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The RAMBLER



Clinton River Riders Bicycle Club

Access online at WWW.lmb.org/crr

The 2008 Blue Water Ramble planning continues on a successful course and pace. Currently mapping of the routes is about 90 percent complete. Jerry Pavlat and Rick & Sue Moorman will help Diane Baker with the rest stop boxes and paper product supplies. Bill and Diane Baker rode the 40 mile course for fun recently and said it is excellent. Of course our next hurdle is getting the support tasks staffed. So please think about what you can do to aid in this being the best BWR. Our ride has a great reputation so be a part of the success.

The 2008 Tour De France is underway and this year's tour is turning out to be quite competitive. So far minimal allegations of doping have occurred. For those who are interested each day's stage can be seen on Versus. American rider Christian Vandeveld is among the top cyclist.

With higher fuel prices there are many more cyclists out on the road. Please be aware of them. Help with your patience and aid them in education about riding safely. Also let them know about CRR, LMB, and the many other resources out there. One day we might be a healthy nation and increased cycling can't hurt.

Aug Birthdays

08/04 Jerry Pavlat
08/07 Julia Schultz
08/08 Nancy Duemling
08/10 Michael Sproul
08/14 Warren
Berthelsen
08/14 Steve Conatser
08/15 Art Meerhaeghe
08/21 Michael Ondre
08/21 Hans Kaufmann
08/22 Paul Franks
08/24 Dee Whitmore
08/25 Charles Rose
08/26 Bruce

Freeburger

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: Mary Olk, and Tony Smith are new members. We welcome you to your association with Clinton River Riders.

Our next club meeting is Aug. 11th. Our meetings are always the 2nd Monday of the month at the Mt.Clemens Public Library. 7 pm downstairs.

Doug MacDermaid needs pictures soon for the annual banquet, not 2 weeks prior to the event. He would like to do something with historical pictures as well. He can use almost any format but digital is the preferred method to send them to him. There is the ability to scan old photos into electronic format too. It is a little time consuming often takes up more electron space. Anyone with an extended history riding is encouraged to provide anything with historical value.

Bruce Freeburger, talked about carrying cell phone and pictures when it is raining. After an electronic component become wet. Use a plastic bag with some alcohol to allow the moisture and alcohol to evaporate quickly.

If you have not biked a century this yet this year you may be ready to consider it. For some it is almost a ritual to reach this lofty cycling goal. If you can ride 40 – 60 mile events it may be within your ability.

Here are five simple steps to follow on the road to a successful century:

Pick your distance: When planning the ride, select a distance that you can train for and complete without taking on too much risk.

Build your base: most of your time in the saddle should be base miles at a moderate aerobic level.

Build your power: One quarter of your time in the saddle should be high-intensity interval training.

Ride out SLOW and finish STRONG: This is the biggest challenge for many riders.

Train for your best. If other life obligations prevent you from your goal ride then change your plan. Don't put yourself in danger of over extending beyond your preparation.

If you plan to ride the metric century, you'll need to ride 75 to 100 miles each week for at least eight weeks, preferably 12. If you plan to ride –

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to ride the 100-mile century, you'll need 125 to 175 miles each week for eight to 12 weeks. Will your schedule allow for that much training? If you are already participating in 50- to 65-mile rides, building up to a 100-mile distance is a reasonable goal. If you are riding shorter distances now, better to try for the metric century.

On the Federal level, two encouraging pieces of legislation were presented that would raise awareness of bicycling importance to public health and ensure that all users of the transportation system are able to do so safely and conveniently.

In the House, Congressional Resolution 305, sponsored by Congressman Earl Blumenauer (D-OR), recognizes the importance of these aspects and resolves to provide financial incentives, in the form of tax revenues and federal funding, for increased development of transportation systems that incorporate alternative forms of travel and encourage bike use.

In the Senate, Senator Tom Harkin (D-IA) introduced Bill 2686, known as the "Complete Streets Policy." It would ensure that transportation construction includes provisions for the safe and convenient travel of all users of the transportation system, including cyclists. Senate Bill 2686 was referred to the Senate Committee on Commerce, Science and Transportation, while House Congressional Resolution 305 was sent to the House Committee on Transportation and Infrastructure.

For more information on these issues, as well as how you can get involved with bicycle legislation and advocacy, please visit the Bicycle Alliance of Washington website at [www. Bicyclealliance.org](http://www.Bicyclealliance.org) or the Bicycle Transportation Alliance at www.bta4bikes.org

The U.S. Conference of Mayors has adopted a resolution that bicycling should be integrated into the country's transportation, climate, and energy and health policy initiatives. The resolution provides solid reasons why cities should support cycling. Two examples: ". . . bicycle commuters annually save on average \$1,825 in auto-related costs; reduce their carbon emissions by 128 pounds, conserve 145 gallons of gasoline, and avoid 50 hours of gridlock traffic; and . . . 10% of global oil production goes solely toward fueling America's cars and trucks, and the U.S. could save 462 millions of gallons of gasoline a year by increasing cycling from 1% to 1.5%

of all trips. . . ." The entire document is on the League of American Bicyclists website.

Ever wonder how hills are categorized for cycling -in general terms, Category 4 climbs are short and easy. Category 3 climbs last approximately 5 kilometers (3.1 miles), have an average grade of 5 percent, and ascend 150 meters (500 feet). Category 2 climbs are the same length or longer at an 8 percent grade and ascend 500 meters (1,600 feet). Category 1 climbs last 20 kilometers (12.4 miles) with an average 6 percent grade and ascend 1,500 meters. Beyond category climbs include an altitude difference of at least 1,000 meters (3,280 feet) from start to finish and have an average grade of at least 7 percent. A 1 percent grade means a road ascends 1 meter (3.28 feet) for every 100 meters (328 feet) it advances.

Common hill climbing theory says -**STAY SEATED AS MUCH AS POSSIBLE**. Although you develop more power while standing (you are taking advantage of all your upper body weight pushing down on the pedals), you also use 10 to 12% more energy as your pelvis isn't in contact with the saddle which means more work for your core and back muscles as you pull up on the unweighted pedal. The net effect is more energy used (less efficient) to climb standing versus to climb seated.

On short climbs, the length of a football field or less, it makes little difference. But on longer climbs, stay in the saddle and spin at 80 - 85 RPM. This is particularly so if you are heavier as standing puts just that much more weight on your leg muscles, while sitting uses the seat to help take the extra upper body weight off your legs. Staying in the saddle will:

- burn less energy - heart rate is approximately 8% lower for any set speed
- use your bigger gluteal (butt) and hip muscles to your advantage

If you must stand, remember it's hard to pull up because you aren't in contact with the saddle -- there's nothing to brace your hips to pull against - - and you will to power into BOTH the down and up strokes (12 to 5 o'clock on the down stroke and 7 to 10 o'clock on the upstroke). You should use your body weight to help you push down. Let the bike move fluidly under you.

Cycling Statistics and Safety

Every year in the US, there are about 700,000 deaths due to heart disease; 500,000 from cancer; 160,000 caused by strokes; and 110,000 from lung diseases. Active exercise like cycling helps reduce all these, not to mention 40,000 motor vehicle fatalities. Now stop and think about those numbers! Compare those with the number of bicycling fatalities. In a typical year in America, there are about 800 cycling fatalities. For every cycling death, there are roughly 1000 deaths due to heart disease - and cycling can help prevent heart disease.

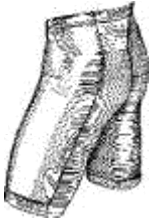
Improving bicycle safety in traffic is actually quite easy: most car/bike crashes happen with crossing and turning traffic at driveways, intersections, in bike lanes, and with unlit bicyclists at night. These are predictable crashes which can easily be avoided. The most experienced bicyclists have learned how to do so.

Cyclist's often log thousands of miles, year after year, yet have 80% fewer collisions than untrained cyclists. Through study and practice they have learned that by politely using all the rules of the road to cooperate with other drivers, they can ride quite safely with traffic.

Politely taking enough space for your own safety is the heart and core of safely cycling in traffic. You can't be safe unless you're willing to take some space; even if you have to delay some cars. The most experienced bicyclists politely and legally use the full lane when it's needed, and ride comfortably in a safe-space zone away from hazards. Doing so makes them safer by being more visible to other drivers at driveways and intersections, where most collisions occur.

Fortunately, we have carefully designed, commonly accepted rules of the road, which make driving on the roads a well-organized, cooperative, and relatively safe activity. Sadly, some bicyclists in the USA don't use these rules.

Overall, bicycling is safer than motorcycling, horse-riding, water-skiing, or swimming. Even the overall risk involved in a bicycle crash is much less than in a car crash. Cars on highways crash at high speeds, with tremendous damaging forces, and tangle with tractor-trailers 30-40 times larger (a much greater difference than between cars and bikes).



For most people, 35 miles on a flat bike ride means about three hours of sitting. Those's three hours of pressure, reduced blood flow, reduced ventilation, and perhaps sweat on your nether parts. Your butt would be sore if you were sitting on a lawn chair! So do your butt a favor. **Stand on the pedals** now and then to take the pressure off. You can stand while coasting down any little hill. You can stand while climbing a hill. You can stand and pedal even if there is no hill. And, of course, you can stop the bike and stand up to rest. But do stand up to let some blood and air circulate! It really helps, it's easy, and it's free! (Can't stand up? At least slide forward or backward on your saddle, to change the pressure points.)

Or maybe change the tilt down. That is, **adjust the tilt of your saddle**. Changing saddle tilt is an easy, one or two wrench job. Adjust so the widest part of your saddle supports your weight mostly on your two "sit bones" or *ischial tuberosities*, the ones that hold you up if you sit on the corner of a desk. If your saddle is tilted up too far, it can put pressure on soft tissue at the front. But be careful - if you tilt it too far down, you can find yourself sliding off the saddle, and resisting that with excess pressure on your hands. For most people, the top of the saddle should be roughly level, but experiment to see what works for you. A small change can make a big difference! More next month on saddle adjustment.



CRR Ride Schedule

Monday

6:00PM Meet Bill and Diane Baker at Fraser Cycle 34501 Utica Rd for a 1-2 hour scenic easy ride at the pace of the slowest ride. No Ride on Meeting nights.

Tuesday

5:30 Sheffield Shuffle NW corner of Big Beaver & Cunningham (1 blk west of Coolidge) Meet Rick and Sue Moorman for a 15 - 18 mph ride with a distance of 35 - 50 miles.

Wednesday

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

6 pm Meet Steve and Debbie Angst at Naldrett Elementary on Sugarbush. This is north of 21 mile and east of I-94. For 25-30 miles around New Baltimore. 16-20 mph.

Thursday

6 pm MSU Management Center, Square Lake and Crooks, Meet Rick Jones for a fast ride 15-17+ for a distance of 30 miles. Start together - end together.

6 pm Ride with Bill Baker from Prestige (Garfield & Moravian) Pace is 13 – 16 for 2 hours of riding.

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

8 am Stony Creek (boat launch) to Armada. 44 miles at 16 - 22 mph (2 groups) with a stop in town to eat. Armada EZr meet at 25 & Shelby. Take the path to 29 & Van Dyke, then roads to Armada. Pace is 15 – 18mph, 38 miles round trip.

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

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.

