

PEDAL

PRESS

Kalamazoo Bicycle Club

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October/November, 1989

Future of Bicycles at Al Sabo Land Preserve In Question

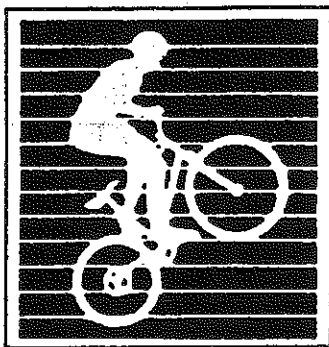
Any of you who've ridden your mountain bike at the *Al Sabo* recreation area know it to be one of the prime trail networks in the Kalamazoo area. Al Sabo offers miles of intersecting trails over all sorts of terrain. There's twisty, turning, highly- technical single-track, steep inclines, creek crossings, and small patches of deep sand. You can literally ride for hours without using the same trail twice. Novices will find smooth, shady lanes. Experts can find screaming, rock-strewn descents to test their skill and their courage.

When you ride at Al Sabo, you'll see lots of riders, some

bike club members and mostly new faces. The locale provides a chance to meet up with new folks, the more experienced mountain bikers often sharing tips on technique and equipment with the more novice riders. Often during these talks you'll hear rumors about the future of mountain bikes at Al Sabo. A couple of times, we've heard the alarming announcement that bikes are to be banned from the area entirely.

"Why would anyone ban a bunch of

harmless bikers?" you might ask. The question of bicycle access to public lands is nation-wide and makes for a much longer discussion than we have room for here. Suffice it to say that a very few unscrupulous mountain bikers have done some pretty inconsiderate types of riding on public lands, scarring the wilderness and annoying hikers and horseback riders.



We were so alarmed at the possibility of the closure of Al Sabo that we decided to call the Kalamazoo Department of Public Utilities, the agency that owns the land and

makes it available for public use. *Pedal Press* called the department in late October and was referred to Mr. Bruce Minsley, the Department Deputy Director. Mr. Minsley was cordial and very cooperative. He gave freely of his time and answered all of our questions frankly. Mr. Minsley seemed genuinely concerned with working out a viable plan for the cooperative use of Al Sabo by all interested parties: hikers and bikers alike. A synopsis of our conversation appears on Page 10 [see *Al Sabo*.].

December Meeting: Annual KBC Holiday Party

The KBC Holiday Party will be held on Monday, December 4th at 7:45 until 10:00 p.m. at the Parkview Hills Apartments clubhouse, adjoining the rental office.

The club will provide soft drinks and a punch bowl. Attendees may bring snacks and/or beer or wine. The clubhouse has a full kitchen for keeping your beer cold and your fancy snacks hot (microwave or conventional oven).

This last meeting of 1989 will be a time to see old friends and meet new KBC members and the new club officers. Our past president, Keith Little, has promised to make some parting remarks. We promise to keep business to a minimum, so come and party with the club!

For more information about the party, contact Steve Clarke.

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October Meeting Report

The October KBC meeting was called to order at the Healthsource Fitness Center at 8:00 p.m. by Keith Little, the Club President.

The focus of the October meeting was crime prevention: how we can avoid being victims of crime while we ride and in other situations.

Keith shared with the group his story of being a victim of violent crime while cycling. A car containing four or five young men drove close by Keith, yelling obscene comments. His immediate reaction was to make an obscene gesture. The car returned, and the youths got out of the car and attacked Keith. In short, he was badly beaten, suffering a broken nose as well as many bruises and scrapes.

While summing up what he'd learned, Keith demonstrated the gesture that got him into trouble and said "well, I'm not going to use *this* any more, no matter how mad I get." Keith continued, "If you fight with these sorts of people, you're going to lose, all the time... The main point of my story is defensive cycling."

After Keith answered a few questions, he introduced our guest speaker, saying that his experience had prompted him to ask *Citizens Against Crime*, a Grand Rapids-based anti-crime organization to speak at the meeting. He then introduced Dave Benardino, our guest speaker.

Dave spoke for approximately one-half hour on preventing crime, with an emphasis on how we can avoid being victims of crime. His main points are best summed up in a pamphlet available from Citizen's Against Crime at P.O. Box 6421, Grand Rapids, MI 49516

The meeting was adjourned at 9:20 p.m.

November Meeting Report

The November meeting was held at the Healthsource Fitness Center on Turwill Lane in Kalamazoo. The meeting was called to order at 7:50 p.m. by Phil Caruso. Phil was the acting meeting Chair, as no club officers were present.

The first order of business was club officer elections. No nominations were accepted from the floor. The voting was done by secret ballot. The candidates were:

President:

Steve Clarke *
Keith Little (I)

Vice President:

Mike Gacki *
Keith Little

Secretary/Treasurer:

Wilma Long
Karen Torre (I) *

* Winner

[See the accompanying letters from the new officers elsewhere in this issue.]

Sandy Kimbrough counted the ballots. According to the club constitution and according to convention, the new club officers begin their terms immediately upon election.

The next order of business was planning the Christmas party. Sandy Kimbrough moved that the party be held on the first Monday of December, in keeping with the regular club meeting schedule. The motion was seconded and passed without descent. Selecting the place and time for the party will be the first tasks of the new club president. *[See the accompanying article on the Christmas festivities.]*

Joe Torre reported that there are not yet enough club jersey orders to place an order with our supplier. Anyone interested in ordering a club jersey should call Karen Torre at 381-4329.

Presidential appointments were the next topic. Phil Caruso agreed to stay on as Database Administrator (membership list). Marc Luoma offered to stay on as Newsletter Editor. John Mathieson declined to continue his position as Ride Captain.

Phil Caruso asked for volunteers for the position of Ride Captain. The Ride Captain is responsible for scheduling all club rides, bringing the schedule to meetings to solicit ride leaders as well as making phone calls to likely leaders. One volunteer was received from the floor. All other volunteers should contact Steve Clarke at 327-9956.

Finally, the chair recognized Mike Teel, who informed us of a planned roller race to be held at a local mall during the month of February. Anyone interested in participating or helping out should contact Paul or Mike at Breakaway Bicycles (349-5555).

The meeting was adjourned at 8:25 p.m.

Club Jersey Order Deadline Jan 1, 1990

The deadline for ordering club jerseys is January 1, 1990. After that date, it will be many months before we order again.

To order a jersey, contact Karen Torre with your size requirements and your commitment to buy the jersey when it arrives. Write to Karen at the Club P.O. Box (527, Kalamazoo, 49005) or call her directly at 381-4329.

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Note from the (New) President

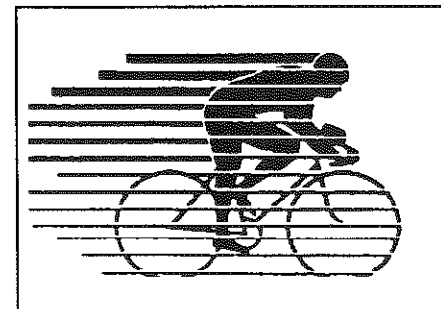
Hi, I'm Steve Clarke, your new KBC President. I look forward to the opportunity to interact with both new and established members of KBC. With the members' help, I look forward to a productive year in 1989-1990. Items which we need to address include identifying ride leaders, establishing a committee to initiate a tour to take place in 1991, interacting more closely with the race team members, and expanding our outreach to include the ever-growing numbers of mountain bike riders. In this regard, we need to make the mountain bike contingent aware that without their support, Al

Sabo Land Preserve may be closed to mountain bikes.

Now is the time to make plans for the spring. People interested in leading rides or organizing a tour should contact me soon. Again, I look forward to a dynamic year and will call on many of you to help in increasing the number and quality of KBC activities.



Race Team News



- Each team members will be given assignments to assist in the organization and/or operation of races promoted by the club.
- Race team members in good standing are eligible for reimbursement of race entry fees to the extent of money available.

Based on the discussions held at the last two KBC race team meetings, the following are the rules for 1990:

- Team members must be Kalamazoo Bicycle Club members; they need not hold a USCF license [The USCF is the United States Cycling Federation -- the governing board for amateur racing in the U.S.].
- Racers' club dues must be paid by January 1 for the upcoming year. Individuals who join the team part way into a season will be expected to pay the full year's dues.

Co-captains for the next year are Joe Torre and Mike Teel. Race secretary is Sandy Kimbrough. The next race team meeting will be held in January.

Anyone interested in becoming a Kalamazoo Bicycle Club Race Team member must call Joe Torre at 381-4329 and send club dues for 1990 to Joe [care of the club PO box].

Note to USCF Racers: You should have your dues paid and should call Joe by January 1, 1990 to have your correct team racing status listed on your 1990 license.

Regular Ride Starting Locations

The Health Source: Turwill Lane off West Main St. just east of Drake Road.

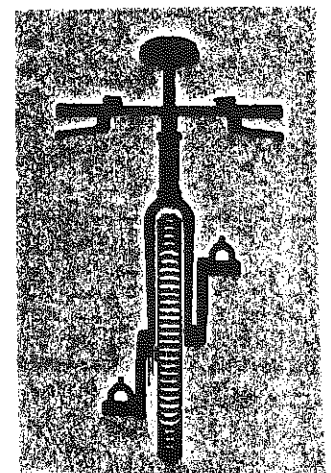
Kalamazoo Academy: (Formerly Lexington Green School) Milham Road and Sprinkle (across from PRAB Robots).

Kalamazoo Central High School: On Drake Road, approximately one mile north of West Main Street (near the malls).

KVCC: Kalamazoo Valley Community College. 6767 West O Avenue (at 9th Street). Road rides usually meet at the lot near the tennis courts. MTB rides meet at the lot nearest the bend on 9th street.

Scotts Elementary School: On "QR" Avenue just east of 36th Street near the Scotts four corners (by Scooter's Malt Shop).

WMU: Safety Cycle parking lot, on Buckout Street near Michigan Avenue (by Domino's).



February/March Newsletter Deadline

The deadline for the February/March *Pedal Press* is Monday, January 15. Please mail all correspondence, articles, classified advertisements, complaints, questions, queries, comments, diatribes, opinions, hate mail, fan letters, etc. directly to me:

Marc Luoma
13220 S. 38th St.
Vicksburg, MI 49097

Are You Expiring?

All members - look at your newsletter mailing label to make sure your membership isn't expiring. If it is, be sure to send in your renewal right away so you don't miss any Club activities.

New Members

Louis, Sarah, & Becky Cramer
H. F. King
David, Susan, Jamie, Lindsay, Jeff, &
Kirk DeLeeuw
Stan Greene
Bob Luoma & Jody Bennett
Patrick, Debra, Jack, & Katie Pearson
Ann Thomas
John Vollmer

A warm welcome to you all. We hope to get to know you at the Holiday party.



Classifieds

For Sale:

Mag Trak-Stand wind trainer. Very slightly used. \$35. Phone Kevin McWatt at 344-9381. Leave a Message.

Personals:

JOHNNY EXCITEMENT: Two's company and three's a crowd.

Wanted:

Information and Advice on long-distance touring and/or touring in Europe. If you have such information, please contact Dave Zacker at 343-9280.

Membership Services

The following area businesses have offered to provide the following services and discounts to **KBC members only**. We encourage you to patronize these businesses. Take your newsletter, with mailing label attached, to receive the listed services.

Billy's Bike Shop, Galesburg, 665-5202. 10% off any regularly-priced accessory in stock or \$10 off any regularly-priced helmet in stock.

Breakaway Bikes-the Experts! Kalamazoo, 349-5555. A few 1989 bikes left at *very low* prices. Winter bike clothes in stock, so don't stop riding! Ten percent off non-sale parts, accessories, and clothing. 5742 S. Westnedge, next to Fretter Appliance.

Lakeview Schwinn, Battle Creek, 962-7688. 5% off any regularly-priced item in stock, not including bicycles or labor. Test ride a Kestrel road bike or ATB.

Milwood Schwinn, Kalamazoo, 349-6384. 10% off any non-sale accessory in stock.

Portage Schwinn, Portage, 327-3393. 10% off any non-sale accessory in stock.

Safety Cycle Ski and Sport, Kalamazoo, 381-SAFE. 20% off all Cannondale clothing in stock. Personalized instruction in bike maintenance with a tune-up. For more information on learning bike maintenance, Call Keith at Safety Cycle.

Village Cyclery, Schoolcraft, 679-4242. Special KBC member discounts on all remaining '89 Cannondale, Specialized, and Giant bikes. Call Chandler for details.

Murphy's Laws of Bicycling:

#6: Every day spent off the bike in the winter will take two days of hard training to gain back in the spring.

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Custom Frames Fit!

Part 3: Doug Fattic

This article is the third part of a three-part series on Michigan custom framebuilders. The three framebuilders selected were Matt Assenmacher of Swartz Creek, Doug Fattic of Niles, and Paul Wells of Kalamazoo. The builders were selected because of their prominence in the Michigan market or their locality to KBC members. Pedal Press interviewed each builder, either in person or by phone, asking each an identical set of questions. The question list was garnered from questions asked most by KBC members.

Pedal Press met with Doug Fattic in his Niles, Michigan framebuilding shop on a Thursday evening. Doug had just returned from his regular Thursday-night training ride. He looks very fit and certainly uses the finest equipment, but says he sometimes gets dropped anyway.

His shop is a bike aficionado's dream: several custom frames occupy the shop, each in a different stage of completion. The smell of Imron paint, while not overwhelming, is in the air. The tools of his trade fill the not-too-small shop, from tiny files used for delicate frame finishing, to a giant sand-blasting machine used for preparing frames for repainting. Boxes of components are scattered here and there, on and near his desk, on the frame alignment table, and various spots on the floor.

After chatting briefly, we launched into my prepared set of questions. The conversation also veered into areas that weren't on my list. Valuable information came from these verbal side trips as well. The bulk of the dialogue appears below.

Pedal Press: Who should have a custom frame?

"A variety of people. Primarily four types, though:"

1) "The person who *needs* a custom fit" This is the person who really can't find a good fit on an off-the-shelf bike. Fattic has fitted a man who was well over seven feet tall and a woman who was four feet, five inches.

2) "Someone who wants a precision bike." Fattic went on to explain that this means precision in every area of the frameset, from the perfect fit to exactly the right tubing and tube thickness for the intended use, to perfect alignment.

The person who wants one of my bikes "wants the ultimate bike. These people enjoy quality for its own sake; something not only beautiful, but perfectly functional."

3) "Someone who wants the ultimate bike. These people enjoy quality for its own sake; something not only beautiful, but perfectly functional." Fattic many times sees this sort of customer as one who has traded up a few times, from the \$400 bike to the \$1000 bike, to the \$1500 bike, and finally to a Fattic. A lucky few start right out in the sport by ordering a Fattic. Doug points out sagely that buying a bike is "one of the few places where a middle-class person can have the very best."

4) "Someone who wants a custom

frame for the enjoyment of personal selection. They may know exactly what braze-ons they want, that they want vertical dropouts, and that they want a 72.5-degree head tube angle."

Describe the process of buying one of your frames, from the time a customer first walks in the door.

Before Doug has a chance to answer, we get lost in a discussion for how someone gets to that front door. I ask how people find out about him, wondering whether he advertises. He chuckles and says "people seem to find me. They seek me out here. I don't have time to do all the work I have now; I don't need to advertise."

When we finally get back to the question, he states that "first I find out their commitment to the process. I explain the amount of money involved and the time it will take." Some (a very few) buyers are put off and at that point decide to seek another route to buying their next bike. Most, however, are not dissuaded and want to proceed. "I then take a deposit of \$400 and we start the selection process." This selection process involves:

1) Fit. Fattic takes many measurements of the person, looks at their present bike or bikes, and discusses the intended type of riding. Surprisingly to me, he says this last category really no longer is divided between "racing" and "touring." "I really don't get the person who will say 'I'm a category II racer and I need the perfect bike. These people tend to use a bike like a Kleenex; it's real utilitarian to them. And you really don't see cross-country tourists any more.'" By this he means "people who are going to load up the bike with camping gear and travel for weeks at a time." The differences between riding styles is usually

Fattic (cont'd.)

smaller, but he still needs to know whether a rider is "more aggressive, or the stop and smell the flowers type."

2) Tubing type and thickness. While some buyers have a good idea of what they want, many others simply describe the outcome they want and let the expert make recommendations. "I've never had someone who wanted to push their opinion on me."

3) Lugs. The buyer can pick out the type and design. "Sometimes they're somewhat limited; the lugs have to be available in the angle that they want." Fattic is known far and wide for his ornate cut-out lug design. Some of his more elaborate lugs look more like jewelry than part of a bicycle.

4) Fork crown. Here the selection is somewhat more limited. There are simply fewer types to choose from.

5) Dropouts. Once again, there are fewer types of dropouts than lugs, but the buyer picks out exactly what he or she wants.

6) Seatstay attachment type.

7) Braze-on fittings. Fattic does lots of the regular types (bottle bosses, shift levers, etc). He also showed us some custom and innovative braze-ons such as a fitting on a fork to hold a Cateye computer sensor.

8) Components. Most of Fattic's framesets are delivered as complete bikes. "It used to be that people already had their Schwinn Paramount or whatever, with all their components that they wanted to change over [to the new frame]." These days, however, "people want the latest thing" and pick out new components for their new frame. Fattic says that "some know exactly what they want. Others ask for my advice."

This process of discussing what the

customer wants takes at *least* four hours and usually more.

How long is the average wait from the time of initial order until delivery?

"About a year. It's hard to say because I don't know what paint jobs I'm going to get in. I'll usually do paint jobs in two weeks and paint jobs come before frames, but it usually takes about a year."

What is the average, or base cost of a frame?

Fattic sells two levels of framesets. The first level will not get Doug Fattic decals and will not see "that final level of perfection." While being functionally perfect and still beautiful to look at, this type of frame misses the meticulous cosmetic detailing of the next level. This basic frameset has a base cost of \$750. "I do those mostly for people around here that I know, that want one of my bikes but maybe don't want to spend the money [to get the next level of bike]."

The second level of bike gets "all the attention. You will not find a more beautiful bike," Doug states with perfect conviction. We're conducting our interview next to an example of such a bike, and it's safe to say that this writer has never seen a better example of the framebuilder's art. This second level of bike has a base cost of \$1200 and proclaims "Doug Fattic" in gold script decals.

For either level of frame, the base cost includes one color of Imron paint, without braze-ons. Each braze-on fitting costs \$7.

At this point, we departed from our prearranged list of questions to discuss two other services of Fattic's: frame realignment and custom repainting.

Tell us about your frame realignment

service.

"Proper [frame] alignment is *critical* to proper function, to make sure there's no strain on your body. The most critical thing is to make sure that the seat tube is aligned with the bottom bracket." We wonder how often owners of good quality off-the-shelf bikes need to worry about frame alignment. Fattic responds "I see alignment problems in 90% of the frames I put on my alignment table. Fifty percent have *serious* alignment problems; for example, dropouts 3/4 inch out of alignment."

The cost of realigning a frameset is \$50 and requires that the customer remove all components from the frameset.

Earlier, you mentioned you do a good deal of custom frame painting. Tell us more about how that process works.

The base painting process involves "sand" blasting the frame, priming, and Imron painting. This "base" painting cost is \$100. For an additional \$25, Fattic applies a sealer between the primer and the Imron, allowing better adhesion of the top coat. \$40 more gets you a clear coat over the color, for protection and appearance.

Fattic's best paint job involves primer, several metallic base coats, several translucent color coats, a clear coat, sanding, and more clear coats to top off a truly stunning metallic paint job with a "mile deep" shine. The base cost of this paint job is \$250.

For either type of paint job, there are the usual extra charges for more than one color, taping and saving chrome, and removing and reinstalling components (if he's supplied with a bike, rather than a frame). Frame painting usually takes about two weeks.

How can KBC members get more information about your services?

It's best to call Doug directly at his shop: (616)684-6761.

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service.

"Proper [frame] alignment is critical to proper function, to make sure there's no strain on your body. The most critical thing is to make sure that the seat tube is aligned with the bottom bracket." We wonder how often owners of good quality off-the-shelf bikes need to worry about frame alignment. Fattic responds "I see alignment problems in 90% of the frames I put on my alignment table. Fifty percent have serious alignment problems; for example, dropouts 3/4 inch out of alignment."

The cost of realigning a frameset is \$50 and requires that the customer remove all components from the frameset.

Earlier, you mentioned you do a good deal of custom frame painting. Tell us more about how that process works.

The base painting process involves "sand" blasting the frame, priming, and Imron painting. This "base" painting cost is \$100. For an additional \$25, Fattic applies a sealer between the primer and the Imron, allowing better adhesion of the top coat. \$40 more gets you a clear coat over the color, for protection and appearance.

Fattic's best paint job involves primer, several metallic base coats, several translucent color coats, a clear coat, sanding, and more clear coats to top off a truly stunning metallic paint job with a "mile deep" shine. The base cost of this paint job is \$250.

For either type of paint job, there are the usual extra charges for more than one color, taping and saving chrome, and removing and reinstalling components (if he's supplied with a bike, rather than a frame). Frame painting usually takes about two weeks.

How can KBC members get more information about your services?

It's best to call Doug directly at his shop: (616)684-6761.

KBC Mountain Bike Race a Huge Success!

The KBC hosted its first annual Mountain Bike Race on Sunday, October 1 just north of Augusta, Michigan. The race was sponsored by Alfred E. Bike, Breakaway Bicycles, and Village Cyclery.

Because of the short lead time, there was little opportunity to advertise the event. On race day, however, the attendance far exceeded the promoters' expectations, with well over 100 riders participating. There were 47 riders in the Beginner category alone.

The weather was a near-perfect 75 sunny degrees. The route was a bumpy and challenging 2.3-mile wooded circuit with plenty of tough climbs and a long, steep descent that was (for this beginner, anyway) terrifying at full speed.

The results are as follows:

Veteran, age 35+

6 laps, 13.8 miles

1. Tim Greening, Kalamazoo, 1:11:37
2. Steve Cox, Kalamazoo, 1:14:08
3. Dwayne Gerber, Rockford, 1:24:15

Women

3 laps, 6.9 miles

1. Laura Charameda, Olivet, 36:45
2. Amy Dedafoe, Lansing, 44:45
3. Karen Torre, Kalamazoo, 46:06

Beginner

3 laps, 6.9 miles

1. Dan Ferrara, Kalamazoo, 34:10
2. Dave Burket, Portage, 35:08
3. Jansen Hendler, Grand Rapids, 35:36
4. Richard Susan, Niles, 36:07
5. Paul Bishop, Fort Wayne, 36:36

Intermediate

6 laps, 13.8 miles

1. Nelson Chesky, Ann Arbor, 1:03:42
2. Davis Hollis, Metamore, 1:08:29
3. Lyle Goscenski, Battle Creek, 1:09:41
4. Mark Snavely, Fort Wayne, 1:11:39
5. Chris Kreple, Holland, 1:11:39

Super/Expert

10 laps, 23 miles

1. Marcel Russenberger, Switzerland, 1:44:00
2. Steve Hammet, Cass City, 1:47:20
3. Don Fedrigo, Traverse City, 1:48:45
4. Robert Bergren, Fowlerville, 1:52:28
5. Dan Packman, Kalamazoo, 1:53:09

Other KBC Finishers:

Steve Clarke
Louis Cramer
Bill Fischer
Judith Gap
Michael Gap
Dave Hauschild
Marc Luoma
Mike Teel

Congratulations to all the winners and to all the participants. The organizers also wish to thank the army of volunteers who showed up on Saturday, the day before the event, the volunteers who helped on Sunday, Hugh Acton who donated the beautiful course for the day, and the sponsoring businesses who made it possible. This was a great start to what will surely become an annual cornerstone of the Michigan MTB racing season.

[Thanks to Sandy Kimbrough for submitting the race results and participant listing. Thanks to Phil Caruso for searching the club database to come up with all the KBC finishers. --Ed.]

Yankee Springs: First Ever Bike Race in Michigan State Park

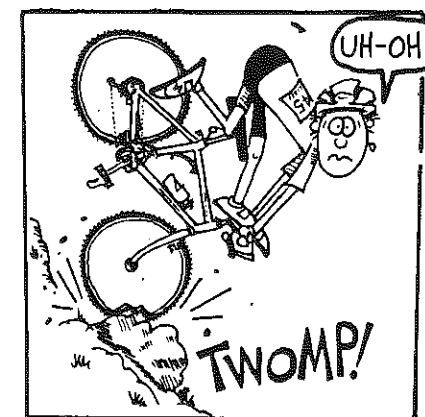
The first annual Yankee Springs Mountain Bike race was held on Sunday, October 29, beginning at 8:00 a.m., at Yankee Springs State Park.

Registration began at 8:00. Time trials were from 8:00 - 12:00. The main event of the day, the cross-country race, began at 1:00 p.m.

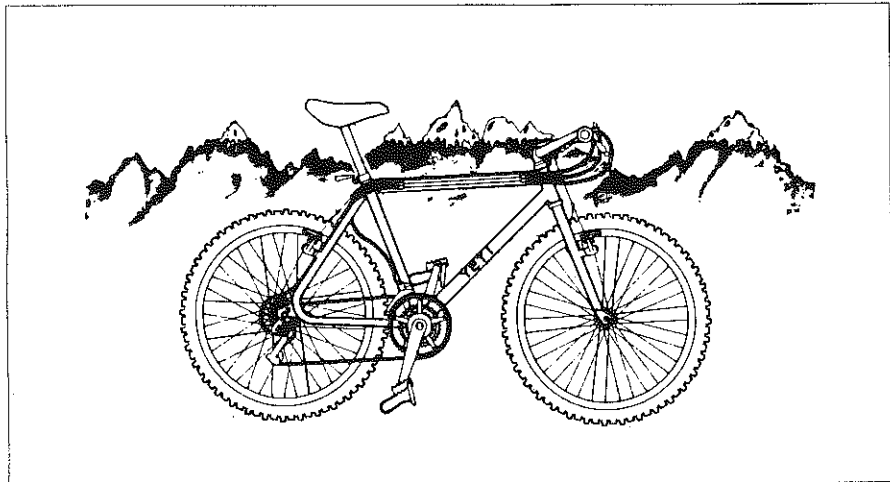
The results were still unavailable from the promoters, *Sportwide Productions*, as of press time (November 20). A number of KBC members placed well.

KBC racer Bill Fisher won the raffle for a new mountain bike valued at over \$700. The prize was donated by Alfred E. Bike of Kalamazoo.

The promoters, during the closing presentations and remarks, stated that the park rangers who helped organize the route for the race had expressed their pleasure with the way the race had turned out. On the basis of this initial experience, mountain bike racers will be warmly welcomed back to Yankee Springs.



The Agony and the Ecstasy: "Old Men's Beginner's" MTB Race at Yankee Springs



Contributed by "The Scarecrow"

"Oh, Lord, I shouldn't have told them I was going to race today. Maybe I can say that my "bad knee" is really acting up. Maybe I can say that I feel sick to my stomach. That's not too far from the truth, but due mostly to my nerves. There's a huge group here. Maybe they won't notice if I don't show up at the starting line. Oh, hell, I paid my \$25. I might as well at least *start*. I can always quit part way through when it gets too hard; I'll just sneak off the course when nobody's looking.

"What we need here is a little more organization. I thought the start-finish area was right here. Why are we lining up behind these police cars?

"Following the police cars down a paved road isn't what I had in mind when I signed up for my second MTB race. Looks like we're going to start on the gravel road, about 1/2 mile from here. Yeah, we'll start there if these crazy mountain bikers don't kill themselves by riding left of the center line.

"What a stupid idea to start the Pros with the Intermediates and the Begin-

ners like me. They should separate things. Why not at least start the groups 10 minutes apart or something? The Pros are out front, but the intermediates are back here with us. Those hammerheads will run right over us.

"What's the hold up? If I have to torture myself this way, at least they could get started. It must be the start of a race, I have to pee again.

"There go the Pros! BANG! There's the gun for *our* start. We're all standing up and pedalling down this gravel road. Now we're shifting into the big ring and standing up again. How can we all ride this close together without crashing into each other? WAIT I'M TOO SCARED! These turkeys are bumping my elbows.

"I need to make up time on this road section because I'm not too good in the woods. There's a hole between Mr. Raleigh Jersey and Mr. Neon T-Shirt. Oops, not enough room for *me*: too scary. Then why did those three riders just squirt through that hole that was too small for *me*? No guts, no glory, I guess. Here comes the sandy part of the road. Quick, downshift!

Why are these idiots stopping? 'HEY! MOVE IT!' Did *I* say that? Weak beginners like me should shut up, before someone notices how hard we're wheezing.

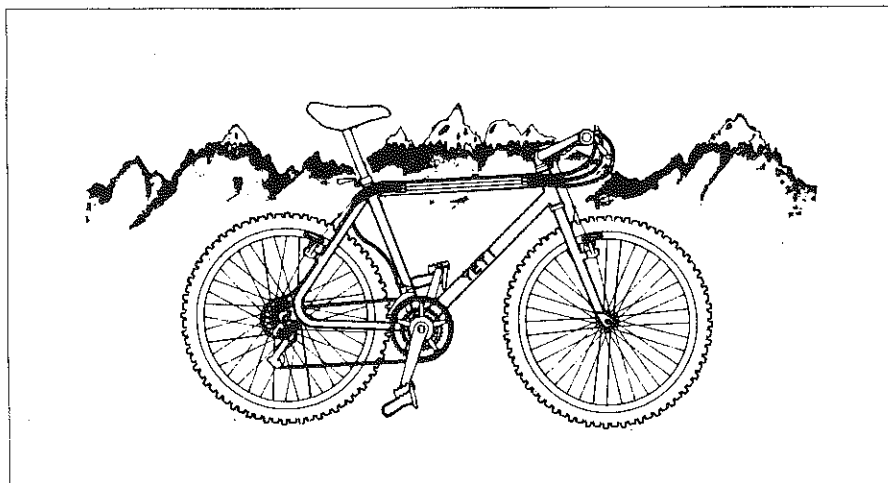
"There's the end of the road. Now do a quick shift into the small ring and slam up the embankment between the boulders and into the woods. It's all single-file here. I hope I'm not holding anyone up. Here's a place to pass. I'll get around these two guys (I'm sure they'll pass me again later). Now someone's passing me. Why do they come so close when they pass?

"Now we're into the mostly downhill section. I know that if I put on my brakes I'll lose lots of ground, but the way I'm bouncing over these huge rocks at a million miles an hour makes me white with fear. At every turn, I see a tree with my name on it. Oh crap! I *had* to brake a little didn't I? No, I'm just being a sissy. There's wet land to my right and left, so we must be at the bottom. Nowhere to go but up.

"There's the sandy hill. I know I'm going to have to walk up this one, but I'll get as far as I can. Not too bad, I'm almost 1/2-way up before walking. Hey, I don't feel too bad. I'm doing pretty well, huh? Wait, what's that noise? On my right a calm-looking guy is actually *riding* up the hill on a florescent-orange Klein. He's not even puffing like I am. How can he be that strong? Boy, I must be a real slug...

"Now down the worst hill, that sandy, gravel-filled, deeply-rutted monster with a 90-degree left turn at the bottom. C'mon, be a man this time! Can I keep my right hand from creeping onto the brake lever? I'll hold on for dear life and let the *bike* take *me* for a

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ride. I'm really bouncing around, the handlebars being jerked from right to left. I'm hopelessly out of control, and here comes the turn! I grab a handful of rear brake lever and somehow make the left, narrowly missing the course volunteer sadist, who's obviously chosen this spot in hopes of seeing weenies like me crash and burn.

"Wow, lots darker in here. The trail is narrow and now we go UP. I weave through the trees, my shoulders narrowly missing each tree at the turns. Mostly the trail goes up the single track, and it levels off a little here and there. Should I rest on this level part? REST?! This is a race, you wimp! Shift up and stand on it! The level once again gives way to a hard climb. Once again I suffer the indignity of shifting into that tiny smallest gear of mine. This is too hard for me! My legs are on fire. My back is killing me. My arms and shoulders are screaming at me because of trying to hold on to the bars on those insane descents. The sweat is dripping in my eyes so I can't see. Who's that whimpering? Oh-oh, it's me. We continue up and then up some more. I know this is finally it; this is my punishment for my misspent youth.

"That guy in the blue jersey has been slowly gaining on me for the last ten minutes. He gains on the downhills while I hold my own or pull away a little on the climbs. Now he's right behind me. 'You want to pass right or left?' I gasp. 'Don't know yet,' he replies. He rides back there for a while. Ah, here he comes, around me on the left. Man, he looks almost as sore as I feel. Misery loves company and I'm invigorated by this poor sucker's agony.

"Why are there so many spectators here? Oh, it's the bridge over the creek at the bottom of a downhill. (Finally a downhill!) They're all hoping to see me ride into the creek. I slam onto the boards and up the other bank, taking a quick left back into the trees.

As I pass the blur of faces in the crowd, I hear 'Go, Scarecrow!' Wow, someone cheering for me, just as if I were a bike racer or something.

"Here comes the sandy incline. I'll shift back into the inner chainring again but this darn sand is sapping all my forward progress. Here's a hard left and the bumpy hill. I'll stand to go up a little ridge and here's some people handing me cups of water. This time I'll grab one. I'm breathing so hard I can only get about a mouthful of it down.

REST?! This is a race, you wimp! Shift up and stand on it!

"Now I'm back on pavement (where I belong). Why is that woman with the bullhorn screaming at me? Oh, here's where I turn left to start the second lap. Another lap???? Can I PLEASE stop now? I hurt so bad, I'll never even make it around a second time, let alone do it at race speed. I know those killer uphill are waiting for me. I won't have the strength to hold the bars in a straight line on that mountain descent. I'll go off the side and the birds will build a nest in my jersey pocket before I hit bottom. Can I PLEASE stop?! No, there's my two buddies, jumping up and down like fools and cheering for me. Better try and look strong. I'll stand up as I ride by. They scream my first-lap time as I bounce by. Is that an acceptable time? Will I be laughed out of the place if anyone else finds out?

"Here we are, back on the gravel road. I don't see many other racers. I must be dead last. No, there's another rider ahead. How about that, I'm even passing two or three people. This guy beside

me in white looks too fresh. 'Why don't you look as tired as I do?' He won't even speak to me. He just glares. Hm... Maybe he does feel bad after all. Now up the embankment again and back into the woods. Hey, I don't feel as bad as I should. Am I going too slow?

"This second time seems easier. I'm so tired now, I just don't care about the downhills; I just let the bike go. How about that, I didn't crash even on the big downhill. I think I've gone into 'survival mode.' Things seem a little blurry and I just focus on the trail in front of me. Wow, I'm past the half-way point of the second (final) lap. My pain-addled brain must have gone into some sort of endorphine-induced fugue state.

"There comes that guy I know from the bike shop. He's gaining on me. NO, NO, NO! I will NOT let him pass me. Enough is enough! I've suffered the indignity of getting passed four times during this lap. I know this guy and now it's personal. Now my mind is clearing; it's being cleared by the pain of trying to stay ahead of this turkey. He's gaining again: get up off your butt and pedal! The gap between us has stabilized, but can I hold on? Down the hill and over the bridge and now he's right behind me. How could he not brake? Now uphill in the sand. We're almost done, I'll use that last little reserve.

"I'm up off the saddle on the bumpy downhill. The gap between us has widened back to about ten bike-lengths. I'm on the pavement and that manic woman is screeching into her bullhorn. Which way? Oh, yeah, turn right. There's my buddies again, screaming like escapees from the loony bin. God bless 'em, I need all the help I can get. I stand up and pedal the last 100 meters with all that I have. Now I'm under the start-finish banner and through a chute to where the volunteers are taking numbers. I wait be-
[please turn to Beginner on page 11]

Al Sabo (cont'd.)

Al Sabo is a water well field owned by the City of Kalamazoo Public Utilities department. The area was set up by the city as a nature recreation area, intended for non-motorized use by the general public. This was before the advent of the mountain bike, so at the inception of Al Sabo, no consideration was given to possible hiker-biker interaction.

Al Sabo is maintained by the Sierra Club, a well-known outdoor conservation organization, and residents around Al Sabo.

A brief digression concerning the Sierra Club and mountain bikes is appropriate at this point: Especially in the Western states, the Sierra Club has been instrumental in banning bicycles from public lands. The Sierra Club is a very large, well-organized, and powerful lobbying organization concerned with the preservation of wilderness areas. Through the action of the above-mentioned unscrupulous cyclists and through a lack of knowledge about mountain bikes, Sierra Club leadership has become convinced that mountain bikes are a menace to nature and to public land users such as themselves. The powerful Sierra Club lobby moved into action and succeeded in banning cyclists from many public lands in the west. Luckily, we here in the Kalamazoo area have no such unfortunate history of interaction with the Sierra Club. We as cyclists should be aware, however, that Sierra Club members have surely read mountain biking horror stories in their national club publications. This only makes it more important that we act as responsible co-users of public lands; we're starting with one strike against us.

The maintenance performed to keep Al Sabo in its fine current state includes:

- laying planking over marshy

areas and maintaining the several bridges over running creeks and streams

- mowing the grass where the trails cross open fields
- pruning tree limbs that grow into the trail
- cutting logs that fall into the trail
- repairing erosion.

Luckily, trail users have been careful to follow the "pack it in -- pack it out" rule and trash pickup hasn't been necessary.

1. Stay on the trail

2. Avoid areas of existing erosion

3. Be courteous to all other trail users

When questioned about mountain bike access to Al Sabo, Mr. Minsley stated that while no ban is planned now, the Public Utilities Department "is keeping a *very close eye*" on mountain bike use at Al Sabo.

Pedal Press asked Mr. Minsley what mountain bikers could do to allow for our continued use of the trails at Al Sabo. **The most important action is to stay on the trails.** When a bike goes off the trail, even for a few feet, infant trees and other plants can be killed. Also, a bike tire, when sliding, can tear grass and provide a start for water erosion, a big problem in a hilly area such as Al Sabo.

The second most important thing we can do is to **avoid areas of existing erosion.** Those of you who ride at Al Sabo know the areas: the steep downhills at both overlook platforms are the two most outstanding examples of existing erosion problems. It may be fun to try and ride down these areas, but doing so only increases the erosion. The Sierra Club and others work hard to repair this erosion damage; by adding to it, we're not acting like cooperative co-users of the trails. Mr. Minsley suggests walking or carrying your bike in such areas, or avoiding them entirely.

Mr. Minsley also stressed the need for us to **be courteous to all other trail users.** Hikers were at Al Sabo long before cyclists and they have at least as much right to use the trails. Remember that to a hiker, meeting a mountain bike at full tilt down a hill can be a startling experience. When you see hikers, **SLOW DOWN!** Give them lots of room. When passing from behind, give a friendly call so you don't scare them. NORBA, the National Off-Road Bicycle Association recommends that you treat *every* trail user you encounter as if they were the one who was going to decide whether *you* get to keep using the trail. This is sound advice for Al Sabo cyclists, too.

Finally, Mr. Minsley recommended that cyclists get involved in **trail maintenance.** In our opinion, this makes sense from a couple of different angles. From an altruistic point of view, we surely should help maintain the trails. As trail users, our responsibility is no less than hikers and others.

From a more selfish point of view, helping with maintenance makes just as much sense. If, when the subject of mountain bikes at Al Sabo comes up at the next Sierra Club meeting, the members think of a cyclist as the guy they worked next to at the last trail maintenance day, won't they be less likely to have the knee-jerk reaction of "throw the bums out"? In what has

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Kalamazoo Bicycle Club Events - December '89/January '90

Sat, 12/2 10 miles from Kalamazoo Academy at 2:00 p.m. Led by Sandy Kimbrough.

Sun, 12/3 Mountain bike ride at 9:00-9:30 a.m. For more information call Joe Torre, Karen Torre, or Mike Teel.

Mon, 12/4 KBCHOLIDAY PARTY. Look for the article in this issue of the *Pedal Press*.

Sat, 12/9 SKI (cross-country) at Milham Park at 9:00 a.m. Milham Park is at the corner of Milham Rd. and Lovers Lane. Led by Sandy Kimbrough.

Sun, 12/10 Mountain bike ride at 9:00-9:30 a.m. For more information call Joe Torre, Karen Torre, or Mike Teel.

Sat, 12/16 10 miles from Kalamazoo Academy at 2:00 p.m. Led by Sandy Kimbrough.

Sun, 12/17 Mountain bike ride at 9:00-9:30 a.m. For more information call Joe Torre, Karen Torre, or Mike Teel.

Sun, 12/24 Mountain bike ride at 9:00-9:30 a.m. For more information

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Sun, 12/31 Mountain Bike ride, meeting at 9:00-9:30 a.m. at the KVCC parking lot nearest the entrance to Al Sabo. For more information call Joe Torre, Karen Torre, or Mike Teel.

Any Weekend: Anyone interested in Mountain Bike Riding on Saturdays or Sundays, call Marc at 778-3565.

Beginner (cont'd.)

hind another rider that I know from another bike shop. It figures that he'd come in ahead of me. Those tri-geeks may use funny equipment, but they sure are strong.

"They take my number and it hits me. I DID IT! I DID IT! I raced and I finished and I'm not dead last! I roll over to the post-race area and here I am with the other finishers. I throw the bike down (damn Japanese torture contraption anyway) and lean against a car, trying not to lose my lunch in front of all these people. I calm down a little and sit on the ground, eating free yogurt and apples that are only for the competitors. My buddies show up to congratulate me and I'll be darned if I don't feel a little more cocky and proud than before. Hey! I'm a bike racer. All these other people are spectators and I'm a racer. No one knows that *really* I'm just an aging bike tourist who happened to buy a mountain bike, that *really* I've been nervous about this race since I sent in my entry

form two weeks ago, that *really* I don't know an interval or a sprint from a jump at the moon. All they know is that I raced and I finished. And that old poster I remember turned out to be right; the thrill isn't in the winning or losing, it's in having the courage to compete, and in having the satisfaction of having tried yourself and done your best.

"What's that you say? A race on the 19th in Muskegon? Do they have an old men's beginner's class? Sure, I'll try it.

[Thanks to the Scarecrow for his insights. FYI, gentle readers, the Scarecrow is an aging KBC cyclo-tourist who wishes to remain anonymous. Mostly, I think he wants to remain anonymous so that he can write anything he wants without fear of retribution. Letting him do so may be bad editorial policy, but since I get so few contributions to the Pedal Press, I'd probably let this guy publish his laundry list under the name Mark Twain if he wanted to. -- Ed.]

Al Sabo (cont'd.)

become an "Us vs. Them" debate, in the eyes of the Sierra Club, wouldn't it be nice if cyclists were part of "Us" and not one of "Them?"

When asked how cyclists could volunteer to help with trail maintenance, Mr. Minsley gave the *Pedal Press* the name of the Sierra Club member who organizes the work parties. KBC club officers will meet with Sierra Club members in the near future to discuss bicycle impact on and access to Al Sabo. All who ride at Al Sabo are encouraged to help at the next trail maintenance day, **December 2.** Workers should meet in the northeast corner of the KVCC parking lot at 9:00 a.m. In the mean time, when you ride at Al Sabo, remember the three rules listed above:

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Beginner (cont'd.)

hind another rider that I know from another bike shop. It figures that he'd come in ahead of me. Those tri-geeks may use funny equipment, but they sure are strong.

"They take my number and it hits me. I DID IT! I DID IT! I raced and I finished and I'm not dead last! I roll over to the post-race area and here I am with the other finishers. I throw the bike down (damn Japanese torture contraption anyway) and lean against a car, trying not to lose my lunch in front of all these people. I calm down a little and sit on the ground, eating free yogurt and apples that are only for the competitors. My buddies show up to congratulate me and I'll be darned if I don't feel a little more cocky and proud than before. Hey! I'm a bike racer. All these other people are spectators and I'm a racer. No one knows that *really* I'm just an aging bike tourist who happened to buy a mountain bike, that *really* I've been nervous about this race since I sent in my entry

form two weeks ago, that *really* I don't know an interval or a sprint from a jump at the moon. All they know is that I raced and I finished. And that old poster I remember turned out to be right; the thrill isn't in the winning or losing, it's in having the courage to compete, and in having the satisfaction of having tried yourself and done your best.

"What's that you say? A race on the 19th in Muskegon? Do they have an old men's beginner's class? Sure, I'll try it.

[Thanks to the Scarecrow for his insights. FYI, gentle readers, the Scarecrow is an aging KBC cyclo-tourist who wishes to remain anonymous. Mostly, I think he wants to remain anonymous so that he can write anything he wants without fear of retribution. Letting him do so may be bad editorial policy, but since I get so few contributions to the Pedal Press, I'd probably let this guy publish his laundry list under the name Mark Twain if he wanted to. -- Ed.]

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Kalamazoo Bicycle Club
P.O. Box 527
Kalamazoo, MI 49005

BULK RATE
U.S. POSTAGE
PAID
PERMIT NO. 1480
BATTLE CREEK, MI

Address Correction Requested

Ride Classifications

A+ 20+ mph
A 17-20 mph
B 15-17 mph
C 13-14 mph
D under 13 mph, frequent stops

E over 50 miles, at your own pace
MTB Off-road

note: All mph given indicate pace while on the bike that the ride leader would like to maintain. Rest stops, their number and duration are a separate issue.

Club Phone Numbers

President Steve Clarke 327-9956
Vice President Mike Gacki 383-2605
Secretary/Treasurer Karen Torre 381-4329
Ride Captain Open

Race Captain Joe Torre 381-4329
Race Captain Mike Teel
Membership List Phil Caruso 381-0135
Newsletter Editor Marc Luoma 778-3565

Kalamazoo Bicycle Club - Membership Form

Your name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Birthdate _____

For family membership, please list other family members:

Other memberships you hold: LAW USCF

Other _____

Parent's Signature (if under 18) _____

I can help with: Ride leading ____ Newsletter ____

Meeting programs ____ Other _____

Dues: Adult - \$10 Family - \$12 Youth (<18) - \$8 Senior (>60) - \$8

New Membership _____ Renewal _____ (mark one)

Mail to:
KBC
Box 527
Kalamazoo, MI 49005

MEMBERSHIP INCLUDES:

- Mailed newsletter and ride schedule
- KBC Kalamazoo County map
- Access to collection of touring maps
- Access to Club library
- Availability of membership services

Note from the (New) President

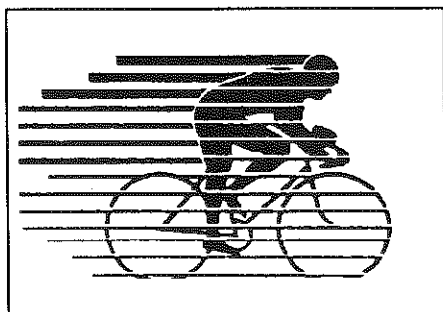
Hi, I'm Steve Clarke, your new KBC President. I look forward to the opportunity to interact with both new and established members of KBC. With the members' help, I look forward to a productive year in 1989-1990. Items which we need to address include identifying ride leaders, establishing a committee to initiate a tour to take place in 1991, interacting more closely with the race team members, and expanding our outreach to include the ever-growing numbers of mountain bike riders. In this regard, we need to make the mountain bike contingent aware that without their support, Al

Sabo Land Preserve may be closed to mountain bikes.

Now is the time to make plans for the spring. People interested in leading rides or organizing a tour should contact me soon. Again, I look forward to a dynamic year and will call on many of you to help in increasing the number and quality of KBC activities.



Race Team News



Based on the discussions held at the last two KBC race team meetings, the following are the rules for 1990:

1. Team members must be Kalamazoo Bicycle Club members; they need not hold a USCF license [The USCF is the United States Cycling Federation -- the governing board for amateur racing in the U.S.].
2. Racers' club dues must be paid by January 1 for the upcoming year. Individuals who join the team part way into a season will be expected to pay the full year's dues.

3. Each team members will be given assignments to assist in the organization and/or operation of races promoted by the club.
4. Race team members in good standing are eligible for reimbursement of race entry fees to the extent of money available.

Co-captains for the next year are Joe Torre and Mike Teel. Race secretary is Sandy Kimbrough. The next race team meeting will be held in January.

Anyone interested in becoming a Kalamazoo Bicycle Club Race Team member must call Joe Torre at 381-4329 and send club dues for 1990 to Joe [care of the club PO box].

Note to USCF Racers: You should have your dues paid and should call Joe by January 1, 1990 to have your correct team racing status listed on your 1990 license.

Regular Ride Starting Locations

The Health Source: Turwill Lane off West Main St. just east of Drake Road.

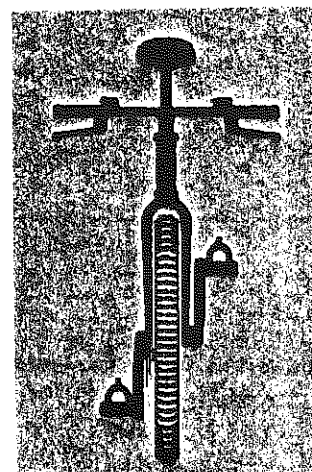
Kalamazoo Academy: (Formerly Lexington Green School) Milham Road and Sprinkle (across from PRAB Robots).

Kalamazoo Central High School: On Drake Road, approximately one mile north of West Main Street (near the malls).

KVCC: Kalamazoo Valley Community College. 6767 West O Avenue (at 9th Street). Road rides usually meet at the lot near the tennis courts. MTB rides meet at the lot nearest the bend on 9th street.

Scotts Elementary School: On "QR" Avenue just east of 36th Street near the Scotts four corners (by Scooter's Malt Shop).

WMU: Safety Cycle parking lot, on Buckout Street near Michigan Avenue (by Domino's).



Custom Frames Fit!

Part 3: Doug Fattic

This article is the third part of a three-part series on Michigan custom framebuilders. The three framebuilders selected were Matt Assenmacher of Swartz Creek, Doug Fattic of Niles, and Paul Wells of Kalamazoo. The builders were selected because of their prominence in the Michigan market or their locality to KBC members. Pedal Press interviewed each builder, either in person or by phone, asking each an identical set of questions. The question list was garnered from questions asked most by KBC members.

Pedal Press met with Doug Fattic in his Niles, Michigan framebuilding shop on a Thursday evening. Doug had just returned from his regular Thursday-night training ride. He looks very fit and certainly uses the finest equipment, but says he sometimes gets dropped anyway.

His shop is a bike aficionado's dream: several custom frames occupy the shop, each in a different stage of completion. The smell of Imron paint, while not overwhelming, is in the air. The tools of his trade fill the not-too-small shop, from tiny files used for delicate frame finishing, to a giant sand-blasting machine used for preparing frames for repainting. Boxes of components are scattered here and there, on and near his desk, on the frame alignment table, and various spots on the floor.

After chatting briefly, we launched into my prepared set of questions. The conversation also veered into areas that weren't on my list. Valuable information came from these verbal side trips as well. The bulk of the dialogue appears below.

Pedal Press: Who should have a custom frame?

"A variety of people. Primarily four types, though:"

1) "The person who *needs* a custom fit" This is the person who really can't find a good fit on an off-the-shelf bike. Fattic has fitted a man who was well over seven feet tall and a woman who was four feet, five inches.

2) "Someone who wants a precision bike." Fattic went on to explain that this means precision in every area of the frameset, from the perfect fit to exactly the right tubing and tube thickness for the intended use, to perfect alignment.

The person who wants one of my bikes "wants the ultimate bike. These people enjoy quality for its own sake; something not only beautiful, but perfectly functional."

3) "Someone who wants the ultimate bike. These people enjoy quality for its own sake; something not only beautiful, but perfectly functional." Fattic many times sees this sort of customer as one who has traded up a few times, from the \$400 bike to the \$1000 bike, to the \$1500 bike, and finally to a Fattic. A lucky few start right out in the sport by ordering a Fattic. Doug points out sagely that buying a bike is "one of the few places where a middle-class person can have the very best."

4) "Someone who wants a custom

frame for the enjoyment of personal selection. They may know exactly what braze-ons they want, that they want vertical dropouts, and that they want a 72.5-degree head tube angle."

Describe the process of buying one of your frames, from the time a customer first walks in the door.

Before Doug has a chance to answer, we get lost in a discussion for how someone gets to that front door. I ask how people find out about him, wondering whether he advertises. He chuckles and says "people seem to find *me*. They seek me out here. I don't have time to do all the work I have now; I don't need to advertise."

When we finally get back to the question, he states that "first I find out their commitment to the process. I explain the amount of money involved and the time it will take." Some (a very few) buyers are put off and at that point decide to seek another route to buying their next bike. Most, however, are not dissuaded and want to proceed. "I then take a deposit of \$400 and we start the selection process." This selection process involves:

1) Fit. Fattic takes many measurements of the person, looks at their present bike or bikes, and discusses the intended type of riding. Surprisingly to me, he says this last category really no longer is divided between "racing" and "touring." "I really don't get the person who will say 'I'm a category II racer and I need the perfect bike. These people tend to use a bike like a Kleenex; it's real utilitarian to them. And you really don't see cross-country tourists any more.'" By this he means "people who are going to load up the bike with camping gear and travel for weeks at a time." The differences between riding styles is usually

KBC Mountain Bike Race a Huge Success!

The KBC hosted its first annual Mountain Bike Race on Sunday, October 1 just north of Augusta, Michigan. The race was sponsored by Alfred E. Bike, Breakaway Bicycles, and Village Cyclery.

Because of the short lead time, there was little opportunity to advertise the event. On race day, however, the attendance far exceeded the promoters' expectations, with well over 100 riders participating. There were 47 riders in the Beginner category alone.

The weather was a near-perfect 75 sunny degrees. The route was a bumpy and challenging 2.3-mile wooded circuit with plenty of tough climbs and a long, steep descent that was (for this beginner, anyway) terrifying at full speed.

The results are as follows:

Veteran, age 35+

6 laps, 13.8 miles

1. Tim Greening, Kalamazoo, 1:11:37
2. Steve Cox, Kalamazoo, 1:14:08
3. Dwayne Gerber, Rockford, 1:24:15

Women

3 laps, 6.9 miles

1. Laura Charameda, Olivet, 36:45
2. Amy Dedafoe, Lansing, 44:45
3. Karen Torre, Kalamazoo, 46:06

Beginner

3 laps, 6.9 miles

1. Dan Ferrara, Kalamazoo, 34:10
2. Dave Burket, Portage, 35:08
3. Jamsen Hendler, Grand Rapids, 35:36
4. Richard Susan, Niles, 36:07
5. Paul Bishop, Fort Wayne, 36:36

Intermediate

6 laps, 13.8 miles

1. Nelson Chesky, Ann Arbor, 1:03:42
2. Davis Hollis, Metamore, 1:08:29
3. Lyle Goscenski, Battle Creek, 1:09:41
4. Mark Snavelly, Fort Wayne, 1:11:39
5. Chris Kreple, Holland, 1:11:39

Super/Expert

10 laps, 23 miles

1. Marcel Russenberger, Switzerland 1:44:00
2. Steve Hammet, Cass City, 1:47:20
3. Don Fedrigon, Traverse City, 1:48:45
4. Robert Bergren, Fowlerville, 1:52:28
5. Dan Packman, Kalamazoo, 1:53:09

Other KBC Finishers:

Steve Clarke
Louis Cramer
Bill Fischer
Judith Gap
Michael Gap
Dave Hauschild
Marc Luoma
Mike Teel

Congratulations to all the winners and to all the participants. The organizers also wish to thank the army of volunteers who showed up on Saturday, the day before the event, the volunteers who helped on Sunday, Hugh Acton who donated the beautiful course for the day, and the sponsoring businesses who made it possible. This was a great start to what will surely become an annual cornerstone of the Michigan MTB racing season.

[Thanks to Sandy Kimbrough for submitting the race results and participant listing. Thanks to Phil Caruso for searching the club database to come up with all the KBC finishers. --Ed.]

Yankee Springs: First Ever Bike Race in Michigan State Park

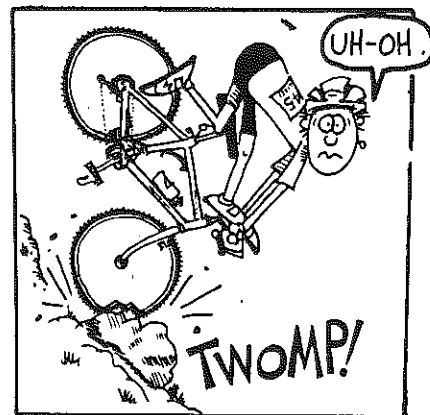
The first annual Yankee Springs Mountain Bike race was held on Sunday, October 29, beginning at 8:00 a.m., at Yankee Springs State Park.

Registration began at 8:00. Time trials were from 8:00 - 12:00. The main event of the day, the cross-country race, began at 1:00 p.m.

The results were still unavailable from the promoters, *Sportwide Productions*, as of press time (November 20). A number of KBC members placed well.

KBC racer Bill Fisher won the raffle for a new mountain bike valued at over \$700. The prize was donated by Alfred E. Bike of Kalamazoo.

The promoters, during the closing presentations and remarks, stated that the park rangers who helped organize the route for the race had expressed their pleasure with the way the race had turned out. On the basis of this initial experience, mountain bike racers will be warmly welcomed back to Yankee Springs.



ride. I'm really bouncing around, the handlebars being jerked from right to left. I'm hopelessly out of control, and here comes the turn! I grab a handful of rear brake lever and somehow make the left, narrowly missing the course volunteer sadist, who's obviously chosen this spot in hopes of seeing weenies like me crash and burn.

"Wow, lots darker in here. The trail is narrow and now we go UP. I weave through the trees, my shoulders narrowly missing each tree at the turns. Mostly the trail goes up the single track, and it levels off a little here and there. Should I rest on this level part? REST?! This is a race, you wimp! Shift up and stand on it! The level once again gives way to a hard climb. Once again I suffer the indignity of shifting into that tiny smallest gear of mine. This is too hard for me! My legs are on fire. My back is killing me. My arms and shoulders are screaming at me because of trying to hold on to the bars on those insane descents. The sweat is dripping in my eyes so I can't see. Who's that whimpering? Oh-oh, it's me. We continue up and then up some more. I know this is finally it; this is my punishment for my misspent youth.

"That guy in the blue jersey has been slowly gaining on me for the last ten minutes. He gains on the downhill while I hold my own or pull away a little on the climbs. Now he's right behind me. 'You want to pass right or left' I gasp. 'Don't know yet,' he replies. He rides back there for a while. Ah, here he comes, around me on the left. Man, he looks almost as sore as I feel. Misery loves company and I'm invigorated by this poor sucker's agony.

"Why are there so many spectators here? Oh, it's the bridge over the creek at the bottom of a downhill. (Finally a downhill!) They're all hoping to see me ride into the creek. I slam onto the boards and up the other bank, taking a quick left back into the trees.

As I pass the blur of faces in the crowd, I hear 'Go, Scarecrow!' Wow, someone cheering for me, just as if I were a bike racer or something.

"Here comes the sandy incline. I'll shift back into the inner chainring again but this darn sand is sapping all my forward progress. Here's a hard left and the bumpy hill. I'll stand to go up a little ridge and here's some people handing me cups of water. This time I'll grab one. I'm breathing so hard I can only get about a mouthful of it down.

REST?! This is a race, you wimp! Shift up and stand on it!

"Now I'm back on pavement (where I belong). Why is that woman with the bullhorn screaming at me? Oh, here's where I turn left to start the second lap. Another lap???? Can I PLEASE stop now? I hurt so bad, I'll never even make it around a second time, let alone do it at race speed. I know those killer uphill are waiting for me. I won't have the strength to hold the bars in a straight line on that mountain descent. I'll go off the side and the birds will build a nest in my jersey pocket before I hit bottom. Can I PLEASE stop?! No, there's my two buddies, jumping up and down like fools and cheering for me. Better try and look strong. I'll stand up as I ride by. They scream my first-lap time as I bounce by. Is that an acceptable time? Will I be laughed out of the place if anyone else finds out?

"Here we are, back on the gravel road. I don't see many other racers. I must be dead last. No, there's another rider ahead. How about that, I'm even passing two or three people. This guy beside

me in white looks too fresh. 'Why don't you look as tired as I do?' He won't even speak to me. He just glares. Hm... Maybe he does feel bad after all. Now up the embankment again and back into the woods. Hey, I don't feel as bad as I should. Am I going too slow?

"This second time seems easier. I'm so tired now, I just don't care about the downhill; I just let the bike go. How about that, I didn't crash even on the big downhill. I think I've gone into "survival mode." Things seem a little blurry and I just focus on the trail in front of me. Wow, I'm past the half-way point of the second (final) lap. My pain-addled brain must have gone into some sort of endorphine-induced fugue state.

"There comes that guy I know from the bike shop. He's gaining on me. NO, NO, NO! I will NOT let him pass me. Enough is enough! I've suffered the indignity of getting passed four times during this lap. I know this guy and now it's personal. Now my mind is clearing; it's being cleared by the pain of trying to stay ahead of this turkey. He's gaining again: get up off your butt and pedal! The gap between us has stabilized, but can I hold on? Down the hill and over the bridge and now he's right behind me. How could he not brake? Now uphill in the sand. We're almost done, I'll use that last little reserve.

"I'm up off the saddle on the bumpy downhill. The gap between us has widened back to about ten bike-lengths. I'm on the pavement and that manic woman is screeching into her bullhorn. Which way? Oh, yeah, turn right. There's my buddies again, screaming like escapees from the loony bin. God bless 'em, I need all the help I can get. I stand up and pedal the last 100 meters with all that I have. Now I'm under the start-finish banner and through a chute to where the volunteers are taking numbers. I wait be-
[please turn to Beginner on page 11]

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