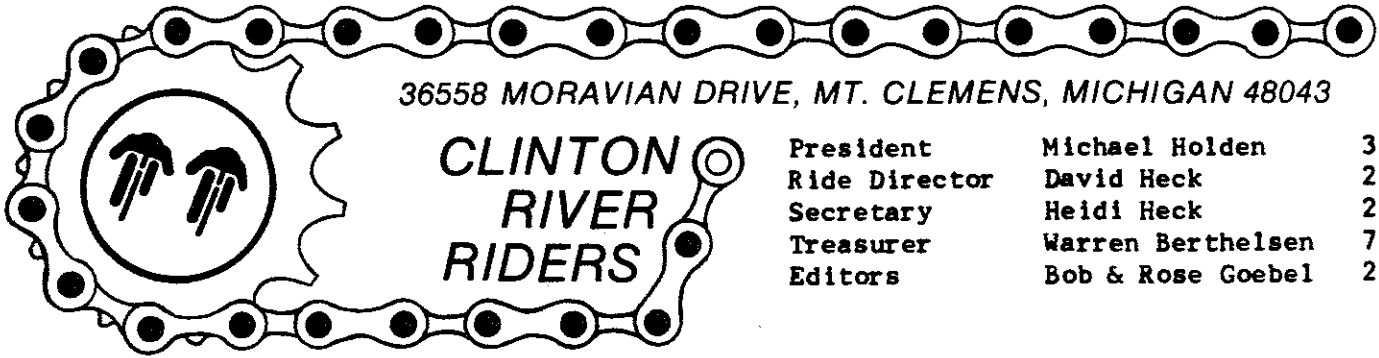


# OCTOBER 1988

36558 MORAVIAN DRIVE, MT. CLEMENS, MICHIGAN 48043



CLINTON  
RIVER  
RIDERS

President	Michael Holden	398-1677
Ride Director	David Heck	254-1868
Secretary	Heidi Heck	254-1868
Treasurer	Warren Berthelsen	781-6706
Editors	Bob & Rose Goebel	286-0384

NEXT MEETING - Monday November 7, 7:00 p.m. at the Fraser Public Library, located on 14 Mile Road, west of Utica Road.

NEW MEMBERS - The Clinton River Riders would like to welcome the following new members to the club; Paul Nowakowski, Michael Connor, Paula Camilleri, and Oscar Balmaceda. We hope to see you on coming events and that you have many enjoyable rides with our club.

#### FROM THE DESK OF THE PRESIDENT

I'm back on a bike! Made my first club ride October 1 at Stony Creek. Many thanks to everyone for making my nine month layoff bearable.

To everyone who worked on the Blue Water Ramble - THANK YOU!!! We have 150 members, with 60 showing up to work. Pat yourself and everyone else on the back, you deserve it.

Special thank you (what's stronger than "thank you?" Grateful?) To: Rick Moorman, David & Heidi Heck for typing in over 1500 registrations. Ed Gostin for coordinating the radio support, Jerry & Sue Pavlat for publicity, fanny flags, etc. John Edry for contacting the police, ferries and voice of experience.

Jerry Pavlat for organizing the sag drivers, radio crews and first aid. Bob Kosen and Denise Cryderman for food, shelter, equipment transport, food distribution for creating order out of chaos and smiling through it all.

Some new members may wonder about the emphasis on the Blue Water Ramble. Well consider that the newsletter you are holding in your hand costs about \$120 per month to produce (\$1440/year) plus postage and there are only 108 memberships, even if they were all family memberships at \$10 that does not cover the cost of the newsletter. Nor could the club support the hotline, club clothing, meeting place, L.A.W. membership, Bikecentennial membership, Christmas party, picnic, wallyball party. club patches, new membership information, printing of applications, hotline cards, and advertising of any kind. Prizes for the time trial series, etc. The point being: The Blue Water Ramble pays the bills so we can enjoy ourselves the rest of the year!

Happy Cycling.....

Mike

BLUE WATER RAMBLE - Any one who has any outstanding bills for this years BWR must submit them by the November monthly meeting.

FROM THE RIDE DIRECTOR - Thank you very much to all the people, especially Ed Gostin, that helped with the time trials. You helped make it a huge success. Congratulations to all the riders who participated, I hope they were beneficial to your riding season. We will definitely be doing them again next year. So stay in shape this winter.

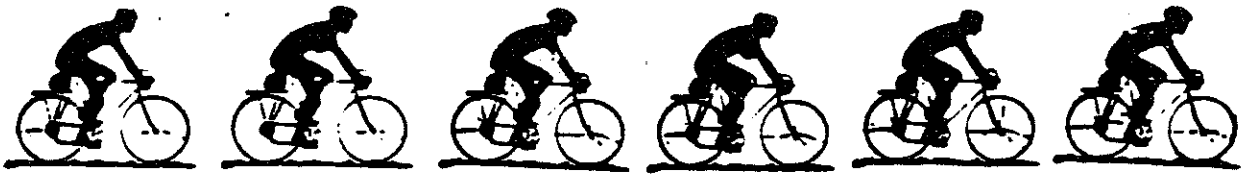
On Sunday, September 18th the club did the BWR Century course as our First Century of My Life Ride. We had 24 riders and 2 sag vehicles. From the riders we had 6 people that completed their first century. Congratulations to: Rose Goebel, Paul Patterson, Jean Patterson, Claudia Dominick, Lynn Caloia, and Karen Mousseau. Thank you to the other riders who came out to ride and to Bill Cleland (who drove the Berthelsen mini van) and Jerry and Sue Pavlat for the vehicle support. The weather was beautiful and I think everyone enjoyed themselves. We rode well as a club. We did have one bad experience which ended the ride on a sad note; just a quarter of a mile from the finish. Bob Latsko had a run in with a car and ended up with a broken collarbone (get well soon). Again CONGRATULATIONS!!!!!!!

CLUB JACKETS - By popular demand, re-orders for Club jackets will be taken this month by Denise Cryderman and Bob Kosen. Denise will be ordering baseball style jackets, with red solid trim, quilt lined and light gray embroidering on the jacket backs, reading:

CLINTON RIVER RIDERS  
BICYCLE CLUB

The total cost of each jacket will be \$39.00 of which the club has approved to pay 1/3 the cost of each jacket. So each member will have to pay \$27.00 for his or her jacket. Money must be paid in full when you place your order. Adult jacket sizes are available in S M L and X LARGE (2XL .50 more). Please make your checks payable to the Clinton River Riders and mail them to Denise Cryderman, 18618 Davidson, Fraser MI 48026. If you have any questions call Denise, 293-0162 or Bob, 774-9855. Deadlines for all orders will be November 7th. The orders will be placed then and the jackets should be ready within (4) weeks.  
**NOTE:** Late orders will be not be accepted, so if interested get your check in the mail now!





### CLUB RIDE SCHEDULE

PLEASE CALL THE CLUBS HOT LINE (792-4670) BEFORE A SCHEDULED RIDE FOR ANY LAST MINUTE CHANGES.

PACE - The speed ridden at while moving - NOT the average speed.

October 16 - Sunday - Meet Ed Gostin at the Dorais Velodrome, located on E. Outer Drive, west of Mound Rd. at 8:00 a.m.. Road or Track bikes OK. Helmets required. There will be basic riding instructions available for those who have never ridden a velodrome. The Dorais Velodrome is a 1/5 mile banked track designed specifically for bicycle racing. The surface is a bit rough but still fun to ride. If you have a track bike that does not have a front brake (bikes used in track races are not allowed to have brakes), bring it and your road bike. Separate riding sessions may be organized for the race bikes.

NOTE: Do to the fact that riding a wet velodrome is extremely hazardous, this ride will be cancelled in case of rain. For more information contact Ed Gostin 939-6107.

October 16 - Sunday - Doris Mulligan will be leading a ride from MCCC, South Campus, Northeast corner parking lot to Belle Isle to cheer on one of our club member's, Sandra Studebaker, who will be running again in this years Free Press Marathon. The ride will be leaving at 8:00 a.m. with a breakfast stop along the way.

October 16 - Sunday - Meet Rich Dyer at the K-Mart parking lot on Gratiot and 23 Mile Rd. at 8:00 a.m. for a 55 mile ride to Harsens Isle. at a 16-18 mph pace. There will be a breakfast stop.

October 23 - Sunday - Mountain Bike Ride - Meet Dave Heck at the northeast corner of M24 (Lapeer Rd.) and Draner Rd. (Foodtown Supermarket). The course is 32 miles of rolling hills and unpaved roads. This ride will start at 8:00 a.m.. Bring enough water and a snack because there is no place to stop.

October 30 - Sunday - "John Edry's Return to Otisville Ride" This is a 100 mile ride 16-17 mph pace to Otisville and back leaving from Romeo High School at 7:00 a.m. (daylight saving time ends this day). Brunch in Otisville. Also anyone wishing to do a 50 mile ride, will leave with John and return with Ray Dominick or Bob Goebel.

November 6 - Sunday - Mountain Bike Ride - Meet at George Roberts Elementary School located on Dequinder between Avon Rd. and 24 Mile Rd. at 8:00 a.m. for a 25 mile ride to Lake Orion. This a flat course. Breakfast in Lake Orion.

November 13 - Sunday - Mountain Bike Ride - Meet Dave Heck at the boat launch in Stony Creek Park at 8:00 a.m. or if it snows Gary Haelewyn will be leading the group on a cross country skiing expedition. Same place and time.



CLINTON RIVER RIDERS FINAL TIME TRIALS RESULTS FOR 1988  
12.1 Miles - STONY CREEK

NAME	ELASPED	AVERAGE	ELASPED	AVERAGE	ELASPED	AVERAGE	% GAIN FROM 1ST TO 3RD TIME TRIAL
	TIME 4-17-88	SPEED 4-17-88	TIME 6-26-88	SPEED 6-26-88	TIME 9-17-88	SPEED 9-17-88	
Ted Gondert	34:25	21.09	32:15	22.51	30:42	23.65	12.1%
Larry Goike					32:53	22.08	
Joe DeOro					33:08	21.90	
Jerry Pavlat			33:27	21.70	33:15	21.83	
Bob Kosen			34:09	21.25	33:29	21.68	
Richard VanBuren					33:47	21.49	
* Sue Pavlat	38:26	18.88	34:05	21.30	33:51	21.45	13.6%
Andy Neumann	40:27	17.95	33:51	21.45	34:31	21.03	17.2%
Eric Berthelsen	37:42	19.25			34:49	20.85	8.3%
Mike Boden	38:59	18.62	36:26	19.93	35:12	20.63	10.8%
Gary Haelewyn	41:26	17.52	37:03	19.59	35:15	20.60	17.6%
Rod Perkins					35:35	20.40	
Bob Latsko	38:58	18.63	36:42	19.78	35:38	20.37	9.3%
Jim Cramer	40:07	18.10			35:39	20.36	12.5%
John Edry	35:29	20.46	32:55	22.05	35:57	20.19	-1.3%
Neal Petty			38:01	19.09	36:07	20.10	
Paul Nowakowski					36:32	19.87	
* Pat Gaskell			39:00	18.62	37:45	19.23	
Bob Goebel	47:27	15.30	40:07	18.10	38:32	18.84	23.1%
* Rose Goebel	50:42	14.32	43:12	16.80	40:35	17.89	24.9%
Paul Patterson			Breakdown		40:48	17.79	
* Claudia Dominick	50:18	14.43	43:06	16.84	41:50	17.35	20.2%
* Kristin Berthelsen	47:20	15.34			43:15	16.78	9.4%
* Lynn Caloia			46:09	15.73	44:44	16.22	
David Heck			29:26	24.66			
Nate Fitzpatrick	33:58	21.37	31:33	23.01			
Bill Crowley			33:13	21.85			
Bob Crowley	36:40	19.80	33:23	21.74			
Greg Robitaille	39:26	18.41	33:32	21.65			
Ron Roude			34:23	21.11			
* Emalee Newbound	43:51	16.55	36:51	19.70			
* Linda Martin			37:06	19.56			
Tom Graham			38:20	18.94			
Frank LoPiccolo	41:50	17.35	38:22	18.92			
Jim Wright	45:36	15.92	38:58	18.63			
* Doris Mulligan	44:16	16.40	39:00	18.62			
Ken Koch	49:39	14.62	43:09	16.82			
* JoAnn Doran	55:29	13.08	43:10	16.81			
* Lisa Koch	50:54	14.26	45:36	15.92			
Curt Best	41:04	17.67					
Steve Wilde	40:42	17.84					
Lance Lehrman	45:41	15.89					
* Patti Brehler	38:50	18.69					
* Heidi Heck	52:22	13.86					
Kevin Morrison	38:52	18.67					
Rick Moorman	40:28	17.94					
Art Anderson	35:44	20.32					
Jim Lucchesi	42:17	17.17					



**CLINTON RIVER RIDERS FINAL TIME TRIALS RESULTS FOR 1988**  
12.1 Miles - STONY CREEK

NAME	ELASPED	AVERAGE	ELASPED	AVERAGE	ELASPED	AVERAGE	% GAIN FROM 1ST TO 3RD TIME TRIAL
	TIME	SPEED	TIME	SPEED	TIME	SPEED	
	4-17-88	4-17-88	6-26-88	6-26-88	9-17-88	9-17-88	
<b>TANDEM</b>							
Jerry Pavlat/Sue Pavlat					30:48	23.57	
David Heck/					33:43	21.52	
Tim Philips/Linda Williams			30:06	24.12			
* Patti Brehler/Lou Hotton			31:44	22.87			
Rich Dyer/Ray Dominick	35:21	20.53					

CLUB'S SINGLE BIKE AVERAGE SPEED      17.27                      20.38                      20.28

\* Denotes women riders.

**RESULTS OF THE USCF NATIONAL TIME TRIAL CHAMPIONSHIPS**  
Cheney WA, July 23,24, 1988

	Senior Men 40 Km (24.8mi.)	Time	MPH
1	John Frey	50:26.16	29.50
2	Norm Aluis	51:00.67	29.17
3	John Stenner	51:18.44	29.00

	Senior Women 40 Km	Time	MPH
1	Phyllis Hines	55:26.44	26.84
2	Jeanne Golay	56:40.18	26.26
3	Jane Marshall	56:58.88	26.11



BICYCLE USA News

Kent Bostick, 85 TT champ and 87 road race champ, fell victim to a loose stem 5km into the race and limped home with a 57:54 (25.70 mph). Source: Velo-news Sept. 9, 1988

**CLINTON RIVER RIDERS TIME TRIALS #3 - September 17, 1988**

Optimum weather conditions greeted the twenty-three riders who participated in the third and final time trial of this year's series. The riders left the line at one minute intervals, starting with Paul Patterson. The last to leave was Bob Goebel, who had to make a second start after his tire smoking first attempt proved too much for his treads. The final results revealed that Teddy Gondert finally got serious with a 30:42, the fastest time of the day. Sue Pavlat once again proved her superiority among the women with a 33:51.

**TANDEM TIME TRIALS - September 24, 1988**

Two tandems arrived to compete in the tandem time trials. The Pavlat team of Jerry and Sue posted a 30:48, while David Heck and his invisible partner Jim Thin posted a 33:44. Joe DeOro arrived with his trusty "Cannondale" and turned in an "unofficial" time of 33:09.

**OVERALL STANDINGS OF TIME TRIALS**

Teddy Gondert took the overall award with consistent riding in all three events, racking up a total of 12 points. In the most improved categories, Joann Doran was an easy winner in the most improved between two rides category with an incredible 28.5% improvement between rides 1 and 2. The most improved-overall category was taken by Rose Goebel, with a composite score 3626.

I would like to extend many thanks to those who assisted me with the series, and to the riders who made this a huge success. Watch for a series of articles on time trials coming this winter. They contain training and riding techniques used by many top riders, and will help you do your best next year.

Ed Gostin

From the Eyes of a Crew Member  
by David Heck

Over the Labor Day weekend I had the privilege to crew with Heidi and Jerry for Sue on Bicycle Across Missouri (BAM). Now I have confirmed my thoughts that crewing is harder than being the one on the bike. We started off at 6:00 am on Saturday morning. The crew was not allowed to follow their rider until the second checkpoint, 60 miles into the race. Even during this time we were busy getting to the checkpoint trying to anticipate what she would want or need and preparing it. I did have the chance to talk to Joann Penseyers, picked up some new ideas. After the second check point we followed Sue for the rest of the race. During the day we had to leapfrog but at night we could follow right behind her. You were not allowed to pass the rider anything from a moving vehicle, so we had to go ahead, stop and run along the side of her as she passed handing her what she wanted. We did have a microphone on her and a loud speaker on top of the vehicle so we could communicate to see if she needed anything and pass information.

It reached the mid to upper 80's in the afternoon and having her drink enough fluids was our biggest concern. Most of the day Sue and Becky switched first and second place. The course was very hilly but Sue was holding her own and if you can believe this, beating people down the hills. What a Tuck! Towards the late afternoon we had our first crisis; Sue had a physical problem but around twenty minutes later we were moving again. During this time Becky got lost on the course, which put us in first place temporarily.

Towards evening we got passed by two other women. During the night, Sue fell asleep on her bike went onto the shoulder, woke up, swerved to the other lane, got back in her lane and continued riding. In the van Heidi and Jerry were going crazy, I guess when you've been there before (sleeping on the bike) I believed she would wake up and correct herself. We had our hands full, keeping her awake, moving toward the turn around point and some much needed sleep. By this time the front running men were already heading back and passing us. We got to the turn around point (270 miles) around 1:00 am Sunday morning. We emptied the van and put both Sue and Heidi down on sleeping pads in the back. Jerry and I slept in the front seats as best we could. I was moving around a lot which kept us both awake. We got Sue up around 4:30 am and back on the bike a half hour later. I had seen only one other woman (Becky) leave before us. This was confirmed at the next checkpoint. We were three hours down on her at that time.

Sunday was a little better day weather wise, the skies were mostly cloudy and the temperature was cooler. We also had a tail to cross wind rather than the constant head winds that Sue had to contend with on Saturday. Sue's spirits were good knowing she was in second place, and she was riding strong after her sleep. As the day went on we realized we were gaining on Becky in first place. Sue asked us if she would have to ride during the night again. When we told her she would have to, she got real concerned and a little down. Just about this time we found out at a checkpoint that we were only minutes away from first place. The only problem was, this was the hilliest part of the course. So even though Sue was this close, she could not see Becky. We could, and we started timing the gap until Sue caught a glimpse of her. We could see that Sue was the stronger of the two, but there was still over 50 miles to go. So we started telling her to ride her own race and she could catch and pass Becky without burning herself out. She passed her just as we got into some of the flat sections of the course, and went right by her. What a thrill! We were in first place and pulling away. At the last checkpoint before the finish

Sue was changing when Becky pulled in. When Sue found this out she stopped putting on warmer clothes, got on her bike and rode. That was the closest Becky would get to her the rest of the race. When we entered the last hilly section of the course it was night fall and the way Sue was going down hills it was very difficult for Jerry to keep the headlights on the road in front of her. She was talkative that night trying to stay awake and keeping her mind off the hills, which she was hating by now. In the van we could see the hotel that hosted the start and finish but the route took us past the hotel a little before turning back toward it. It wasn't much but at this point Sue just wanted it to be over. It was great pulling up to the finish line first, in a time of 41 hours and 38 minutes. The BAM officials presented Sue with a plaque, chocolate medal and a automatic free invitation to next years ride. Her immediate response was I don't want it. Then she decided that she wanted to wait for Becky. She sat down in a chair and fell right asleep. After an effort like that it takes awhile for the accomplishment to sink in.

I had a great time. It was an honor to crew with Jerry and Heidi. I'm not sure they ever want me in the support vehicle again, but they are the best. Helping Sue accomplish a goal and to top it off by winning was a thrill.

I know that some people have heard stories about the kinds of things I ate during the race and I have to admit they are all true. But ask the rest of the crew how that apple got in my spokes and the pine needles under my seat when the bike was on top of the vehicle the whole time.

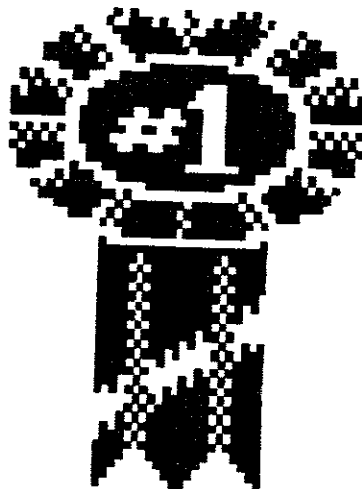
Crewing is something special that only people who care about the rider can do. I have been associated with the best. Thank you for your company, your friendship and putting up with me.

Ultra marathon cyclists are a special breed, unless you have ever done something like it you can not understand what it takes both physically and mentally. I do and I think that makes me appreciate what Sue has done even more. I am proud to be associated with her.

Welcome to the club of Ultra Marathon Cyclists.

A Novice Crew Member

David Heck



ANATOMY OF AN ACCIDENT  
by Bob Latsko

I thought that it had been an ideal day for the Blue Water Ramble pre-ride as I turned onto Clinton Street in downtown St. Clair. Just one hill and a mile left to ride. Such an easy century. The day was cool and the pace slow to medium, no real hills and despite Dave rushing us at every rest stop he was not able to control the speed of the Ferry crossing the river. The only real challenge I had was trying to ride Dave's wheel back to the pack after he changed my flat tire. (I promise to be the fastest flat changer in the Clinton River Riders next year). That was a real laugh, but I had an advantage over him. I knew the route and he didn't so he had to circle and wait as I plodded along at about 23 mph. We finally caught the pack and now I was well rested as I approached the last mile of the ride.

Lets move on up I said to Jim Cramer and I passed Rose and Claudia with encouraging words. Over the tracks and now I was leading the second group - could I catch the first riders??? About then I saw the car on my left - lots of room for him to pass. He passed me but then I saw his right turn signal blink and his brake lights, then he turned right in front of me!! I screamed at him and he stopped blocking the road ahead of me. My hands were on the bars, not on the brake levers. I turned into the same gravel drive that the car was heading into. Made it in - now a quick left to return to the street. BIG MISTAKE - Over the curb - now I'm sliding under my bike on the hard cement road. I arose screaming obscenities at the driver - he leaped from his car looking to fight. "I don't know why you bikers ride in the city - you should be in a park somewhere away from the cars!". Now Big John was between us and I felt the ache in my shoulder as I sank back to the ground. The immediate concern was for my skinned knee (where all the blood was), but I knew that the real damage was done to my shoulder. "I'm calling the police", said the drivers wife as she dashed for the house.

Dave drove me back home ( to get my Blue Cross Card) from where I went to my local Henry Ford Emergency facility. The diagnosis was a broken collar bone (4-6 weeks), common to careless bikers. The doctor, as always, was careful to emphasize how much worse it could have been.

The police report was fairly accurate - I learned from it that the driver had been drinking (but was not intoxicated) as well as that he was not insured (obviously not significant in Michigan). Also that he did not complete his turn my "PANIC" was a contributing cause to the accident and that since there was no contact between bike and car....

I also learned that when leading a pace line or group of riders to be especially watchful for cars (since you don't have to worry about the wheel ahead of you). Keep your hands on your brake levers, especially when passing cross streets and / or driveways and if forced to make a panic turn, DO NOT attempt to recover until you either stop or bring your bike back under control. But I really learned that almost anything you do is better than hitting, or being hit by a car.

My collar bone is healing rapidly and my Trek seems none the worse or wear. I expect to be back stronger than ever next spring if not sooner. My thanks to Dave, Jerry and Sue, Bob and Rose, and all others who expressed concern after my accident.





DON'T WORRY...BE HAPPY  
by Gary Haelewyn

Boo Hiss. Another road biking season is drawing to a close. My favorite Tuesday night Metro Beach ride has been replaced with 32 weeks of bowling. The Thursday night Stony Creek ride moves indoors to a set of rollers and WRIF. Oh how I miss the feeling of the open road, the wind in my ears, the camaraderie of fellow bikers. The sprints down Moravian, that hill up to Stony. Being outdoors excited my senses and challenged my stamina.

But wait a minute... That challenge and excitement can continue. Those open roads will soon be replaced by deep snow trails through quiet forests. The sound in my ears will be from the swish of my skis as I float across the flats, pushing up the hills, gliding down. We've replaced our bikes with cross country skis, panniers of tools with fanny packs of waxes and granola bars. We still carry water, this sport burns calories faster than any other. Lycra shorts and jerseys give way to thermax underwear, wool sweaters, and light parkas. That hard helmet is now a wool cap. My fellow bikers are now fellow skiers as we embark on new arctic adventures.

Being outdoors excites our senses and challenges our stamina. Its what brings us together. The camaraderie, that's what keeps us together.

CLUB RAMBLING'S

There is a special lady that deserves to be commended on her dedication to the club from the very first Blue Water Ramble. She is Mama Dominick, the chili cooker at the main rest stop. We thank her and also Andy's mom and dad, Fred and Helma Neumann for all their help.

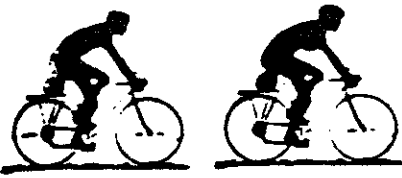
Denise Cryderman and Bob Kosen's work did not end at 6:00 pm on October 2 of the BWR. They each took a day off work the following day, to clean all the clubs equipment, and return it to the storage for the next club event. Many thanks again...

We would like to acknowledge Ted Gondert for making sure all the riders of the BWR 1988 returned safely to St. Clair High School (a few riders would not sag) long after all rest stops were closed.

Thank you to Frank LoPiccolo for personally delivering all the fruit and vegetables for the Blue Water Ramble. As always it was the very BEST quality.

Well it looks like there will be another participant in the 1989 Clinton River Riders tandem time trial, Bill Cleland/ ?...

Thanks to Rod Perkins who came to Bob Goebel's rescue at the September Time Trials - having a new spare bicycle tire so he could participate.



ON THE ROAD WITH DUANE AND E.A.

September 28, 1988

Dear Fellow Club Members,

Hello from Alaska! Wish you were here! It sounds like every postcard, but I assure you we mean it sincerely. There is something about this place that makes us love it. We know everyone at home would too. There seems to be something for everyone. If you like big city life, Anchorage is home for 200,000 + people. If you like wilderness, Alaska has state parks bigger than some of the other states. If you are into beautiful scenery, they have it as far as the eye can see, and the eye can see a long way up here. If it's challenge your looking for, look no further. If Alaska had a middle name it would be challenge.

Even day to day living can be a challenge from our point of view. Many people live without indoor plumbing. When it gets cold, they do things like plug in their cars, and keep freezable items away from outside walls. When the temperature soars into the high 30's, they break out their summer wardrobe. What they don't do is stay inside and wait for warmer weather, they would miss to much of the excitement. First and most famous is the Iditarod (1000 mile dog sled race). Then there was Iditaski (200 mile + x-country ski race). Now there is Iditabike. This 200+ mile mountain bike race sounds more like a fight for survival than a bicycle race. We will be sending an application.

The most interesting facet of Alaska, is it's people. The residents don't actually shout that they are proud to be Alaskans, but the feeling is about that obvious in everyone we talked to. They aren't turned off by a lack of indoor plumbing, they build wild and unique outhouses. As we said before, the cold doesn't deter them, they use it to their advantage. All the little log houses are built 10 feet off the ground and are used for meat caches. In other words they are outdoor freezers, where mother nature supplies the cold.

These "young pioneers" know how to turn adversity to their advantage. We chose that term because the average age here is 28 and they all refer to Alaska as an unexplored wilderness. They are still young enough to take chances most of us wouldn't, this is there way of life.. Very few work 9-5 jobs, most live off the land. They take what it gives them and build from there.

This trip has changed us too. Duane has lost 20 pounds, his hair is longer, but not as long as others we have met. I have lost more than 10 pounds and my hair is shorter, but that's just the physical. I've learned a lot about map reading, choosing a campsite, even some cooking. Fortunately Duane still does most of it. Mostly we have learned about people, and it's nice to see the good ones definitely outweigh the bad. This trip has by far exceeded our greatest expectations. We were blessed with good weather, and the support of many friends back home. What we didn't expect, were the warm receptions from everyone we met, the new friends we made, and the many other generous people we encountered along the way. In fact, it was so much fun I can't wait till our next adventure which will start October 3rd in Hawaii. From there we will head for Sydney Australia to spent the winter. Please keep in touch, we love your letters, bear with us if we don't write back right away. Happy pedaling....

Duane and Elizabeth

Editor's Note: Duane and Elizabeth Nieman left April 16, 1988 from Romeo, Michigan. Anyone wishing to send them a letter, mail it to: Duane & Elizabeth Nieman, 407 North Main, Romeo, MI 48065  
Elizabeth's parents will forward the letters to them.