



Reflections

November 1994

See You on the Road

by Sue Pavlat

(excerpts taken from Pavlat's
Pacelines Winter 1994 issue)

There comes a time when even the strongest of rider in the front of the paceline drops off to let someone else take the pull. Even strong tandem teams get tired after 21 years. With this in mind Jerry and I would like to announce the beginning of our retirement from the bicycle business.

We have sold the Clinton Township store, Pavlat's Prestige Cycles to a very enthusiastic cyclist, athlete, and friend who you have read about many times throughout the years in our Pacelines Newsletter, Patti Brehler and her friend/partner Andy Anderson.

Patti has been a cycling enthusiast since her childhood. At the age of 20, Patti packed up her gear on her bicycle and headed across the country riding the BikeCentennial Trail. She has competed in various triathalons over the years as well as run several marathons. While running she met and became good friends with Lou Hotton. Patti and Lou became a wild and well known women's 24 hour tandem record of 422 miles until just recently. They are also the only women's tandem team to have ever completed the 100 year old event Paris-Brest-Paris finishing 1200k in 79 hours. Patti's most recent cycling accomplishments include IDITABIKE in Alaska although the event was named 'IDITAPUSH' that year as the snow conditions were beyond expectations,

forcing the riders to push their loaded mountain bikes 50 miles through the snow before the race was called off. In Patti's words the craziest thing she has ever done was the 24 hour stair climb at the Westin Hotel. She holds a record for climbing 68,992 stairs in 24 hours. Patti was also part of my crew in the Race Across America and was nick-named 'The Whip'. She has a lot of drive and spunk!! Patti has been 'on board' here with us since June learning the 'in's and out's' of running the shop.

Thank you for all your friendship and patronage over the past years. And a special thanks again to the Clinton River Riders and those of you who helped support me in the Race Across America. (there's still a few 'collectable' t-shirts left for a bargain price of \$5.) May the wind be at your back until we meet again. See you on the road!

NEXT MEETING:

December 5, 1994 7:00pm.
at the
Mt. Clemens recreation
Center 300 Groesbeck
(at Lafayette)

President:

Elizabeth Nieman 752-2770

Ride Director:

Diane Baker 247-5694

Secretary:

Laurie Brickner 939-4670

Treasurer:

Pennie Morauski 773-2213

Editor:

Lorie Kamm 777-8726

Co-Editor:

John Kamm 777-8726

Asst. Editor:

Vicki Malloch 979-4076

Hotline:

792-4670

Ride Schedule

Call the hotline (810) 792-4670 for updates.

Please ride safely.
Lights are mandatory for all late afternoon/evening rides.
Wear warm reflective clothing.

Recurring rides for November

Tuesdays 9:00am. Meet George or Doug at Schultz Funeral Home (8 1/2/Gratiot). 14-16 pace, 30mi.

Tuesdays 6:30pm. Meet Gary Haelewyn at Pavlat's Clinton Twp. for a ride to Metro Beach on the recreational trail. Dinner afterwards. Lights are mandatory. 22mi, 14-16 pace

Thursdays 6:30pm. Meet Gary Haelewyn or George Zloistro at Pavlat's Clinton Twp. for a ride to Metro Beach on the recreational trail. Lights are mandatory. 22mi, 14-16 pace.

Saturdays 9:00am. Meet Doug MacDermaid at Schultz Funeral Home for a breakfast ride. 14-16 pace 25-30mi.

Saturdays 9:00am. Meet Gary Haelewyn at the Stoney Creek West Branch Parking Area for a mountain bike ride. Fast pace 40mi.

Scheduled rides for November

Sunday, November 13, 9:00am. Meet Gary Haelewyn at KMart Headquarters for a ride to Chrysler Headquarters. 40mi, 16-18 pace.

Sunday, November 20, 9:00am. Meet Gary Haelewyn at KMart Headquarters for a site seeing ride 40-50mi, 16-18 pace.

Sunday, November 27, 8:30am. Meet Duane & E.A. at the Romeo High School for a breakfast ride. 14-16 pace, 43mi.

Recurring activities for November/December

Saturday, December 10, 6:00pm. Clinton River Rider Annual Christmas Party, held at the American Legion Post #4. Dinner and dancing (reservation form included on other page).

Saturdays, November 12, 19, and December 3 6:00-7:30pm. Walleyball at the Gateway Racquet Club (8200 Irving Dr.) Van Dyke at 14 1/2 Mile. The cost is \$36 for 1 1/2 hours per court divided by the number of players. Call hotline for more info.



Happy Birthday to:

Tom LoPiccolo 12-3, Neal Angst 12-5, Becca Barton 12-5, Matt Meriwether 12-7, Patrick Moorman 12-7, Sharon Wiseman 12-7, Michelle Curtis 12-9, Mike Curtis 12-9, Carol Drew 12-11, Kathy Best 12-12, Mary Campion 12-14, Bill Windhorst 12-14, Georgia Ackerman 12-15, James Schmidt 12-18, Marge Skiba 12-19, Katie Carolan 12-21, Tim Woodby 12-21, Sheila Jones 12-24, Christine Maravich 12-24, Jean Patterson 12-24, Steve Angst 12-26, Kristen Smith 12-28, Marilyn Curtis 12-29, Don Lee Matthews 12-29, Darlene Duskey 12-30, Eric Feucht 12-31

Please Welcome the Following New Members:

Jacqueline Hand and Family

Baby Congratulations:

Congratulations to Suzanne and Jeff Scott on the birth of their first child, Ian Richard, on October 5.

Editor's Note:

Deadline for The Rambler is the Wednesday after the meeting. Please bring items to the next meeting or call the editors.

Acceptable formats: Hardcopy
Preferred formats: Wordperfect 5.1 or ASCII format, any disk size.

Club Identification Cards

Club identification cards can be obtained from Pennie Morauski (treasurer), 14207 Castle Dr., Warren, MI 48093, by enclosing a self addressed stamped envelope when renewing your membership dues. These cards will be honored at many bike shops in the area, and must be shown in order to receive the discount. Remember, dues are from January through December each year.

The following stores offer discounts to club members who show their Clinton River Rider Identification card. Please see the store for details.

Pavlat's Prestige cycles
(810) 792-4040

Pavlat's Two Wheel Authority
(810) 542-7182

Fraser Schwinn
(810) 294-9168

Pointe Cyclery
(313) 886-9168

Mountain's of Bikes
(810) 412-0500

Antoon's
(810) 247-9240

Sterling Schwinn
(810) 979-7570

Sterling Schwinn (Rochester Hills)
(810) 652-1555

Big Ralph's
(810) 772-3258

Macomb Schwinn
(810) 756-5400



ADVENTURE CYCLING



Club Guidelines from the ADVENTURE CYCLING ASSOCIATION

by Michael Davis, taken from Kokopelli Notes

CARE AND FEEDING OF THE MOUNTAIN BIKE

The mountain bike is an interesting species. It has a lot of the same characteristics of its next of kin, the road bike. They both like to be around people. They both like playing outdoors during the day, and at night they each want a bath, rubdown, and just a touch of lube. Toward evening they yearn for dry, moderate climates (such as your living room). They become moody and despondent when left in cold, damp places alone. But be careful — mountain bikes must be housebroken. They can spot up your carpet like a roaming Irish Setter.

The differences — Road bikes like hard, smooth, paved surfaces, and spend most of their time in such habitats. Road bikes are more finicky and get sick easier than mountain bikes. The emphasis of road bike maintenance is on tightening and adjusting loose parts. Wheels of the road bike become flat, gears and brakes get out of adjustment, and other components work loose much easier. The reason for this is that the sleek and lean road bike is not as stout as its mountain bike cousin. The road bike doesn't take the bumps and other obstacles like the burly beast.

Mountain bikes prefer the muddy, rugged, and desolate habitat of mountain forests. They, like the black bear of the same region, are built to handle this niche. The biggest problem of mountain bike maintenance is the bike's love of dirt. Dirt in the moving parts of the bicycle increases entropy — that is, the tendency of things to fall apart. Also, the brakes need constant attention and frequent replacement due to the steep downhill rides.

Washing — When you get back from the great outdoors, you need to housebreak your bike before bringing it inside. Here's how:

1) Hose it down with a degreaser/ soap, hard water pressure, and a brush. Spray downward on the bike, not into the hubs and bottom bracket from the sides, as you will wash out the grease around the bearings. They can get really sick from this kind of cleaning.

2) Blow-dry your bike by driving home with it on your car rack. Or, if you didn't take your car, ride the bike home on clean pavement. You can also use a towel.

3) Wipe off the rims and brake pads with alcohol. Keep front and rear sprockets as well as derailleur pulleys free of grime build-up with a spoke or small screwdriver and tooth brush.

4) Lube the moving parts of the derailleurs and brakes, being careful to avoid the brake pads and rims. They always prefer environmentally safe lubri-

cants such as Tri-Flow and Tenacious Oil. 5) Occasionally pamper your bike by polishing the frame. Regular car wax does just fine.

Chain care — Keep your bike's chain clean and new. Chains stretch and cause the sprockets to wear abnormally fast. Don't become attached to any chain. If your bike is active — playing hard three days a week — its chain should be replaced every six months to avoid replacing the sprockets with the chain later (a much more expensive job). Think of it as general maintenance, such as changing the oil in your car or seeing your dentist twice a year. Buy the brown SEDIS chain (about \$10) that is reasonably priced and resistant to stretching, unlike other chains of both higher and lower prices.

Hubs, bottom bracket, headset, crankset — For this part you should be under the supervision of a trained mechanic until you are sure you can do it properly. At least once a week check the adjustment of the hubs (including axle), bottom bracket (including crankset), and headset (the part into which the handlebar stem fits). These are the steps:

Hubs — Spin the wheels to see if the axles move freely. With the quick-release mechanism loosened, there should be a slight play in the axle. With the quick-release tightened, there should be no play, but the wheel should spin without restriction.

Bottom Bracket — Remove the chain and spin the crankset. The crankset should spin freely with no side-to-side play. Regularly tighten the crank arms and do not ride if an arm is loose and moves independently of the other.

Headset — Hold the bike up with the front wheel lower than the rear. With the front wheel hanging freely, turn the handlebars and see if the front wheel falls freely without resistance. There should be no front to back looseness. If there is any adjustment to be made, have it done before more serious illnesses develop.

Stem and seat post — Occasionally loosen the stem and seat tube bolts and move the stem and seat post so corrosion doesn't seize them inside the fork and frame. Keep the stem and seat post greased, once per year.

Gears and brakes — Check your gear and brake cables regularly for damage and looseness. If the gear cable breaks, you and your bike will limp home in high gear, which can strain your gizzard. Breaking the front brake cable can drop the front cable yoke onto the front tire, introducing you to a close relationship with the earth. On steep rocky descents, the loss of one brake can cause a close relationship with the sky. Always wear a helmet for just such an occasion. Take with you an extra gear and brake cable and the tools you need for installation, (allen wrench, screwdriver, or

pliers). Check the brake pads for wear, and replace when needed.

Overhauling — Just like its cousin the road bike, the mountain bike will need overhauling (greasing) once or twice a year depending on how much moisture it is exposed to, and the number of traumatic experiences it has had.

TIPS FOR SAFE AND EFFECTIVE RIDING

Sticks and stones can break its bones — Mountain bikers who think they have a stick caught in their rear derailleurs often appear like they've seen a ghost. The reason is that sticks can ruin not just the derailleur but the frame as well. You should stop pedaling immediately when you think you may have a stick caught in the chain or derailleur, get off, and get the object out. Fortunately, modern medicine has remedies for most bike maladies. The components on a dead bike can be used on a new frame if tragedy occurs.

Tires — Keep your steed's tires inflated well so that the tires do not bottom out on the rims. Bottoming out can cause dents and flat spots which permanently damage the rims, and cause flat tires. Check the brakes for wear, and replace when needed. Take an extra tire tube, tire levers, and a pump on any wilderness excursion. Shift your weight off the rear wheel when going over bumps by balancing on the pedals.

Shifting — When approaching a hill, shift into a lower gear before slowing down. You and your steed can have a traumatic experience if you force gear changes under extreme pressure. Avoid shifting combinations which cause the chain to be on opposite sides, such as the large outside sprocket in the front with the large inside sprocket on the rear, or vice versa.

Braking — Use your rear brake a little more than your front brake if possible in wet leaves, grass, wet or oily pavement, rocks, snow, and sand. When you lock up the front brake on the front wheel you lose control of the steering.

Michael Davis is chief coach of Land of the Sky Racing Team and manager of Pro-Bikes in Asheville, NC. Kokopelli Notes, Journal of Self-Propelled Transportation, P.O. Box 8186, Asheville, NC; (704) 683-4844. Quarterly magazine about transportation choices for a greener, less auto-dependent planet. Free Brochure; \$4 sample; \$16 for one year subscription.

ADVENTURE CYCLING

association

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