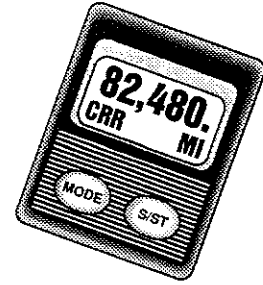


9-22-92



September 1992



1992 GEAR - Canton, New York

by Dave Switney

The 1992 GEAR in the North Country, Canton, New York, was well worth the trip. There were 5 rides < 30 mi.; 8 < 40 mi.; 11 < 67 mi.; and 2 < 107 mi. Ride difficulties ranged from short to hilly jaunts around town to relatively flat rides along the St. Lawrence Seaway and a mountainous climb into the Adirondack mountains. There was very little rain and riding temperatures were into the 70's.

We had left Shelby around 7:30 pm Thursday and arrived in Canton, New York around 11:00 am Friday. We drove across Canada to Gananoque (Indian for "running water"), Ont., where we crossed the St. Lawrence Seaway. Sleeping in the truck at a Canadian rest stop on rt#401 proved to be restful but not plentiful. Therefore, when we arrived in Canton, we were somewhat out of sync for the first scheduled rides beginning at 1:30 pm. Friday, and elected to tour the campus and village by just randomly riding around. We must have been psychic, because the scheduled riders appeared at every scenic site just after we had gotten there.

I had come to Canton with one special ride in mind. "My" ride would take us across the seaway and back via 4 ferry crossings, 3 island crossings, and 2 bridge crossings. This ride did not take place until Sunday, so Sharon got to choose the Saturday ride as a "happy" stoker does. "What! only

48.9 mi. for a Saturday ride for which I had just driven 450 mi.," I exclaimed!

Alas, I resigned myself to the St. Lawrence Lock tour, where we would see a Russian ocean ship carrying a cargo of tractors pass thru the Eisenhower Locks. As luck would have it, we started from the wrong remote starting point which added 12 mi., and we had done a side trip to the nature center which added another 6 mi., a more respectable 70 miler. We even had time to watch a film on "how the St. Lawrence was built". "A "wise" stoker", I admitted!

There was even time to get back to campus and prepare for the night's activities. as we ate our roast turkey, spinach casserole, fruit salad, apple pie supper, (you always eat double meals on these tours.) We decided to forego the workshops and see the hypnotist/comedian and folk musicians for the Saturday entertainment. Unfortunately, the hypnotist was

...continued on fourth page

NEXT MEETING:

Monday October 5, 1992, 7:00pm
at the Mount Clemens Recreation Center
300 Groesbeck at Lafayette.

President: Bill Duemling	752-6310
Ride Director: Doug MacDermid	774-0295
Secretary: Dennis Audet	777-0837
Treasurer: Bob Goebel	286-0384
Editor: Vicki Malloch	979-4076
Assistant Editor: Mike Kiefer	884-1052
HOTLINE:	792-4670

2nd Annual
Clinton River Rider's
Road Rally, Oct. 17

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Clinton River Rider's
Road Rally, Oct. 17

Ride Schedule

Call the hotline (313) 792-4670 for updates.

With the sun setting earlier every evening, consider your safety.
Wear more reflective apparel and bring lights whenever necessary.
Also, please note the new times and ride ending dates.

Recurring rides for September

Tuesdays, 6:00pm. Meet Warren Berthelsen at the original Pavlat's Bike Shop (Mt. Clemens) for a ride to Metro Beach. Pace 16-18, 20-25mi. **Last Ride Sept. 29**

Tuesdays, 6:00pm. Meet Gary Haelewyn at the original Pavlat's Bike Shop (Mt. Clemens) for a "Sprinkle Sprint" ride to Metro Beach regrouping after sprints. Pace 20+, 30mi.

Wednesdays, 6:00pm. Meet Rick & Sue Moorman 17 Mile/Garfield behind doctors office for a ride out to Stony Creek, daylight permitting. Pace 16-18, 38mi.

Thursdays, 6:00pm. Meet Rich & Pam Dyer at Water Tower in New Baltimore. Non-stop ride. Pace 18-20+, 25mi. **Call Rich 949-0183.**

Thursdays, 6:00pm. Meet Jackie Kray at Pavlat's Two Wheel Authority in Royal Oak for a beautiful ride towards Cranbrook. Afterwards hang-out for ice cream. Pace 16-18, 30mi. **Last Ride Sept. 24**

Fridays, 6:00pm. Meet Kirk & Katie Carolan at Jefferson & Marter (8 1/2 Mile) for a ride to Grosse Pointe and back. Pace 16-18, 22-25mi.

Saturdays, 8:00am. Meet Gary Haelewyn, Oscar or Bill at the Stony Creek boat launch for a 46mi. ride stopping halfway in Armada for breakfast. Pace 16-18. **Last Ride Oct. 3**

Sundays, 8:00am Sharp! Meet John Payne at Derby Jr. High (corner of Adams and Derby Rd., just N. of 15 Mile in Birmingham). Different ride each week to a restaurant. Pace 13-15, 29mi. **Call John 755-0730.**

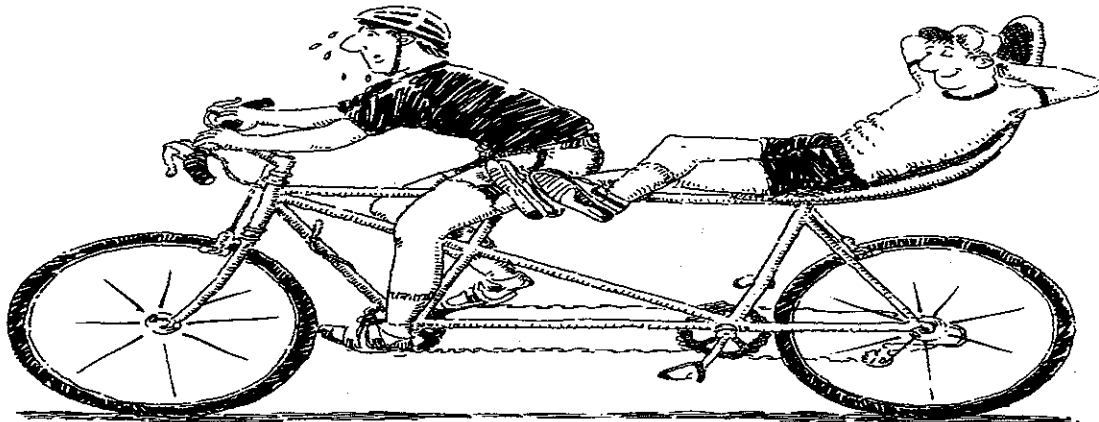
Scheduled rides for September

Sunday, September 27, 8:00am. Duane & Elizabeth bring back a monthly Dryden Ride (last Sunday of each month). Meet at Romeo High School for a round trip ride to the Dryden VFW Hall for breakfast. Pace 16-18, 40-50mi.

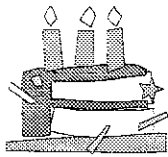
September 25-27, Doug's Fall Tour. Weekend getaway at Doug's cottage with a 50mi. ride on Saturday and canoeing on Sunday. Gary Haelewyn has 4 motel rooms reserved. Please contact either Gary or Doug.

Looking ahead to October

Saturday, October 17, 10:00am. Meet Jeff Scott at St. Clair College in Windsor for a Canadian Wine Tour Experience. Pace 15-18, 55mi. w/SAG. **Call Hotline for more info.**



Birthdays



Dee Whitmore 8/24, Stephanie Baker 9/1, Curtis Pytel 9/1, Renee Stafford 9/3, David Meriwether 9/5, Paul Patterson 9/6, Robert Crowley 9/7, Jason Dobry 9/8, John Kamm 9/8, Mike Kiefer 9/9, Kathleen Best 9/10, Lorraine Wright 9/10, Graciela Balmaceda 9/11, Alan Ostrowski 9/11, Sara Heck 9/16, Emily Wright 9/17, Krysta Burke 9/21, Carol Wilke 9/22, Doug Thoenes 9/23, John Edry 9/25, Greg Schultz 9/25, Donna Sobocinski 9/28, Mike Van Tiem Jr. 9/28, William Baker 9/30, John & Jeanette Gentilia 9/30, Brian Ondre 9/30, Melissa Patterson 9/30, Mike Holzhauer 10/2, John Dekievit 10/4, James Lucchesi 10/5, Rose Goebel 10/6, Veda Meriwether 10/7, Bob Kosen 10/9, Heather Prentis 10/9, Jeffery Bennett 10/10, Janet Plzak 10/10, Marge DeOro 10/11, Andrew Kirk 10/11, Daniel Feucht 10/12, Brendan Gasser 10/12, Fred Haass 10/12, Sue Nichols 10/12, Bob George 10/21, James Baldick 10/22, Doris Mulligan 10/22, Tim Phillips 10/22, Tricia Szostak 10/24, David Hrit 10/26, Felipe Gonzalez 10/29, Bob Latsko 10/29, Susan Moorman 10/29, Oscar Balmaceda 10/31.

Welcome new members:

The Clinton River Riders proudly welcome the following new members:

Bob Bartley, Bruce Carlson, Frank Giannone, Daniel Merchant & Family, and Craig Schley

We hope you will enjoy this and many future seasons cycling with us.

Club Mugs

Available from Dennis Audet for \$3.50 each. Can be purchased at the club meetings.

CRR Ethics

Yearly we publish within the newsletter a members roster list. The club wishes it understood that this list is for the benefit of our members only and not for private business uses either within or outside this club. Please refrain from giving this list out to others.

Injured List

Neal Angst was hospitalized due to a bike accident. We wish him well.

SAG Flashers

Prompted by the high visibility of the SAG vehicles on the MS150, the club has voted to purchase 4 amber flashers for use on vehicles during the BRW.

Stuffing Party

Blake Bennett will be hosting the BWR '92 envelope stuffing party at his home Saturday, September 26 at 6:00PM. Many hands make light work. Everyone is invited.

Unofficially Speaking

Due to registration running a slower pace than last year, BWR applications are still being accepted. If you know of anyone who missed the cut-off, please let them know. Applications will be accepted pending the decision of the registration chairman.

2nd Annual Clinton River Rider's Road Rally

Saturday, October 17, 1992

\$20.00 per couple

Food & Prizes

Cash Bar Available

Hurry - Deadline to sign up - October 10

Check-in time is 6:15PM/Rally begins 6:30 Sharp
at the Clinton Township Civic Center
40700 Romeo Plank Road

Please send the names and phone numbers of all hunters in your car and a check payable to:

Paul or Darlene Duskey

44388 Rivergate Drive, Clinton Township, MI 48038

Items to bring include the following:

1992-93 East Area White Pages and Yellow Pages
Sunday Detroit News, October 10, 1992
Macomb County Map
Highlighter, Scissors, Ruler, Scotch Tape, and Flashlight

For further information call:

Paul or Darlene Duskey 263-5241
Tom or Karen McGrath 294-2471
Bill or Sharon Marshall 775-1739

working on us quicker than he was on the participants so that we skipped off to the ice cream parlor for our local late night snack.

The walk around town was quite relaxing, and we agreed it was better to prepare for Sunday's ride rather than listen to folk music. The early start of "my" ride was dampened by the fact that it took 1-1/2 hrs. to reach the remote starting point by car. At least, the rain had passed over before we arrived.

We left the starting point about 45 min. later than we planned, so we up our cruising speed. Many of the younger riders enjoyed the "pull", but we were a bit dismayed to discover what we had missed our turn to the first ferry. However, we were elated to discover that the ferry was on a schedule so that we had not missed the first group of riders to cross the seaway. In fact, the ferry waited until the boat was a "sea" of riders, as everyone was packed aboard.

On the crossing, we were treated to the passing of a freighter making its way to Lake Ontario. After departing the ferry, the riders spread across the island road like a giant sea serpent, making their way to the second ferry. The climb up to the middle of the island was rewarded with an easy glide down to the Kingston ferry. This ferry was much larger, and it had no problem in accommodating the many riders, who abandoned their bikes for a view of the entrance into Kingston, Ontario.

Once into Kingston, the group divided into pedaling into downtown, "the fort", or to the third ferry. Sharon and I elected to visit the military college which was just below the entrance hill to "the fort". Not only did we get to avoid "the hill" on which "the fort" was situated, but we were able to inspect a gun turret house which protected the entrance to the fort and the harbor during the British/French War.

We made our way to the third ferry and crossed over to the next island with very little company. We reached the fourth ferry rather quickly, only to discover that this ferry could only carry 12 people at a time. The paying customers were given priority and each person in a vehicle was counted first. It only took two trips before we were whisked across. Some riders had avoided this island altogether by staying on the main highway; others had turned around in Kingston in order to return in time for supper.

I knew I had been trying to "make time" for a reason and in Gananoque, Ont., we found it, lunch at the Applecrest! \$12.95 each for brunch! but we needed nourishment as it was already 2:15 pm. The food was excellent, but I would have preferred my rollerblades to the cleats on my riding shoes for the walk across the neatly waxed hardwood floors. After brunch, we turned the corner only to find one restaurant after another which served your hot dog and hamburger lunches.

We then proceeded onto the bikepath which follows the parkway on the St. Lawrence Seaway. We had a constant view of the shipping channel. The bikepath brought us to the "crossing". Two bridges, similar to the Blue Water Bridge, jointed together by a four mile island. Each bridge had to be walked across, and each gave its own view of the seaway. The first bridge allowed you to view the thousand islands. These are islands in the St. Lawrence river on which cottages or castles, actually only one castle, have been built. In many cases, only one cottage is able to fit on an island, and the inlets are bubbling with summer boat traffic. The other bridge gives you a full view of the seaway channel as it snakes between the larger islands. The passing trucks added to the excitement, as you fought from being sucked into their passing slip stream and then avoided stumbling over the rail with its release.

Once on the other side, you were able to relax by watching the bungee jump-

ing from a 100 ft. platform. Little did these adventurers know that they could have experienced the same thoughts by crossing the bridges.

Once we got off the bridges, our only thought was to get to the car. With the 1-1/2 hr. drive back, it became a real challenge to arrive before supper was done at 8:00 pm. We had left at 8:30 am and had returned at 7:10 pm. We quickly showered and ran to supper. The marinated chicken breasts, Italian sausages, health burgers, baked beans, corn-on-the-cob, potato salad was outstanding. We had missed the blue grass "Classic Country Band" which had been the picnic's entertainment, but we made supper!

We again passed up any of the workshops and the comedian entertainment in order to listen to a local folk singer before the grand finale of "fireworks". The entertainment had sufficiently relaxed us so that we enjoyed the colorful display of fireworks from our beds. Each dream of falling from either of those bridges was interrupted by a loud boom and a colorful display of lights.

On Monday, we certainly did not need the ride into the Adirondack's for excitement, so we elected to do the ride into its foothills. This was a constant 10 mi. uphill ride with a 1 mi. downhill followed by a 10 mi. flat ride back to campus. We had done so well that I convinced Sharon to do one of the flat country rides before leaving town. This turned out to be a relaxing countryside ride along the Grasse river.

Surprisingly, you could have enjoyed yourself without ever getting on the bike at this rally. For those, who didn't ride, GEAR had provided excursions to the county fair, to the Massena Folklife Festival, to the upper Canadian village and local visits to the Canton museum and its farmer's market. With all the entertainment that was provided and the "characters" which we met, it was truly a "paid" vacation.

1992 Post GEAR Tour (On Our Own!)

by Dave Switney

After Sharon and I had reviewed where Canton, New York was, I decided to take a couple of extra days vacation to ride in the Niagara Falls area. This was an unscheduled trip as I did not tell her of my plans until we decided that we had done all that we wanted to do at the 1992 GEAR in Canton, New York. We had ridden in the Kingston, Ont. and the St. Lawrence Seaway area about 5-yrs-ago as part of a vacation. I had read an article in the L.A.W. magazine about the Niagara Falls area which praised this area as a cycling paradise. We had attempted to ride on the Canadian side about 10 years ago and had not found it all that exciting because of the congestion and limited access to the falls area.

On our drive from Canton to Niagara, we decided to make Lochport, New York our base so that we could ride west to the falls one day and to the east the next day to explore the canal pathway. Our arrival into Lochport was greeted by a thunderous rain storm which drove us to our \$62 motel room. We decided that this was only going to be base camp for one night.

We had obtained a bike path map from one of the thruway tourist rest areas. The map indicated a number of routes around Buffalo and Niagara. We selected a couple routes, which we decided to explore by truck first. The route Sharon had initially picked added up to about 140 mi., and I knew I wasn't up to that on my vacation. As we explored the bike path route, we agreed that it was very scenic and admired the car width shoulders on the road. In fact, almost all of the roads in the Niagara area had these types of shoulders on the road. The shoulders and the scenery must have been why the Niagara area had been so eloquently praised in the L.A.W. magazine.

We finally started from a park on Lake Erie and biked North into Niagara.

As we wound our way into the downtown area, we encountered a slow leak on the front tire. While patching our flat, we were approached by a photographer from the Buffalo News who easily recorded our coming. Within the next 6 blocks, we had encountered another flat on a neighborhood street. While fixing this flat, we were approached by a door-to-door salesman who wanted information on where to purchase one of these bicycles-built-for-two. He even gave us his sales card so that we could send him the information. This was getting to be too much!

We finally made it to the falls area thru the city streets and onto what appeared to be a bike path. From our previous visit, 10 years-ago, we had anticipated to recall many familiar sites, but nary a one! To our surprise, we realized that 5-yrs-ago, we had been on the Canadian side, which gives you a great view of the falls. On the American side, you get a view of the Niagara River canyon and you can stand next to the rushing water. If you ever go there, make sure you see both sides.



The Buffalo News/Wednesday, August 12, 1992

As we proceeded along the bike path down the river and across the islands, we learned that our bike path was being shared by the local tourist train. As we approached the falls, we were more surprised that we had become a tourist site ourselves. Apparently, tandems are a rare breed indeed.

Enough memories, we decided to venture North via Sharon's selected path. Since the bike pathway and the parkway were side by side, we found ourselves at times competing with the 55-mph traffic. We had made it across the reservoir dam when I decided that it was time to try and locate the truck rather than complete the 140 mi. tour. As it turned out, we had an easy trip back. We even had lunch at 3:30 pm. This proved to be a wise undertaking as this adventure was to continue on the whole day.

We drove North to Lake Ontario and finished Sharon's tour by truck. We ended back in Lochport on the pathway. We then took out the mountain bikes and proceeded down the pathway. The pathway is the area on either side of the canal which connects Lake Ontario with Lake Erie via a series of locks. When the canal was originally built, it acted as the commercial route for the transportation of goods

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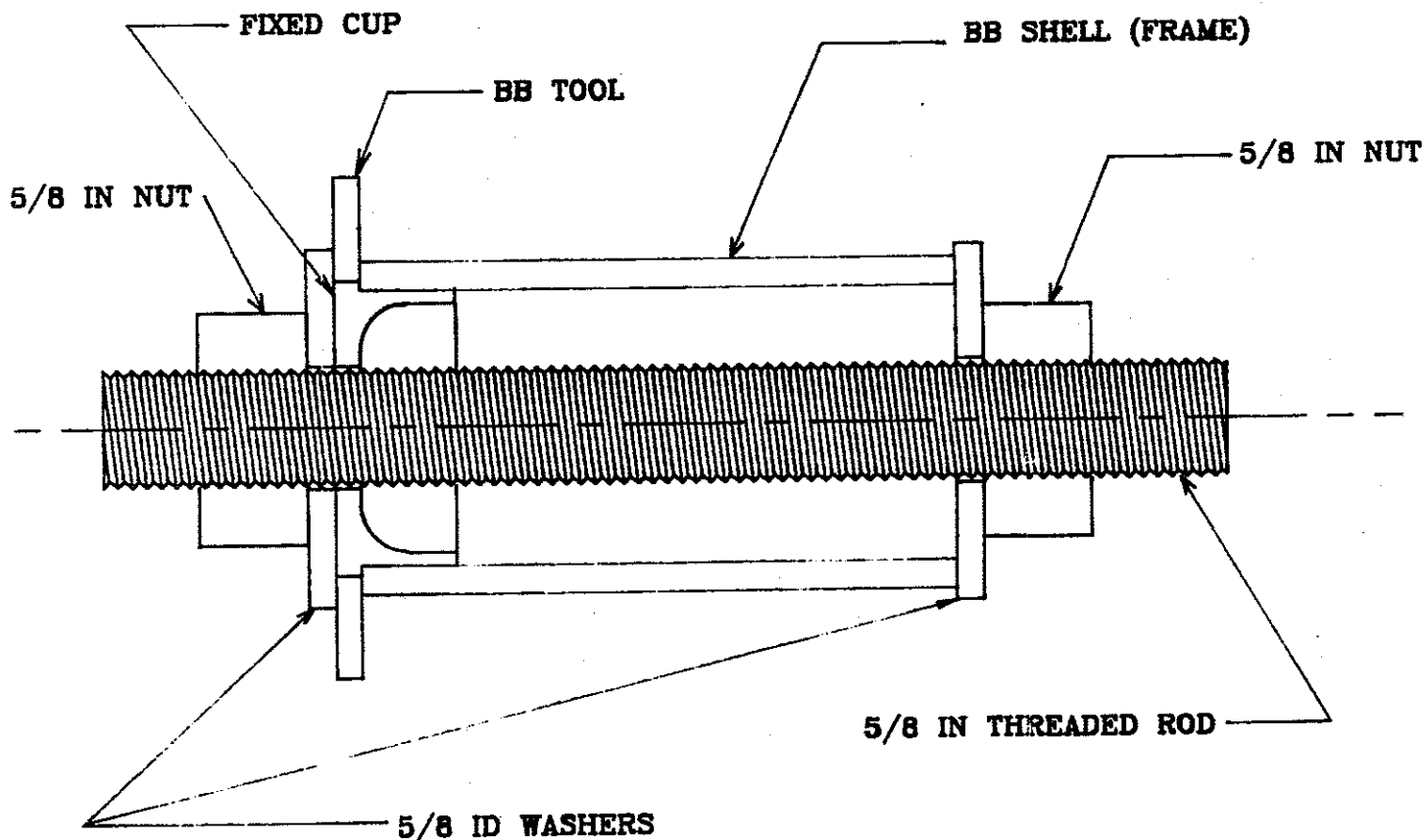
Tools for the Tightwad *by Ed Gostin*

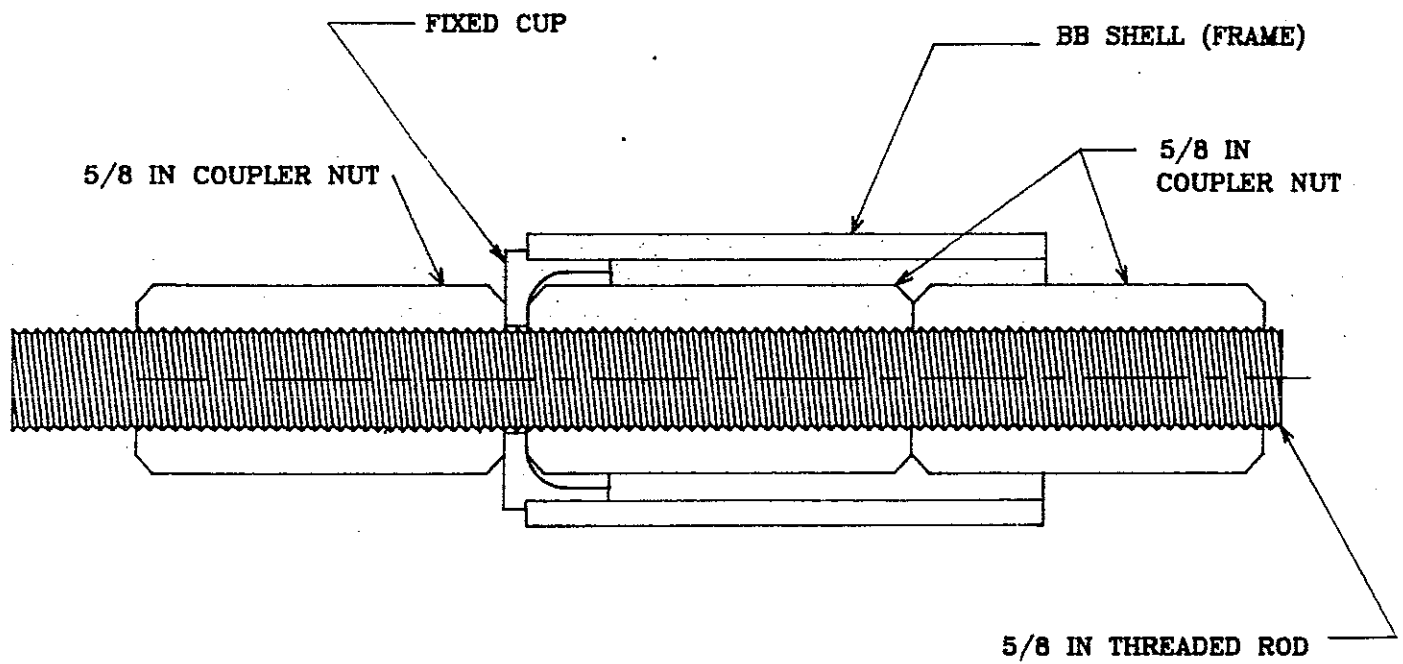
One of the more frustrating tasks for the home mechanic is the removal and installation of the bottom bracket fixed cup. The tools that are affordable are hard to use, and the tools that are easy to use aren't affordable. However, you can make some tools that will make the task much easier.

Here are the materials you will need:

1. One 5/8 in. diameter threaded rod (normally about 3 ft long~)
2. Two 5/8 in. nuts
3. Two 5/8 in. (inside diameter) washers
4. Three 5/8 in coupler nuts

These are available at most any hardware store for a total cost of about \$10-\$12. For convenience, cut off a 9 inch section of the rod. To use with a fixed cup wrench, first put the wrench on the fixed cup. Then slip the rod through the hole in the cup. Slip a washer over each end of the rod, then thread a nut onto each end. (See diagram 1) Tighten the nuts finger-tight. This will hold the wrench to the fixed cup, allowing you to exert much more force than if you had to hold it on with your hand. You can also make a universal removal tool. First thread two coupler nuts onto the rod, leaving around three inches of thread exposed on one end. Jam the two nuts tightly against each other. Slip the end with the three inches of thread through the fixed cup from the inside of the frame. Thread the third coupler nut onto the end of the rod and tighten, clamping the fixed cup between the nuts. (See diagram 2) For English and Swiss thread cups (left hand threads), loosen the cup by turning the chainwheel side nut in a clockwise direction (the same direction as you pedal). You may have to keep a wrench on the opposite end to keep tightening the tool. For French or Italian thread cups, turn the nut on the side opposite the chainwheel in a clockwise direction (opposite pedaling direction). This tool should work on most any steel fixed cup. For aluminum alloy cups, I recommend using the tool designed by the fixed cup's manufacturer. There you have it, two inexpensive and useful tools. Now with the left over treaded rod and little creativity, you can probably make yourself a headset press.





1992 Post GEAR continued...

via horse-drawn barges. It now acts as a tourist boating canal between the lakes and is as level as paint creek trail.

Once we had reached our 12 mi. destination of Eastport, we realized that we had taken this same pathway on a previous vacation, 5 yrs. ago. The same restaurant was still in operation, but we were unable to stay for supper, since it was now dusk and we still had 12 mi. to return to the truck.

Not wanting to stay in Lochport another day (we had done everything in one day anyway), we ventured South

to Buffalo, because the bikepath map indicated a number of routes to the local parks. We found a motel for \$32 and crashed.

Wednesday found us searching for the beginning of the bikepath by truck. We eventually wound up in a cozy little restaurant in Auroa, New York. As we were quietly eating breakfast in our biking clothes, the woman at the counter exclaimed, why this must be you guys here in the newspaper! To our astonishment it was. Everybody gets their 5 minutes of fame, and this must have been ours.

We never did find the beginning of

the bikepath in Auroa, since I had to drive to every little newsstand to find suitable papers for the relatives, and we still had a 4-hr. drive back to Michigan.

Next year's GEAR will be held in the Finger Lakes area of New York, which is just South of Buffalo. Sharon and I have ridden in the finger lakes area awhile back also, and we never quite found all the places to go. So we are planning on going to GEAR in 1993. Watkins Glen is in this area and if GEAR in 1993 is anything like it was this year, I m sure there will be plenty to do whether you bike or just want an area for a vacation trip.

Newsletter Deadline

The deadline for the next newsletter is Sunday October 11. Please bring items for the next newsletter to the meeting or contact the editors.

To schedule rides for the ride calendar, please call the ride director.

FOR SALE:

Trek 2300 composite frame bicycle, 60 cm seat tube. Complete Shimano 600 componet group. Shimano. Looke Dura Ace pedals. All accessories included: Cat Eye micro computer, 2 bottle cages, Silca Frame pump with Campy head, Rhoad Gear seat Bab. Victoria folding clincher tires. Less than 1000 miles ridden, never crashed or mistreated, like new \$600. O.B.O. Andy Neumann 756-3369.

Bell Helmet - small/med - \$10

Mavic Sew-up Rims - \$20

Kids BMX - \$15 (313) 468-4727.

