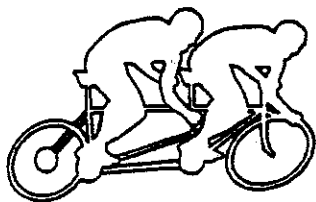




# September 1996

# Ride



## Blue Water Ramble -Oct. 6

Pam Dyer and Vicki Malloch have volunteered as BWR committee chairs. Committee heads include: **Registration:** Bill Duemling, **Publicity:** Debbie Angst **Rest Stops:** EA Nieman **Routes & Sag:** Eric Noyes & John Tarrantino **Day of Ride:** Gary Haelewyn & Ed Rogers.

Need volunteers to make the BWR a success. All club members are asked to help.

**Rest Stops** need people to set up the rest stops . hand out the food and drinks. **Day of Ride** needs people for parking and getting riders on & off the ferry. Please call them or sign up at meetings.

Registration volunteers should be at St. Clair High School at **6:00 a.m.** to set up. Also the parking, etc. volunteers. Rest-stop volunteers need to get their rest stops set up early too. **Hope to see you all there!**

## Blue Water Ramble pre ride

**Sunday, September 22 : 8:00 a.m.:** 100 mile: meet John Tarrantino. at St. Clair HS on Clinton St. (Rattle Run). Ride goes north to Port Huron, Ruby, Whadams, Algonac and over to Canada, Wapole Island and Sombra. **9:00 a.m. :** 62 mile : meet Eric Noyes in St. Clair High school, for 60 mile ride 14-16 mph around St. Clair , Algonac, Wapole Island in Canada.

## BWR stuffing party

**Monday, Sept. 23 6:30 p.m.** at Bill Duemling's shop, Par-Kut Inc., at 40961 Production Drive, near I-94 and North River Road.

Help put all the maps, patches, etc. , in the rider's packets and sort them. Call Bill at (810) 468-2947 for information.

**Editors Note:** Please submit articles by Thursday after the meeting. Mail it to: Ted Gondert, 356 Third St., Romeo, MI

48065 or call, fax or modem me at (810) 752-7043. If you want to FAX or modem something to me, call voice first so I can turn it on. Or E-mail to: "ac557@detroit.freenet.org" IBM/DOS 3.5 " disk with ASCII. WP5.1 or MS Word for Windows 2.0 is good.

## For Sale

**Centurion 'LeMans' road bike.** 58 cm (23 in) frame. Magenta/White. Tange no 2 tubing. Shimano 105 brakes. BB, HS, cranks, derailleurs, Exage Sport hubs, brake levers, shift levers. Well maintained, in very good condition. Asking \$175. (810)786-5911 Kirk Carolan.

## Rhode Gear Euro Shuttle

**bike carrier.** Trunk mount, carries two bikes. Used one year, \$80 or best offer. Call Eric (810)465-6036

**Tandem-Burley Duet (road) Medium size.** Low miles, extras \$700. Call John (810) 758-8945

## Santana Arriva Tandem

Hand brazed, medium frame, custom painted, SPD and Look pedals. Rear rack and bag, Vetta wireless computer, Rhino 48 spoke wheels, Phil Wood hubs and bottom bracket, Hydra seat post. \$1200 call 949-0183 4:00 to 9:00 p.m.

## Next Meeting

**Monday, October 7, 1996**  
**7:00 p.m. at Mt. Clemens**  
**Recreation Center**  
**300 Groesbeck (at Lafayette)**

## President

Steve Angst (810) 573-8089

## Ride Director

Rick Jones 879-2490

## Secretary

Julie Windhorst 939-6073

## Treasurer

Greg Schultz 775-2208

## Editor

Ted Gondert 752-7043

## LMB Representative

Warren Berthelsen 781-6706

## Hot Line

792-4670

**CRR Web Page** <http://www.msen.com/~duemling/crr/crr.html>

## Ride Schedule

### Reoccurring Rides

Call the Hotline (810) 792-4670 for updates

Summer daylight is fading so bring lights.

Most evening rides now start at 6:00 p.m.

**Tuesday 6:00 p.m.:** meet Jerry or Sue Pavlat at MSU management training center on Square Lake (19 mile) and Crooks for fast 20+ mph average ride in the hills of Oakland county. 30 miles.

**Tuesday 6:00 p.m.:** meet John Tarrantino or Steve Morauski at Prestige Cycle on Moravian in Clinton Twp for 25 mile @ 14-16 mph ride to Metro Beach on the road.

**Wednesday 6:00 p.m.:** meet Glen & Marilyn Drellishak in Troy at Longlake and Livernois for 20 mile ride, two paces 10-12 mph or 12-14 mph.

**Thursday 6:00 p.m.:** meet Craig Boyer at Pavlat's Cycle and Fitness II on S. Washington in Royal Oak for 25 mile ride @ 16-18 mph to Cranbrook.

**Thursday 6:00 p.m.:** meet Rich Dyer or Steve Angst at New Baltimore water tower for the fast 35 mile ride @ 22+ mph. Short stop at 20 miles.

**Thursday 5:00 p.m.:** meet Marilyn Tarrantino at Stony Creek boat launch for ladies ride. Laps around Stony. come out later and join as group goes by. You won't be dropped or more than 3 miles back to start.

**Thursday 6:00 p.m.:** meet Bill Duemling and/or Warren Berthelsen for the Thursday night Wramble. 18-25 miles, easy pace 14-16 mph, good for conversation. No set route or destination, but will depart from parking lot of Par-Kut at 40961 Production Drive, near I-94 and North River Road. Call 468-2947 for directions.

**Friday 6:00 p.m.:** meet Steve Angst or John Tarrantino at Marter & Jefferson for 25 miles @ 17-20 mph ride into Grosse Pointe.

**Saturday 8:00 a.m.:** meet Doug at Stony Creek boat launch for 45 mile @ 16-18 mph ride to Armada for breakfast.

### Full Moon Ride/Clinic for women

**Saturdays 8:00 a.m.** at the Prestige Cycles bicycle shop on Moravian in Clinton Township, twice per month near full moon, rain or shine. Meet Patti Brehler for ride and clinic for women riders. Topics are open to change, make suggestions to Patti Brehler. Sept. 14 topic: Fix a flat. Sept. 28: Winter Training. Prestige Cycles is also site of the Michigan chapter of the Women's Mountain Bike and Tea Society (WOMBATS) Call 810 792-4040 for more information.

### Scheduled Rides for September

Call the Hotline (810) 792-4670 for updates or call Rick Jones (810) 879-2490 to schedule a ride.

**Sunday, Sept. 15: 8:30 a.m.:** meet Dave Courter in Algonac at the Wapole Island Ferry, first crossing at 8:30. for 52 mile ride to Mitchell's Bay in Canada for breakfast. 16-18 mph. Flat but can be windy. Park in the Farmer Jack lot across the street.

**Sunday, Sept. 22 8:00 a.m.:** meet John Tarrantino at St. Clair High School on Clinton St. in St. Clair for the 100 mile pre-ride of the BWR. pace 18-20 mph.

**9:00 a.m.:** meet Eric Noyes at St. Clair High School for 62 mile BWR pre-ride. 16-18 mph.

**Friday, Sept. 27 7:30 p.m., night ride:** meet Dave Courter at Armada Jr. High school for 32 mile ride through Berville and Memphis. Bring your lights to try some night riding in the country on quiet roads. 14-16 mph pace. Short stop in Memphis.

**Sunday, Sept. 29 8:30 a.m.:** meet Ted Gondert or Duane Nieman at Romeo high School for 40 miles at 16-18 mph ride to Dryden for pancake breakfast.

## Other Rides and Events

### Mio Adventures 1996

**September 28-29, Second annual M-M ride the TOSRU of the North.** A 210 to 230 mile ride from Mio to Mackinaw and then back in two days. We will have an overnight stop in Mackinaw. Last year we had tail-winds on both days!

### October 12-13, Mio Fall Color Tour

Two days of riding and maybe a canoe trip.

If interested in any of these rides call Doug MacDermaid at 810-939-4670 or Glen Peiton 517-TANDEMS (826-3367)

**Helmets are required!** Rustic camping is available in Mio. Hotels fill up fast so call early.

### Halloween Ride

**Saturday, October 26 6:00 p.m.:** meet Doug MacDermaid at the Rochester duck pond for 20 mile ride on the Paint Creek trail to Lake Orion for dinner. Lights are mandatory, wear your costume.



### Canterbury Village

**Sunday, Nov. 3 10:00 a.m.:** meet Doug MacDermaid at the duck pond in Rochester for 24 mile ride on Paint Creek and dirt roads to Canterbury Village near Lake Orion. It has gift shops and restaurants with a Christmas scheme, also has a clock with figurines that appear on the hour.

### Back 40 Challenge

**Sunday, Oct. 13 in Clarkston.** Routes from 17 to 62 miles on dirt roads in Oakland county. This is a good chance to get some riding on your mountain or hybrid bike on low traffic roads. Contact the Flying Rhino bike club, PO BOX 815, Clarkston, MI 48347 (810)625-7000

## Wolverine Sports Club Banquet

Dear CRR,

We will have Frankie Andreau speaking about the Tour de France and his 4th place finish in the Olympics at our banquet this year. Also Dale Hughes will talk about the Olympic velodrome and the possibility of an up north Walden School of Cycling next April. The date is October 19 at the Italian Cultural Center at 12 and Hoover. Anyone that reserves can go. If you think that CRR members would like to get a group together, give me a call and I will give you the details. Other clubs will be there.

Leonardo (810) 541-8019.

## Walden School of Cycling

TJ Hill gave a talk about this bicycle training camp in Mt. Dora Florida. One week sessions start on the last two weeks of March and first two weeks of April. Attendees will learn bicycle handling skills for group/paceline riding, fast cornering by the Walden method, and some training on hills including a 15% downhill. Riders are separated into groups so you will ride with similar riders instead of trying to chase racers or waiting for the slower riders.

Stay in four person cabins, with meals in cafeteria provided and bike handling drills in nearby subdivision with longer rides on alternate days. Some afternoons off for sight seeing, Disney World in nearby Orlando, etc. Cost is about \$450. More information available later.

**Note:** TJ said that the moveable Olympic velodrome from Atlanta was sold to Disney World for their sports complex. Maybe there will be some track riding down there some day.

## Tandem Rally 1997

Columbus, Ohio will be the site for next year's Tandem Rally on Labor Day weekend. Sue Pavlat has booked some extra rooms. Call her for more information. (810)545-5578

## 1996 HOPE RIDE

Saturday, September 21 7:30 a.m.

Hope Elementary School, Hope, IN Tours of 6,15,35,54,65, and 100 miles. \$12 until August 4, \$15 until Aug. 21, registration closes. Send SASE to: Hope Ride, PO BOX 115, Hope, Indiana 47246 (812) 546-5708

## The Arc Bicycle Program

This provides bicycling training for people with physical and developmental disabilities. John Waterman started it in 1988 and it has helped 140 individuals gain independence, transportation, exercise and enjoyment by learning to ride bicycles, tricycles, recumbents and tandems that have been purchased by it. They still seek donations of money and time so that the program may expand it's reach. Contact:

The Arc Bicycle Program, 35000 Van Born Rd, Wayne MI 48184 (313) 729-9100

## Kodak Moments

It's time to gather up your photos of club rides/events from 1995 and 1996 for the Christmas Party slide show. Please turn in photos by the October meeting. On the back of each photo, please include the following: Your name, date of event and place. All photos will be returned at or before the 1996 Christmas party.

Thank You Sue Pavlat

## Help Wanted

Enthusiastic persons, willing to work for bike parts (not really, but almost!) and available part-time. We offer a fun environment and entertaining co-workers, inside scoops on the bike industry, and staff bike rides! To apply, please call Patti or Andy at Prestige Cycles 810-792-4040. **Warning!** You must pass the "Stoker" test to qualify!

## Club ID Cards

Identification cards for club members are available from Greg Shultz at club meetings. Back of card has room for emergency information such as phone #, allergies, etc.

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

Prestige Cycles (810) 792-4040  
36558 Moravian Dr., Clinton Twp.

Two Wheel Authority 542-7182  
1109 S. Washington, Royal Oak

Pointe Cycle & Fitness (313) 886-1968  
20343 Mack, Grosse Pointe Woods

Mountains of Bikes (810) 412-0500  
42201 Garfield, Clinton Twp.

Antoon's Bicycles 247-9240  
42918 Schoenherr, Sterling Hts

Sterling Schwinn 979-7570  
2169 Metro Pkwy, Sterling Hts  
878 S. Rochester Rd, Rochester 652-1555

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

Macomb Schwinn 756-5400  
28441 Schoenherr, Warren

Stoney Creek Schwinn 781-4451  
58236 Van Dyke, Washington 48094

Main Street Bicycles 336-1177  
112B South Main St., Romeo, MI 48065

Anchor Bay Bicycles and Fitness 725-2878  
35241 23 Mile Rd, New Baltimore 48047

## Tour de Stony - Stage 4...The Finale

Seventeen bikes of various sizes took to the pavement for the last personal fitness ride of the season. The weather was warm and humid but the tires were hot. Steve Samolinski set another course record with a blazing time of 14:21.89 (25.4 mph) in a closely contested singles group. Not to be outdone, Debbie Cavendar set a single female record of 16:46.22 (21.8 mph) for the 6.1 mile loop around the park. Now that is moving!!

Special thanks to the support crew that helped stage this event. This group came through to make this ride possible...Heidi Heck at timer, Sue Pavlat at the start, Bill Baker and Sandi Samolinski at traffic control. The riders are extremely grateful for your presence.

That's all for next year!!!! Hank Thoenes

### Single Females

1. Debbie Cavendar 16:24.521.
2. Julia Schultz
3. Marilyn Tarantino

### Single Males

1. Steve Samolinski 14:21.89
2. David Heck
3. Jerry Pavlat

### Mixed Tandems

1. Steve and Debbie Angst 15:21.96

### Male Tandems

1. Steve Angst and Pete Sprecher 15:12.30

### A Day in Texas by Dave Courter

The pungent smell of unrefined oil filled the air, held close by overcast skies. Cyclist straddled their bikes, wheel to wheel, shoulder to shoulder with other cyclist waiting for the event to start. Then at precisely 7:30 A.M., a cannon shot broke the morning stillness.

announcing the start of the event, yet from where I was standing not a person moved. The staging area was over eight blocks long and four lanes wide, and in the area I was standing (less than two blocks from the start line) not a person moved for over six minutes, and it would be almost another seven minutes walking our bikes to the starting line before we actually rolled out and clicked in to our pedals.

The event... the Hotter'n Hell Hundred ... and it claims to be "The Largest Century in the World"! This is Wichita Falls, Texas, and of course EVERYTHING is BIG in Texas. A century ride the last Saturday in August... and in Texas!!! The name generally fits. Previous years have seen temperatures of over 100, and in 1988 civic officials threatened to cancel the event because of extreme heat after 12,000 riders were over 60 miles into the event. But this year the skies are overcast, and the temperature a mere 71 degrees at the start. Officially it only got to 86 degrees in Wichita Falls, but a few light rains did raise the level of humidity in the afternoon.

Fifty miles into the ride I stop at a gas station in Burkburnett in a search for "powerbars". It helps to alleviate the situation... but these powerbars look a lot like OREO'S. Hey... whatever it takes !!!

The solid stream of ANTS... make that cyclists... stream west out of Wichita Falls with not a tandem in sight. No USCF types either. The USCF Pro and Cat racers had started at 7:00 and the Tandems had started at 7:20. Still once we got to the start line, the pace was a solid 20+ miles an hour in the left hand turn lane, slower cyclist to the right.

We leave the city and ride out into the red soil and mesquite trees that is the surreal landscape of this portion of Texas. Cattle graze in close proximity to oil fields that are pumping the black stuff out of the rust red ground. Dry gulches meander near the route, telling of the dry summer this part of Texas has had, but as I remember from a previous HHH, it doesn't make any difference, there isn't a lot of greenery once you leave the watered lawns of the city. The trees are so short, they would not shade a cyclist let alone the average one story house.

The first Sag appears on the right. One does not want to stop at every sag on this event. (editor note: Sag is rest stop) Remember, they are set up for HOT conditions, and during the first 50 miles, sags are about every 10 miles, and the last 50 miles finds sags every 7-8 miles. I decide to catch sags every 20-24 miles. As I approach my first stop, I see a Pirate ship rising out of the prairie. Seeing things already Dave??? The Pirate ship appeared to be a leftover float from the opening football game of a Texas high school. Sags on the HHH have a tradition of having some sort of a theme and are staffed by volunteers from various non-cycling organizations. People named Farmer and Bubba (really) from the local COOP, or department stores, or high school organizations, pour ice water and Powerade from pitchers scooped with rubber gloved hands from 30 gallon trash cans.

At about the 30 mile mark, the route turns East...East for about 50 miles into a breeze that, while not stiff, eventually starts to beat on your body and wear down riders not in a paceline. The roads have long since changed from decent state roads to "Farm to Market" road (chip seal—rock over tar). Not loose gravel, but still rough at times. Pace lines still are prevalent through the mid point of the century, and everyone is keeping up a good average so that they do not get caught at that point of no continuance. "HELLS GATE".

"Hells Gate"— a point around 50 miles into the route that is relatively close to the start point. Failure to pass this point by 1:00 in the afternoon results in a fate worse than being sagged in. Miss the time limit and you have to RIDE the short 10 mile distance back to the start. The average cyclist can pass this point with ease, even if they socialize along the way, but it does keep unprepared riders from finishing the century route at 9:00 PM, or having to be picked up by support drivers.

As I turn back south, the asphalt has turned a reddish color, as the local aggregate of red rock dominates the road bed. I stop at another sag, its theme, "The Garden of Eden." With a tropical theme, it really is a study in CONTRAST... the sag tent is set up near oil well pumps among black cylindrical oil storage tanks. Several of the sag personnel are attired as flowers. Big black oil tanks and flowers... if it were hot, I would think I was hallucinating.

Probably from a lack of any REAL FOOD. At least this sag had watermelon. ALL the other sags had been limited to fruit (mostly bananas and oranges), water, and Powerade. NOTHING bulky like bread for sandwiches or bagels.... or COOKIES!!! Fifty miles into the ride I stop at a gas station in Burkburnett in a search for "powerbars". It helps to alleviate the situation... but these powerbars look a lot like OREOS. Hey... whatever it takes!!! (I guess riders are expected to take their own PB&J sandwiches along).

The frequency of sags also make use of a "Flag system", the GREEN flag means Go. YELLOW—getting warmer, use some caution. RED—it's HOT, stop at this sag, rest, and get fluids. Well, I was a BAAAAAD BOY... I blew through a red flagged sag toward the end of the ride.. Hey I had just stopped at the previous sag 7 miles back, and I was really rolling good. I got a lot of dirty looks from "Official RED Flag Wavers" and I will probably be black flagged from next years ride. But it was the first time all day I had seen the road free of riders (at least for a mile).

As the route rolls back into Wichita Fall, the police presence continues as it has through out the ride. Every "major" intersection or turn has had a patrolman, allowing cyclist to ride without stopping for automobile traffic. The last half mile is through the business district, blocked off with barricades. I sprint through the turns toward the finish. hey I need some REAL CARBOHYDRATES... so it is like a horse heading to the barn at feed time (hey buddy... got any chocolate chip cookies?). Crossing under the HHH banner and rolling out about 200 feet, a crew of volunteers are handing out pins for being an official Hotter'n Hell Hundred finisher.

Attendance this year was Down to 9,091 riders across the 100 mile and several shorter routes (60-40-20 mile & 25 KM). But if you are going to drive for two days to do this ride, it had better be the BIG ONE, a century (even if it was the temperature that did wimp out).

Extra curricular events surrounding the HHH ride included a consumer show in the convention center Friday night and Saturday, and an optional all you could eat spaghetti supper Friday night. Also if you wanted to make it a weekend you can watch USCF racers compete in a road race (hard to do when they are ahead of you on the same course as you are riding), a criterium, and a time trial.

In addition a larger than life metal cycling sculpture was on display. Two of the four planned cyclists were completed and you could almost hear the female cyclist telling the male cyclist off as she trailed him around a corner...placement of the sculptures was everything.

Anyone considering the HHH next year should be making motel reservations soon. Tent space is available near the convention center for free... just remember Texas is usually HOT in August, and air-conditioning on demand is a plus. Like RAGBRAI, DALMAC or TOSRU (both North and South) it is an event to be tried at least once, and in the case of the Hotter'n Hell Hundred, do the ride just so you can hear that Texas twang say..... "Y'ALL COME BACK." ☺

## We Cyclists Got Rights by Mike Gemus

It was a beautiful Sunday morning last July when my new friend Bob Frey and I took off out of Lexington, Michigan on a 45 mile loop ride that I've taken so many times. I think I could do it with my eyes closed. Lexington has it's share of good cycling roads and I've always liked showing them off to cyclists from other areas. We start off heading west, taking the 5 mile bike path to Crosswell. Here we turned north, along old Hwy. #51, a smooth ride with a three foot paved shoulder, flat and without much traffic. Life is good!!!

Bob turned out to be just one heck of a guy. A real nice, quiet man who has run his own architecture business for decades and who has been riding bicycles about the same length of time. His well maintained Fuji with friction shifters had been around forever. "Like an old shoe", he said. "I could never replace it". And Bob rides well too. Straight and at any speed you want. We rode on effortlessly, not even thinking of the miles. Nothing could possibly ruin such a wonderful bike ride.

I heard the brakes squeal! Bob did not. We were on Ruth road now, heading north across an east wind. Bob was behind me and a bit to my left, capturing the draft. Edith Tofflemire, [pseudonym] 83, later said that she saw us but that she thought we were going faster than she was.

Bob got it first. Horizontally, he went sliding straight down the center of the road as he passed me. Then she hit me. But since I heard the brakes, I had instinctively turned toward the ditch and the impact sent me flying into some weeds, uninjured. I quickly jumped out of the ditch feeling nothing but anger, something I still don't understand. This changed quickly to horror, however, when I saw the stunned face of a kind, elderly woman that did not understand that her car was still in drive and still moving forward!

"Stop the car, stop the car!", I screamed at the top of my lungs. The car now was rolling on top of that old Fuji. Bob, being motionless on the road just four feet from the bumper of the car, would be next. "Stop the car!! What's the matter with you, stop the car!!" It just kept rolling, Edith and I locked eyes but she couldn't understand what this dirty, screaming cyclist was wanting her to do. "Turn off the key!", I said, making a motion with my fingers as if I was turning off the ignition switch. That worked! Edith understood the visual cue and turned off the ignition which stopped the car, still in gear. I noticed that the alarm of my heart rate monitor had started beeping. 173 bpm.

**Epilogue: 1.** Bob was scraped up quite a bit and had a couple bumps that really made you wince. He had no broken bones and has now recovered fully from his injuries though that took a while. He negotiated for months with Edith's insurance and received \$150 for his destroyed Fuji.

**2.** I told the insurance adjuster that if I didn't get a check for \$2500 to replace my damaged three-year-old Trek 2300, I would submit a legal complaint. (I don't even know what a legal complaint is.) I received the check in about a week and I still ride the Trek today.

**3.** Later that evening, I was speaking to a friend of mine named Stacy. "You know", she said, "when you ride on a road with no shoulder, you assume that EVERY motorist will see you and in fact swerve to avoid you. That seems like a poor assumption."

**What does she know? We cyclists got rights!** ☺

## Why I didn't ride RAGBRAI 1996

aka A Comedy of Errors

by Sandra Studebaker

On a two-day get-a-way over the 4th of July in Frankenmuth, Michigan I utilized a rural road in the State's thumb area for a short 20-mile training ride for the fast-approaching Register's Annual Great Bicycle Ride Across Iowa (RAGBRAI). At a secluded spot in the road where a bridge had recently been washed out I stopped, as bicyclists have been known to do, to empty my bladder while my biking companion rode on ahead to our campsite a few miles ahead. Little did I know that that "pit stop" would be the start of three weeks of misery that would keep me from taking part in RAGBRAI's 437-mile ride across northern Iowa July 21-27, 1996 that was to commemorate a significant birthday and a return to cycling after a five-year hiatus.

The next week at work, following the long July 4th weekend, was hectic as I tried to wrap up a computer installation project prior to my upcoming two-week vacation. Consequently, I paid little attention to the itching on my left hip, thigh, and forearm that began that Monday, with only an occasional thought that I might be developing a sensitivity to pantyhose or that a spider had gotten to me during the night. Even a previously scheduled semiannual doctor's appointment on Thursday of that week didn't prompt a recollection of my increasingly itchy rash. The itching worsened noticeably over the following weekend, spreading to other areas of my body—and my left forearm was beginning to look like raw hamburger.

Being a medical librarian I, of course, consulted the medical textbooks and came up with a self-diagnosis of Herpes Zoster (shingles) that afflicts "older" adults who have had chicken pox as a youngster. Belatedly coming to the realization that I had a medical problem in need of professional attention I returned, on Monday—the first day of my vacation—with self-diagnosis in hand, to the same physician I had seen the previous week. He seemed puzzled by my symptoms, but when questioning didn't turn up an alternative diagnosis, he prescribed medication for my "atypical" shingles and said to come back on Thursday if it wasn't any better.

I immediately began the drug therapy for shingles and tried to get ready, as best I could with continuous itching, for the drive to Stratford, Ontario, Canada for two days of Shakespeare productions that had been planned for the early part of my vacation. Tuesday and Wednesday in Stratford consisted of unrelenting itching. Thus preoccupied, I was unable to focus my attention on the plays King Lear and The Merchant of Venice. I could detect no beneficial effect from the prescription drug, and popping over-the-counter Benadryl every three hours and applying ice to the afflicted areas provided only minimal, short-term relief.

While in Stratford, I finally had to concede that there was no way I would be able to make the two- to three-day drive to Sioux Center, Iowa for the start of RAGBRAI on Sunday, July 21st, let alone take part in the week-long bicycle-camping event. And, I hadn't even packed yet, which I had originally planned to do prior to Stratford. So on Thursday, having returned from Stratford, instead of setting

out on the drive to Iowa, I returned to the doctor, who confirmed my worsened condition. He suggested referral to a dermatologist; I preferred my allergist. The allergist's diagnosis that afternoon came swift and sure—contact dermatitis, probably from poison ivy, oak, or sumac. Stunned, but relieved that my affliction wasn't shingles, it took some reflection on past events to make the connection to that "pit stop" outside Frankenmuth two weeks earlier. Appropriate drug therapy was initiated immediately, but it would be another week before I was free of symptoms.

RAGBRAI 1996 was out of the question for me, as it had been for another CRR member—Gary Green, who had dislocated his elbow earlier in the summer. Gary and I had been part of a small band of Mercy Health Services personnel who had registered for RAGBRAI as Team Mercy. Of the original six, only two had not succumbed to one fate or another. With a couple of last minute telephone calls—one to notify a remaining team member and another to cancel my seat on the charter bus that was to take me to the western side of Iowa—I severed my last tie to the cross-state ride.

Because the chain of events seemed humorous in retrospect, I wanted to share my story with others who might be able to identify with the cause of my contact dermatitis. The lessons I learned, and wish to convey, from my brush with nature include: 1) be alert to what your body is telling you, 2) avoid self-diagnosis, and 3) check out the flora on the side of the road before watering it.

This story has a post script. Although unable to participate in RAGBRAI, commitment to two weeks of vacation time provided an opportunity to do some things around the house. In addition to sorting through, and throwing out an accumulation of "stuff" and other interior chores, I tackled some needed yard work. That yard work included pruning some overgrown evergreens, and since I wasn't wearing gloves developed another week-long bout of contact dermatitis on my hands and forearms—although of lesser intensity. From beginning to end, a real—with apologies to Shakespeare—"comedy of errors". ☺

## Dalmac 1996 by Ted Gondert

**6:30 a.m. Wednesday September 27:** The radio weatherman promises a sunny day as I drag myself out of bed. I have to meet the rest of the riders at 8:00 a.m. at Jim Muir Oldsmobile, 19 mile and VanDyke, for the ride to Lansing and the start of DALMAC. Arrived at Jim Muir Oldsmobile and see Art Anderson, Bill Yoblanski, Ross and Al Barton who will lead us to Lansing. Rick Moorman has to work and will drive up in the afternoon. Westward we ride on 19 mile/Square Lake Road. It's a little rough and the traffic is heavy but as we get past Ryan, it thins down. We turn off Square Lake onto Eastway Road to Kingsley Road to Kesington, Opdyke, etc. Al decides to try a slightly different route to Commerce Road heading towards Milford.

At Union Lake Burger King we stop for breakfast. Go past Milford and the GM proving grounds. Proceed up Grand River in Brighton for a few miles to Hughes Road and Goffview Road. Noticed arrows from the Firecracker tour route. Cleary's Pub in Howell is our lunch stop after 45 miles or so. The chicken dumpling soup is excellent

along with the sandwiches. Next stop is in Williamston for ice-cream at Dairy Queen. Ride up Williamston Road to Hasslett Road and Hasslett. Got to East Lansing and the Gier Center, the start of DALMAC about 3:00 p.m.

Rick Moorman arrives so we get our tents out of the car and set up camp with our choice of sites since nobody else is there. After a shower in the building, others are arriving and the registration starts. Pick up our maps and packets. This year everybody got a complimentary compass and thermometer key chain.

Somebody on a Murray bicycle rides up and asks if we live in our tents all the time. We explain that this is a bicycle tour vacation. He says he has lived in a \$20 dollar tent from K-mart for 10 years. Sets it up in some out of the way place at night then takes it down during the day. Uses cardboard under the tent and inside with two blankets and plastic over it when it rains. He has a bible with him that he quotes from. His interpretation of some passages is that Christians should not live under the law, so he has no drivers license or social security number or money. Collects cans, etc. and bums around town for a while until he has to move. Then he hitchhikes from a truck stop to somewhere else.

Gary Green and others are up there so we chat with them. They're on the QUAD century route too but usually start later and ride an easier pace. Rick Moorman and Al Barton are on the short 4 day route, about 75-85 miles a day. Dinner at Emil's Italian restaurant is good with baked spaghetti, bread and salad. After dinner we went back to the campground to relax and watch the softball games in the park. Finally about 11:00 p.m. the lights are turned off so everybody can get to sleep.

**Thursday, 6:00 a.m.:** the zipper symphony starts in the tent city as we get up and start packing. The clear sky promises good weather for the days ride to Mt. Pleasant, 100 miles away. After breakfast at Theo's restaurant, Art, Bill, Ross and Ted head out and turn onto the century route towards WestPhalia for a first stop. Towns, rest-rooms and stores are marked on our maps and welcome DALMAC riders. Groceries stores stock extra Gatorade and other staples for bicyclists. Bicycling is the best way to see an area, you aren't isolated like in a car, but you go fast enough to get somewhere.

The great weather with sun but not too hot makes the ride pleasurable. The scenery is nice as we ride along stopping on occasion for refreshments, food and rest. In the last town, Winn, the arrows aren't marked well so some of us get off the route but use another road to get back on it. Finally we ride into Mt. Pleasant and CMU campus Rose Center about 4:00 p.m. Find a spot for our tents and set them up. Hot showers are refreshing in the locker room, some of the other stops don't have hot showers all the time.

Got some snacks at the party store and relax by our tent before dinner at the cafeteria. Watch all the people start walking over but wait an hour or two for the crowds to slow down. Then stroll over and wait for a few minutes in line for dinner with chicken, potatoes, vegetables, etc. The food is good and you can eat as much as you want. After dinner back at the Rose athletic Center we see all the

students in the exercise room and brush our teeth and get ready for the night. It's not too dark with all the lights in the parking lot but we are up on the hill away from most of it. I try to get some sleep on the ThermoRest in my sleeping bag, for the next days ride.

**Friday 5:30 a.m.:** the sound of zippers insures you get up early on DALMAC. I finally get up, get dressed and pack up the tent damp with the morning dew. Art, Ross, Bill and Ted stroll over to the cafeteria for breakfast with pancakes, cereal, oatmeal, orange juice, etc. We put our bags on the truck and stop by the rest-rooms before we start out on the days ride.

Today we ride to Cadillac 100 miles away with some hills we remember from last year. The route has changed some because of some construction in Leroy and we are routed around town. Art decides to ride a mile into Leroy and I wait for a while for Bill and Ross to arrive at the corner. Then we go into Leroy and get some Gatorade and snacks. The store owner mentions that he hasn't seen many DALMAC riders but he stocked up. Told him that the route was detoured around town so unless riders looked at their maps they wouldn't stop by. Next time DALMAC should tell the towns about the detour so they could have put up some signs or something. After Leroy we remember some hills from previous years but the route has been changed so they're not as many big ones. The route into Cadillac has been changed, we go around the lake for a scenic route instead of going through town. Finally the high school is ahead, the campground for today's DALMAC. Get our bags, set up our tents, shower and relax before dinner. Stroll into town to get some ice-cream and see the sights. Back at the tent we settle down for the night.

**Saturday 5:30 a.m.:** The zipper revelry wakes us so we get up, dress and pack the tents. Breakfast is OK with oatmeal, cereal and orange juice. Today it's 100 miles to Torch Lake YMCA campground. Lunch is planned for Elk Rapids with a picnic at the park on Lake Michigan and a rendezvous with Rick Moorman and Al Barton planned. It's 66 miles for us so we try to keep a good pace without too many stops to meet them on time.

The hills start today when you get past Mayfield and turn on Arbutus Hill with a switch back onto Hobbs. You can see the cyclists above you at the corner. Then it's rolling hills along campgrounds and cottages. It's a big downhill run to Grand Traverse bay. I made 43 mph. We stopped in Acme for some water before the climb up Bunker Hill. Angel road has another big hill, but then it's just rollers into Elk Rapids, arrived about 11:30 and see Rick and Al there waiting. We go into the deli to buy supplies for the picnic. In the park we make sandwiches and drink pop and some beers. Dick Allen was there too. Art, Rick, Ross, Bill and Dick Allen go swimming in Lake Michigan.

Finally we all get rolling towards the Alden Bar, the last stop for beer and ice-cream before the campground. Camp Hi-awan-tha on top of Torch Lake is a YMCA campground that was donated by Mr. Kresge who started K-mart. Set up our tents and go swimming. After swimming I go to the men's primitive shower' in a cabin in the woods and it's still warm. Dinner is good with vegetable and regular lasagna, salad, bread, cake, etc. Talked to some of the



employees who had English accents. This campground is bigger than I thought, has a mile of lake front and also has a lot of land on the other side of the road. A very nice piece of property that YMCA and boy scout campers enjoy in the summer. Also has cross country ski trails in winter. The stars are beautiful to see from here without the lights and haze from the cities. I didn't know there were so many stars visible.

**Sunday 5:30 a.m.:** Everybody is getting up as I drag myself out of my sleeping bag and start packing up. It's the last day of the ride with 100 miles to go, with the biggest hills but the best scenery. Breakfast at the Kresae Lodge- mess hall is good with French toast, eggs, etc. We put our tents on the truck and saddle up the bicycles for the final day's ride. Just one mile down the road we turn and start the first climb to get to Central Lake where Rick and Al camped. I stopped by the school to look for them but they must have left already. Back on the road I see Bill and then we catch up with the others. East Jordan is the next town with the infamous "Wall" a steep 18% grade for a short distance. There is an alternate route but it wouldn't be DALMAC for a first timer to not do it. The 38-24 gear on my bicycle is handy as I slowly climb. Then we waited for Ross and Bill to get done.

Boyne City is the next stop and we found a gas station for some refreshments and outhouse. Now we have another climb out of town for a few miles but the scenery is nice. Walloon Lake is our next stop for the hot sticky buns. The "Seven Sisters" hills that follow the lake front are fun to ride, after you get up the first one you can just roll down and up the others. Petosky is the next town, we didn't see the arrows but we remembered the route anyway.

Harbor Springs is our planned lunch stop about 8 miles away. M-119 is freshly paved from Petosky to the scenic road we take into Harbor Springs. The lake Michigan shoreline with the historic houses along it is very nice. Wonder what those houses sell for? If you have to ask you can't afford it! We get excellent sandwiches from the deli in town and eat them in a clearing behind a restaurant. Stopped by the bike shop in town for some free watermelon too.

Climb up one hill out of town on M-119 the "tunnel of trees" one of the most scenic roads in Michigan. It winds along above the Lake Michigan shoreline and parts are lined with trees that form a canopy above the road. It's narrow in spots but hopefully nobody will widen it and get rid of it's natural beauty in the name of "progress." Cross Village is 20 miles away with Good Hart about 12 miles if you want to stop. We get rolling along and I speed up some on the rolling hills. The signs are out about a mile apart telling you about the hot-dogs, pop, sausage and other food available in Good Hart. I stopped for some water and the others came along so we rolled into Cross Village to stop by Legs Inn. That rustic bar/restaurant is decorated with many carved furniture legs and other stuff, not like the faux rustic you see in bars around metro Detroit. It's gone more upscale in the last few years. Guess you can get more money from rich tourists than a bunch of bikers, both pedal and motorized. The back courtyard is on a bluff that overlooks Lake Michigan.

We didn't see anybody else from the club there so after a rest and some water everybody mounts up for the final 25 miles into Mackinaw City. Rolled along at a moderate pace and saw all the swimmers at the shoreline park. The miles rolled under our wheels. I pulled for a few miles at 20 mph with the wind at our back. Art and I stopped for a few minutes at the last party store before Mackinaw City and the high school where the riders get together for the bridge crossing. Bill and Ross came along so we got rolling for the last few miles. At the high school we see the rest of the CRR members including Bill Deumling and Duane Nieman from the 5 day. Al Barton and Rick Moorman who started in Central Lake that morning. Turned out they were just ahead of us all day but we never saw them, they left town a few minutes before we got there.

EA Nieman drove up with Bills van and had snacks, pop, etc., ready so we relaxed before getting in line for the 4:30 bridge crossing. This year the Tri County bicycle club got rubber mats to put down on the expansion joints to make riding easier. Before everybody had to get off their bike to cross the open fingers, especially if it was cold. The bicycles rolled along about 5-10 mph across the bridge then off I-75 into St. Ignis High School, our last campsite. We got our bags and found some room behind the school. They're expanding the schools and the construction took away some camping room. After a cool shower everybody relaxes before going into town for dinner. I decide to walk the mile into town. Got to the restaurant just as they were ordering. Ordered the beef patty, after all we're in the UP now!

The bridge walk is tomorrow, Labor Day, Monday, so St. Ignis is busy for the last hurrah before the tourist season winds down. All the motels have no-vacancy. I visited the stores and got some fudge from Murdock's and ice-cream somewhere else. It was another nice night with great weather and the locals are friendly to the tourists. Walked back to the campground about 11:00 p.m. and found my tent. Fortunately remembered to bring my flashlight with me.

**Monday, Labor Day:** People didn't get up as early this morning, don't have to ride today. Just drive home or get on the bus. We pack up our tents for the last time and get coffee and rolls in the school. Then load up Bill's van for the drive back to Romeo with Duane & EA Nieman, Bill Duemling and myself. Ted Gondert. Watched the crowd of people walking across the bridge. Stopped in Gaylord at the Sugar Bowl restaurant for brunch. Arrived back in Romeo about 2:30 and the Peach Festival parade was still going so I got to see part of it.

Overall this year's DALMAC had some of the best weather I can remember, not too hot and no rain. Maybe that will bring back the riders who just started this year. But they better not count on great weather every year. ☺





# Bicycle News from the ADVENTURE CYCLING ASSOCIATION

taken from the BIKEABOUT, newsletter of the Mohawk-Hudson Wheelmen, Inc, Albany, NY

## Cornering

I've been fielding a number of questions about cornering, mostly, "How can I get through the turn faster?"

First the basics. The best line to take through a corner starts wide, passes close at the apex, and swings wide again. We want to make the turn as shallow as possible. Think about "straightening" the road. And remember, first one to the corner gets the best line; anybody to the inside or outside of you restricts your use of the road.

Once we know where to go, we can work on how to go. There are two distinct methods used to negotiate a corner, *turning* and *steering*. Each has its advantages.

*Turning* the corner is leaning the bicycle and rider, as a single unit, to the inside of the corner. This lean is

determined by the speed of the bike and the radius of the turn. As we lean more, pedaling will become impossible (finally ending when we "catch the pedal" on the road, lifting the wheels and lowering the buttocks to the road; see my article for "101 Recipes for Road Pizza")

When going too fast to pedal through, keep your weight low and shift it to the outside pedal, now at the bottom of the stroke. The inside knee hangs to help lower the center of gravity, and the bicycle leans more than the rider. You are actually "counter-steering" at this point, directing the handlebars somewhat away from where the bike is going.

*Steering* through the corner allows us to continue pedaling and to maintain a greater speed. The rider shifts body weight forward to provide more traction to the front wheel, twists the

upper body into the turn, nose over the inside brake lever, pulls up on the inside bar and straightens the outside arm to keep the bicycle upright, keeps the knees in, and pedals *smoothly*. Now we actually point the front wheel in the direction we want to go, as we would steer our car.

Easy - but you'd better practice doing donuts in a parking lot to get the feel of it! ■

*This article was written by Mike Hopper and appeared in the 1992 newsletter of the Onondaga Cycling Club, Syracuse, NY*

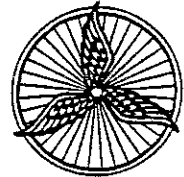
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**MISSION:** The mission of the League of American Bicyclists is to protect and advance the rights of bicyclists through advocacy and education and to promote and encourage bicycling for recreation and transportation.

**OBJECTIVES:** Through a combination of national activity and grassroots organizing, the League is working to create a safer environment for bicyclists in America. Its primary focus for 1996 will be restructuring the EFFECTIVE CYCLING<sup>®</sup> program to make sure affordable, standardized bicycling education programs are available to bicyclists of all ages and skill levels, and continuing efforts in Washington, D.C. to encourage bicycle-friendly provisions in the upcoming federal transportation legislation.

**MEMBERSHIP:** \$30/year for individuals, \$35 for families. Benefits include bi-monthly issues of *Bicycle USA* magazine, free lodging while touring through the *Hospitality Homes Network*, free bike transport on 6 major airlines (some restrictions apply, call for details), and more. To join, send membership contributions to the address above, or call 1-800-288-BIKE.

