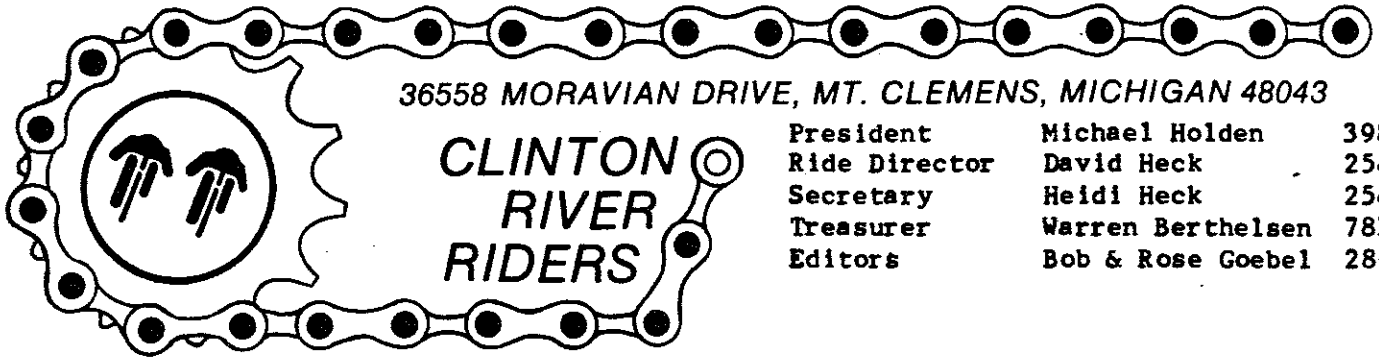


DECEMBER 1988



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 - Due to the unavailability of the library on the second Monday of the month, the January meeting will be held on Thursday, January 5, 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 member to the club; Anthony Paonessa. We hope to see you on coming events and that you have many enjoyable rides with our club.

FROM THE DESK OF THE PRESIDENT

Merry Christmas and Happy New Year to all.
Please see club jersey information in the newsletter.
Whirly Ball is here - Sunday January 15 - MEMBERS ONLY!

Mike

MEMBERSHIP FEES -Membership fees are due January 1, 1989.
Individual \$7.50 - Family membership \$10.00
Please send checks to: Clinton River Riders
36558 Moravian
Mt. Clemens, MI 48043

NOMINATION OF OFFICERS - Nomination for Club Officers for 1989, will be held at the January meeting. Elections will take place at the February meeting. You must be a paid up member to vote!!!

CLUB JERSEYS - At the December meeting the artist rendition of our new club jersey was shown to the membership for their approval. The price of the jersey was quoted at \$36.50. The membership then voted for the club to subsidize the cost, by contributing half of the expense. We are trying to obtain a sampling of the manufactures jersey size's. Call the Hot-Line (792-4670) to determine if the sample jerseys have arrived and are available to examine for correct measurements. Presumably, the jerseys run true to size. The orders for the jerseys must be in by the January meeting!!!
See order form in newsletter.

CLUB JACKETS - Still no word on whether the Club jackets will be completed by Christmas. If they are finished before Christmas, Denise Cryderman will have it announced on the Club's Hot-Line.



MS-150 - At the December meeting the Club voted to again be the ride leaders for the annual MS 150 ride. Andy Neumann will be the be the Clubs chairperson and the MS-150 Ride Director.

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.

Sunday December 18 - Mountain Bike Ride - Meet Andy in the beach parking lot in Pontiac Lake Rec. Area at 9:00 a.m. Take a right on Williams Lake Rd. off of M-59.

Sunday January 1 - Dearborn Cycling Saddlemen are having their annual "First Dozen Ride". Call Hot-Line for more information.

X-COUNTRY SKIING



Sunday December 25 - Meet Santa Claus at the North Pole for a X-Country Skiing adventure to Mt. Clemens. Bring skis, snow shoes, sled, and brandy. Meet at 12:00 a.m. south of the pole. Ho-ho-ho...

Every Sunday - X-Country Skiing - Meet Andy Neumann at the West Branch Parking lot in Stony Creek at 8:00 a.m. Weather permitting... For more skiing information call the Hot-Line.

Sunday January 22 - X Country Skiing at Corsair (Tawas MI) - Meet Bill Cleland at 7:00 a.m. in the bank parking lot at 17 Mile Rd. and Garfield. There will be a motor home to use as a warming shack.

WALLYBALL

The next sessions of wallyball will be on Dec. 17, Jan 7, and Jan 25 at 6:00 p.m. at the Gateway Racquet Club located on Van Dyke north of 14 Mile Rd. (near the Premier Center). The Club has reserved the courts for 1 1/2 hours (6:00 to 7:30). The cost is \$30.00 per court divided by the number of people playing. Club members, please limit guest to one per member. Afterwards join the group for a bite to eat. Again a reminder, try to arrive early, bring a towel and a lock. Anyone wishing more information call Warren Berthelsen, 781-6706.

Race to the Summit and the Vertical Mile Marathon - January 21-22 - Sponsored by the Westin Hotel and the American Heart Assoc. of Michigan. The course is 72 floors up, 1152 steps. The vertical mile consist of running 566 floors. You do get to take the elevator down. Top finishers of this competition qualify for the Empire State Building Run. Application are at Pavlat's. Deadline is December 16.

Also on January 21 at the Westin Hotel, there will be a sports "Mentally Tough" seminar.

CLUB RAMBLING'S

THANK YOU to Tina Dominick for a job well done handling this years Christmas party; also to the awards committee, Doris Mulligan, Sue Pavlat and Ed Gostin. A list of the awards that were given at the Christmas party will be in the January 1989 Newsletter.

The highlight of this years Christmas party was when Santa Claus (Andy Neumann) called Claudia Dominick to sit on his lap and gave her a diamond engagement ring. CONGRATULATIONS ANDY AND CLAUDIA!



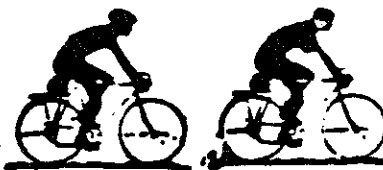
Sandra Studebaker wrote a postcard from Australia, "G'Day mates! If you think DALMAC is a happening, try a ride with 2500 participants, 2000 of them Aussies. Very friendly people. Food is very good - baked goods especially. Terrain challenging, but managable so far."

BODIES NEEDED!!! - Patti Brehler, a Club member, is taking a course in massage therapy. She will become a certified Massage Therapist in June of 89. If you have never treated yourself to a professional massage, you don't know what you are missing! Patti gives "the best message" I ever had. Treat yourself to something good after a hard workout and give Patti a call. She needs bodies to work on to log in 100 hours before she becomes certified. So help Patti out and give her a call at 288-6739. Your body will be glad you did.

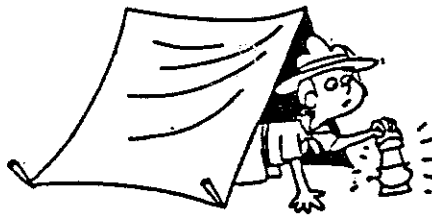
Sue Pavlat

FOR SALE - New "Lifecycle" Model 9000 (like Vic Tanny's). Excellent training bike. Retail value \$1,435., asking \$700. Contact Kate Fredericks (573-0895)

Dear fellow Club Members,



Aloha from Hawaii, U.S. Island paradise. Our stay in Hawaii was not part of our original plan, but since we were passing by we decided to stop and check things out. When we stepped of the plane we were greeted with a blast of hot humid air and the smell of flowers. I knew we would be greeted this way because my mother told me so, but it sounds so much nicer the way she described it. My first thought was, were in the wrong place. This is my mother's dream place, ours was Alaska, so she should be here not us. That thought passed quickly and after we had the bikes assembled we pedalled out of the airport. We left behind the smell of the flowers for car and truck exhaust. Fortunately we only had 5 miles to go, as we spent the night at a friends condo. When we got to the building, we were greeted by a fellow tenant who yelled at us for parking our bikes on the sidewalk. Once we finally got inside we received a warm reception, hot meal, and the best view Honolulu has to offer. Now we know why my mother loved this place.



Our first problem to overcome was camping. Permits are issued for each night. You can't get a permit on the weekends and you can't camp on Oahu on Wed. and Thurs because they have a problem with people living on the beach. It took us all morning to set up our itinerary but we finally got all the necessary permits for Oahu. We had company one night. I awoke to what I thought was a crab crawling on my leg only to find a man crawling in our tent. He left when I sat up without even saying goodbye. We also had a close encounter with a scorpion. It wasn't our best night.

When Morning came we headed for new islands and new sights. Riding through the rain-forests is an experience we wish we could share. The air is filled with fragrances of flowers and fruits. The temperature is cooler because of the shade provided from the vegetation, and the amount of rain, 100 to 150 inches annually. The climbing is not too steep and the payoffs are great. It was the most fun we've had since we got to the islands.

Another fun day we wish we could have shared was the ride down Haleakala, 10,000 ft. down in 38 miles. There were lots of hairpin turns, so max speed was only 37.8 mph with an avg. speed of 24 mph. We have only mentioned the downhill because we only rode the downhill. We drove up due to a lack of time.

We did find the time to climb a smaller hill only 4000 ft in 25 miles. When we got to the top we rode around the rim of a volcano. The most recent lava flow we saw was only 14 years old. It was like riding across the moon with one paved road in sight. Some of the older lava flows had plants starting up and we are told lava is very rich in nutrients.

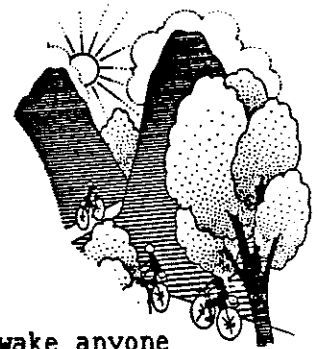
We got to the big island the night before the Ironman contest. It was great to say the least. As we watched the athletes before the race we were reminded of the excitement and anticipation of RAMM back in 1987. Once again we were grateful to have been a part of that race. We don't ever expect to participate in a race, especially at this level so its nice to have been on the inside and know what they are feeling. We were only sorry we couldn't help in some way. Out of 1277 entrants who started 1193 finished. The last one came in seven minutes too late to finish officially. We were glad she at least had a big crowd to cheer her across the line. Some did cartwheels, others juggled their way across before collapsing. It was exciting to watch all of them cross the line. Many new records were set this year. We missed being home to congratulate all our friends on their new records, first century or best time trial etc.

We leave tomorrow for Australia. We aren't sure when we will be back but don't forget us. We will be meeting Sandra Studebaker over in Australia if all goes well. Maybe she will be able to convince you to come and visit with us. Till next time...

Happy Pedaling,

Duane and Elizabeth

ON THE HILL OF THE MOUNTAIN KING
by Gary Haelewyn



Slowly and quietly I crept out of bed Friday morning. No need to wake anyone the day after Thanksgiving. My swamp dotted bike clothes were still laying on the basement landing floor. I picked up a clean water bottle, filled it with ice water, and scribbled on the bulletin board I would be Mountain biking at Stony Creek. Quietly I closed the door and ran for my car.

As I drove up to the visitor center at Stony I noticed the sign. "Park will not open until 10:00 am the day after Thanksgiving". I parked the car and waited for someone else to show up. A few minutes later Mike arrived with the mountain bikes. The adrenalin started to rise. As we waited for ride leader, Dave Heck showed up just ending his roller blade workout of 18 miles. Is this guy for real. As Dave was leaving Tiger Teddy showed up, by bike of course, asking where the ride leader was. We waited a couple more minutes, got our bikes out, and headed for West Branch in search of the ride leader whom I was sure had overslept.

When we got to West Branch we were joined by Scott Gilbert riding a Schwinn 10 speed with knobby tires and faulty brakes, yea, and Big John Edry with his big mean green machine, the retired fruit man whom I'm beginning to wonder what's in his fruit, and Tom, his friend, and his better friend Sue who was a beginner like me. If I left out anybody else other than the no-show ride leader, my apologies.

We took off on the ski trails, Tiger Teddy leading his pack of wild dogs, followed by Sue, Mike, and me eating their dust. When we reached the "D" trail, I started using my boy scout tracking lessons, looking for tire marks embedded in the trail. I followed the tracks all the way to the barn and headed up trail "J". Stopping to catch my breath, I heard his voice shower down on me from above. "Gary, up here". I looked up and there he was. Animal Andy at the top of lookout point. What, did his pet vulture drop him there, or is that where he spent nights? I cupped my hands and yelled up "Hi, how do ya get up there?". He said there was a trail around back, so I backed up, found the trail and pushed my bike up, by hand. I reached the top, gasping for air. There he was, camouflaged bike, uniform, face, and M16 strapped around his shoulder - the mountain king was out for blood. I listened as he told Teddy and Tom to be careful going down because of the tight turns and steep decline. I begged for mercy and was pointed in the direction of an easier way down. I watched him descend like a lion after its prey, then turned and headed for the easy walk down.

We met at the bottom, picked up Sue and started off on one of Andy's "mystery" rides. Heading up some forsaken hill Scott got a flat and Sue and I were allowed a 5 minute rest. We traveled down closed roads, up deer trails, through broken fenced swamps, around some guys back yard, into more swamps, up more hills, who knows where. Remember where that little guy from Star Wars, Yoda, lived? I think we rolled over his hut.

After what seemed like hours of swamp we rode back to the familiar ski trail and headed for the parking lot. This was just the beginning. "I don't have to be home until dark" said Andy, "lets head out to the beach." We rode along the deserted beach, back out to the road, and around the lake. We were doing 21 mph on the street when we made a quick turn into some bushes and dropped

Big John and Sue. More trails tight turns with uprooted trees roots to jar you around and then logs. Teddy, Andy, and Tom took to the logs with little effort. I rode around them with great effort. I was able to jump a curb towards the end. Andy led us through a trail that he was sure was there but it kept getting smaller and smaller finally disappearing altogether. But Andy, our fearless leader, dismounted his bike, drew out his machete, and began cutting out a new trail, bike strapped to his back.

We joined back with Sue and Big John and headed for the open water. As Andy and Teddy rode the lake edges, dodging the rocks and geese, we rode the sidewalk dodging the goose dropping's. Fortunately, the scared geese flew farther into the lake rather than over our heads. I left them at the boat launch and headed for the visitor center in search of Mike. There was Mike's car and his bike on the rear end but where was Mike? I looked around and was about to ride off when I heard another one of those familiar sounds. Sure enough there was Mike, fully reclined in the driver's seat snoring away. It was the exact position I planned on being just as soon as this tired body got home. Thanks Mike for the quick lessons Thursday, Jerry for the use of your bike, Suzie for the chance to try mountain biking, and last but not least, Andy for inspiration, expert leadership, and one hell-of-an-adventure.

EFFECTIVE TIME TRAILING - PART II
Specialized Training
by Ed Gostin

When spring has arrived and you can consistently ride outdoors, you should begin the specialized training. The typical "full time" road racer may follow a training schedule like this:

Monday - Recovery: two easy rides at about one hour each.
Tuesday - Speed work.
Wednesday - Long distance ride: steady moderate pace.
Thursday - Intervals.
Friday - Medium distance at an easy pace.
Saturday - Short, easy ride with several jumps.
Sunday - Long, hard ride with a group.

The Sunday, Tuesday and Thursday rides are the most important, followed closely by the Wednesday ride. The least important are the Monday, Friday and Saturday rides. When you set up your schedule, it is important to avoid having the intense workouts (especially long hard rides and intervals) on consecutive days. You need to allow yourself to recover. Also, allow a transition period from the winter training to the specialized training. Go out for steady paced rides for about 3-4 weeks if you kept up with your winter training, and 6-8 weeks if you haven't. Start with relatively short rides and work your way up to the longer rides. Always maintain at least 90 RPM. These rides provide your conditioning base. Towards the end of this period start throwing in some sprints and some intervals.

Speed work typically consists of 4 to 6 sprints of 100 - 300 meters at maximum speed. Some modifications are made when training specifically for time trials by making the sprints longer and by necessity, slower. First warm up thoroughly, then go hard for 1/2 to 1 mile. Go 10% to 20% faster than you would in a time trial. Then spin easily until you have recovered, and go again. Use the same gear for each effort. The number of repetitions depends

in how strong you are and good you are feeling, however you should do at least two. When you cannot hold your speed for the distance, your workout has finished.

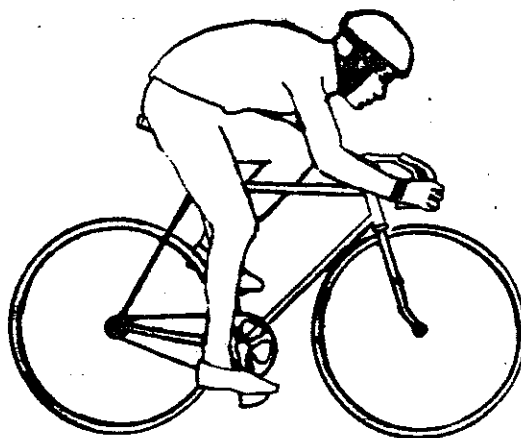
Intervals are similar to speed-work, but there are important differences. The distance for each hard effort is greater, the speed slower, the speed between efforts is higher, and most importantly, the recovery between efforts is less. Warm up, then try for six efforts of about 1 1/2 miles. Pedal at 90 RPM using the biggest gear you can turn. Do the first interval with a little less effort to complete the warm-up. The second and third should be the fastest. When the efforts are slower than the one before, your workout is finished. Between efforts keep up 90 RPM in a moderate gear. Begin the next effort before you are completely recovered. This is the key to successful intervals. For most people, the best time to go again is when the heart rate drops to 110-120. As you do more of these workouts you will develop a feel for how hard and how often to go. You should be able to do at least three repetitions but not able to do more than six.

Reserve one day of the week (preferably Sunday) for a long hard ride. This ride should vary in intensity and include sprints, hill climbing, etc. Any training done the day before or the day after this ride should be light. Another long ride at a moderate steady pace mid-week is beneficial as well. These endurance training rides do not need to be more than 60 miles when your events are less than 25 miles. A few 100 milers a month won't hurt, and are probably beneficial, but too many long rides can take the edge off your speed. Your time will be better spent on the intense workouts. Conversely, if you plan to specialize in long events such as a 24 hour marathon, the endurance training will be much more important, and the speed work will be minimal.

The week before a major event, continue training but cut the distance to about 75% of normal. Two days before, take a medium distance ride at a steady easy pace. The day before, take a short ride at an easy pace, and try a couple of short jumps to see how you are feeling. Be sure to keep your cadence at 90 RPM or better on these rides. This allows you to rest up for the event, and prevents the muscles from getting stiff.

When training, pay attention to your position. This must be done when training so that your body will be used to the optimum position when racing.

Strive for a low aerodynamic position. The back should be reasonably flat, arms bent, and the head low. If you bend over too much, though, you will not be able to breathe. Keep your head pointed up just enough so that you can see where you are going. If this strains your neck, try tilting your head to one side then to the other. Don't make the mistake of staring at your front hub or your feet. Too many bad accidents have happened when a rider had his head down and hit an obstacle, such as a broken down car.



Keep your upper body virtually motionless. A rider who bobs his head up and down or side to side wastes energy that should be saved for the legs.

Keeps your arms loose and relaxed. You do not need a death grip on your handlebars; all the arms need to do is steer the bike and help support the torso. Some top rides do not grip the bars at all, but simply rest their palms on the bars.

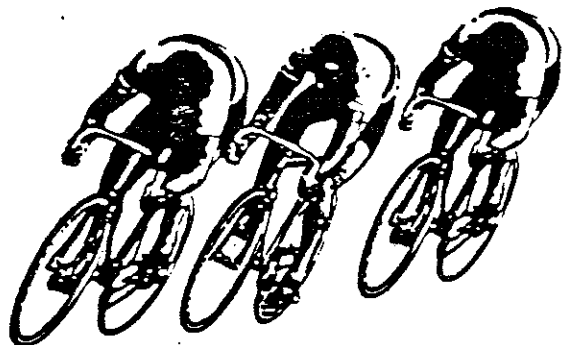
Pedal with a smooth, 360 degree stroke. Apply a steady, even force to the pedals perpendicular to the crank arms. If this technique is new to you, start off by learning to pull up on the pedals as well as push down.

Ride as straight a line as possible. If you zig-zag, you will be slower because you are riding a longer distance. If you have trouble with this, practice by trying to ride on top of the white line on the side of the road. Riding straight should not be limited to time-trials, but should apply to all of your rides.

Once or twice a month, ride some training time trials. Don't, however, ride one 10 mile ride, instead ride five 2 mile rides. This will give you more chances to experiment with gearing, and to fine tune your technique. Also, the short rides are less demanding mentally than a full length ride. This will allow you to be physiologically up for the race.

Those of you who are highly motivated need to be wary of over training. Unfortunately the symptoms are vague and will vary widely amongst individuals. Things to look for are persistent fatigue, abnormally slow recovery, rapid weight loss, irregular sleeping patterns, frequent colds or other infections, poor disposition, and deteriorating performance. Sometimes an elevated resting pulse can be an indication. Once these symptoms appear, there is little you can do other than to cease training and rest. Obviously, prevention is much better. Simply pay attention to how you feel. If you are tired on a day when you have hard training schedules, do on an easy ride instead. The most successful riders have found their best balance between hard training and rest.

Next Month: Race Techniques



A NEW CHALLENGE

6:45am Sun. Nov. 27th. My alarm goes off. I call the weather. 51° with 20mph winds, scattered showers. Today David is going to attempt a marathon at Stoney Creek. Not running, but on roller blades. I am going to crew for him on my mountain bike. The sun is rising in the east with clear skies. To the west, thick dark clouds are rolling in fast. He is to call by 7:00am if he thinks the weather is too bad to try it.

No phone call. I guess he is going to go for it. Perhaps he can't see the nasty clouds in the west. With 51° I hang the heavy weight clothes back in the closet, put on the lycra tights and Descente rain gear. Better grab the balaclava, shoe covers and gore-tex gloves just in case. Jerry decides he will stay home and skate. Weather looks too bad.

7:20am I jump in the van to head for Stoney. Sure doesn't feel like 51°. Should have brought the warmer clothes. Entering M59, a big gust of wind grabs the van and throws it into the other lane. Is David really going to skate in this?

7:40am I arrive at Stoney. Forgot the park doesn't open 'till 8:00am. Just enough time to snap a picture of the orange sun in the east. I see the beginning of a rainbow in the dark clouds to the west and snap a picture. There's the end of it too with brighter colors! A runner at the Visitors Center says it looks like a bad storm rolling in. Is David really going to skate in this?

The gates are opened. I head to the boat launch. Better throw the shoe covers, balaclava and gore-tex gloves on. David arrives and helps me put a pannier on the mountain bike. He throws two large bottles of Exceed in the pannier, his wallet and a wind jacket. It sure is cold and windy. He doesn't seem to have warm enough clothes on. Is he really going to skate in this? David's reply is "What's a little rain?" I tell him I will stay with him as long as he keeps on going. Don't worry, I have on rain gear!

Shortly after 8:00am we hit the trail. He doesn't stop. That's right, David never stops for anything. He hollers to start my computer. I hit the button. The seconds start ticking away, but NO SPEED. Great, how am I to tell him when he is done? Should have checked the equipment first, but he didn't give me any time. Is he going to be mad? I didn't even have time to get both gloves on. I ride past him, go up ahead, stop, put the glove on and play with the magnet on the fork. I get the computer working! Fantastic, but how far has he gone already? I catch up to David and tell him about the computer. He doesn't appear to be concerned. He is looking very strong. As we approach the golf course, the winds are head on. That's right, they always are by the golf course!

Pretty soon he takes his cap off. He's too hot, the long sleeves are pushed up. He asks if I'm not too hot all dressed up in my rain gear. I remind him that he is working harder than I am and that I am just right. It starts sprinkling lightly. Boy, are we going to get wet!

As we approach the second lap, David tells me to pace off 1.9 miles from the starting point and then he will know where the 26.4 miles end. He is always thinking!

A quarter of the way into the 3rd lap I see Doug May and Arnie Dick on the tandem and holler to them. We stop and talk for awhile then I take off to chase David down so he doesn't get too far ahead of me. Doug and Arnie are going to ride 50-60 miles. Are they crazy, in this wind?

About ½ way around in his third lap heading back into the wind, David breaks the tip on a pole. Doug and Arnie take off. This is when the crew member is needed. I take the poles from David, head for the van and tell him I'll meet him back on the trail. Going across the parking lot at the boat launch, the wind is whipping so hard I have all I can do to ride 7mph. How is David going to manage without his poles?

I meet him back on the trail in front of the boat launch. The wind is really blowing. David tells me to give him his water bottle and to go home, that I must have something better to do than ride around Stoney at 7mph. Hey, what is he talking about? I told him I would be his crew and I'm not about to bail out now. I made a commitment to be a crew member, and I'll stick with him through the wind, rain and broken poles! Besides, all I had to do was go home

to clean the house.

During the 4th lap Heidi drives by and stops to encourage David on. He has a little more than $\frac{1}{2}$ a lap, plus the additional 1.9 miles. David's spirits are getting a little down. He is fighting the wind and it is hard climbing without the poles.

I ride right next to him now. Don't have to worry about a pole going into the wheel anymore. I talk to him trying to keep the spirits up. Not sure if it's a good idea. Maybe it'll make him more tired, but we keep on talking.

Heading into the home stretch he still is skating strong. In 2hrs 43min 11sec and 26.4 miles of nasty winds, David completes his 1st marathon on roller blades! I am proud of him, but he feels he should have done better. Keeping the weather conditions in mind, and the fact that he had no poles for a lap and a half, I remind him that now he has something to shoot for next time.

When I get home, I call the weather. The temperature has dropped considerably, and the winds have picked up to 31mph with gusts over 40mph! Did David really skate in this?

A marathon on roller blades. Quite an accomplishment! Who else but David Heck would think of doing something like that?

I'm willing to crew for you again David when you're ready to beat your record, and I'll have Jerry's poles for a back up in case you break a tip. Just pick a day without any winds or rain! GOOD JOB!!

Congratulations! Sue

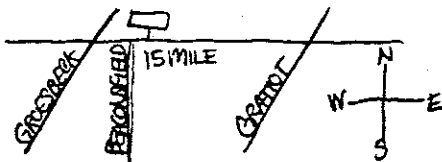
The Clinton River Riders have reserved one hour of



Sunday, Jan. 15
7:00-8:00 pm

The game is a combination of Jai-Alai, Hockey, Basketball and Polo played from a super maneuverable bumper car. Using a Jai-Alai like scoop, 2 five player teams throw a ball at a 15" net circle situated on goals at both ends of a 4000 sq. ft. court. Points are scored by making good shots or acquiring penalties against the opposing team.

Whirlyball is located at 15 Mile Road one block east of Groesbeck. (19781 15 Mile Rd - 792-4190)



Please arrive 10-15 minutes early to set up teams and rotation, and familiarize yourself with the game.

WHIRLY BALL

Limited to 30 Club members. Please call Karen Mousseau (792-0119) and make your reservation.



CLINTON RIVER RIDERS CLUB JERSEYS

Club Members Name: _____

Club Jersey - Check size and specify quantity of each size.
XXL Jersey (\$3.00 more)

S # _____ M # _____ L # _____ XL # _____ XXL # _____

ORDERS MUST BE TURNED IN, AND RECEIVED BY THE JANUARY MEETING!!!

Make checks payable to:
CLINTON RIVER RIDERS

Enter Quantity x \$18.25 \$ _____

Enter XXL Quantity x \$21.25 \$ _____

Mail to:
CLINTON RIVER RIDERS
36558 Moravian
Mt. Clemens, MI 48043

Total \$ _____

