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The RAMBLER



Clinton River Riders Bicycle Club

Access online at WWW.lmb.org/crr

The **Clinton River Riders July meeting** had special meaning with the club attendees wishing Doris a Happy Birthday. A heartfelt thanks to all that made the meeting a success. Lots of joy and few tears of gratitude accompanied the cake and best wishes. One photo from Debbie Angst is on page 3.

Cycling safety is paramount in our riding. Recently one event had 3 incidents that should remind us to be careful continuously. One rider slipped down on diagonal railroad tracks. Another disregarded stop sign crossing a main road and his rear wheel was clipped by a passing automobile. And the last cyclist touched wheels and lost control ending up on the ground. All riders mentioned are sore and recovering. This was not a CRR ride. Always exercise caution, ride safe, and complete the ride without incident.

Jerry Bartles participated in the 2009 Senior Olympics and won 4 gold medals. He has a long time relationship with CRR and even attended the June Men's Trip all the way from Minnesota. Keep it up Jerry!

Aug. Birthdays

08/03 Linda Ostrowski
08/04 Jerry Pavlat
08/06 Jee Dunham
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 Paul Kasper and Deborah Struck joined Clinton River Riders in the last month. We welcome you to our organization and wish you many happy miles riding together.

Our next club meeting is August 10th. Our meetings are always the 2nd Monday of the month. 7 pm downstairs in the Mt Clemens Library on Cass Ave.

To stretch or not to stretch? That's always been the question among cyclists. A new study has come up with an answer, sort of: *Yes!* Stretch if you like to stretch and want a small amount of defense against soreness and injury. *No!* Don't bother if you don't have the time or interest. The study found that stretching does not reduce the *overall* risk of injury, although it can reduce the likelihood of certain injuries to muscles, ligaments and tendons. In addition, people who stretch have only about an 8% less chance of experiencing soreness than people who do not stretch. A summary of the study with links to greater detail is at <http://tinyurl.com/mbk3ds>

LMB just posted a new Michigan bicycle routes and maps webpage. It has a wealth of local, regional and cross state routes. <http://www.lmb.org/routes.html> It also includes LMB's new East/West Cross State Route which is a free PDF download. Additionally, you'll find links to LMB's new MapMyRide group. By joining the group you can post your own favorite local routes for other cyclists across the state to use.



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Threadless Headset Fix

Most quality road bikes made in the last 10 years have threadless headsets. They can develop an annoying habit of loosening. How can you tell? By the rattle or clunk from the front of the bike when you ride over bumps. Or at a stop hold the front brake and attempt to move the bike fore and aft. A knock or excessive movement indicates that all is not correct.

Usually the fix is as simple as loosening the stem bolts, tightening the top bolt to remove the play in the headset, and retightening the stem bolts. All you need is a 4- or 5-mm Allen wrench and a torque wrench to retighten the stem bolts. If this does not reseal and eliminate the problem then more thorough disassembly and reinstallation may be needed. It might be worthy of trip to your favorite bike shop for their opinion and expertise.

To be safe, fast, and efficient follow these guidelines –

- **Be balanced.** With the crankarms horizontal, rest about one-third of your weight on the pedals, one-third on your hands and the rest on the saddle. Pin the nose between your thighs for greater stability.
- **Touch the top tube.** As you coast down a fast hill, pin the bike's top tube between your knees or rest one leg against it, depending on the frame design. Doing so helps avoid shimmy (speed wobble) than can cause loss of control.
- **Keep hands wide.** Grip the brake hoods or put your hands in the handlebar drops within easy reach of the levers. Forget holding the bar on top next to the stem. Sure, this position makes you slightly more aerodynamic, but it's less stable due to the narrow grip and it puts your hands far from being able to brake.
- **Look ahead.** Keep your back flat and head up. You're going fast, so problems come at you much quicker too. Looking well ahead helps you anticipate and react. Also look where you want to go, not what you want to avoid (you surely won't).

Relax. The biggest descending error for most riders is unnecessary tension in the hands and upper body. Bikes are meant to be piloted with a light touch on the handlebar so the front wheel can move slightly back and forth for balance. But it can't happen if you have a death grip on the bar. Tension starts in the face and neck, so consciously relax your jaw muscles before you start downhill. Then let that relaxation flow down through your shoulders, arms and hands.

Tax deductions for the purchase of bikes and accessories may be coming. U.S. lawmakers have introduced the Personal Health Investment Today Act of 2009 (H.R. 2105) in the House of Representatives. The bill calls for deductions of up to \$1,000 per year for expenses used to stay physically fit and active. Qualifying would be health club memberships, personal instruction and some equipment used for exercise, probably including bicycles. The impetus for the bill is a World Health Organization study that says a \$1 investment in physical activity would reduce medical expenses by \$3.20 in the U.S., and 2 out of 5 Americans would increase exercise if offered a financial incentive. Cost effectiveness with potential tax savings, healthy lifestyle promotion, and benefits to fitness. Contact your federal representative and let them know your position on H.R. 2105.

CRR Ride Schedule

Monday

6 PM Meet Bill & Diane Baker at the **Genysis Credit Union** Office 23 mile & Van Dyke) for a 10 - 15 mph bike ride. Easy paced ride with no set destination or mileage.

Tuesday

5:30 pm 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** School (On Sugarbush, north of 21 Mile and Cotton, east of I 94) for 30 Miles of cycling up to New Baltimore at a pace of 15-17mph.

Thursday

6 PM: Meet Gary Haelewyn and sometimes Sally (248-549-9062) at the SW corner of Sheffield Parking Lot 20-30 hilly miles at 12-14 MPH in the Troy, Bloomfield, and Auburn Hills area.

6 PM Meet Carol Green at Masonic and Jefferson for 30 miles of 15 - 17 mph riding.

5:30 pm MSU Management Center, Square Lake and Crooks. This year will start slower. Meet Rick Jones for a fast ride 15-17+ for a distance of 30 miles. Start together - end together.

Friday

9 am Meet Bill & Annette for a ride at 15-18 MPH ride. Call Bill at 248-652-2278 or email nlt than Wed. Meet often at the Romeo Kmart to various destinations.

Saturday

8 am Stony Creek (boat launch) **to Armada**. 44 miles at 16 - 22 mph (2 groups) with a stop in town to eat.

A group will also leave **25 & Shelby at 8:30** taking the path and roads to Armada. 36 miles, few hills, 15-19 pace.

9 am Stony Creek West Branch 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.

9 am Meet Dick Williams at **Gr Pointe North HS** for 40 miles of riding to Ft Wayne and back. 14-17mph.

Gary Haelewyn Ride Director HOTLINE 586-819-0222

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

To develop a **smooth pedal stroke** at high cadence, the usual recommendation is to remain in your low climbing gear as you start a descent and spin it up to 110, 120 or higher rpm.

But so does another approach that's worth trying. It's the opposite, spinning a low gear while climbing a gentle grade (2-3%). Here's how:

- Choose a cog that's several teeth larger (lower gear) than you'd normally use for the climb.
- Increase cadence steadily until you reach the point where you're bouncing on the saddle, then back off just a bit to settle down.
- Hold that cadence for another 60-90 seconds.

Going against gravity provides some resistance, and you can feel the pedals better. You won't spin out so quickly, if at all. However, you won't have the advantage of gravity helping you briefly reach a very high cadence that takes your legs where they've never been before. Try both techniques. Together they'll quite quickly produce a more fluid pedaling style at high cadence. And that'll make you smoother during standard 90-rpm cruising. That's one payoff, and another will come when you need to rev up to escape a charging dog or contest a city-limit-sign sprint (or the finish of a real race). You'll have the ability.

Important: Remember to keep your hips steady in the saddle. You don't want to cultivate a ragged technique. If you begin to bounce and flail, back off just enough to quiet down. As you get proficient at a given rpm, increase your cadence till you start bouncing again, and so on. It's useful to have a cyclecomputer with a cadence readout so can see your progress.

