



## August 1994

### MS 75

by  
Sue Pavlat

Jerry, Glenn, and I head up to Lansing Saturday night to relieve Brian who did SAG for us on Saturday while we held the fort down at the shop. Jerry will run SAG Sunday on the return trip back to Northville while Glenn and I ride. Of course, if it rains on Sunday, I won't ride. I don't ride in the rain anymore if I don't have to. And, I don't have to, because I'm not training for anything! Train...oh man, I was supposed to train for the MS 150! I knew I forgot something. I had my bike, shoes, helmet, and gloves, but I forgot to train! Winds whipped all Saturday night, sounding like it forgot to rain. With a little luck it will. Then I can SAG with Jer!

The thought of riding 75 miles is pretty scary seeing as it will double my longest ride of the year. A broken ankle in January, tons of hours in the shop, no time to ride or train...guess I'll just have to rely on muscle memory for this one.

Sunday AM, lots of grey clouds in the sky, light sprinkles. I guess I can make it to the second rest stop where Jerry has to be planted

until noon. Glenn and I head out. He says he likes to ride easy until he warms up. Great, I know I can do that. As we get out of the city and onto the country roads, it appears that Glenn is warmed up. His speed keeps picking up. I tell myself to 'hang on'. I have no idea what our speed is as I left my computer sitting on the kitchen counter at home. It's probably best though so I don't psych myself out. "Hey Glenn, how fast are we riding?" "Oh, 18 or 19mph." God, am I crazy? I know I can't keep this up all day! Pace yourself, fool!

We hook up with some folks I know who are riding 1-2mph slower. I 'mingle' in with them. A much nicer pace. "Hey Glenn, do your own thing. I know where I'm going (see MS 75 cont'd.)

#### NEXT MEETING:

September 12, 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

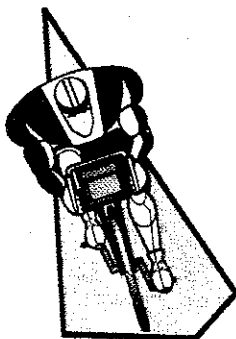
#### Asst. Editor:

Vicki Malloch 979-4076

#### Hotline:

792-4670

Ride  
to  
the  
top



# Ride Schedule

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

Please ride safely. Use lights whenever necessary.

## Recurring rides for August

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 6:30pm. 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 Zloistro 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+. (Call hotline for Sept 1st. ride leader).

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 Doug MacDermaid at the Stoney Creek Boat Launch for a breakfast ride to Armada. 16-18 pace 45mi.

## Scheduled rides for August

Sunday, August 7, 8:00am. Meet Dave & Sharon at Stoney Creek Boat Launch for a breakfast ride to Richmond. 16-18 pace 50mi.

Sunday, August 14 7:00am. Meet John Edry at the Amtrak Station in Dearborn (Greenfield & Michigan Ave.) or at 8:15am at the Plymouth Kellogg Park for a breakfast ride to Ann Arbor. Dearborn to Ann Arbor 85mi 18-20 pace, Plymouth to Ann Arbor 45mi 15-17 pace.

Sunday, August 21, 7:45am. Meet Dave Courter at the Algonac Ferry Crossing (be prompt) for a ride to Chatam for breakfast. 16+ pace 75mi.

Sunday, August 21, 8:00am. Meet John Payne at Pavlat's Royal Oak for a breakfast ride to Rochester and back. 85% will be off main roads. 14-16 pace 50mi. Plan to be out most of the day.

Sunday, August 28, 8:00am. Meet John Payne at Pavlat's Royal Oak for a breakfast ride to Birmingham to watch the bike races 14-16 pace 25mi.

Sunday, August 28, 8:30am. Meet Duane & E.A. at the Romeo High School for a mystery ride. 16 pace 40+mi.

Sunday, September 4. Please call hotline.

Sunday, September 11. Peach of a Ride.

## Happy Birthday to:

Stephanie Baker 9-1, Curtis Pytell 9-1, Bob Bartley 9-2, David Meriweather 9-5, Paul Patterson 9-6, Robert Crowley 9-7, Jason Dobry 9-8, John Kamm 9-8, Mike Kiefer 9-9, Lorraine Wright 9-10, Graciela Balmaceda 9-11, Kathleen Best 9-11, Alan Ostrowski 9-11, Amanda Smith 9-15, Karie Jones 9-19, Sue Pavlat 9-19, Carol Wilke 9-22, Eric Noyes 9-23, Doug Thoenes 9-23, John Edry 9-25, Greg Schultz 9-25, Carol VanSlembrouck 9-26, Steven Schmelzer 9-27, William Baker 9-30, Jeanette Gentilia 9-30, Melissa Patterson 9-30, Ron Skiba 9-30

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## Welcome to the following new members:

Jeffrey Nazarko

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## BWR Steering Committee Meeting

August 15, 1994, 7:00pm  
Bar-Kut Company (Bill Duemling's Company)  
40961 Production Drive., Mt. Clemens  
Home phone: 810 752-6310  
Work phone: 810 468-2947  
First left off North River Rd. just east of I-94.

All Club Members are welcome and encouraged to come and help us make the 1994 BWR the best yet! Yah'l come, yah hear now?

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## 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

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Congratulations to Bob Goebel for receiving the Blind Leading the Blind Award. Bob received a white cane for leading 300 MS 150 riders the wrong way!!

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## 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.

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## 1994 BWR Steering Committee

Chair	Home	Work
Ron Smith	651-7346	556-3293
<b>Co-Chair</b> (open)		
<b>Finance</b>		
Bill Duemling	752-6310	468-2947
Elizabeth Nieman		752-2770
<b>Day of Ride</b>		
Diane Baker	247-5694	756-3131
<b>Ride Merchandise and Publicity</b>		
Doug MacDermaid	774-0295	
George Zloistro	(313) 366-3877	
<b>Applications and Registrations</b>		
Bill Duemling	752-6310	468-2947
<b>Route and Sag</b>		
Bill Cleland	775-5125	497-5355
Ed Rogers	755-2347	574-6653
<b>Rest stops</b>		
Laurie Brickner	939-4670	643-5421

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Total Club Mileage 54,035.96

Club Mileage Leaders:

Men

- |                    |         |
|--------------------|---------|
| 1. George Zloistro | 2,234.0 |
| 2. Rick Jones      | 1,957.4 |
| 3. Doug MacDermaid | 1,555.1 |
| 4. Greg Schultz    | 1,527.8 |
| 5. Bill Duemling   | 1,355.3 |

Women

- |                    |         |
|--------------------|---------|
| 1. Laurie Brickner | 1,712.6 |
| 2. Julia Schultz   | 1,450.7 |
| 3. Pennie Morauski | 1,300.9 |
| 4. Doris Mulligan  | 1,214.0 |
| 5. Darlene Duskey  | 1,136.6 |

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## Club Jerseys

If anyone is interested in ordering a club jersey please call Steve Morauski.

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## Hills, Quiet Rural Roads, and Friendly Hospitality

by  
Jeff Scott

The farthest east I had been before this summer was Quebec City, so I was quite excited at the prospect of bringing my trek to Nova Scotia. In the weeks prior to the trip, the area around New Glasgow was researched for road maps, tours, festivals, bicycle clubs, and ferry crossings. Knowing that if you want to visit France but don't want to cross the Atlantic, visit Quebec City. Later I was to realize that if you want to visit Scotland, go to Nova Scotia.

It can be hard for someone to visualize the expanse of Canada until you find yourself in a car (with the bike on top) for eleven hours to get to Quebec City and another twelve to Nova Scotia. We arrived at the cottage at night around 11:00pm. so it was hard for me to know any distances to the nearest towns although I knew we were close to the ocean as I drifted off to sleep hearing the waves come ashore.

As the sun rose the next morning, excitement was

peaking; I assembled my Trek 2100, filled water bottles, all was ready. Told my wife that I would be back by four as she rolled over and looked at the clock, it read 6:45am; still half asleep she rolled back over, kissed me goodbye and said "have fun." I had to rush because I was losing daylight. Snooze, you lose.

After 20 minutes of rolling hills as a warm up, three signs said "New Glasgow 10km right", "New Glasgow 24km Left", "Fraser's Mtn. 10km Left." Since the bike and I were out for a long ride we opted for left to New Glasgow via Fraser's Mountain. Much to my shock it was 10km (6.5mi) to the Hamlet of Fraser, population 256, all of it up hill with continuous turns and switchbacks. Although this turned out to be an awesome downhill run in the afternoon with some triathlete's at 40+ mph.

In Fraser at a T-intersection, I reached into the back pockets of my CRR Jersey for my map. Guess what? No map, oh ----!!! When I was deciding which way was best, at least five cars stopped to ask me if I was lost and if I needed help or assistance, in a matter of ten minutes with each driver telling me not to turn left as it ended in a dead end on a gravel road. But then I was faking it, I am not lost. I was just recovering from that up hill ride. Next 9 miles to New Glasgow was up and down rolling hills.

Next few days was spent riding to Melmerby Beach and back along the 25 mile leg of the triathalon route. Hills, hills, and more hills. On the other days the bike was brought along to day trips to Halifax, Charlottown, Prince Edward Island, and Baddeck, Nova Scotia.

In Baddeck, which is on Cape Breton Island at the northern part of Nova Scotia, my wife shopped while I rode portions of the Cabot Trail. Baddeck was the summer residence of Alexander Graham Bell, he chose Baddeck because it reminded him of his native Scotland with its Highlands and lochs.

Riding to Charlottown, Prince Edward Island was great. Ferry service from Pictou to Prince Edward Island and back was every 75 minutes. Even on the Transcanada Hwy there is a 10 foot paved shoulder for emergency automobile or bicycle use only. People are happy to see you and very friendly. May or September were best as there would be less crowds and the ocean temperature warmed up in September not unlike the middle of July as it hovered around 60 degrees Fahrenheit.

The return trip home was through Maine, New Hampshire, Vermont and New York State. All equally good for cycling as we stopped in Bar Harbor, White River Junction, and Syracuse.

To cut the mileage down, Ferry's are available (reservations required) from Portland and Bar Harbor, Maine to Yarmouth, Nova Scotia. If you are interested and need information, contact myself through the bicycle club.

(MS 75 cont'd.)

don't worry about me." And he's off over the next rise!

We roll into rest stop #1. Glenn says he's only been waiting 5 minutes. (Nice guy. He knows it's not polite to hurt someone's feelings). Glenn and I head out again. Again I remind him that it's ok to do his own thing...and he does! Like the horse running out of the barn door he's gone like a bolt of lightning!

I'm out on my own again. Then whoosh...this line of blue t-shirts starts blowing by me. Hey, it's Pavlat's COPS (the Clinton Township Police we sponsored). Dave yells, "Hi, Sue. Hang on!" Oh man, that competitive spark lit up inside me and like a fool, I jump on the back of the line. I holler to Dave, "Thanks, I'll try as long as I don't have to take a pull!" (I think to myself...wimp!) After a few tongue dragging miles, our pace line starts a climb and I look up at the lead rider. He's riding a mountain bike, climbing, and not losing any speed! "Hey Dave, how fast are we going?" "21mph. He was pulling at 24mph when we started passing you. And...it's his wife's bike too!" Psych out #2. Time to drop off of this line!

On the way to the lunch stop I hook up with a stranger riding a mountain bike. He tells me his name, I tell him mine. Good he doesn't know who I am Nothing to prove to this guy. He's a novice rider, on a mountain bike, never done anything like this before. (Surely I can keep up with him!) Hopefully I won't be embarrassed again. We

start getting into some rollers. Quads burning, heart rate thumping, no air in lungs. "Thanks...have a nice ride!" And I'm on my own again.

I roll into the lunch stop very tired and only 1/2 way back to Northville. I am beginning to gain an incredible respect for probably 80% of the people who ride the MS 150. Most of them are novice riders, people who don't train. And there they are, wind, rain, or shine. Pedaling their hearts out 2 days in a row to complete what will most likely be the most challenging and difficult accomplishment they will do in their lifetime.

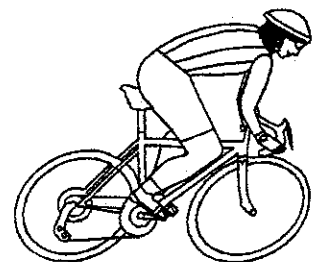
I have to take off my jacket. There's no chance of rain or SAGGING. I begin to look at my challenge of completing the last half of this journey. Now I know how they feel. Glenn is gone as I wait for some familiar CRR faces that I might be able to ride with. The Dyer Express rolls in along with Tim and Darlene. They attempt to coax me into riding with them. Rich and Pam are sick and aren't riding fast. They know I can keep up with them. Sure...no way! Ride with two fast tandems who like to play cat and mouse? I'm not THAT crazy! I think I'll wait for my dear friends Bob & Rose. They aren't into that 'competition thing.'

I've been off the bike close to one hour. No, this is not me. Go, go, go. Breaks used to be 10 minutes at the most. Bob & Rose roll in with Debbie and Steve. Oh great. Two more tandems. They assure me that they are riding at a comfortable pace and that

I can keep up with them. Ok, as long as I don't have to take a pull. I tell them that if I get too tired, I'll just hang on to there rack, and they can pull me in!

I began to count the rest stops off as my mini goals and just happy to make it to each one. As we got into the rollers, my goal was to get to each mail box or sign post as I had taught Pam to do, two years earlier when her derailleur wouldn't shift and she had no low gears. We rolled into Northville Downs with cheers and applause from the family members of the MS 150 riders. They stood there with big smiling faces, proud of those who rolled through the gates. I had this inner warmth and sense of accomplishment, and I had only rode 75 miles. It's not easy when you haven't trained.

Hats off to all the MS 150 riders who completed the whole ride! Hats off to Glenn who whipped my butt! Hats off to the novice rider on the mountain bike who dropped me on a climb! Hats off to Pavlat's COPS, especially the animal on his wife's mountain bike! Hats off to all the Clinton River Rider Tour Leaders, especially those who rode sweep and rolled in after the last rider! And hats off to Bob, Rose, Debbie, & Steve who let me 'suck their wheels' for the last 40 miles.





# Bicycle News from the ADVENTURE CYCLING ASSOCIATION

taken from the Transportation Exchange Update

## BIKES ON BOARD

ISTEA recognizes that bicycles are an effective mode of transportation, a source of air quality improvement, and a necessary component of livable cities. Such benefits can be greatly increased if bicycle use can be efficiently combined with other alternative transportation modes. After meeting with an enthusiastic welcome and high participation levels, many such pilot projects around the country have led to full-scale system changes. Currently, over twenty cities in the United States have some form of bike-on-transit program.

### San Francisco, California

Mass transit providers in the San Francisco Bay Area are collaborating with local bike groups to provide bike-on-transit services to Bay Area residents. The Bicycle Advisory Committee for the San Francisco Transit Authority oversees city-wide bicycle issues and incorporates bikes into parking and traffic planning. The Bicycle Monitoring Committee, run by the Bay Area Rapid Transit District (BART), includes representatives from BART's Passenger Service, Field Services, Police, Insurance and Safety, and Planning Departments as well as members of the East Bay Bicycle Coalition and the San Francisco Bicycle Coalition.

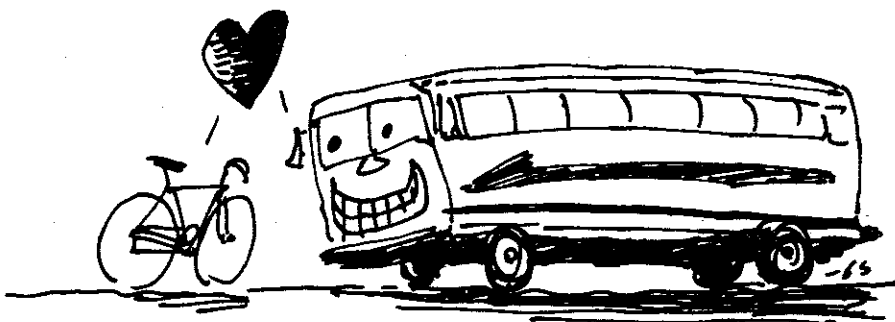
Thanks to the efforts of these bicycle advocacy groups, bike-on-transit facilities in the Bay Area now include a bike-on-subway program and shuttle buses to carry bikes over many of the Area's bridges. The heavy rail BART system also allows bicycles on board but uses a permit system. The \$3 paper card pass, valid for three years, is issued following the submission of an application. BART also offers a free one-day pass, available from station managers. Several restrictions apply to bike use on the BART system: bikes must be loaded onto the last car of the train, with a limit of seven bikes/train, and are only allowed onto the trains during non-peak weekday hours (9am-3:30pm), weekends and holidays, and on some reverse commute trains. Since

1974, BART has issued 71,000 bike permits.

The most recent addition to the bus-shuttle system is Golden Gate Transit Bus #40. On a six-month trial period, the bus shuttles bikes across the Richmond-San Rafael Bridge, linking San Rafael with the El Cerrito Del Norte BART station. Permits are not required to use these services. Bicyclists pay

85003, (602) 262-7242. The Arizona Bicycle Club is also working with the city to create a complete system of bicycle lanes. ABC can be reached at 6738 North 19th St., Phoenix AZ 85016, (602) 264-5478.

Phoenix and Arizona are, by no means, alone in their efforts to improve bicycle access on mass-transit facilities. In Atlanta and New York



the usual passenger fee for the ride without an extra charge for the bicycle.

For more information, contact BART, Passenger Services, Bicycle Monitoring Committee, 800 Madison St., 4th Floor, Oakland, CA 94607, and the San Francisco Bicycle Coalition, a group working to eliminate restrictions on bicycle access. SFBC has many other projects and an excellent newsletter. Contact SFBC at P.O. Box 22554, San Francisco, CA 94122 or (415) 751-BIKE.

### Phoenix, Arizona

At the official dedication ceremony on October 6, 1992, Phoenix became the first city in the United States to supply all of its buses with bike racks, including 47 local routes, 20 express routes and Dial-A-Ride. This system-wide service was adopted following a six-month test, in which 45 buses from 3 routes were fitted with bike racks. The front mounted racks, designed specifically for Phoenix's buses, can carry two bikes at a time and are washable, solving a problem other cities have had with bike racks on buses. Bicyclists do not need a permit to bring their bikes on the buses, nor do they have to pay an extra fee. Currently, 600-800 bicycles are carried by buses in Phoenix each day.

For more information, contact Mike Nevaris at the Regional Public Transportation Authority, 302 North 1st Avenue, Suite 700, Phoenix, AZ

City, the number of bikes is not limited and an official permit is not needed. However, in Atlanta, bicycles are only allowed during non-peak weekday hours and on weekends. In Dallas and Seattle, bikes are allowed on many buses without a permit during non-peak weekday and weekend hours. Seattle has equipped buses with racks and the Dallas Area Rapid Transit allows two bikes on board.

CalTrain, California's commuter rail line, recently expanded its bike-on-train policy to permit eight bikes per train (up from four) on weekends. Approximately 3,000 permits have been issued, and it is currently estimated that 200 to 300 bicyclists use CalTrain each week. CalTrain's newly published schedule indicates bike-accessible trains and stations with bike lockers.



*Sharon Gamson researched and wrote this article. She is compiling one page fact sheets on bike-on-transit policies for various cities. For more information, contact The Transportation Exchange, 1718 Connecticut Ave., NW, Suite 600, Washington, DC 20009.*

## ADVENTURE CYCLING

association

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

# Blue Water Ramble Challenge

Are you seeking adventure, new challenges with many opportunities for personal growth and development? Interested in helping your club grow and flourish? Have a spare weekend or so?

If your answer to any one or more of these questions is "Yes!", then sign up for one or more of the BWR committees at the next CRR bike club meeting or call one of the Committee Heads and Volunteer your skills. In return for your work effort on the Blue Water Ramble, you will be guaranteed a wonderful experience on Sunday, October 2. There are so many different jobs and tasks available that one will surely be just right for you and your unique skills.

The various Committee Heads are actively seeking hardworking people interested in participating and supporting the BWR. The BWR is the Clinton River Rider's major annual income producing event. Remember, a financially successful BWR guarantees a financially successful CRR club year.

Here is a list of the Committees, Heads of Committees and their phone numbers, plus a brief description of each committee's responsibility.

## Financial

Bill Duemling  
H. 752-6310 W. 468-2947  
Elizabeth Nieman  
H. 752-6482  
W. 752-2770

Financial and budgeting for the BWR.

## Applications and Registrations

Bill Duemling  
H. 752-6310  
W. 468-2947

Applications (printing and mailing) and registrations and all related work. This committee will be very busy from now on and through the day of the BWR.

## Day of Ride

Diane Baker  
H. 247-5694  
W. 756-3131

Parking facilities, traffic control, ferry loading and unloading, and HAM operators. This committee's primary work is on the day of the event.

## Route and Sag

Bill Cleland  
H. 775-5125  
W. 497-5355  
Ed Rogers  
H. 755-2357  
W. 574-6215

Responsible for developing the route, route changes, marking the route, route maps, Trek sag, and Buggers. There is work now to be done.

## Merchandising and Promotion

Doug MacDermaid  
H. 774-0295  
George Zloistro  
H. (313) 366-3877

Design and printing of T-shirts and fanny patches, publicity and promotion of event.

## Rest Stops

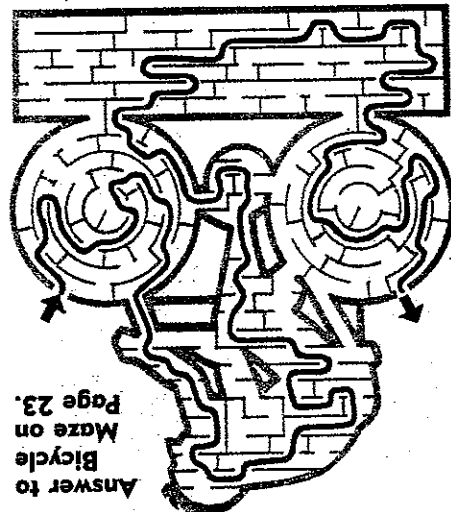
Laurie Brickner  
H. 939-4670  
W. 643-5421

This committee needs a lot of help purchasing and setting up the food at the rest stops, answering questions posed by the BWR bicyclists, and the rest stop clean up after the ride. Laurie needs your help, CALL HER!

Don't miss this great opportunity to work with your fellow CRR bike club members, have a wonderful time, and help your club. Hurry! Sign up or call before the positions on the committee of your choice are filled.

Thank you

Ron Smith BWR Chairman



Answer to  
Bicycle  
Maze on  
Page 23.

AMAZING MAZES

