

## Officers

### President

**Bill Stimpson**  
586-899-4763  
Stimpy2519@aol.com

### Ride Director

**John Tarantino**  
586-850-2485  
Redtandom@aol.com

### Treasurer

**Annette Smith**  
248-652-2278  
bsmith02@comcast.net

### Secretary

**Tom Hill**  
586-293-0162  
Tjbiker@juno.com

### Editor

**Gary Haelewyn**  
586-286-5094  
Bluecyclist@yahoo.com

### Publishers

Position is Open

### Sunshine

**Julie Windhorst**  
586-939-6073  
Weetandem@yahoo.com

### Legislative Liaison

**Mike Sproul**  
586-443-4544

### BWR Chair

**Jim Crawford**  
586-677-7033  
Jcrawford76@comcast.net

### Librarian

**Bruce Freeburger**  
586-354-2320  
Bruce@BIKESonTV.com

### Merchandise

**Dennis Prost**  
248-931-7300  
Dmprost@strategicfunding.com

### Club Address

Clinton River Riders  
34506 Utica Road  
Fraser MI 48026

### Hotline

586-819-0222

## *The "RAMBLER"*

**Sept/Oct  
2006**

## *Clinton River Riders Bicycle Club*

"Keep moving, keep moving, move along now". That was a line in an old movie I once saw. It was about a futuristic society and there had been some sort of accident. The policeman at the scene was saying it to the passersby as they walked by the accident. I find myself using that line whenever I hit an obstacle in my path. I spend some time looking at the mess I find myself in, and then that line comes to mind and that's what I try to do. That's what happened in September and almost again now in October.

Speaking of "moving", we have a few club members that are doing just that. Congratulations go out to Ed Gostin who won his final race of the year out at the velodrome, and to Rick Jones and Bill Windhorst who set a One Day Ride Across Michigan tandem record with the Ultra Marathon Cycling Association.

And moving right along, here's a note from BWR chair, Jim Crawford:

Well another BWR is completed and once again the weather cooperated wonderfully for us! I want to send out a huge THANK YOU to all the volunteers, sponsors and supporters who make this ride so successful. A very special thank you to all our committee chairs for all their extra efforts as well, Bill Duemling & Bill Baker at Registration, Diane Baker our Food chairperson, Ed Gostin, Doris Mulligan and Ken & Cindy Rosiek at the Rest Stops, Bill Stimpson Routes, Rick Kuhn for Parking, John Tarantino SAG, Becky Holden Publicity and Debbie Angst for taking care of the shirts again this year.

Thanks to everyone for helping out this year, whatever job you volunteered for, and remember, your effort makes the difference in the success of the BWR and the Clinton River Riders. I look forward to seeing you all again next October !

For some special highlights of the BWR take a peek at the following website, <http://www.lmb.org/crr/2006bwr/> put together by old time club member Big John Edry.

The picture at the right is from Rick and Bill's record ride across Michigan. They did it on Sept 23rd. Note the color of the skies.

This was the same weekend that Sally and I joined Will and Joyce Lajack on Sally's first loaded ride from Schwartz Creek to Sleepy Hollow SP.

Despite sleeping on the ground through lightning, thunder, rain and even a tornado (touched down 20 miles away) Sal said she enjoyed it very much and wants to do it again. Maybe we can join Rich and Bill next year who averaged 19+ MPH.



Move along now,  
Gary Haelewyn, editor

# CLINTON RIVER RIDERS 2006 WEEKLY RIDE SCHEDULE

Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays	Sundays
<p><b><u>7:00 PM</u></b>  <b>CLUB MEETINGS</b>  <b>2nd Monday of the Month</b>                      Mt Clemens Library (downstairs) 150 Cass Ave just west of Southbound Gratiot on the North side of Cass across from Mt Clemens High School. Refreshments served.</p> <p><b><u>5:30 PM</u></b>  <b><u>MSU Management Center Square Lake and Crooks</u></b>                      Meet Rick Jones for a fast ride that will average at the end at 18.5 for a distance of 30 miles. This AVG will increase throughout the season.                      NO RIDE on Club Meeting Nights.</p>	<p><b><u>9:00 AM</u></b>  <b><u>Stony Creek Boat Launch</u></b>                      Meet TJ Hill for the hardest and fastest mountain bike riding weather permitting. If weather is inclement, meet at Onyx Skate at 10:30 for ice skating. Call TJ 586-293-0162 for more info.</p> <p><b><u>5:00 PM</u></b>  <b><u>Sheffield NW corner Big Beaver Cunningham (1 blk west of Coolidge)</u></b>                      Meet Ken Rosiek for the Sheffield Shuffle ONE ride. 18-22 MPH for a Distance of 35-50</p> <p><b><u>5:30 PM</u></b>  <b><u>Moravian and Garfield</u></b>                      Art Meerhaeghe will lead his favorite ramble to Metro Beach ride at a 14-16 mph pace. Call Art 586-268-7465 .</p>	<p><b><u>5:30 PM</u></b>  <b><u>Moravian and Garfield</u></b>                      Meet Rick and Sue Moorman for the old favorite Metro Beach Ride 16-18 MPH 30-35 miles.</p>	<p><b><u>9:00 AM</u></b>  <b><u>Stony Creek Boat Launch</u></b>                      Meet TJ Hill for mountain bike riding weather permitting. If weather is inclement, meet at Onyx Skate at 10:30 for ice skating. Call TJ 586-293-0162 for more info.</p> <p><b><u>5:30 PM</u></b>  <b><u>Sheffield NW corner Big Beaver Cunningham (1 blk west of Coolidge)</u></b>                      Meet Rick and Sue Moorman for Sheffield Shuffle TWO ride. Pace 15-17 MPH , distance 35-50 miles.</p> <p style="text-align: center;"><b>CHANGES</b></p> <p>Call John Tarantino 586-677-0482 or email him at redtandom@aol.com</p> <p><b>Newssetter changes:</b>                      Email                      Bluecyclist@yahoo.com</p> <p><b>HOTLINE:</b>                      586-819-0222 (Press 1 for latest updates)</p>	<p><b><u>8:30 AM</u></b>                      Meet Bill &amp; Annette Smith for a 40 mile ride at 15-18MPH Call Bill at 248-652-2278 <b>OR</b> email him at bsmith02@comcast.net no later than Wednesday for the ride starting location.</p> <p style="text-align: center;"><b>Velodrome Events</b></p> <p><a href="http://www.velodromeat-bloomerpark.com/">http://www.velodromeat-bloomerpark.com/</a></p>	<p><b><u>8:00 AM</u></b>  <b><u>Stony Creek Boat Launch</u></b>                      “The club’s most popular ride” - 45 Mile ride at 16-18mph to Armada for Breakfast and back</p> <p><b><u>9:00 AM</u></b>  <b><u>Stony Creek West Branch Parking Lot</u></b>                      Meet T J Hill for a ride at the pace of the slowest rider to unknown destinations (Good beginner ride)</p> <p><b><u>9:30—10:00</u></b>                      Contact Nino Pacini npacini@att.net if interested in Captaining a tandem or if just interested in riding. Departure from Nino's house 5237 Hillcrest Street Detroit, Michigan</p> <p><b><u>9:00 AM</u></b>  <b><u>Schultz Funeral Home 8-1/2 &amp; Gratiot</u></b>                      Meet Jane Benard/Franks for a 25-30 mile ride at a 14-16 mph pace with brakfast afterwards.</p>	<p><b><u>9:00 AM</u></b>  <b><u>Stony Creek Boat Launch</u></b>                      Meet T J Hill for 50 miles mostly dirt road ride with a lunch stop in Lake Orion at about the 30 mile mark.</p> <p style="text-align: center;"><b><u>Meeting Treat List Volunteers</u></b></p> <p>Nov—Windhorst’s                      Dec—</p>

L I G H T S A R E R E Q U I R E D F O R A L L E V E N I N G R I D E S

AVG = Cyclometer Average at end of ride

Ride Leaders should carry cell phones and emergency numbers

MPH = Cyclometer Speed while riding

# Birthdays

Bday	First	Last Name
10/01	John	Tarantino
10/01	Melinda	Korenchuk
10/05	James	Lucchesi
10/06	Brian	Warner
10/06	Rose	Goebel
10/09	Robert	Kosen
10/10	Ann	Schmidt
10/15	Thomas	Rumohr, Jr.
10/15	Duane	Larkin
10/16	Rose	Claus
10/17	Bill	Stimpson
10/20	Micki	Solonika
10/21	Bob	George
10/22	Timothy	Phillips
10/27	Daniel	Grabowski
10/29	Sue	Moorman
10/29	Michael	Korenchuk
10/30	Peter	Muhl

## OCTOBER

**10/14—Schultz Funeral Home Ride**—Yes, it's time to once again join Jane Benard/ Franks for her annual Saturday morning winter ride. Meet at the corner of Toepfer and Gratiot for a 25-30 mile ride to Windmill Point at a pace of 14-16. This ride goes every Saturday morning unless it's raining really hard, or there's a lot of snow an ice on the roads.

## NOVEMBER

**11/11 Hayride and Square Dance** (family and friends welcome)  
7:00 pm - 10:00 pm  
Wolcott Farm  
65775 Wolcott Rd  
Ray Twnshp MI 48096  
586-752-5932

Cost \$13.00 per person (we need 30 people to secure a reservation) NO refunds In the event of rain there will be no hayride; just square dance

All checks must be received no later than Fri Oct 20th

Coordinator: Catherine Serra  
Any questions: [catherineserra@yahoo.com](mailto:catherineserra@yahoo.com) 248-495-1630

## FOR SALE

**2006 Specialized Stumpjumper** Disc, 17" used. See [www.specialized.com](http://www.specialized.com) for specs. Bought used and have never ridden it. Has some wear...scratches, no dents. Retail \$1600, asking \$850. Contact Anne @ 248-910-5112, [abrabow@yahoo.com](mailto:abrabow@yahoo.com) or Mark @ 734-788-4455, [thunderhorn25@yahoo.com](mailto:thunderhorn25@yahoo.com).

**1994 Santana Noventa** (white) repainted and new components in 2001 \$1,500. Rear 48 spoke wheel 160 mm spacing respoked by Big John in 2001 \$75. Call Steve and Pennie 941-625- 3213 OR [Santandem2@yahoo.com](mailto:Santandem2@yahoo.com) for more info

**1989 Burley Duet Tandem** 6 spd Suntour Accushift Asking \$300 call Donna Menendez 586-783-3119

## New Member

David Turner



## MACOMB ORCHARD TRAIL

In the middle of September work should start on the trail. The city of Richmond is spending over \$400,000 on their end. This will include bathrooms, parking and extensive landscaping. Blacktop will be used from the city to Striker's Bowling Alley to the west.

At 29 Mile Rd. work should start in September with blacktop to be used up to 32 Mile Rd. The rest of the trail will be crushed limestone.

The Ross Memorial Park, at West Rd., will have a bathroom put in this September.

A walk bridge over M-53 will be put in September of 2007. By this time next year the Macomb Orchard Trail should be complete.

\$1,500 in donations has been collected in memory of Ted Gondert. We hope to have bike racks put on the trail by the bridge east of Powell Rd.

With the passing of Ted, the Friends Group lost their newsletter editor. He used to put out a short newsletter every quarter. We need a new editor because the members look forward to updates on the trail. If anyone is interested in this position, please contact me.

John Tarantino

**Doug MacDermaid** would like to remind all members that the cutoff date for submitting pictures for the Awards Banquet will be October 15th.

You can email your pictures to Doug at lbrickne@wideopenwest.com, snail mail them to 39818 Edgemont Dr Sterling Heights, MI 48310, or telepathically send them to him. (This last option is somewhat constrained by limited memory usage to short, small pixels).

**Congratulations to Dave and Gail Komendera:**  
"our computer is fixed and we are back on line".

**Separate Emails from both Ricks, Jones & Moorman:**  
In case you haven't heard about RouteSlips.com  
<<http://www.routeslip.com/index.php>>.  
It's fast becoming a very nice place to share bike routes.  
Thanks guys

Do you live in St Clair Shores? Our legislative Liaison Mike Sproul asks that you vote for Sarah Roberts for County Commissioner. According to Mike she supports bicycle causes.

The world of bicycling has certainly endured its share of ups and downs over the last several years. Unfortunately most of the main stream press coverage focuses on the negative news surrounding cycling.

Fortunately for us now there is a weekly television show devoted solely to promote the beautiful sport of cycling. It is called Bicycle world and it will be airing in January on Fox Sports Network.

The show needs your help in proving to the networks and potential sponsors that cycling has a strong and passionate national following worthy of more coverage.

Bicycle World is asking for you take a couple of minutes and register on their site to show that support. There is a brief 10 question form to register and you can even give input into what segments you are most interested in seeing. To register, simply go to <http://bicycleworld.tv> and click on the bottom Yellow "Support Cycling" graphic.

By registering you will automatically be entered to win a new-lightweight carbon frame by Velo Vie, Maxxis tires, Louis Garneau clothing, Bicycle World schwag and much more. We will use your email to notify you if you win a prize and to let you know the exact air dates and times in your area.

Please pass this e-mail along to every casual and hard core rider you know, outdoor enthusiast or anyone who just want to get in shape through the great sport of cycling.

Rich Moeller - office@lmb.org  
Executive Director  
League of Michigan Bicyclists



**Your Audio & Video Specialist**  
For your Home or Business  
Home Theater Systems  
Telephone, Cable, Computer Wiring  
Central Vacuum Systems

YAMAHA \* KLIPSCH \* DISH NETWORK \* LUTRON \* ZON

George Zloitro  
313-891-3520  
313-891-4479 Fax  
586-524-1701 Cell  
[precsound@sbcglobal.net](mailto:precsound@sbcglobal.net)



Newsletter Business Advertising Monthly Rates

\$10 Business Card size, \$35 1/4 page size, \$50 1/2 page size, \$100 Full page size

Club members only may send advertisements to [bluecyclyst@yahoo.com](mailto:bluecyclyst@yahoo.com), and a check, payable to Clinton River Riders mailed to Gary Haelwyn 41706 Merrimac Cir, Clinton Twp MI 48038. Up to 6 months can be prepaid.

## Double Fall Solstice Adventure Ride by Bill Windhorst (a.k.a. BTBB)

September 23<sup>rd</sup>. Rick Jones and I decided to do our own version of T.J.'s annual Fall Solstice Ride. We figured we'd do it twice in a day. A major difference of ours is that if we complete it, we officially establish a Cross State (Mi) W-E tandem record. The record is recognized by the Ultra-marathon Cycling Association (U.M.C.A). Oops! Did I say is. I should say would be. That would ruin the anticipation of wondering if we made it or not. I should say, "would" be recognized, if we basically stayed rubber side down and got to the end "sometime". U.M.C.A. is the same association that puts on Race Across America (a.k.a. RAAM) and its members also compete in many other rides of mind boggling proportions.

Since there was no existing tandem record, for across MI., Rick and I only had to finish the ride. However, not having some goal in mind would have made it just like any other bike ride. This, "like any other ride" means though, starting on the shore of Lake Michigan in Muskegon and finishing 209 miles later at Port Sanilac Marina. The goal was easy to set, same as the single record; 9 hrs/23 mins./21.95 m.p.h., hitting it was more of a challenge because Rick and I only got on the tandem for about 20 miles on the Thursday before and hadn't been on one together for years before that. Hey, ya' gotta' have a carrot. Right Rick?

Setting a record like this means we had to use the same end points that were used when the single bike record was set in 1996. It doesn't matter what route we used, even if we used a shorter route. Rick and I checked our basic mileage out with a satellite computer program and drove it the Sunday before just to know what to expect. We marked the mileage for each turn, R&R, wide shoulder section, construction, etc., and oh yeah "pit stop spots".

The crew assembled at our house Friday afternoon on the 22<sup>nd</sup>., and caravanned to our hotel, in Muskegon. We took 2 vans, 2 bikes, 8 mindsets that we'd have fun no matter what. At least 6! This consisted of my brother, a co-worker of Julie's (my wife/ crew chief), Rick's wife Sheila and, Diane and Skip Obermeyer, from Grand Rapids. Diane volunteered to be the official required by U.M.C.A. and checked to be sure we did everything by the book. Skip and Diane are the ones who put on the Grand Rapids National 24 Hour Challenge that I'm "sort of" fond of.

The expected rain storms came through around 6:30 PM., as we stopped at the Olive Garden for dinner, in Grand Rapids. Radar and weather radios all said rain and strong winds would all let up by early morning and be 57° by then with winds out of the S. E., at about 5 m.p.h. The good news is they were right. The bad news is another storm was coming in from Missouri and expected E. T.A., later afternoon. We left the hotel, for the park at 6:30 A.M., with anticipated start time of 7:30 A.M. Winds were howling off the lake at about 30 m.p.h. but at the park entrance, where we officially started along with the clocks at 7:37 A.M. the winds were only about the predicted 5 m.p.h. Darn!!!!

The 1<sup>st</sup> 20-30 miles were on damp but not puddled pavement and through just about as many stop lights, of which we hit about half. First 80 miles or so were the most climbing and then flattened out till about mile 170-180 where the longer climbs arrived. I sure didn't notice the damp pavement, I used a handy stick-on stoker fender, but Rick's glasses did. Between the wheel spray and humidity, it might as well have rained. Hey, did I say that? I've been told there was a hint of sun at about 11:00 A.M. or so. I never noticed because 99% of the rest of the sky was heavy grey clouds and threatening rain all day. Rick noticed the tires finally dried off around 12:00 or so. He went through a bit of wet pavement, didn't want to jinx the luck of no rain so far, too soon.

Meals were drive by or drive along style. Drive along: The leap frog van, drove up along side and handed me a bag with bottles or whatever, from the sliding door and they would continue on 5 mile up, pull over and wait. Drive by: As we road by, we'd slow down to about 15 m.p.h., from about 20-22 m.p.h. pace or so and I'd grab the bag. Must be where they got the idea for meals on wheels!

So after 3 times off the bike, I quick little straddle the bike stop (at about 190) so I could stamp my toes on the ground to release some pain pressure that would build up from a bad cleat position, 6-7 handoffs, 20 bottles, 4-5 Gus and Accelerade packs, 7-8 bottles of Ensure, 5-10 m.p.h. shifting cross wind over the last 50-75 miles and open corn fields, and a 5-6 mile, at 25 m.p.h., push to the finish we finished the 209.4 miles in an elapsed time of 10:54 minutes at 6:32 P.M. Short of the goal but overall avg. of 19.21 m. p.h. and rolling avg. of 20.4 m.p.h. Ya' gotta' have a carrot. The anticipated rain started falling 6:55 P.M. and never stopped.

After the crew chief sweet talks somebody in the marina, the marina showers miraculously opened. After relatively quick showers, we head up stairs to the restaurant for steaks, discussions about the experience, a chat with 2 local cyclists, and best of all: 2 specially designed plaques, from our wives.

Many, many thanks go to whole crew. Without them, the carrot would have been a lot further down the road and probably still underground. They kept us warm, fed, safe, and motivated. The biggest thanks have to go to our wives, who let us make the attempt. If they hadn't, there wouldn't have been a need for the crew. And, just in case you have to ask (not positive about Rick), the answer is,...

**"IN A HEART BEAT" & "EVERY BIT OF IT"**



# Bicyclists winning a war of lanes in San Francisco

By Daniel B. Wood | Staff writer of The Christian Science Monitor

## SAN FRANCISCO

By day, they are sober-minded city professionals - teachers, doctors, lawyers - who forgo cars and buses to commute by bicycle.

One Friday night a month, they gather in this liberal bastion of activism for the cause of cleaner air and quieter and safer streets. One thousand to 2,000 strong on average, they pedal through traffic lights and stop signs like a diminutive band of Hobbit cyclists out to conquer the armies of Sauron (car owners of San Francisco).

"It has taken a decade of organizing and lobbying, but bike riders in San Francisco have put themselves into the forefront of city politics," says Supervisor Chris Daly, one of 11 supervisors who last year gave a unanimous thumbs up to a five-year plan to create skeins of official pathways for bicyclists all over the city.

About 40,000 residents say they commute by bike regularly, which is less than 10 percent of the city's 450,000 registered car owners. They are led by the San Francisco Bicycle Coalition (SFBC), which has secured backing from the public and the city to develop plans for more bike lanes, official bike routes, bike parking, and bike racks on buses.

But not all residents are embracing the city's five-year plan. Critics filed a lawsuit to put the brakes on it. And in June, a San Francisco Superior Court judge put the plan on hold, preventing it from going forward until the court rules on the case. The hearing is scheduled for Sept. 13.

"We are about to redesign the streets of San Francisco on behalf of less than 2 percent of the population - based on a fantasy prophesy that people will get out of their cars and start biking...." says Rob Anderson, an activist and blogger, citing 2000 census figures of bike commuters.

The lawsuit, filed by Mr. Anderson and others, doesn't challenge the plan's merits, but invokes a state law which requires a study to be done on the environmental impact. "When people look at what it will mean to their neighborhoods to lose parking and lanes for cars and buses, they will say, 'Hey this is over the top, I don't want it,'" says Anderson. Some shopkeepers, too, worry that replacing parking spaces in front of stores with bike lanes could hurt business.

But bicycle coalition organizers, including Leah Shahum, director of the SFBC, counter with a recent study by David Binder Research, which found that 73 percent of San Francisco residents favor creating more bike lanes in the city.

If more lanes were available, 33 percent said they would commute by bike more often, the study found. When bike lanes were added to Valencia Street - a key corridor for bikers cutting through town- bike riding there went up 144 percent in the first year, Ms. Shahum says.

"This is a case of, if you build it they will come," says Shahum, whose organization has about 6,000 members and five full-time staffers. It has a yearly budget of about \$500,000 raised from membership dues, donations, foundations, and events.

The size and influence of the SFBC has made it a model for large cities such as Miami and St. Louis, which also seek ways to ease traffic, parking, noise, and air pollution.

"This movement is spreading to cities all across America," says Dave Snyder, director of program development for the Thunderhead Alliance, a national coalition of state and local bicycle and pedestrian advocacy groups. "Organizers call and want to know how San Francisco has done what it has done in creating membership, raising money, winning public support, and pushing legislation."

By most accounts, it has done much through an articulate base of members who care about personal health and reducing dependence on foreign oil.

"Ten years ago I was working too hard and started riding my bike to the office on weekends to get exercise," says Jean Fraser, a married mother of two and CEO of San Francisco Health Plan. "I found it was cheaper, faster, and more fun than driving or riding the bus."

Commuting this way saves her \$250 a month in parking fees and \$2,000 a year on gas, Ms. Fraser says.

She rides about 30 minutes each way from her home in the Richmond District to her office south of Market Street. She often bikes to meetings mid-day - carrying a briefcase in a bike bag, and wearing a pants suit, including cuff clip to keep her pants away from the oily bike chain.

Urban planner Gabriel Metcalf also rides daily to work wearing a suit, with a briefcase strapped to the back wheel as he has done for 12 years since moving here from Colorado. He relies on a chain guard, and keeps his hair cut short to avoid the imprint of his plastic Bell Helmet. "The planet is in an environmental crisis, and I think our solutions are going to have to be things like biking that actually make our lives better," he says.

The power of bike riders here stems from savvy leadership and a willingness to compromise with city leaders, observers say. In one example, Mayor Gavin Newsom appointed Shahum to the Municipal Transportation Agency's board of directors even after the SFBC supported Mr. Newsom's opponent in the 2003 election.

Trying to behave better is another tactic that many in the coalition have tried. That means not running people off the sidewalks, not scaring cross-walk pedestrians when racing down a hill, not dodging through traffic or riding in the wrong lanes against oncoming cars.

"Some bikers are still rude enough that it ticks you off," says Molly Northrup, a 20-year resident. "But for the most part, it seems like they have gone out of their way to clean up their act."

They also have established goodwill with the last-Friday-of-the-month ritual known as Critical Mass. Between 600 and 2,500 bicyclists gather at dusk and pedal shoulder-to-shoulder through city neighborhoods, while singing, playing boom boxes, and waving flags and banners - and taking up the length of at least two city blocks. Ten years ago, riders were often treated as obnoxious scofflaws intruding on civility. Now, people mostly welcome the parade as it passes.

"I'd say about 90 percent of the city believes in what they are doing," says a police officer riding behind the some 1,500 bikers during the Critical Mass bike ride last month. The loosely organized event has grown over the past 10 years that a police escort is routine, he says. What is different now is "widespread acceptance ... even affection," he adds, noting applause from nearby cafes, honks from bus drivers and cabbies, and cheers from residents.

In this supportive environment, the court case is just a speed bump, even if there is a ruling in favor of the bike plan's critics, most observers say. City officials say the required citywide impact study would probably take no longer than six months. Each project of the overall bike plan has its own environmental review during which local homeowners and business owners can voice their concerns, they say.

In the meantime, the SFBC has developed maps of routes through town, many of which zigzag to avoid the steepest hills. Shahum says many of the routes between key landmarks - Civic Center and City College - fall short of completion by just a few blocks, and that is enough to stop some riders from using the route.

"It's like having a bridge 75 percent built," she says. "You can't just dream yourself over that last part."

## DALMAC 2006 start up and Day One

Wednesday the 30<sup>th</sup> of August is start up day for the rides that begin on the 31<sup>st</sup>. We got packed up and ready to leave Fraser by 12:30 then headed for East Lansing via 696 and 96. We arrived plenty early at the Duncul Road Red Roof Inn so that we had an hour or two to kill before driving over to the MSU pavilion where packet pick up began at 5 PM.

I was a bit concerned because I had been unable to locate my acceptance letter. I did have a copy of my application that I hoped would be adequate. Actually all they need on the acceptance letter is your signature on the release that is on the reverse side. Since there are copies of the release on the table outside the entrance I had what was necessary to pick up my packet.

When I did get my packet the volunteer said I was the first on she had delivered that included a belt buckle. With that taken care of I went outside for BS sessions with however might be around at the time. Rick Denman had opened his clothing store where I hoped to get my yearly supply of Aussie socks. Horrors, Aussie had not sent any socks this year. He did mention that they might be in by the time we reached Mackinaw City. There was conversation about meeting at Emil's Italian Restaurant at 6:30 for dinner.

I didn't have a map of the local area but somehow recalled that you take Forest to Aurilius then go north to Michigan you would find the parking lot at the back side of Emil's. We arrived at 6:25 then went inside where there were no other bikers. We went outside and waited until 6:30 then went in where we found that Al Barton had come in thru the back door. So the total count of bikers at Emil's this year was three. We had the special of the day Lemon chicken and spaghetti as well as a pitcher of Brown Beer. We then returned to the Motel for sleep and preparation for the ride on Thursday morning.

I had a wake up call for 5:45 so as to have plenty of time to dress then eat a variety of stuff that we had packed in a cooler. I had bagels and peanut butter as well as a variety of fruit and coffee then hoped that would be enough to get me to the mid day food break.

We drove over to the Pavilion parking lot where we parked fairly close to one of the West Route trucks. I went about getting my bike ready that included putting on pedals, installing my flag then putting air in the tires. With these things completed I was ready to locate the Wolverine start group. Pat Aimone had parked just behind the Rick Denman rig and thus that was where the group gathered. Eric Rafeld shot a couple of pictures of Sandra and myself as we were waiting for the group to assemble.

Pat Aimone discovered that the bearings were falling out of his fancy front wheel and thus got out the backup set. After changing the front he began pumping air into the tires when the back one went flat. "Oie Vey," such a deal, just what a person needs before the beginning of the ride. Pat then began doing what had to be done to get ready.

Meanwhile a car pulled up and stopped and looked our way then the drivers voice yelled, "TJ, it's Reggie O'Neil." I replied, Oh Doctor, I've got this problem due to aging. Reggie was one of my supertourist regulars in the 80's when he had just become a Doctor. I recall very enlightening conversations during that era. Reggie also recalls running over me when I crashed on Grand River due to a crash in front of me that I was unable to avoid. Reggie's chain ring left its marks on the back of my Wolverine Jersey. So that was a pleasant surprise. Later he and his wife came over for a visit. Reggie's wife wanted to know my age to which I replied 73 and three quarters.

Soon the group left even though Pat had not yet finished the repair on his rear tire. For a moment I thought I was going to be dropped in the parking lot but managed to close the gap before we hit the road headed west toward Forest. We had the tandems of Mario and Nino as well as Amy and Marie and one more that I can't recall at this time. Though we didn't have Pat and Anne we did have plenty of horsepower.

There are no hills of consequence during the first 33 miles of the ride beyond Westphallia. There was however northeast wind of consequence that no doubt caused the pack to wear down its energy reserve. Thus we got short free rides as we stair-stepped west but since the majority of the route went north we had less than an easy time keeping the pace reasonably high.

About a mile west of Westphallia the pack stopped at a park for a pee break. I decided to continue on alone as I was not all that certain that I would be able to keep pace with the pack after the break. So on I went thru Pewamo and on toward Hubbardston. Just south of the city I came across a fruit stand that advertised peaches as well as other things. I thought a peach would be, "Just Right," and it was. Before I resumed riding alone I had looked at the map and thought that lunch would be in Perington. What I failed to discern was that Perington was on the short route and that beyond page One of the map book the Century route picked up on page 20.

So on I went wondering just when I would reach Perington? What I did reach was Carson City where there was a stand with free cookies and water. I pulled in had one cookie then took one for my pocket just as the pack came by. Fortunately there was a traffic signal and some discussion about eating. Perhaps the leaders weren't on the right page of the map booklet so on we went for an additional ten miles till we reached Crystal at the 62.5 Mile mark. Fortunately there was a restaurant and though it became rather crowded the service was reasonably fast.

The group reassembled and headed out of Crystal stair-stepping north and west for about 12 miles till we reached McBride at the 74.6 Mile mark. Beyond McBride all the stair-steps would be into the wind either north or east. We passed thru Edmore at 78.6 then Winn at 93.6 then after several more stair-steps we arrived at the Central Michigan University campus in Mt. Pleasant. We had covered 104.3 Miles for the day and what with the wind to contend with it was an arduous ride.

As for me I sat on one tandem or another throughout the ride with the exception of the 20 miles between the Westphallia pee stop and Carson City where I rejoined the pack. As things came to pass it was my most successful day so far as keeping pace with the pack from start to finish.

At CMU we got our tents set up close to the Railroad tracks then headed for the showers. With the shower completed it was not long before 5 PM arrived and food was served. The last time we stayed at CMU we had to cross the road to have our food in some dorm area. Since that time a major addition has been added to the University and we ate in the nearby sports complex. There was virtually no wait as there was multiple tables set up with food. Whatever the food was it was good enough to fill up the 100 Mile gaps in our collective stomachs. As in the past this is always the best food service as well as the best shower facilities throughout the 4 day ride.

As has been my usual habit I pack three beers in my luggage before leaving home. I find that the insulation of all the clothing keeps the beer temperature reasonably cool. Likely I drank two of the beers during tent setup time that eased my fatigue quotient before dinner.

I don't recall doing any socializing prior to getting horizontal in my tent. There was a football game and afterward there were fireworks. The first two shots were long whistles, as if it was time to yell, "Incoming," then they burst with a loud bang, or perhaps a boom would better describe the sound. After that there were many more bangs and booms before all went quiet for the night. Due to Anne's prompting a train came thru at 2:30 AM. It didn't seem to bother me, just music to my ears from my teenage years of being close to the Railroad tracks.

So until 5:30 AM I'll conclude Phase One of this years DALMAC adventure.

Till next time, happy days and exhilarating trails.

TJ Hill, bicycle aficionado

## DALMAC by Al Barton

We had a good Dalmac I rode every mile with Pete Sprecher. On Sunday, we left the East route and rode about 40 miles to get to the West route south of Boyne City. We did not see any other CRR member until we passed West route people Dave Baker and Ann Schmidt and others in Good Hart. At this point we were running a consistent 20+ MPH all the way from Harbor Springs. There we found Duane Nieman and Gary Green from the 5 day group at 2:30PM with only 2 miles to go to the finish. With that little side trip to the West route, we ended the day with 120 miles.

All CRR came out of Dalmac without any major problems but there were some serious crashes that we were told about but did not see them. On Sat, Pete Sprecher was badly bitten by a wasp when we were on a slight downhill just north of Higgins Lake as we headed to Grayling for lunch. We were off the bikes about 30 minutes at a convenience store. He was in a lot of pain.

We encountered tremendous side and head winds on day #1, from East Lansing to Shepard. Fortunately, the ample supply of Killians at the Shepard Bar cured all my problems where we had a great reunion of past Dalmac veterans. The place was wild.

I do not remember any rain but Sat morning my tent and bicycle were very wet in Houghton Lake suggesting a light shower during the night.

I received an award from Dalmac in Gaylord for the most Dalmacs ridden by an East route rider with 27 and the most Dalmac centuries-74 per their data base.

I took the 5:30PM bus from Mackinaw City to East Lansing and was home by 11:30PM.

**Editor's Note:** I got an Email from Al Barton complaining about my going back to work. Here's what he wrote

Gary-You are back at work???

It would have been much better to go on last week's ride to Toronto with Bob George and I. The ride along the north shore of Lake Erie was very scenic. We even rode into downtown Toronto with no problems at all due to the Lakeshore Trail system.

We never encountered any problems with irate car drivers or any problems at all for that matter. Each day the temperature was 72 degrees with lots of tailwinds coming off the big lake. Many times we were cruising along at 18-19MPH with loaded gear.

The ride was not all flat. There were a few short, steep hills but nothing like New York.

For the week, we rode 280 miles ridding about 55 miles a day. We would leave the campsite at 8:30AM and be in the next campground by 3:30PM. Especially nice was the campground on the lake in Hamilton that had its Own beer garden. Now that's the way to go!!!

We returned via VIA railway putting our bike and panniers in the baggage car. Again, no problems at all.

You will be ready for a trip next year, right?? Any preferences???

**Editor's Reply:** Al, doing just great back at work again after a 3-1/2 year retirement. Just love the 50 minute drive there and back in heavy traffic. Leaving the house at 6:30 AM is a little earlier than your 8:30AM. And getting home around 5:00PM a little later than your 3:30PM. I think another retirement might be coming up soon. Until then, I'll be thinking preferences.



SPEED BUMP By Dave Coverly



From Rick Jones

You might be a cyclist if....

1. You tell a family of 5 in a crowded mall to "hold their line."
2. Your spouse says "If you buy another bike I'm going to leave you" and you think "I guess I'll miss him/her."
4. You have more cycling jerseys than work shirts.
5. Your cycling jersey IS your work shirt.
7. The nicest pair of shoes you own have cleats in the soles.
8. You have defined the 8 stages of roadkill decomposition through daily observation.
9. You are walking along a street and you signal left.
10. You go to your local store on a bike.
11. You sulk when in cars, on hot days.
12. You sulk when in cars, on cold, windy, snowy days.
13. You get withdrawal symptoms if off the bike for more than a day.
14. When anybody mentions distance you immediately think of how long it would take to cycle it.
16. While driving your car you yell at your passenger "Car back" as a vehicle approaches from behind.
17. Your bike is worth more than your car.
18. You put more miles on your bike than your car.
19. Your hands have a strange tan that looks remarkably similar to the pattern on your cycling gloves.
20. Weather forecasts can be broken down into 2 categories: good biking weather, bad biking weather.
21. You put your bicycle in your car, and the value of the total package increases by a factor of 4 (or better).
22. You find out you are going to have a child and the first thing you think about is how you will schedule your rides to avoid divorce and still be a parent.
23. You spend 2X the money on cycling wear that you do work clothes.
24. You can tell your wife with a straight face that it's too hot to mow the lawn, then bike off for a century.
25. You dream of winning the lottery and the first thing you think of is how many/which bikes can I buy?
26. You buy a car based on whether or not a bike will fit in the trunk/back, with the rear seat folded down.
27. You open your car window and yell out "On your left" when passing cars on the freeway.
28. You have not one, not two, but three permanent chain ring scars on your right calf.
29. Your bike sleeps with you in the living or bedroom.
30. You wear a heart rate monitor during sex.
31. You check out all other guys/girls legs to see if they are better than yours.
32. Your spouse can't take it anymore and takes up cycling.
33. You wonder why a \$500 bike has 24 gear ratios, while a \$20,000 car or truck only has 4.
34. You crash...and insist on getting to the bike shop to have your bike checked out BEFORE going to the hospital.
35. You can't seem to get to work before 8:30am, but you don't have a problem meeting your buddies at 5:30am for a ride.





**Clinton  
River  
Riders**

Gary Haelewyn  
41706 Merrimac  
Clinton Twp MI 48038

## Application Form - Clinton River Riders Bicycle Club

1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that: (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISK"); (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at the time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS AND DAMAGES I incur as a result of my participation in the Activity.

3. HEARBY RELEASE, DISCHARGE, COVENANT NOT TO SUE AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Club, the LAW, their respective administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and if applicable, owners and lessors of premises on which the Activity takes place, (each considered on e of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATION.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID, THE BALANCE NOT WITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

\$12.50 Individual (over 18)

\$15.00 Family

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone (\_\_\_\_) \_\_\_\_\_

email \_\_\_\_\_

Birthday \_\_\_\_\_

Additional Family Members

Name \_\_\_\_\_ Birthday \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

New Member  Renewal

Yes, please add me to your list of active volunteers who help promote bicycling at the local, state, and federal level. I may be called upon to write a letter or attend a meeting.

Please make check payable and mail to:

**Clinton River Riders**

**34506 Utica Road**

**Fraser MI 48026**

**RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT ("AGREEMENT")**

IN CONSIDERATION of being permitted to participate in any way in The Clinton River Riders Bicycle Club ("Club") sponsored Bicycling Activities ("Activity"), I for myself, my personal representatives, assigns, heirs, and next of kin:

Signature \_\_\_\_\_ Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

**ALL RIDING MEMBERS MUST SIGN**