

Arrive Byron Center Friday pm with pit crew, wife Aletha. Pickup number and stuff. CCRs and friends there - Dave, Gary, and other familiar faces. Check entry list and records on the wall. What's this? Some guy named Larry Walcott has upped the record to 385! This is going to be a full days work.

Saturday am. Brochure says park gates open at 0600 with no overnight camping. We're first in line at the barrier however - the place looks like tent city! Bummer - good pit spots are all staked out. Did this solo in 91 and spent too much time riding to the back of the park for refueling etc. Pit crew mumbles something about lugging provisions. Discretion and 32 years of marriage mandate silence. Stay focused. Its going to get hot enough on the course.

0800. Get off with the lead group - tandems and animals pulling. No computer on Softride bike - speeds unknown - only distance counts. Hanging on at the 33 mile check point - however, HRM says exceeding AT (anaerobic threshold) too much. Decide to back off - not the same as being dropped!! Front group splits. Go out with the second bunch - gross error! They're determined to catch the leaders! More AT hammering to the 77 mile check point. Groups have merged. Obviously some off the front but I'll never know.

Survival dictates moderation. Its starting to get hot and humid. Finish the first loop - 115 miles - at 1405. Big ring ride except for the 98th street hill which is a good grunt with my 39/28. Haven't put the triple on yet - maybe for PBP. Mavic rim/28 ss DT spokes on the rear (no way to spin this baby off the hub - warm fuzzy on grades) remaining Spinergy on front. Still goes good down hill. Spin out in 53/11, tuck and roll - yee haw!!

Ride second loop (24 miles) four times - until dark. Tail wind out and 98th st hill and head wind back. Option of starting six mile night loop after once around loop 2. Turn in day mileage card - 211 miles. Short break for light installation, refueling and other necessities. Back out and rolling on the night loop.

About 0300, wandering toward the shoulder too often. Pit crew warns that I slacked off on fluids as the temperature dropped - starting to bonk. Take a half hour break on the ground, about 40 feet off the course by Oscar the llama's pen. At posting of day mileage crew informs me that we're 48 miles ahead of Mr. Walcott - am I God?? No way he can make that up during my half hour break.

Slug down some caffeine, ibuprofen, and gatorade and cruise - home free - Wrong again!! Hadn't seen Mr. Walcott since loop one. Shortly after 0330 he flies past about a foot off his son's wheel. The lap card on his back looks like swiss cheese! While I was out on the 24 mile loop he had opted to start the 6 mile loop which doesn't show on day mileage - good strategy! Can't get a good read on his card but its

clear that its time to get down and boogie! I'm on them like a coat of paint. Dad puts on the backstretch. This is one awesome family as the record book shows! After a couple times through the check point with better lighting I think I have one lap on him. Do they know? With their years of experience and alert pit crew right on the curb they must. Only full laps before 0800 count. If he crosses at 0759 and I'm 2 seconds behind, he's caught me! I smoke them on the backstretch downhill - to send a message - #391 is not going to fold with less than 2 hours to go! They roll by again and make a frantic pit stop while I lob an empty bottle in the direction of my crew. Wild! Got some spectators! I disappear into the dawn. Down the backstretch son hammers by again without Dad? Through the check point. Looks like he sat out a lap for some reason. Message received? He's back and rolling. Just hang on until 0800. Its over, 361 to 349, but the jobs not done. His record stands. Next year?

Hey Matt! Phone home - from China - collect! Forget about putting a new bottom bracket on the old Fuji. How would you like a new bike? Klein, Kestral, Serrota, you name it (just another Semester at Stanford). But its got to pull on Father's Day weekend! (He's got my legs and they're young!). Before you come home do that Everest thing again for conditioning! You looked a little soft last month.

How about it pit crew? I'll practice lobbing bottles on the roll. Couldn't have done it without you. You're pure gold. Thanks for a great Father's Day. I love you Aletha.

Jerry Bartels

**Editors Note:** Please submit articles and information for the newsletter by Wednesday after the meeting. Mail it to: Ted Gondert, 356 Third St, Romeo, MI 48065-4804 or modern/fax it if you call first so I can turn on the computer or fax (810) 752-7043 or E-mail me at [ac557@detroit.freenet.org](mailto:ac557@detroit.freenet.org) IBM/DOS 3.5 inch disk with ASCII, WP5.1, MS Word for Windows 2.0, or other standard text editors are acceptable too.

### **Bike shops with discounts for CRR members with ID cards.**

Prestige Cycles 36558 Moravian Dr., Clinton Twp	(810) 792-4040
Paviat's Two Wheel Authority 1109 S. Washington, Royal Oak	542-7182
Pointe Cycle & Fitness 20343 Mack, Grosse Pointe Woods	(313) 886-1968
Mountains of Bikes 42201 Garfield, Clinton Twp.	(810) 412-0500
Antoon's Bicycles 13823 19 mile Rd. Sterling Hgts	247-9240
Sterling Schwinn 2169 Metro Pkwy, Sterling Hgts 878 S. Rochester Rd, Rochester	779-7570 552-1555

Big Ralph's Schwinn Cycling 772-3258  
23521 Nine Mack, St. Clair Shores

Macomb Schwinn 756-5400  
28441 Schoenherr, Warren

**MS-100 bike tour** Northville Downs, 7 mile road near Northville. July 8-9. Bring water to the start, none at starting place.

### Top Club Miles

George Zaitro	1952
Rick Jones	1722
Bill Windhorst	1487
Julie Windhorst	1134
Steve Angst	1001
Dave Switney	959
John Tarantino	952
Sharon Wiseman	944
Marilyn Opp	874
Steve Morauski	851
Darlene Duskey	829
Patrick Moorman	796
Art Meerhaeghe	784
Hank Thoenes	743
Gary Haelewyn	725
Gary Green	697
Laurie Brickner	674
Douglas MacDermaid	668
Pennie Morauski	626
Sheila Jones	618
Susan Moorman	613
Debbie Capoferi	604
Richard Dyer	563
David Henry	540
Bill Duemling	536

### Happy Birthday to

Richard Barry 8/6, Breanna Bartley 5/31, Warren Berthelsen 8/14, Kelly Butts 8/4, Bette Dobry 8/22, Glen Drellishak 8/2, Nancy Duemling 8/8, Gena Dyer 8/4, Feucht Beverly 8/5, Kyle Haelewyn 8/14, David Heck 8/11, Ken Hency 8/31, Ilene Hirsch 8/18, Debbie Magness 8/29, Art Meerhaeghe 8/15, Kristi Morauski 8/22, Linda Ostrowski 8/3, Jerry Pavlat 8/4, Douglas Partner 8/1, Daniela Schmelzer 8/5, Julia Schultz 8/7, Jeff Scott 8/25, Michael Sproul 8/10, Shirley Tuck 8/7, Dee Whitmore 8/24, James Zofchak 8/29.

### Welcome New Riders

Michael Chakan, Don Kepler

### Tour de Stoney Creek

#### Stage 2

The first full day of summer, June 21, found the Clinton River Riders preparing for the second of four stages at Stoney Creek Metropark. The weather cooperated as it was sunny, dry and in the 80's (about forty degrees warmer than Stage 1). The warm weather brought out more riders for our first ever evening affair with 8 tandems and 11

singles riding. The night was incident free for both riders and bikes. An added bonus was everyone's chance to see the newest club member, Breanna Schultz, escorted by her sleep deprived parents Greg and Julia.

On to the results, and they were faster than last time as riders were able to shed layers of clothes and had no problems warming up in the heat wave.

#### Singles-Males

1. Jerry Pavlat	15:19.5
2. Ted Gondert	15:45.0
3. Gerry Bartels	16:20.9

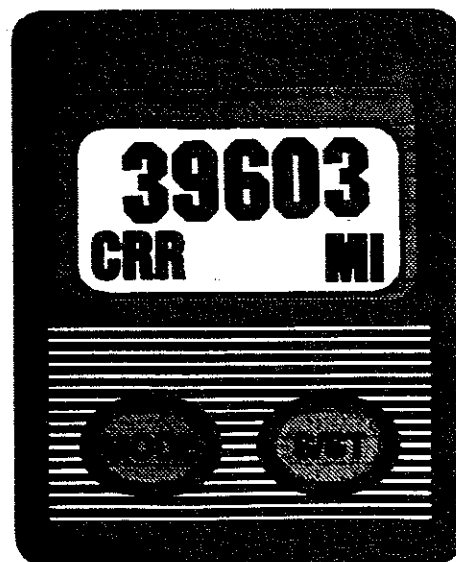
#### Tandems

1. John Tarantino & Marilyn Opp	15:33.0
2. Steve Angst & Debbie Capoferi	16:04.2
3. Doug & Mary Ann Partner	16:15.4

Jerry Pavlat still wears the yellow jersey for the men and John and Marilyn take over the lead position in the tandem category. We still encourage the females in the club to bring a single and ride in the next two events.

The event was such a success due to the wonderful support offered by the following people: David Heck for timing; Sue Pavlat for starting; Bill Duemling for holding; Nancy Thoenes for registration; Aletha Bartels, Art & Carol Meerhaeghe, Steve Angst & Debbie Capoferi for traffic control on the bike path and main road.; and finally to John Tarantino and Marilyn Opp for sweeping the course. Without these folks the event would not have taken place... thanks again

Stay tuned for Stage 3 in the Tour.....Hank Thoenes



June  
1995

# Virginia



**IS THAT A  
MOUNTAIN?  
Rich Dyer said  
this ride was  
flat . . .**

**NOT  
OVER THE HILL  
YET!**

*Jerry & Frank*



*Bartels*  
**BUSTER HILL**

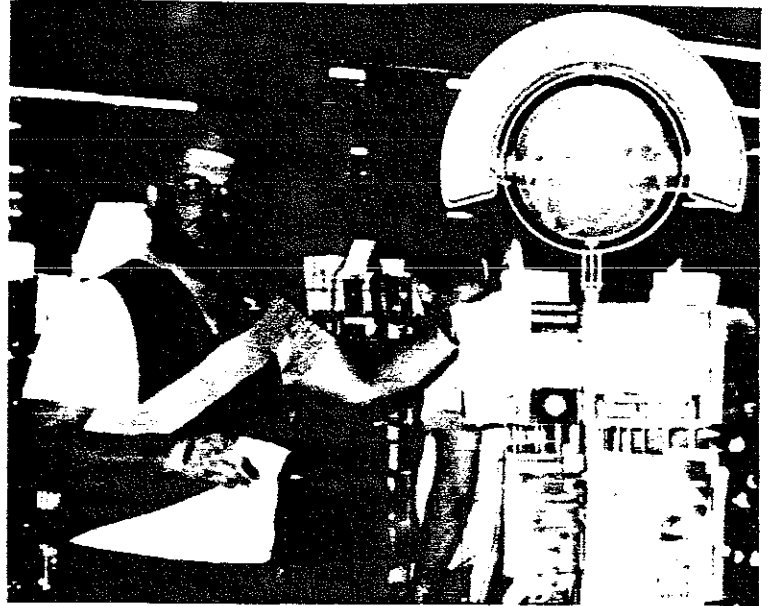


**ZZZZZZZZZ . . . . .**

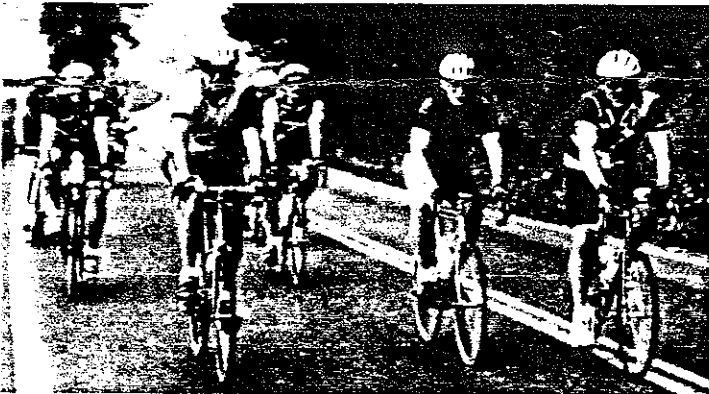
Virginia continued . . .

Vultures circle . . .

*MAPMAN*



**THE RIDE**



**off to dinner**



*The Last Supper!*





## The Care and Feeding of Tubular Tires

Ed Gostin

The following article will probably be of little practical use to the club membership, since the three or four of us that use tubulars already know this stuff anyway. It may, however, help those of you that may be considering buying a set, and will certainly provide the rest of you with an insight as to what kind of nuts we really are.

### Background

I'm not sure when tubulars first came out, but I think it was sometime during the '80's (1880's, that is). Rumor has it that Father Dunlop's first pneumatic tire was of tubular construction. Anyway, they have been around for a long time. The basic difference between tubulars (also called sew-ups) and the more common clinchers is that the tire and tube is assembled as a single unit by the manufacturer. The tires are held on to the rim by glue and the tension from inflation. Why use tubulars? One reason is the weight advantage. A quick look at the data from catalogs shows a Mavic GL330 tubular rim at 345 grams and a Clement Futura tubular tire at 290 grams, for a total of 635 grams. A Mavic Open 4 CD clincher rim weighs in at 420 grams, a Specialized Turbo C tire weighs 200 grams, and an ultralight tube weighs 50 grams for a total of 670 grams. Thus a moderate weight tubular setup is slightly lighter than a lightweight clincher setup. A super light tubular setup can come in at under 500 grams. Another plus is the more supple ride of the tubulars, due to the more elastic construction of the tire. Yet another reason for you pressure freaks is that some tubulars can take high pressures; several Continental models are rated at 170 psi. Why not use tubulars? For most riders, the first reason is cost. A medium priced tubular is \$10 to \$15 higher than a high priced clincher (again going by catalog data). The repair costs on tubulars is much higher, since the entire tire is usually replaced instead of a much cheaper tube. (If you are so inclined and have a lot of extra time, you can repair the smaller leaks). Another factor is the repair time. A clincher tire can be repaired and ready to roll in 15 minutes, whereas a tubular requires an overnight wait for the glue to dry (there are ways around this). Another small advantage for clinchers is that three tubes, tire irons, and a patch kit take up about the same space as one tubular spare. In regards to frequency of flats, I have had only a few problems in over twenty years of riding (generally solved by changing to a different brand of tire); many times I have ridden a tire until the tread was worn out. However I have known some people who seemingly couldn't ride around the block without getting a flat.

### Equipment

So you want to take the plunge, what equipment should you buy? A lot of the answer depends on how you will use it. First piece of advice is to save the super light equipment for national level and higher competition. If you don't do any high level competition then save your money. This stuff is pure racing equipment and is too fragile for everyday use. Remember that most top level racers have sponsors who pay for this stuff (Even they use heavier, more durable equipment for training.) For general training and riding on reasonably good roads, the "medium weight" setup described above has worked

well for me. For a softer ride try the larger cross section 270 gm Panasonic Tourguard Kevlar. In general, if you weigh less than 200 lbs, you can use a rim in the 350 to 400 gram range, and a tire in the 260 to 300 gram range. Remember that the aero section rims are heavier than the equivalent box section rims. Aero section rims will also have a stiffer

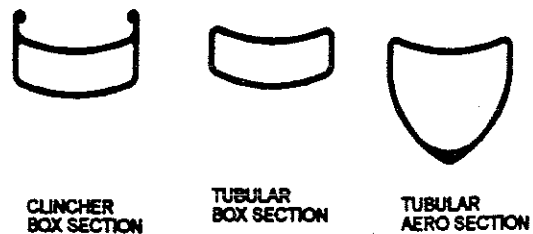


FIG. 1 RIM CROSS SECTIONS

ride. Also, kevlar belted tires do seem to be more puncture resistant. As with clinchers, a lighter person can use lighter equipment, and a heavier person should use heavier equipment. You also have a choice of glues. In general the red glues hold better and withstand hot weather better than the white or clear glues. This also means that the tire glued with white glue will be easier to remove when flat. The white glue will also remain stickier in cold weather. My personal favorite is the Clement red glue. Another choice is 3M Fastack trim adhesive (for autos). It is reputed to hold well and sets very fast compared to the traditional glues. Some mechanics advise that the Fastack attacks the base tape glue on some brands of tires, so keep your eyes open if you use it.

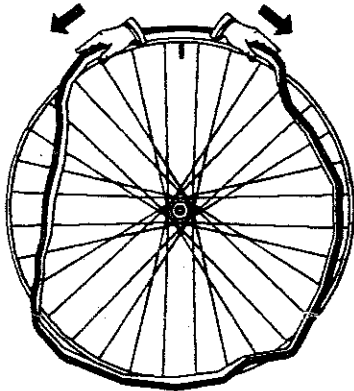
### Installation

The first task to do with a new tubular is to inflate the tire, unmounted, to full inflation (100 psi is adequate). The tire will generally turn inside out, this is unimportant. Allow the tire to sit at least several hours. This will help stretch the tire out and allows you to check for leaks. It is important to check for leaks now since NOBODY will take back a tubular once it has been glued. Once you are satisfied that the tire is good, stretch it out on a clean rim and inflate lightly (20 psi or so). Many tubular users have a collection of old rims just for that purpose. This is the best way to store new tires, stretching them out thus greatly easing installation. If you can buy a small quantity of tires (4 to 6) at the beginning of the season and store them this way, you will have a prestretched tire ready to install if you have a flat. Years ago, many racers would buy tires and age them for at least 6 months before use (some probably still do). This supposedly made the tread rubber harder and more resistant to puncture. With the low to moderate priced tires, I doubt if it makes much difference.

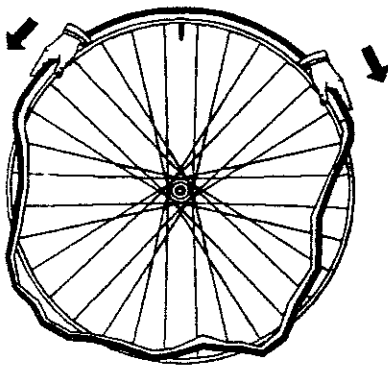
If you are using a clean rim (no glue from previous tires) you need a bed of glue on the rim. If the rim is new, first scuff the glue surface with sandpaper to rough the surface. Then coat the bed with a thin coat of glue. I spread the glue with a finger, a 1/2 inch brush will also work. Use naphtha or mineral spirits to clean up. Two or three coats may be needed. Allow each coat to dry overnight. You may skip this step if the rim has had a properly glued tire on it before. If the glue is too thick you need to remove it (covered later). Next, apply a coating

of glue to the basetape of the tire. Partially inflating the tire will turn the base tape to the side, making this easier. Allow the glue to dry overnight. Now you can mount the tire.

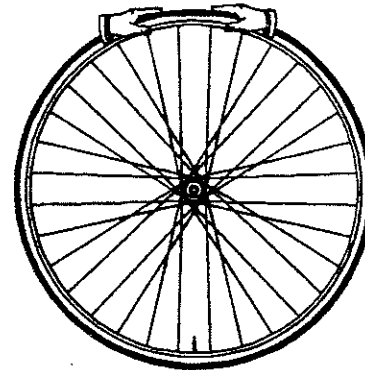
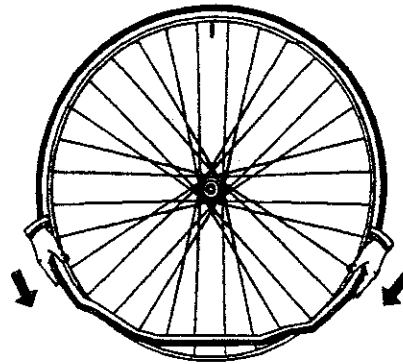
There are two methods that I use for gluing the tire. The first is the traditional racing method, the second is a "cheater" method that I find a little easier, especially for heavier training tires. The first method provides maximum strength and should always be used on wheels that will be raced (spare wheels, too) the second is strong enough for training and general riding, but may not be strong enough for racing. The traditional method: First apply a coating of glue to the rim. Then insert the valve stem (deflate the tire first) into the hole in the rim. Set the wheel upright on the floor with the valve stem at 12 o'clock (remember there is wet glue on the rim), then grasp the tire on each side of the valve stem and evenly stretch the tire over the rim. Standing the tire vertically allows you to use your weight to stretch the tire. When the tire is almost on the rim, you can pick the wheel up and pop on the last few inches of tire. A well pre-stretched tire is a must, otherwise you will have glue all over the sidewall and your hands.



**INSERT VALVE STEM**



**STRETCH TIRE OVER RIM**



**FLIP WHEEL OVER AND POP ON LAST PART OF TIRE**

**Fig. 2 Installing a Tire**

The "cheater" method: First spread some glue for about 4 inches each side of the valve hole. Then stretch the tire over the rim using the same technique as the traditional method. Starting near the valve hole roll a small section of tire off the rim, exposing about six inches of rim. Spread glue on this section of rim being sure to overlap the section of wet glue that you put around the valve hole. Replace the tire and repeat on the next six inch section. Be sure to always overlap the previous section so that there will be no gaps in the glue. Continue around the tire until the entire tire has been glued. Take care not to roll off too much tire at one time or the whole tire will pop off. This is most likely to happen when you almost done (maximum mess).

Now you must true the tire. This must be done immediately before the glue has time to set. First check to see if the valve stem is in straight (pointed towards the center of the hub). If not, hold the wheel so that the valve stem is pointed towards your right. Grasp the tire just to the right of the valve stem, lift the section off the rim slightly and pull away from the stem. Move about six inches away from the stem and repeat. Continue until you have moved all the way around the tire.

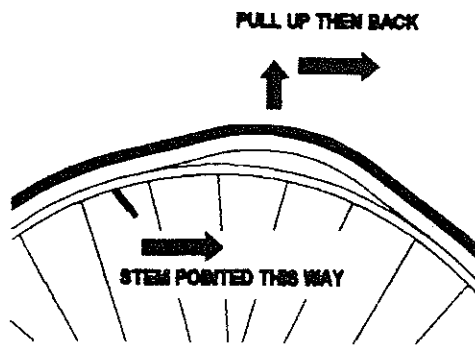


Fig. 3: Straightening a valve stem

Repeat if necessary. Now inflate the tire to about 40 psi (enough to make it round). Spin the wheel and check the tire for: 1. Being centered on the rim within about 1/16 inch and 2. Center of the tread being straight within about 1/8 inch. This is important to prevent a shimmy from developing on the fast downhill (or at any high speed). Grasp the offending section and lift it off the rim, making corrections when replacing. Now pump the tire up to around 100 psi. Wipe off any excess wet glue with a rag. Dampen the cloth with naphtha (do not soak) and rub off any excess partially hardened glue. This may take a few minutes of rubbing. Be careful not to allow any liquid solvent to get into the glue joint. Allow at least 24 hours for the traditional glue to harden, Fastack can set much more quickly.

#### On the road repairs:

Since a punctured tire cannot be quickly repaired, it is wise to carry a spare tire. An entire tire can easily be folded and carried in a pocket or strapped under the seat. Most riders use an old but still good tire. If you use a new tire, spread glue on the base tape as if you were going to mount it. Changing a tire on the road is relatively simple. With the wheel removed, completely deflate the tire and peel it off the rim. Then mount the spare tire on the rim and inflate. The old glue (traditional glue, that is) on the rim will adhere somewhat to the glue on the tire and will hold reasonably well; but don't go blasting through corners. Be sure to properly mount and glue a good tire once you get home. A spare set of wheels enables you to ride while the glue on your repaired wheel is drying.

#### Cleaning a rim:

After several tires have been glued to a rim, there will be a build-up of glue. You can simply scrape it off with a screwdriver or other tool, or you can use a chemical remover. There are special formulas sold specifically for this purpose; however my favorite is paste type paint remover. A good pair of protective gloves is necessary as paint removers are generally hard on the skin. Also wear safety glasses to keep any splatter out of your eyes. Be sure to read and follow any precautions as labeled on your particular product. First, you may want to protect the decals on the rim. Cut a piece of paper slightly larger than the decal. Lay the paper over the decal and cover with duct tape. Be sure that the duct tape completely covers the paper and seals around the outside of the paper. The duct tape will prevent remover from getting on the decal, and the paper keeps the decal from sticking to the duct tape. Next cover an area that will not be damaged by the remover with newspaper. Stand the wheel up against a workbench, brick wall, stand made of scrap wood, or anything that the remover won't hurt. Next coat all of the glue with the remover and wait about 15 minutes. Coat the glue with more remover

and wait another 15 minutes. The glue should be largely dissolved at this point, wipe it off with an old rag. Attack stubborn spot with more remover and a wire brush. Use the small brushes made for furniture refinishing that are only slightly bigger than a toothbrush. Note: If you are using Fastack, the remover will only soften it. You will have use the wire brush to remove it. When all of the visible glue is removed, rinse the rim in water to clean up the remover. Wipe the wheel as dry as you can. Wipe the residue off with a naphtha dampened cloth. When the rim is dry, remove the duct tape. The rim is now ready for gluing.

#### Repairing a tire:

You will need a tubular patching kit. In addition to the tube of cement and the usual assortment of patches, the kit will have a needle, thread, a thimble, and sometimes a crayon and talcum powder.

The first thing you will need to do is locate the leak. This may be completely obvious (i.e. a nail in the tread) or it may not. Inflate the tire, and if it holds air long enough, dunk a section into a bucket of water. Look for bubbles forming. If you don't see any, go to the next section. Once you have found a section that is suspicious, pinch off that section and see if the bubbles stop. Sometimes the hole in the tube will be a foot away from the bubbling area. If the leak is slow and you can't find it, you can sometimes mount it on an old rim and pump it up every day until it becomes a fast leak. If you can't keep enough air in the tire to find the puncture, the leak is likely to be unreparable (such as at the valve stem).

Once you have located the leak, make a mark on the sidewall for reference. Peel away the basetape for about four inches either side of the leak. Cut the base tape at about the location of the leak. Now cut the stitching in two places about two inches either side of the leak. Remove the stitching between the cuts. Expensive tires usually have an additional piece of cloth sewn to the casing on each side of the stitches to protect the tube from the stitches. If the tire has this, remove the stitching from one of the sides. Now pull the tube out and patch in the usual manner. Casing cuts can be repaired by gluing a piece of cloth over the cut. The cloth can be cut from an old tubular (lightweight tires are best for this), or can be cut from a patching cloth sold for the purpose (these are generally hard to find). Use contact cement for a glue. (Rim cement may work in a pinch.) When the tube is patched, sew the casing back together. Various stitches can be employed. Some try to duplicate the factory stitching, others will simply loop a double thread through the holes. Overlap your stitching about an inch with the factory stitching on each end, and tie off both ends of your thread. Be sure to use the original holes lined up with each other. Inflate the tire and be sure that the stitches are tight enough. There is a skill to getting the thread tight enough without being too tight. There is some leeway, but if your stitches are bad, the only correction is to redo them. Also be sure not to puncture the tube with the needle. Once the stitching is complete, reglue the base tape using contact cement, or special base tape glue (if available). Rim cement will also work reasonably well. Inflate the tire fully before use to make sure that you did fix it.

So there you have the scoop. If you have the money and some the mechanical ability, you too join Eddy, Miguel, Greg, and the many others who enjoy the performance of tubular tires.

