

Officers  
President  
John Tarantino  
586-850-2485  
Redtandom@aol.com

Ride Director  
Steve Angst  
586-524-3657  
crr.rides@gmail.com

Treasurer  
Dick Williams  
313-884-9579  
rsw@sundvik.com

Secretary  
T J Hill  
586-293-0162  
Tjbiker@peoplepc.com

Editor  
Les Dunham  
586-216-4135  
lesdunham@hotmail.com

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

Legislative Liaison  
Mike Sproul  
586-443-4544

BWR Chair  
CRR President

Merchandise  
Deb Angst  
586-524-3657  
digitaldeb@comcast.net

## *The RAMBLER*



### **Clinton River Riders Bicycle Club** **Access online at [WWW.lmb.org/crr](http://WWW.lmb.org/crr)**

It is almost the New Year and with that is membership consideration and renewal. There is benefit to increased numbers that are both tangible and intangible. Respect of opinion when it comes to legislation/representation, club activities, and the serendipity in CRR is awesome. Just ask people like Dave Newton, Fred Zajdel, Bob Kelly, the Kengals, and Phil Kurlle about the atmosphere in and around Clinton River Riders. The best way to know us it to ride with us and we sure would like you to be one of us in 2013.

Clinton River Riders annual Awards Banquet was at Fern Hill Country Club. Once again it was wonderful experience. The friendship, fellowship, dining, and year of memories in the slide show was better than ever. Thanks to Darlene, Doris, Deb Angst and all the attendees. Mileage awards, recognition of CRR support, and interaction between friends are always treasured.

Coming up soon are nominations for CRR Officers and while we all like to be committed to the clubs success, it would be welcomed to have others work for success too. It is not a competition and any member in good standing can nominate and vote. Of course is always wise to know a persons intent to accept a nomination. Probably anyone of us would help a successor or welcome someone who wants to help.

## Birthdays

01/03 Lynda Schmitz

01/07 John Ten Eyck

01/08 James Vanscott

01/11 Deb Angst

Diana Kengel

01/13 Marilyn Tarantino

01/19 ShelleyBuchler

01/21 Mike Freeman

01/21 Karen Warner

01/26 Nino Pacini

01/29 Joyce Lajack



Our next club meeting is January 14th 2013 at 7 pm in the Mt. Clemens Public Library (down stairs). Club meetings are normally the 2nd Monday each month. The library is on Cass Ave. across from the high school. More discussion on fund expenditures, elections and plans for 2013 are sure to be discussed.

Club members are entitled to purchase one club jersey per year at a reduced cost. Contact Deb Angst at 586-524-3657 or email [digitaldeb@comcast.net](mailto:digitaldeb@comcast.net) to get yours today.

**New Members:** All are welcome in association with Clinton River Riders. We appreciate your interest in cycling and hope to enjoy many miles riding together.

**Jerry Pavlat** is would like members to bring returnable containers to the club meetings to support Team Sammy.

**To get CRR** mass emails send an email to [crr-list@20776.org](mailto:crr-list@20776.org) , put subscribe in the subject line. No advertising or solicitation is forwarded, just items of interest to cyclists.

**Clinton River Rides** have a **Facebook** page. It is administered by **B Arnold and S Angst**, so contact them if you want to be informed or provide information via FB.

The Clinton River Riders Finance Committee have a meeting will be January 27th at 6pm at the Tarantino residence. Clear understanding of the clubs finance status and discussion on where and how much to donate to support cycling are the main topics. Donation suggestions are then presented to CRR members at the monthly club meeting for discussion and up or down vote. So far Clinton River Riders have donated over \$70k over the years to cycling causes along with hours of manpower with good spirits that are had to count.

**CRR** Rides are open to members and non-members alike. We schedule or participate in approximately 400 rides a year. We share a love of fitness, travel, friendship, dining, and pictures. Understand the difference between pace and average speed. Most of our rides predict pace and an average is probably 1.5 mph slower than the lower end predicted. Vice versa if the average is predicted than the pace is often 2mph +/- faster than this.

Our rides and ride leaders attempt to ride the safest smoothest route reasonable. That being said everyone is responsible for their own safety. CRR insists that you wear a certified safe helmet and use no earphones while riding.

**Tip: All the News(paper) that Fits.** Here's an old but effective trick when you finish a rainy ride with soaked shoes: Remove the insoles, loosen the straps or laces, and stuff each shoe with crumpled newspaper. It'll pull water from the uppers like a sponge. After an hour or so, remove the newspaper. If the shoes still seem quite wet, stuff in more. Take the paper out overnight so drying air can circulate. Don't try to speed the process by putting shoes close a high-heat source.

**In Case of Emergency "ICE"** Do you always have ID on your person when riding? Maybe, or sometimes? Well, it's always a good practice to have ID along. Some riders have their wallets along, wear a wrist ID, or even "dog-tags". But here's another great idea based on your cell phone.

Most of us carry our cell phones around with names & numbers stored in its memory but nobody, other than ourselves, knows which of these numbers belong to our closest family or friends. If we were to be involved in an accident or were taken ill, the people attending us would find our cell phone, but wouldn't know who to call. Of all those numbers stored, which one is the contact person in case of an emergency? Hence **ICE** (In Case of Emergency) The "**ICE**" effort is catching on quickly. It is a method of finding a contact person during an emergency situation.

As cell phones are carried by the majority of the population, all you need to do is store the number of a contact person or persons who should be contacted during an emergency under the name "**ICE**" ( **I**n **C**ase of **E**mergency).

The idea was initiated by a paramedic who found that when he went to the scenes of accidents, there were often cell phones with the patients, but he didn't know which number to call. He therefore thought that it would be a good idea if there was a nationally recognized name for this purpose. In an emergency situation, Emergency Service personnel and hospital staff would be able to quickly contact the right person by simply dialing the number you have stored as "**ICE**." For more than one contact name, simply enter ICE1, ICE2, and ICE3, etc.

### **Some of the areas fine local bike stores –**

**Hamilton Bicycles & Outfitters** 69329 North Main Street, Richmond, MI 48062-1144 (586) 727-5140 <http://www.hamiltonbikes.com>

**Fraser Bicycle**, 34501 Utica Rd, Fraser, MI 48026-3576,  
(586) 294-4070 <http://fraserbicycle.com>

**Paul's Bike Depot**Address: , 28057 South Gratiot Ave, Roseville, MI 48066-4204 (586) 772-9084

**American Cycle & Fitness**, 18517 Romeo Plank Rd, Macomb, Michigan 48044 (586) 416-1000 <http://americancycleandfitness.com>

**Anchor Bay Bicycle**, 35214 23 Mile Road, New Baltimore, MI 48047-3650  
(586) 725-2878

**Macomb Bike and Fitness** 28411 Schoenherr Road, Warren, MI 48088 (586) 756-5400 <http://www.macombbike.com>

**Main Street Bicycles**Address: , 5987 26 Mile Road, Washington, MI 48094  
(586) 677-7755 <http://www.mainstreetbicycles.com>

**The Bicycle Doctor/Continental Bike Shop** 24436 John R Rd, Hazel Park, MI 48030-1114 (248) 545-1225 <http://continentalbikeshop.com>

**Metro Bike-N-Sports**Address: , 36649 South Gratiot Ave, Clinton Twp, MI 48035-1726 (586) 791-3488

**Careful Winter riding:**

- Ride smoothly and brake well in advance of where you need to stop – your brake pads will take extra time to grip wet rims. Salmon colored brake pads tend to grip better in wet conditions than black or green pads.
- Be extra alert for road debris and blow down from windy days.
- It's hard to see glass on wet pavement; carry at least one extra tube.
- Chip Seal is drier to ride on than asphalt, as the water seeps down between the chips and so doesn't spray as much.
- Metal surfaces (tracks, grates, manholes), painted surfaces (fog lines, crosswalks, etc), raised cautionary dots, and strips of sealing tar are significantly more slick than the road surface, especially when you are executing a turn over top of them.
- Be bright! It's hard to see cyclists in dark, foggy and rainy weather. Use lights, reflective tape and the safety of groups to be more visible to motorists.
- To prevent excess wear on moving parts, rinse the grit off your bike and especially the drivetrain after a ride. Dry the chain, clean off excess lube and add a touch more if needed to prevent rust.
- To preserve brake pads and rims, hold a cloth to both sides of your tire rims and spin them to remove road grit and oils.
- Periodically take a safety pin and pick the glass chips and road grit out of your tires to prevent the surface debris from working its way through the tire and puncturing your tube. It's no fun to change a flat in the rain.

Ride Schedule changes or announcements let Steve Angst 586-524-3657 or email [crr.rides@gmail.com](mailto:crr.rides@gmail.com) know.

Newsletter Changes to Les Dunham, 586-216-4135 or email [lesdunham@hotmail.com](mailto:lesdunham@hotmail.com)

Don't Forget there are some rides January 1st to start 2013 ahead of the pack.

First Dozen \$10 Starts at 2pm Olive Branch Masonic Lodge in Dearborn.

Don Jaqua Memorial Ride \$5 suggested, starts at Shain Park in Birmingham.

Also a ride from the Belle Isle Fountain to Indian Town. Usually eats afterwards from Macomb Bike & Fitness.

Metro Grand Spring Tour is May 5th, thinking ahead, think warm.

**CRR Ride Schedule** <http://www.lmb.org/crr/rides.htm>

Monday and Wednesday, no rides scheduled.

**Tuesday**

**9am** Stony Cr Boat Launch meet TJ Hill for mountain bike riding on roads, paved roads, and trails. Call TJ at 586-293-0162 for more information.

**9am** Meet in the southwest corner of the Sheffield office complex parking lot in Troy. Ride distance will be 30-50 miles. Terrain is moderately hilly. Pace is 16-18 mph.

**Thursday**

**9 am** Stony Cr Boat Launch meet TJ Hill for mountain bike riding on roads, paved roads, and trails. Call TJ at 586-293-0162 for more information.

**9 am** Rick & Sue Moorman lead a 30+/- mile ride from TBD To TBD. Contact Rick for the weekly particulars.

**Friday**

**Saturday**

**9 am Stony Creek Boat Launch** parking lot, meet TJ Hill for mountain bike riding. Call TJ at 586-293-0162.

**9 am** The Saturday 9am winter ride. Start is from 8 1/2 mile & Gratiot. Distance is 32 miles and pace 13-17mph. There is a 10 minute mid point stop. Above 25f temperature and clear roads are mandatory.

**Sunday**

**9 am Stony Cr Boat Launch** Meet TJ Hill for 50 miles of mostly dirt road riding. With a lunch stop somewhere near the 30 mile mark. Call TJ at 586-293-0162.

Rides – Have lights available , dress for conditions, and please contact the ride leader if it is reasonable that conditions won't permit safe riding. Riders should carry emergency contact information, tools/parts enough to change a flat tire, fluids and energy edibles to support the individual for 2 hours.

Tour of the Scioto River Valley (TOSRV) is May 11 & 12. Registration usually opens up around January 10th. Registration is usually \$50. 2 days, 105 miles +/- each day, makes the rest of year seem easy.

**Attention!! For Your Information Attention!!**

What follows is the second half of a piece with the same title that was included in the November 2012 issue of the Clinton River Riders club newsletter. It was originally composed as a single, tightly-packed four-page article about two separate events tied together by a single phenomenon. But given its length, and other considerations, it made sense to publish it as a "two-parter." So, for those few who may be anticipating the "rest of the story" here 'tis. For the majority that may not have perused the pertinent pages of last month's online newsletter, know that the first paragraph below is actually the last paragraph of part one, slightly expanded -- and corrected thanks to eagle-eye Julie. If interested, the entire first half can be found online with other past issues of the club's newsletter at [www.lmb.org/crr/newzindex.htm](http://www.lmb.org/crr/newzindex.htm) --SAS

**FOUR r r r r...MINUTES!!!**

by **Sandra A. Studebaker**



----- Snip

But at Thirteen Mile and Coolidge site of one of several lots designated as **Cruise in Shoes** parking lots, something compelled me to turn in despite a "Volunteers Parking" sign. But the large parking lot, I was informed, was also available to Cruise in Shoes participants at a reduced rate. I gladly paid the \$5 fee to the accommodating lady and pulled into one of many remaining slots at 7:15 a.m. Fifteen minutes to the start time and only two blocks away! I thought I might still make it if I hurried, giving me a customary race warm up. After making sure I had my essentials and that the car doors were locked, I scurried out of the parking lot, across Coolidge, across Woodward, westward along Thirteen Mile and rounded the back corner of Shrine High School in Royal Oak to hear FOUR r r r r...MINUTES to start time of the inaugural **Cruise in Shoes** 5K run/walk on August 18, 2012

Not a singular experience, incredibly, the four-minute phenomenon was repeated a week later (Saturday, August 25) at the **Crim Festival of Races** in Flint. Buoyed by my experience at the Cruise in Shoes 5K and subsequent perambulation, with Julie, along the Woodward Avenue Cruise route from 13 Mile Road to 9 Mile Road and back, I contemplated the long-established Crim Festival because of its several walking events. Not up to the Crim's 10-mile distance nor, with recent hindsight, its early 8:00 a.m. start time, I gave serious thought to either the 8K or 5K event, both with later start times, and settled on the 8K. After mulling the pros and cons of the 8K Run versus the 8K Walk, both of which covered a portion of the premier 10-Mile route that I had run in 1987 and 1988,

I settled on the Walk, which started at 9:45. No longer an early riser, I calculated that I could certainly be in Flint--60 miles distant from home--well before the 9:45 start time. Thus I registered online on the last possible day to do so. I was in, and committed.

But things don't always turn out the way we plan them. On that Saturday morning, I was up, as planned, by 6:00 a.m., but a sleepless night of tossing and turning left me groggy and uncoordinated during my morning routine with its requisite bathroom visits and assembly of "stuff" that was needed, or might be needed, for the day's activities. Therefore, I left the house about twenty-five minutes later than planned. On top of that, I discovered that northbound I-75 was, and still is, under construction with traffic reduced to one lane for miles. Consequently, I lost another twenty-five minutes there. (Hmmm, twenty-five minutes also seems to be a recurring theme in the two experiences.) On a positive note, the timing was good for taking advantage of a rest area on I-75 for an unplanned "pit stop."

I had studied various maps, both print and online, to form a mental image of downtown Flint and the relative location of designated parking areas. However, after exiting I-475 in Flint at the designated off-ramp I turned in to the first non-designated parking area I came to rather than take a chance on something closer to downtown. Belatedly, I found that it was already crammed with vehicles. The only option seemed to be a handicapped parking spot and its adjacent striped area. Now desperate, I opted for the striped area and hoped for the best -- violation wise. With only 30 minutes to the 9:45 start time, I still needed to find my way to Saginaw Street downtown. Hoped-for directions from a lone barefooted individual, who was carrying his shoes but seemingly headed in the right direction, were vague but got me onto the pedestrian bridge over I-475 where I bid him "adieu." Hurrying across the span and down to street level, I followed a number of individuals along the perimeter, I learned later, of the University of Michigan Flint campus. Upon approaching Saginaw Street, I could see race chutes and asked an obvious race participant where to claim my race packet. She pointed out the general direction, but I had to seek a way to cross the blocks-long, fenced-in, and populated chute that filled Saginaw street to reach the race headquarters building on the opposite side of the street.

When I finally located an opening in the chute, I noticed that all within view had an 8K Walk bib affixed to the front of his or her shirt. With evidence that the start was looming, I darted inside the building. Fortunately, I quickly found the almost empty race packet pick-up area, but the lone person staffing the table couldn't find race number 14126 among the dozen-or-so remaining race bibs. My first thought was that it had been given to the wrong person, but on her third pass

through the sequentially numbered bibs, I spotted my name on the last one -- number 14128. My error almost kept me from the start line. With needed assistance again, my race bib was pinned to the front of my short-sleeve cotton 1988 Crim T-shirt. Then I tucked this year's short-sleeve technical shirt into the fanny pack strapped around my mid-section while hurrying outside -- just in time to hear the announcement over the loud speaker: FOUR r r r r...MINUTES to the start of the 8K Walk.

Actually, it may have been less than four minutes before approximately 1400 walkers were underway, as I barely had time to tighten one shoe lace and edge my way forward a bit toward the front. Once again, I had just made the start, but where was the accompanying adrenaline rush that had helped me the previous week at the Cruise in Shoes event. Also, the hills and the mid-morning temperature of 80+ degrees were a bit too much for my 70+ years body. Consequently, while I was able to maintain a reasonable race-walking technique and pace on the relatively level areas of the course, the hills and the temps took their toll and some folks I had passed on the flats, caught up and passed me on the inclines. No complaints, however, as my objective was to experience the event, especially the Bradley Street hills as my memory of them from the 10-mile run of 20+ years ago was vague at best.

As requested in the registration process, I had predicted a finish time of 1 hour, 10 minutes for the Crim 8K Walk but thought it was closer to 1 hour, 20 minutes when I crossed the finish line on the uneven paving bricks of Saginaw Street. Imagine my surprise when the race results, posted online, gave me a finish time of 1 hour, 11 minutes, 32 seconds. Not too shabby in view of the fact that the closest walker in my 10-year age group of twenty women crossed the finish line five minutes later. A plus was that the Crim Festival of Races, unlike the Shoes in Cruise Run/Walk, provided all finishers a medal for their efforts. The pizza and beer were an unexpected bonus! The two events, a week apart, were both satisfying, even gratifying, experiences but what is most remarkable is the unknown force(s) that may have had a role in the twin FOUR r r r r...MINUTES phenomenon.

### Application Form - Clinton River Riders Bicycle Club

- \$15.00 Individual (over 18)
- \$20.00 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 Bicycle Club**  
**34501 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:

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 know 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 LIABLILTY, 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.

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

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

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

**ALL RIDING MEMBERS MUST SIGN**