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The RAMBLER



Clinton River Riders Bicycle Club

Access online at WWW.lmb.org/crr

The 2008 Blue Water Ramble is complete. The weather was excellent and feedback was near unanimously positive. Some constructive comments on the lunch stop location and route marking were things to consider for the 2009 Blue Water Ramble. There was so much feedback that it was divided into 5 different emails distributed by Bill Duemling. Riders that crossed into and out of Canada experienced quick and smooth ferry crossings. Some of the border agents even visited the registration area. Total riders were down from last year. The most important thing is no injuries were reported, everyone appeared to have a wonderful time, and all functions were smooth and timely. Everyone's support and participation are applauded; it can't be done without you. All in all not much could have been better. Please plan on participating in, supporting, and being a part of the 2009 Blue Water Ramble on October 4th next year.

It is a great time of year to get out and see the fall colors and there is almost nothing that can match cycling thru the countryside to see the foliage. Bicycling brings you some fantastic unobstructed and intimate closeness to Michigan's fall fest. Add a stop at a cider mill or local restaurant to make the trip complete. Get out and enjoy the crisp autumn air.

November Birthdays

11/01 Nicholas Kauten
11/04 Geraldine Prost
11/05 Carol Green
11/10 Ron Lendon
11/12 Gary Haelewyn
11/12 Al Barton
11/14 Susan Kuhn
11/20 Bob Goebel
11/21 Joe Solonika
11/23 Larry Goike
11/24 Tom Graham
11/24 Mimi Gendreau
11/28 Concetta
Pellerito

Club members are entitled to purchase one club jersey per year at a reduced cost (\$34). Contact Dennis Prost at 248-931-7300 or email dmprost@strategicfnding.com to get yours today.

Visitors: Ed Lindow, Mark Dennis Arel, Mark Russel, Cynthia Bostwick, Kathy Gilmour, Rob Wilson are new members via BWR applications. We welcome you to your association with Clinton River Riders and hope we will experience many happy cycling miles together.

Limited daylight has eliminated most of the weekly evening rides. For all who ride this time of year ensure you have working front and rear lights. Be especially careful when traveling east or west near sunset or sunrise, lots of cars are struggling with the sun ahead or behind them. That is one more distracter that divides their attention and keeps them from them noticing cyclists.

Our next club meeting is November 10th. Our meetings are always the 2nd Monday of the month. 7 pm downstairs in the Mt Clemens Library on Cass Ave. The exception is October, no meeting due to the BWR cleanup party.

CRR Awards Banquet, December 6, Saturday night, Fern Hill Country Club, 17600 Clinton River Rd., Clinton Twp. Cocktails 6:00 (Cash bar, free "soft drinks and juice) Buffet Dinner served at 7:00.

25 Metro Park passes will be given away and 25 will be sold providing a motion is made and passed at the November meeting. Bring wrapped gifts indicating gender preference.

Questions: Call John or Marilyn Tarantino (586-850-2485 or 586-350-9633)



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George Zloitro
george@precsound.com

Clean and care for the bike -

After a dry ride, wipe off dust and road grime by using a soft, clean rag dampened with your choice of a bike-specific cleaner wax or my favorite -- good old spray furniture polish (Pledge or a cheap generic brand). Never wipe with a dry rag; it'll put fine scratches in the finish. Spray the rag (not the frame) and work from the top down with light pressure. If you've dripped sweet stuff on the frame, use a wet rag first as Pledge won't always cut through it.

Keep flipping the rag to a clean area as it picks up crud. You'll be surprised how much dirt is on your bike after just one ride. After you've wiped down the frame and components, go back with a clean rag and buff the tubes to a nice sheen. Furniture polish also leaves a coating that helps prevent dirt buildup and makes the next cleanup easier.

After a wet ride, grab your bucket with its assortment of sponges, brushes, clean rags and grease-cutting Dawn dishwashing detergent. Add warm water and a squirt of the soap. Wet the sponge or rag and wring it out. Once again, work from the top down quickly and softly. A rag is better than a sponge for getting into tight places. Rinse it frequently in the detergent solution.

Dump the murky water, rinse the sponge and rags, and then wipe down the bike with warm water to remove the soapy residue. Using warm water helps the bike dry quickly so you can do the Pledge thing.

To clean wheels use a piece of old towel and some hot, Dawn-infused water. Hold the rag around the tire and rotate the wheel with my other hand. If you do this right, you can clean the tire and rim sidewalls in one rotation. Rinse with clean water. This procedure removes road oils and lets you inspect the tires for cuts, glass, thorns or whatever.

Cleaning Tips

- **Keep your supplies together and convenient.** If you have to search through the garage to find your stuff, you'll shrug your shoulders and walk away.
- **Stay away from the drive train.** You're not trying to clean the chain but merely get the grime off your bike.

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- **Wash your rags separately from household laundry.** Guys, this will keep you out of trouble with your wife and daughter. It's not very cost effective to replace their favorite blouses.
- **Do it now!** It takes no more than 5 minutes to clean your bike after a dry ride, less once you get the hang of it. Do it immediately upon climbing off. This is not the full-blown cleaning you should do when the bike is really dirty. It's merely homage to the cycling gods and a "thank you" to the machine that gives you so much pleasure.

Nothing looks or runs worse than a grimy bike. Take pride in your ride!

Here's a way to make your miles worth money: The new **Plus 3 Network** lets you turn *every* ride into a fundraiser for the cause of your choice. After signing up, you log rides on the website or do it automatically via a GPS device. The Network credits your account as much as \$0.02 per mile for road rides (\$0.025 for mountain biking). Then every so often, the Network tells corporate sponsors how many Plus 3 members covered how many miles, and the sponsors write a check to your cause. Membership is free and allows you to count running, walking and swimming miles too. For details on this worthy new program, which was launched at Interbike in late September, click <http://www.plus3network.com> .

It is getting close to the end of 2008 and certainly the easy part of cycling in 2008 is over. One thing to think about is a goal for next year cycling. It should be not to generic like "I'll ride more" and should be comparable/measurable in some fashion to show improvement. If you rode 2 centuries this year maybe attempt 3 or 4 next year. Or ride a century if have not yet. Increase an average speed, # of days commuting to work, or increase your yearly mileage total. Of course to track some improvement you have to know what you have done. There are a number of tools out there to sum up workouts and many of them are free. Please do choose a way to increase your fitness thru cycling.

We could certainly slow the aging process down if it had to work its way through Congress.

-- Will Rogers

Congress Passes Bicycle Commuter Act

Section 211 of H.R. bill 1424 does is give employers a tax credit for workers who pedal to their jobs. The amount is \$20 per month per cycling employee. The so-called "bicycle tax" provision was part of an additional \$110 billion in line items added to the already massive bailout legislation.

This benefit helps cover the cost of employer reimbursement for reasonable expenses incurred by an employee "for the purchase of a bicycle and bicycle improvements, repair and storage, if such bicycle is regularly used for travel between the employee's residence and place of employment."

Score it a long-sought victory for the national advocacy organization, the League of American Bicyclists. LAB in turn credits the persistence of **Rep. Earl Blumenauer** (D-OR) for spearheading the lengthy political process on behalf of the ride-to-work movement. (Actually, Blumenauer voted against the bailout bill despite the Bicycle Commuter Act's inclusion. He cited his opposition to other aspects of the wide-ranging legislation.)

According to LAB president **Andy Clarke**, the cycling provision previously failed passage when attached to bills dealing with matters such as climate change, energy and transportation. "It's ironic," he says, "that it would wind up in a financial rescue package, but we'll take it. I'm not going to quibble with the method. I'm glad to see it done. "Bicycle commuters will now be extended similar benefits to people who take transit and drive to work. It may not be a total game changer -- it's still a relatively small break -- but it gets us closer to the kind of treatment that cyclists in the U.K. and other parts of the world have had for years."

Clarke invites cyclists to keep an eye on the LAB website at <http://www.bikeleague.org> "as we work on the implementation process."

Quick Tip: Speed Booster. When you're looking for an extra mph in a sprint, chase or escape -- anytime you feel you're going as fast as you can but still need more speed -- the solution may be mental. Instead of commanding yourself to pedal *harder*, concentrate on pedaling *faster*. The difference is real to your body. "Faster" increases your leg speed. "Harder" produces a mental burden as well as a physical one. Your brain strains, your muscles tighten and speed comes at a higher cost -- or not at all.

THE PREZ SEZ.....

I want to thank all of our volunteers and committee heads for a successful BWR. We had some challenges this year and did a fantastic job.

We have some challenges for 2009 BWR. Replacing Bill Duemling (registration), Diane Baker (food), Jim Crawford (BWR Chair) is no easy task. These committee heads have many years of experience and they are willing to help the next people who accept these positions. I have complete faith in this group in overcoming any obstacles.

One of the main reasons I belong to this club and volunteer my time is to support cycling. Profits from BWR, (\$56,000.00 since 1997) have a great impact on cycling. We can be proud that our hard work has helped cycling in so many ways. I'm willing to lead the way and be part of the solution to solving the challenges for 2009. We will need help in keeping the tradition of the BWR.

Feel free to ask friends for help in filling these positions. No one needs to be a hero and do all the work. BWR is a great event and it is worth all of our efforts.

Thank you again for all of your help.

John Tarantino

President

Riding Home

A handful of real estate agents in U.S. cities such as Portland, Oregon, and Boulder, Colorado, have begun showing houses by bike and touting their listings' bike-friendly qualities, according to the Associated Press. Homes near urban centers and subway, train and bus stops are selling faster than houses in far-off suburbs. Other draws include neighborhoods with bike lanes and bike shops. Realtors trying to tap the cycling market should realize that there are housing requirements that benefit cyclists.

CRR Ride Schedule

Tuesday 9:30 am Sheffield Shuffle, on the NW corner of Big Beaver & Cunningham (1 block west of Coolidge) Meet Rick & Sue Moorman for 16 - 18 mph ride.

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

Thursday 6 pm meet at the MSU Management Center, Square Lake and Crooks, Meet Rick Jones for a fast ride 15-17+ for a distance of 30 miles.

Friday 8 am or 8:30. Meet Bill & Annette for a 40 or 50 mile ride at 15 - 18 MPH ride. Call Bill at 248-652-2278 or email nlt than Wed.

Saturday

9 am Stony Creek West Branch parking lot, meet TJ Hill for mountain bike riding, pace of TJ. Call TJ at 586-293-0162.

9 am 8 ½ & Gratiot (Shultz's Funeral Home Parking lot) Meet Jane Bernard or the Mooremans for a 34 mile ride at 14 – 16 mph. Goes all winter but weather and road conditions permitting. Breakfast afterwards and 10 minute rest at the midpoint.

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 – Winter rules apply roads and weather permitting.

Gary Haelewyn Ride Director HOTLINE 586-819-0222

Newsletter Changes to Les Dunham, lesdunham@hotmail.com or 586-216-4135

Quick Tip: Control Inflation. Here's a little-known fact: Most bike tires can withstand 2 times the maximum pressure inscribed on the sidewall. (*Don't you dare!*) Companies make them that way for a large safety margin. But while that's interesting to know, it's not something that will benefit your riding. In fact, even inflating road tires to maximum recommended pressure will make them wear faster, cut more, corner worse and rattle your teeth. For the most commonly used size, 700x23C, an inflation of 95 psi front and 100 rear will give you excellent performance, no matter how much pressure the sidewall says could be used. Heavy riders can go up 5 psi or so in each tire to prevent pinch flats.

Too much time on their hands –

Also it is hunting season



Eat to Lose Weight

For those who get into cycling for weight loss there is often some slight disappointment. Why eat anything on a ride if shedding weight is a goal? It seems logical that you shouldn't. After all, weight loss is based on increasing caloric expenditure coupled with consuming fewer calories. One common experience by many new riders is that they hit a point where their body feels like it cannot go on. Hitting the wall or bonking is the term used to describe it.

This is a deficit in fluids or calories and the body has reached the limits of its usual reserve. Cycling demands constant use of the body's fuel and that must be replaced throughout the ride.

As in many other areas, what seems logical isn't necessarily so. Weight loss is a subject fraught with paradox. Here are 3 important reasons to eat while riding:

- **You can ride longer.** The more you ride the more calories you burn. But you can't ride longer than about 2 hours before your stored glycogen (muscle fuel) is depleted. At that point you feel tired and even miserable.

But if you eat, you can ride much longer and burn substantially more calories even though you add some with on-bike snacking. Hence, the paradox: You have to eat in order to ride long enough to burn more calories.

Here's an example: Let's say you burn an average of 550 calories per hour on a ride. That's in the ballpark for many cyclists. If you don't eat, you can ride 2 hours before feeling fatigued and the fun ends. That's 1,100 calories burned. But if you nibble an energy bar (225 calories) and drink a bottle of sports drink (125) along with enough water to stay hydrated, those 350 calories enable you to complete a 4-hour ride feeling pretty good. So your net loss for the ride is 1,850 calories ($550 \times 4 = 2,200$, less 350 = 1,850). This represents just over half a pound (224 grams) of body fat.

Tip! As a safety net, carry a packet of energy gel in case you do run too low on fuel in the last hour. It'll supply about 100 calories and not upset the equation enough to matter, but it will help keep the ride fun.

- **You can ride harder.** Although duration is important, so is intensity. And you can't go fast unless your body has a lot of carbohydrate to

burn. Bodies that exhaust their glycogen stores have to burn predominantly fat -- and fat metabolism means you can't ride hard. On the other hand, if you conserve muscle glycogen by eating carbs as you ride, you'll be able to go at a higher calorie-incinerating pace.

- **Your furnace stays stoked.** You don't burn calories only while riding. You burn them just by being alive. And fast riding is one of the best ways to keep your metabolic rate elevated *after* you get off the bike. That's when you really lose weight. It happens best after long, vigorous rides made possible by eating on the bike.

One more point: Be careful when you set weight-loss goals. It's tempting to try for extremely low body fat percentages. We tend to think of elite riders when we envision the ideal cycling body. But people who excel as pro roadies are often lean and light to begin with. The fact is elite cyclists have chosen their parents very well.

It's unrealistic for a large-framed person who stores fat easily to achieve a pro cyclist's silhouette. It won't matter how much he or she rides and restricts calories. Instead, this rider will slow down, get exhausted and hate the bike. Have realistic weight-loss goals. You'll get leaner, faster and climb better -- within your genetic limitations.

For Sale –

Silver Trek tandem, about 3 years old but barely used, like new T900 mountain bike style 24 speeds, computer, stoker seat has shock absorbing post, rear seat has turn indicator/taillight. \$400.00 (586) 416-1504 (Clinton Township) veggieman58@comcast.net

Tip! Keep a cycling diary to help you spot negative trends. By noting how you feel during rides, your times on certain climbs or courses and your recovery, you'll have an objective way to judge cycling performance -- and potentially the state of your heart's health -- as months go by.

Tip! Relaxation is the key to pedaling quickly without bouncing. Keep your elbows, shoulders and hips loose. Trying to *make* your feet go faster doesn't work as well as *letting* your feet go faster.

MEMBERSHIP APPLICATION FORM

Clinton River Riders Bicycle Club

Make check payable to:

Clinton River Riders Bicycle Club
Mail to: 34501 Utica Road
Fraser, MI 48026

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

New Member Renewal

Name: _____

Address: _____

City: _____

State: _____ ZIP: _____

Home Phone: () _____

Email: _____

Yes, please add me to your list of active volunteers who help promote bicycling at the local, state, and federal level. I understand I may be called upon on occasion to write a letter or attend a meeting supporting bicycles as a legitimate mode of transportation.

Family Names	Birthdate
_____	_____
_____	_____
_____	_____

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 UNDERSTANDING 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 FULL ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS AND DAMAGES I incur as a risk of my participation in the Activity.

3. HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Club, 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)