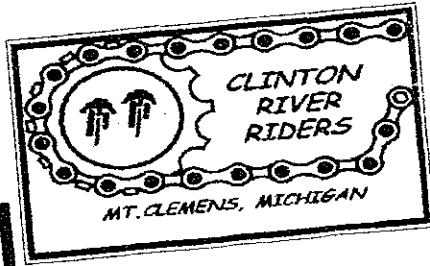


November  
2000



# RAMBLER

## Over the River and Through the Woods

By Gary Haelewyn

Late September, Ken Rosiek asked me after one of our Wednesday night Kmart rides if I was doing the Iceman mountain bike race up in Traverse City. I shrugged my shoulders saying, "I'm not a racer". Then Ken said something interesting. He said "You don't have to race, just treat it as a ride". Oh, what a neat way of thinking. My mind drifts. There I am riding down the trail, the birds are singing, the leaves are falling, it's quiet and peaceful. All the racers have gone on ahead. There's just us casual riders meandering up and down the hills having a good time. "I think I might give it a try", I tell Ken. October 5th. "It's a pretty tough race, you have to be able to barrel down a steep hill and navigate through a lot of sand", says Gerry Bartels after I ask him what he thought of the race, er, ride. My mind drifts. I'll be riding so slow, listening to the birds sing, the sand won't even bother me. Just the same, maybe I'll take the mountain bike out to Stoney Creek on Sunday just to get the feeling. I start with the easy East trails. Don't want to tackle anything big just yet. A sharp left off the pavement, up a short hill, then down. Oh oh, what's that ahead. Looks like sand. I'll just go around it. Nuts, should have tried going through it. Need the experience. Ah, theres some more up ahead. what am I doing, I just went around again. One



last stretch ahead, and this time I hit it. The whole bike snakes through the sand, I almost turn the wheel and lose it but manage to hold on. Total sand experience, about 3 feet by 6 inches. No problemo. I'm ready for Iceman. October 12th, I run into my old golf partner (gave up golf because of problems with sand traps), Carla Campbell. She's just gotten a mountain bike and is thinking of doing the Iceman up in Traverse City. "Wow" I exclaim. If she can do it, so can I. (Carla also re-roofed her own house which makes me think I can re-roof mine which makes Jan say "she better never come around here". I wonder if Jan's jealous because Carla has a mountain bike). She's doing the "Slush Cup" a 9 mile portion of the race. "You ought to sign up too" she says. "I probably will", I respond, "but I'm not driving 500 miles just to do 9 miles, I'm signing up for the whole 27 miles". (500 miles for 9 vs 500 for 27. Figure that one out).

October 18, Ken calls me at work. "So did you send in the application I faxed you". Reality check. "I'm not sure I can do this Ken". He responds, "you got to remember, it's just a ride, I did it last year and ended up in the middle". My mind drifts to that scene of leaves falling and birds singing and now me finishing in the middle, just behind Ken, after an easy meander through the woods. "OK, it's in the mail tomorrow", I tell him. The week before the race, I mean ride, I meet up with Carla and 5 of her friends at Stoney Creek for a practice ride. I tell them, "this will be good experience for riding in a crowd". We spend a couple hours riding single file and I'm feeling pretty good. I spot Paul Franks there. He signed up for "Sport Men 45-54" and just started mountain biking this October. "Paul", I say, "you should've signed up for Beginner 45-54, Sport is going to be pretty tough". Paul ends up finishing 6th out of 99 in that category.

(ICEMAN Continued on page 4)

# CLUB RIDES



*\*\* Helmets are required for all rides, and front and rear lights are required for any rides that take place before dawn or after dusk.*

## WEEKEND RIDES

Saturdays at 8:00 a.m., ride from the Stoney Creek boat launch to Armada for breakfast and back. The distance is 43 to 46 miles. This ride usually breaks into two groups to accommodate both slower and faster riders, but 14 miles per hour will be the slowest pace. Saturdays at 9:00 a.m. – Ride The East Side! with Jane Bernard, starting at the Schultz Funeral Home, Gratiot at Toepfer (8 1/2 Mile Road) in Warren. The ride is approximately 30 miles, at 14 to 16 miles per

hour, with a stop for breakfast or lunch after the ride.

Sunday, Nov. 26 – Ride with Ted Gondert to Dryden for breakfast from Romeo High School, 32 Mile Road west of Van Dyke. The ride starts at 8:30 a.m. Call Ted for additional details: 810/752-7043

## WEEKDAY RIDES

Mondays and Thursdays at 9:00 a.m. – Ride with Rick Okerjhelm or Rich Dyer to Metro Beach from Prestige Cycles, Moravian just east of Garfield. The ride is 25 to 30 miles, at 14 to 16 miles per hour or a pace agreed upon by the group that shows up for the ride.

Tuesdays and Thursdays at 6:00 p.m. -- ride with Bill Duemling and Bill Baker from Prestige Cycles, on Moravian just east of Garfield Road. This is a 2 to 2 1/2 hour ride, at about 13-15 mph, and the route will vary each week.

## DECEMBER GENERAL MEETING

The next general meeting of the club will be Monday, December 4, 7:00 p.m. at the Mt. Clemens Recreation Center -- 300 Groesbeck Highway, next to the municipal ice arena.

## Hear Ye, Hear Ye

If you have activities and trips for winter that you would like to share with your fellow Clinton River Riders, now is the time to plan them and get them into the December and January Rambler. Call Bev Clark or Duane Larkin at (313) 372-3731 or email them at [clarkba@flash.net](mailto:clarkba@flash.net)

## JANUARY FINANCE COMMITTEE MEETING

The Clinton River Riders Finance Committee will meet on Sunday, January 14, 2001 at 6:00 P.M. at the home of John and Marilyn Tarantino 810 677-0482

## KUDOS

To our President John Tarantino who ran the Free Press Marathon in the time of 2:58! He was 47th overall!

## \*\*\*NOTICE\*\*\*

Club Clothing is in!!! If you ordered something and have not received your order, please come to the December club meeting or call Sandy Overway (810-781-8315) to make other arrangements. Please be prepared to pay the balance of your order. There are a few extra jerseys(\$37.50), shorts (\$35), tights(\$31), lined jackets(\$70) and relaxed fit thermo pants(\$45), so if you are interested please call as soon as possible. We will probably not be ordering for another year.



THANK YOU!



I'm planning a long weekend cross-country ski trip to Hiawatha, Stokely Creek and Searchmont in Sault Ste Marie, Canada sometime in January. Call Gary Haelewyn (810) 286-5094 evenings for more details.



## Bicycle News from the ADVENTURE CYCLING ASSOCIATION

taken from the newsletter of the Central Indiana Bicycling Association, Indianapolis, Indiana

### Your Child's First Bike a guide for parents

There is no magic age when your child is ready for a two-wheeled bicycle. Selecting this vehicle for your child is a lofty responsibility, but will likely lead to a lifetime of memories for both you and your child. But what issues need to be considered? Here is a list to get you thinking.

**Cost:** Plan ahead and know what you can afford. Keep in mind that children will quickly outgrow bicycles and that this will probably not be the last bicycle you purchase.

**Style:** There are many options from which to choose - banana bike, beach cruiser, and mountain bike are some examples. Children who are new drivers of two-wheeled vehicles are working hard to develop such basic bicycle skills as balance, starting, stopping and steering. Whatever style you decide, make certain that it is as basic as the child's

skills. Being out of control while driving the bicycle may lead the child into dangerous situations.

**Size:** The child should be able to straddle the bicycle comfortably with both feet flat on the ground. Purchasing a bicycle that a child can "grow into" is dangerous because it is difficult for the child to control and can lead to injury. Bicycles are replaceable, children are not.

**Type of Brakes:** A child's first bicycle should be equipped with a coaster brake (the kind that brakes when you pedal backwards). Do not consider a bicycle with hand brakes until the child's hands are large and strong enough to securely reach and control the brake levers. There are several adult style bicycles with frames small enough for children but these are usually equipped with adult sized components. Some children do have large enough hands or fingers to adequately engage adult brake levers, others do not.

**Gearing:** Single speed bicycles are best for young children because they are

relatively simple to operate. Developing balance and control are foundation skills which should be concentrated upon and should not be complicated by also learning to shift gears.

**Color:** This may seem trivial, however color may be very important to the child. A bicycle is a wonderful way to acquaint children with the grown-up responsibility of caring for one's property. If the child thinks he/she has a beautiful bicycle they may be more inclined to properly maintain and care for it.

Remember, learning to ride is fun. It is, however, a serious responsibility for every parent. Help your child develop confident, competent bicycle skills. ■

ADVENTURE CYCLING  
a s s o c i a t i o n

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

### Is There an Award in Your Future?

#### Mileage and Participation Awards Criteria

You must be a member as of

June 1st to qualify for the 2000 awards. You must participate as a worker for the BWR either prior to, or on the day of the ride. You must participate in at least 20 club functions. Your name must be legible on sign-in sheets. Please print! The cycling period runs from December 1999 to November 29, 2000.

**Mileage Awards:** You are self monitored. You must submit your miles ridden YTD totals at four times during the year via club meetings, phone or mail to Bev Clark and/or Duane Larkin, Ride Directors. 10% of total rides must come from club rides, which include club invitational and all club rides on the hotline and in the newsletter.

**Participation Awards:** They are based on the point system from club sign in sheets. Club Officers-5 points. BWR Committee Heads-4 points. Club Ride Leaders and Co-Leaders-3 points. Each club ride, club event or meeting attended-1 point.

**Youth Awards:** Awards by age, 15-18, 11-14, 10 and under as of June 1, 2000. You are self-monitored. You must submit your miles ridden YTD totals at four times during the year via club meetings, phone or mail to the Ride Directors.

**Commuter Awards:** The program is self-monitored, keep track of the number of days you commute to work. You must submit your commute days four times during the year to the Ride Directors via club meetings, mail or phone.



Award Winners are announced at the Awards Banquet in December of each year!

*(ICEMAN continued from page 1)*

Friday, November 3rd, Ken and I pick up Chris, a friend of Ken's son Phil and head for MSU to get Phil. We stop at a local bike shop in Lansing where they pick up some hard to get MSU bike jerseys. "Took 6 months to earn those jerseys" says Ken. How big are the pockets, I wonder. Then we head for Traverse City to get our rider packets at Grand Traverse resort. I study the people in line waiting for their packets. They all look like normal, casual riders.

Saturday morning we're having breakfast at Art's Tavern in Glen Arbor. They're setting up a grill outside to roast a pig. Complimentary pig dinner tonight at 5:00PM to celebrate the new owners says the waitress. The once in a life time free meal sounds good to us and we assure her

we'll be back by 5. Back in the car and we're headed for Kalkaska High School, the start of the race, I mean ride. The forecast is for scattered showers. It's about 42 degrees, very windy and dark clouds are all around us. Arriving at the high school the place is packed with cars and riders. It looks just like any invitational ride I've ever been on before except for the sound of the announcer calling out, "and there they go, the first wave of pro racers". We watch them circle the high school and fade off into the distance. 5 minutes later another huge group of riders. This continues every 5 minutes, wave after wave. I'm wearing a wool undershirt, wool jersey and my CRR windbreaker. I'm carrying a plastic garbage bag for rain, water bottle with some pear juice left over from yesterday. It's cold as we wait by the car even with a sucker hole now shining over the high school. Phil and Chris soon leave us and head for the staging area. We watch them take off fading into the distance. We do a few laps around the parking lot then assemble in the staging area behind a guy holding a sign with our rank, "Beg Men, 45-54". There appears to be about 50 of us in an area 25 feet wide, about 8 rows deep. I'm to the left about 5 rows from the front. This is my first in a lifetime race. For some reason, standing here waiting for the clock to count down, I'm no longer thinking of birds singing and leaves falling. I'm worrying about sand.

The wave in front of us takes off and we move up to the start position. The clock is counting down to 11:05, our start time. 10 seconds, yells the man carrying the sign. Then, amidst lots of cheering and screaming that seems to be off in the distance we start pedalling onto the course. The riders quickly move to 3 or 4 abreast over some dirt two track around the

school then up on the pavement. We stay on the pavement for almost 2 easy miles. My road riding mind clicks in and I put it up in the big chain ring and start passing riders. I look at the guy ahead of me and say "I can get past him" and sure enough, I'm ahead of him. Then all of a sudden we're flagged off the pavement and onto a rolling two track. I'm still doing good, slightly off my seat picking off riders, twisting around turns, rolling over bumps, and then there it is in front of me. About 40 feet of sand across the entire track. Should have gone somewhere other than Stoney Creek. I keep to the left side but can't keep the front wheel straight and end up dismounting and pushing the bike through the sand as others ride past me on the right. I then remember that Ken had mentioned to watch the riders in front to see the path they take and try and follow them. I'm back on the bike and regaining my position. However, one problem. I'm overheating and when that happens I have trouble breathing. 3 miles into the race and I have to pull over to dump the jacket and catch my breath. I also drink the sweet



pear water in my bottle. Then I take off again trying to catch the riders who passed me on my 2 minute stop.

The course is very dusty and the hills are screamers coming down. My bike bounces over the ruts and tree roots so hard my eyeballs have trouble focusing the trail. Then the bottom is a wash out of sand. Not the granular sand you see at beaches, more of a soft floury kind of texture that buries a quarter of both wheels. I hit the sand so hard that when I stick

my foot out for balance I kind of surf over the stuff. The back wheel comes up once threatening an over the handlebar episode but I quickly lean back and release the front break. After dismounting and pushing through I need to stop, get on the bike, find my toe clip, push off, find the other toe clip, jump into an easier gear as a steep hill is just ahead, wheeze up the hill, pull out of the granny and back in the middle chain ring, stomp on the pedals and scream down another hill. Most times I find a track around the edge of the sand that gets a jump on a few others, but for some reason I'm having problems with my breathing.

Then I start thinking, what if the pear juice contained sulfites. DANGER, I'm allergic to sulfites, they cause an asthma attack which feels like the wheezing I'm getting going up these hills. I stop drinking from the water bottle. We hit Tomado Ally, the single track of the ride. My favorite. Actually, it's pretty nice with lots of those short stubby rollers you can pretty much push the bike over gaining just enough momentum to crest the next little roller. It's almost like a breather except for the riders behind you who want to pass.

So I just push my way through, dismounting for the one log with all the chain marks on top (still haven't got the courage up to jump the ones with chain marks). Finally at mile 8 an aid station. I blitz past them grabbing a chocolate chip cookie. Take one bite, chew a little and spit it out. I can't get the air in fast enough to swallow the darn cookie. Then it's more hills and wheezing and sand and dust and my throat is burning and dry but I dare not reach down for that bottle. Down one massive bumpy hill at the bottom is 100 water bottles laying all over the place but do you think mine would fall out. The pear juice must have leaked and made it stick to the cage forcing me to carry its useless weight for the entire ride. Up ahead is a sign. Mile 12.

We've only gone 12 miles. I'm not even half way done yet. Let see 12 from 27 is, I can't remember how to subtract as all my concentration is on maneuvering these trails. All of a sudden these 2 big guys zip past me. They must have weighed 250 lbs a piece. Then it dawns on me. The Clydesdales, three waves behind ours, have caught up and are now passing me. I pay closer attention to the track. Watch the guy ahead of me as he navigates around the sand and follow his exact

*(ICEMAN Continued on page 5)*

(ICE MAN Continued from page 4)

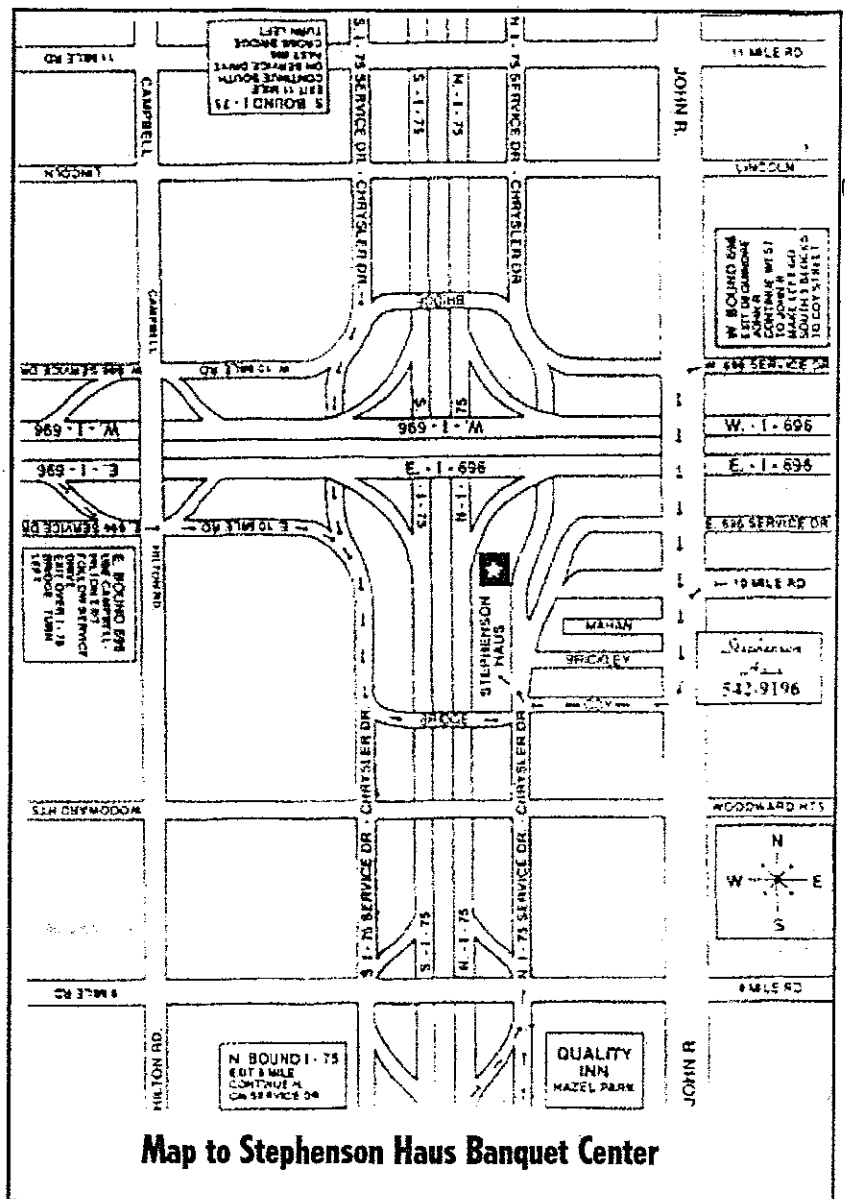
track. Then up, up, up and I'm riding past guys walking they're bikes up a hill. One of them yells out to me "good going guy keep it up". Wow, that made me feel good. I hammer on. At the 17 mile aid station the girl hands me a cup of All Sport. I stop to try and drink it and ask if she has water. She runs off to get water while I manage to 2 gulps down between breaths. Then she brings the water and I get half the cup down before starting a cough. I bury my head in my arms across the handlebars and close my eyes for a second. The heart slows a few beats and I feel a little better. "Thanks", I squeak out, find the pedals and start cranking again. Up and down the hills I wheeze and spin. Then I hear that awful sound. "Can I please get by on your left, mister". I hate being called mister. "Sure" I force myself to say as the scrawny little 13 year old girl passes me and squirts up the hill like she's riding up her driveway. The last wave is now passing me. At mile 21 we hit the VASA single track. Good stuff except I'm following this guy in front and he quickly dismounts to make a sharp 90 degree left turn down a 2 footer. I dismount to follow his direction and then discover this was a shortcut etched out by one of the pro's. The real course went straight a few feet with a gradual left turn through two trees. I walk the real route as 10

more riders take the shortcut and pass me. We get to the now abandoned Ice Station Zebra, the last rest stop and keep moving. Up the "wall", yes just like DALMAC they have a wall on this ride. Only here they have a lot of walls they don't call walls. Finally I see a sign saying 3km. Oh what a joyous sight. I quickly calculate using my Stoney Creek math that 3km is, well, a third of 6 miles, so maybe 2 miles to go. Then after more banging and bouncing around we start hitting an area of plastic ribbons on both sides and I hear off in the distance a faintly muffled voice. Pedaling faster and faster, the voice beckons me on. Yes, I recognize this sweet sounding voice. People start appearing along the ribbons and are cheering me on. What a feeling. Then I see the big sign in the sky, "FINISH". It's the end, I've made it, I've done it. Tom Demerly calls out "Gary Haelewyn from Clinton Township". Wow, just like a real race.

I find Ken and the boys, and after getting a ride back to Kalkaska to pick up the van, we return to a now empty finish at Timber Ridge and spot the sheets of papers showing the race results. I thumb through the mass of sheets looking for Beginner Men 45-54. At last there it is. I scroll down the list looking for my name. Finally, at the bottom of the sheet, number 58, Haelewyn, Gary Clinton Twp. I'm last. I'm last in my category. I look at Ken who finished 20 minutes ahead of me remembering him saying how he finished in the middle last year just meandering up and down the hills. Wait a minute. Maybe there's another sheet with the rest of our category. I start searching for that elusive other sheet but there are so many sheets and the others are thinking pig roast, that I'm persuaded to leave. "They'll post the results on the Internet" says Ken. Great, now the whole world will know I finished last. We returned to Glen Arbor and had our once in a life time free dinner. But the thought of finishing last still lingered in my mind.

The next morning we eat our last breakfast at Art's Tavern. He ran out of pig at 8:30pm. 200 lbs stuffed with 5 chickens. The boys buy the local paper which has pictures of the ride and complete race results on pages 5 and 6C. We open the paper to the results and guess what. There were 76 racers in our category!

Despite not hearing any birds singing, and the leaves were already off all the trees, I think I might just ride this Ice man again next year. I know I can beat 58th."



Map to Stephenson Haus Banquet Center

*Don't forget to sign up for the banquet. The due date is December 3. The banquet will be subsidized by the club for people that worked the BWR but those who would like to attend must send a check for the full amount and it will be refunded to you at the banquet. The sign up forms are in the Sept. and Oct Ramblers*

## POLICE PUBLIC MEMO

From: Chief J.W. Rittenhouse, Charlottesville  
Police Chief Michael Sheffield, Univ. of Virginia  
Police Chief John Miller, Albemarle County Police  
Charlottesville-Albemarle Bicycling Assoc. (CHABA)

### Clarification of existing traffic laws for motorists and bicyclists.

**Motorists:** Bicyclists are by law allowed a full traffic lane whenever needed.

"Every person riding a bicycle... shall have all of the rights... applicable to the driver of a vehicle." "Any person operating a bicycle ... shall ride as close as practicable to the right ....

EXCEPT when passing ... turning ... when reasonably necessary to avoid conditions not limited to fixed or moving objects, moving or parked vehicles, pedestrians, animals, surface hazards, or substandard width lanes ... too narrow for a bicycle and another vehicle to pass safely side by side within the lane."

"In passing a bicycle ... the driver of a motor vehicle shall pass at a safe distance and reasonable speed."  
(Va. State Motor Vehicle Code 46.2-800, 46.2-905, 46.2-837)

Traffic law never requires bicyclists to "squeeze over". Bicyclists need to merge and take a full lane when approaching narrow lanes or other possible hazards. This rarely slows motorists by more than 20-30 seconds. Motorists who "squeeze past" are endangering bicyclists, and other road users as well. Always leave a generous space cushion around bicyclists and pedestrians. It is their only protection.

**Bicyclists:** Obey vehicular rules for your own safety and freedom.

Every road user, motorist or bicyclist, is responsible for operating by vehicular rules, and for going no faster than the posted speed limit. Nobody is safe when someone nearby is ignoring these rules or making up their own.

Vehicular Cycling is bicycling in traffic by predictable vehicular rules, instead of darting around like a squirrel. Studies show that Vehicular Cyclists are safer than people in cars, and can avoid 95% of accidents that occur to other cyclists.

Much more than just signaling turns, Vehicular Cycling is keeping a straight line. It is moving sideways by merging across the lane, exactly the same way a car changes lanes. It is "creating a space cushion around your vehicle" (DMV) - riding about 4 ft. away from parked cars, curbs, debris, etc. Most importantly, it is "Taking The Full Lane" on narrow roads, in narrow traffic lanes, or when any possible hazard is ahead. This makes the cyclist much more noticeable, prevents motorists from "squeezing past", and creates a space cushion in case they try. (see Bicycle Drivers Manual on the web. Everyone has equal rights on public roads. Roads are shared, public facilities.

"Look for bicycles on all public roads ... Bicycles are considered vehicles and have the same rights-of-way ... The rider will use the entire lane as traffic situations and road conditions change." "In rural areas, adjust your speed for hills, curves ... bicyclists, and other slow-moving vehicles. By law, you must drive slower ... these conditions make the posted speed unsafe. It is your responsibility to adjust your driving to assure everyone's safety." "In other words, SLOW DOWN." (Va. State Drivers Manual)

Public roads have always been shared by different types and speeds of vehicles. In US history, paving roads began at bicyclists' request back when cars were slower and experimental. Everyone, without exception, has the right to use and be safe on all public roads. However, people who operate dangerous high-speed machinery (motor-vehicles) on public roads frequently cause massive damage and injury to others. That is why they are licensed and insured.

# Laying Down the Law 2000



Greetings from Bill Duemling. This letter is GREAT!

Wouldn't it be wonderful for a bike friendly cop in high places to write one for Michigan? See <http://www.bicyclinglife.com/NewsAndViews/News20000707.htm>

# VELO NEWS

Dear Cycling Community: A velo board meeting was held last night (11/9) where a list of certain fixed quantity & or sizes of items was finally able to be established for all to become aware of. As we all know, non-profit organizations always try to get as much of their requirements by donations from individuals or businesses before any money on hand is spent. This is the same for the velodrome project. I have put together a Microsoft Excel spread sheet showing items that are needed and what they would cost. There is also a web-site for the Velo project.

## New Members August 2000

Susan Marsh



NOVEMBER	
Geraldine Prost	11/4
Ron Lendon	11/10
Ron Smith	11/10
Gary Haelewyn	11/12
Ed Vandeneck	11/14
Amy Bertheleen	11/17
Larry Golke	11/23
Vicky Sprecher	11/23
Linda Weber	11/23
Mimi Gendreau	11/24
Tom Graham	11/24
Glenn O'Connor	11/24
Fred Quinn	11/28

DECEMBER	
David Rumohr	12/03
Rick Moorman	12/07
Pete Sprecher	12/09
Denise Gutek	12/11
David Marius	12/12
Bill Windhorst	12/14
Tim Woodby	12/21
T.J. Hill	12/24
Sheila Jones	12/24
Steve Angst	12/26
Darlene Phillips	12/30



It is not a requirement of anyone to actually have to go to any potential sponsors for these items without knowing all the details of exactly what is needed. I am just asking for everyone to get info on the items needed and put me in contact with anyone you might think of that is in the business of these needed items. Think of any friends, relatives, work associates that are involved with these types of products. Simply talk to them, if you'd like first, about our basic project. Give them an idea of the amount needed for the items in red on the sheet. We would be more than happy to make the first call if you would rather just supply the contact. For those businesses that are willing to put up some of there like goods in kind that are needed or simply financial donations, we are expecting to be able to put some type of advertisement for them on the web site to make it more lucrative for their gesture.

I'm not sure what else it might take for more people to contact myself or Leonardo or any of the others you know are involved with the project. After last nights meeting we are finally able to start putting, pardon the pun, but concrete things down for people to do to help. This is one of them. There are now things that you can plan on helping with.

If there are other ideas that you have to bring in more funds to get more of the items that are on our wish list but not necessary, please contact me. Please also contact me with anything that you need to know or concerns you have before you will get involved.

Please contact Bill Windhorst at [wetandem@perceptionet.com](mailto:wetandem@perceptionet.com) or call him at 810 939-6073. If you would like to have email sent to you with other updates on the velo project, please email Bill at the above address.

## Roster Additions

Baker, Gary 12313 19 Mile Sterling Hts.MI 41313810-731-2276,  
Trombley, Carol 16984 Kingsbrooke Clinton Township MI 48038 810-286-6966,  
Marsh, Susan 4954 Cara Royal Oak, MI 48073 248-280-1315

## Want Ads

Cannondale "Buzzer" Trailer - Hard shell trailer with canopy, seats two, high pressure tires (80 psi), in good shape, Call Hank or Nancy Thoenes at 248-879-8508 \$175.00

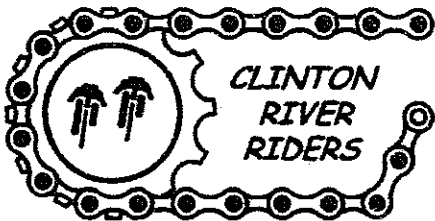
1996 Coleman (Laramie) pop-up, queen and double beds, kitchen table folds down for additional sleeping area, gared stored, very good condition, stove-top inside and portable stove attachment for outside use, 3-way refrigerator (propane, battery and electric), heater, awning and screen room attachments, contact Andy or Claudia Neumann (810)790-0957

Monthly Meetings  
1st Monday of the month  
Meeting time is 7 PM

### Dates

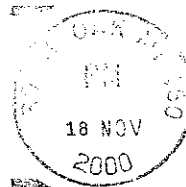
December 4  
January 8  
February 5

Mt. Clemens Recreation Center, 300 Groesbeck Mt. Clemens, MI (next to ice arena) Call John Tarantino (810) 677-0482 or Bev Clark or Duane Larkin (313) 372-3731 for more info or club applications.



36558 Moravian  
Clinton Twp MI 48035

Gary Haelewyn  
Jan Haelewyn  
41706 Merrimac  
Clinton Twp MI 48038



**APPLICATION FORM**  
CLINTON RIVER RIDERS BICYCLE CLUB

\_\_\_\_\_ \$12.50 Individual (over 18)  
\_\_\_\_\_ \$15.00 Family

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Home Phone (\_\_\_\_) \_\_\_\_\_  
email address \_\_\_\_\_

Name	Family Names	Birthdate
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**New Member**  
 **Renewal**

*Please make check payable to:*  
Clinton River Riders  
36558 Moravian  
Clinton Twp., MI 48035

LEAGUE OF AMERICAN WHEELMAN ("LAW")  
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:

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 one 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 NEGLIGENCE/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.

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

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

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

(All riding members must sign)