

PEDAL PRESS

Kalamazoo Bicycle Club

January-February, 1991

February Meeting:

Premiere Area Racer To Present Approaches To Improve Your Cycling.

Houston Pedersen will present a talk at the February meeting on ways to improve your cycling efficiency, setting seasonal goals and how to meet them, and how to work a pace line for more enjoyable rides. Houston is completing his BA at Western and is currently coaching basketball at Parchment. He is a category two racer who rides for the Kinetic Systems team. I have found Houston to be extremely helpful in presenting ideas on ways to improve cycling efficiency and technique. You will not find him to be one of those know-it-all racers, but rather you will find a coach who has a sincere interest in the sport and presenting the best way for people to enjoy cycling either as a tourist or competitor. KBC is fortunate to have the opportunity to benefit from his experience and I strongly recommend attending the

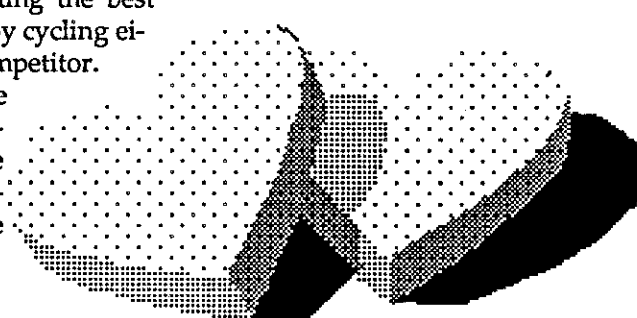
February meeting in order that you may obtain helpful hints to begin the 1991 season.

Meeting Location

February's meeting will be at 7:00 PM. at Scooters in Scotts on February 4. I would like the Ride Committee to update us in February as well. The new energy of the KBC members is starting to show and I truly believe 1991 will be a great year for KBC. Scooters is very easy to locate. Take I-94 east to 35th street exit (Galesburg). Go right onto 35th for about 3 miles where you will come to a flashing stop, turn left for 1/2 mile where you will intersect 36th street, turn right and travel about 5 miles to Scotts. Scooters is at the intersection in Scotts shortly after crossing the tracks. **DO NOT MISS THIS MEETING. IT IS YOUR CHANCE TO LEARN A GREAT DEAL ABOUT TRAINING FOR THE UP-COMING SEASON.**

In Memoriam

Paul Mough, one of the most gifted cyclists in S.W. Michigan, died of renal cell carcinoma on November 16. He is survived by his wife, Cindy, two children, Robby and Richelle, and mother, Dorothy Jean. In the late 60's, Paul was Michigan District Champion, both on road and track. During that time he was also nationally competitive, and won prestigious races such as the Tour of Kettering. Even though Paul was not racing very seriously in recent years, he loved to go on training rides where he could coach less experienced racers. He had an amazing ability to help a rider develop a proper pedal stroke. His many friends in the cycling community will miss him.



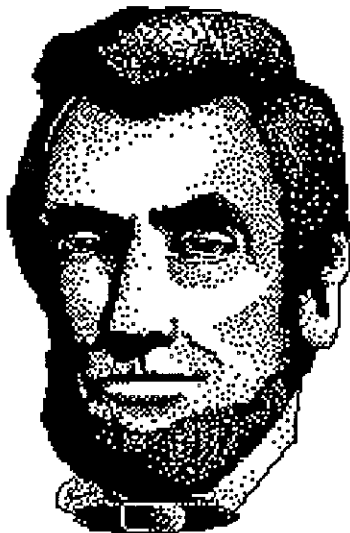
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Newsletter Update

The Pedal Press will have a new look from now on. This letter has just been recently educated about the recycling of paper. Colors darker than buff (light yellow) can not be recycled. In an attempt to save our resources I have decided to print our newsletter on an off-white to yellow paper stock. I enjoy the bright colors we have used in the past, but feel we should do what we can to save trees. The deadline for the next newsletter will be March 15. Starting with that issue, the *Pedal Press* will be published on a monthly basis as we head into the biking season. The deadline will be the 15th of each month. Thanks to all who have submitted articles.

Note from the President



Bikers Receive Awards

The Christmas Party appeared to be a great success. We had over 60 members attend which was a great mix between the racers and the tourists. The hot cider and rum were rapidly consumed and holiday cheer was a glow on many a face. The mileage awards were presented. The KBC champ was Vince Odenwaller with 2,677 miles. The other over 2,000 mile riders were Mark Luoma and Steve Clarke. We had six members earn shirts for their over 1,000 mile marks. These Riders included Kim Socia-Chosay, Jim Wyrick, Jim Tiller, Bob Christopherson, Charlie Fuentes, and Wilma Long. In addition, we had ten members make the over 500 mile mark which entitles them to newly ordered KBC water bottle. These members include John Mathieson, Mike Gackie, Melanie Young, Don Povendo, Dave Hauschild, Mark Ehhardt, Pat Fuentes, Bruce DeDee, Randy Putt, and Mike Ayers. The ride incentive program seems to be something everyone likes so we will continue it during 1991. I look forward to more parties in the summer where we can make use of the pool in my back-

yard. Once a year to get to know each other is simply not enough. We have the greatest group of members in KBC and we should get to know each other better.

Award Winning Bike Club

Many thanks to the volunteers who worked at the Bronson Health Fair. We had a high level of visibility for cycling and in fact KBC won the Martelli Award for the best exhibit that promoted health and wellness in an educational and non-threatening manner. Those of you who were at the Christmas party saw the plaque. KBC was one of two award recipients. Not bad. Special thanks to Sheryl Drenth for her enthusiasm as the coordinator of that event.

Winter Cycling

December has been good to us weather wise. Many of us have been able to continue to ride the roads on weekends and certainly the mountain bike riding has been great. Several of us continue to ride mountain bikes throughout the winter. So if you have an interest call me, Mark Luoma or Jeff Wetters for times. Usually we have been riding Saturdays at 3:00 pm and Sundays around noon. The Saturday rides are fun and not a death march so if you are just getting started come and join us. Several women have purchased mountain bikes and have ridden on the Saturday rides. We invite all mountain bikers to join us.

Bike Carriers for Planes

Note on bike carriers for planes. KBC has two carriers which can be rented. To check on their availability call Karen Torrie 381-4329.

Mountain Bikers Needed

February 9 is KBC's first 1991 opportunity to promote biking in the area. Vicksburg Family Festival has a 45 minute slot which we have agreed to fill on mountain biking. Mike Ayers has secured three videos from Diamond Back and Specialized to show. In addition, it would be nice to have a couple of mountain bikers at the meeting for show and tell. Those of us who are avid mountain bikers have an opportunity to spread mountain biking good will at this community gathering. Please give me a call soon if you would like to assist.

Membership Dues

Just a reminder that all memberships are now due January 15. Those people who joined after September 1 will be credited for 1991. People who want to be race team members must pay by January 31. Also remember the KBC membership has a volunteer requirement of 2-4 hours per season for each member over 18. This includes family memberships. Each person within a family who is 18 or older must fulfill the volunteer requirement. Persons under 18 are welcome to help out with parental permission.

KBC Southwest Michigan Stage Race: April 26-28

KBC is the sponsor for what will be one of the premier races in the Midwest this spring. The Southwest Michigan Stage Race will have \$7,500 in prize money and attract over 400 racers to the area. The race will include 4 stages with the winner based upon total time. The race will

occur April 26, 27, and 28th. KBC will need to provide 75-100 volunteers. PLEASE start planning now. You will be called soon for your assignment. I can tell you at this time that we need groups to be:

Corner Marshalls: for the time trial which means you stand on a corner and keep the riders on course;

Set Up Crews: where you will assist with the stage set up and take down;

Course Marshalls: especially at Spring Valley on Sunday April 28th; where you will keep the roadway clear of people and junk and radio for help if need be;

Lead and Follow Drivers: for the road race and at Spring Valley;

Spring Valley Clean Up Crew: on Sunday morning which means helping to sweep corners and set hay bails.

Please help us by calling now and setting aside a least one of these times to help. This is your opportunity to see some of the best racers in Michigan and the surrounding area. The dates again are April 26 at 5:00 pm to 8:00 pm, April 27 morning (Time Trial) and afternoon (Road Race), and April 28 morning or afternoon for the Spring Valley circuit race.

RV Request

We are in need of an RV with power to transport the officials and to allow them a place to view videos and decide upon placings. If anyone in the CLUB has or knows of how we can acquire an RV for the day, please contact the ride line.

Kal-Haven Trail Blazer

The Trailblazer is coming up in early

May. As always KBC will be a co-sponsor of the event with the Friends of the Kal-Haven Trail. KBC will receive 20% of the profits with a guaranteed floor of \$1,700 plus \$300 for our annual insurance premium. These funds will be earmarked for cycle safety and awareness in the community. KBC members who are experienced in fund-raising and promotional work are greatly needed for the Trailblazer even as well as for the Stage Race. KBC needs to call upon its members who have fund-raising experience to assist in soliciting sponsors. Please give me a call if you can help. KBC has made a commitment to community awareness, so I hope our members will continue to pitch in. Charlie Fuentes is KBC's contact for organizing KBC help in the Trailblazer. Please contact Charlie (call the KBC phone at 327-7767) if you have questions or can be of volunteer assistance.

KBC Telephone Line

A reminder KBC has a telephone contact line 327-7767 which is listed in the Yellow Pages under Clubs if you need to contact the club or get a message to a member.

Tricycle Wanted

Cindy who owns Scooters and has been a gracious hostess to KBC is searching for a tricycle for their daughter. If anyone knows of where there may be a used one please call Scooters at 626-8860 or call the KBC line.

KBC and Corporate Olympics

This year the Corporate Olympics cycling coach will be Charlie Fuentes. Charlie's goal is not only to introduce cycling to the future corporate stars but to take this opportunity to encourage KBC members especially the younger members who may not have a great deal of experience or who may be intimidated by many of the other rides, to train and ride with the corporate riders. Most of the Corporate Olympic riders are novices or folks who are more casual riders. This will be a chance for KBC members who may not normally take the opportunity to ride on KBC rides to participate. I hope many people, both KBC members and non-members, will participate. The rides will start at Kalamazoo Central High school with the day and time to be announced.

Kal-Haven Trail Rides for All

I would like to know if any of our members ride the Kal-Haven trail on a regular basis or would be interested in leading a regularly scheduled ride targeted at beginning cyclists using the Trail as the focus of the ride. There are many old farm houses along the way. The area shops are selling many more off-road bikes than the traditional road bikes. This means there must be a group of folks that may have an interest in cycling which KBC could encourage. KBC should begin to offer these new riders the opportunity to discover our great group and to learn cycling skills for better cycling enjoyment. The Trail could serve as a safe place to introduce newcomers to off-road riding. If we have members who would like to lead a collection of such rides please contact me or the ride line soon so we may schedule these and let the shops know of our activities.

Kalamazoo Bike Club Milage Standings

Name	# of Rides	Apr	May	June	July	Aug	Sept	Oct	Total Miles	Avg per Ride
Odenwaller, Vince	67	280	382	387	911	339	378		2,677	40
Luoma, Marc	42	198	381	440	472	230	467		2,188	52
Clark, Steve	30	210	273	552	324	239	452		2,050	68
Wyrick, Jim	30	90	120	422	681	170	292		1,775	59
Tiller, James	38	25	80	273	300	399	114		1,191	31
Christopherson, Bob	31	98	130	293	576				1,097	35
Fuentes, Charlie	26	88	119	108	594	136	30		1,075	41
Socia-Chosay, Kimberly	26	44	238	191	259	90	230		1,052	40
Long, Wilma	31	25	60	230	330	365	23		1,033	33
Mathieson, John	20	14	30	110	108	227	236	64	789	39
Gackie, Mike	25	25	92	166	165	128	120		696	28
Young, Melanie	19	25	60	93	293	156	20		647	34
Povendo, Don	17	71	235	84	118	104			612	36
Hauschild, Dave	11	100	374	65		65			604	55
Ehhardt, Mark	19	26	83	83	179	162	40		573	30
DeDee, Bruce	21			19	152	166	138	57	532	25
Fuentes, Pat	10			36	481		15		532	53
Putt, Randy	10		65	20	184	161	101		531	53
Murrel, Mike	16	25	74	161	50	101			411	26
Utrecht, Karl	15	29	30	100	54	120	74		407	27
Hillman, Roberta	13	121	56	90	104	30			401	31
Brennan, Thom	13		55	25	86	151	50		367	28
Rusin, Marcia	12		80	110	109		20		319	27
Wetters, Jeff	12				131	90	90		311	26
Hackman, Brad	10	30	50	25	82	65			252	25
Blake, Bill	8	93	83	30	32				238	30
Winterburn, John	9	19	100	83	26				228	25
Zajac, Frank	8		30	153	32				215	27
Snell, Frank III	8		54	75	50	30			209	26
Luoma, Machell	3		62	138					200	67
Torre, Joe	7		53		30	86	30		199	28
Knop, Marty	7		54	50	86				190	27
Ogren, Janice	8			20	70	96			186	23
Cosgrove, Brad	7	25		100	50				175	25
Deboer, Nancy	5				84	60	30		174	35
Rector, Judy	5		50	120					170	34
Supnick, Chris	3			30	100	38			168	56
Forero, Andres	7		54	105					159	23
Vanderwielen, A.	6			56	28	66			150	25
Torre, Karen	5		60			55	30		145	29
Dudly, Blair	8	30	43	30		38			141	18
Holms, Alvin	4		24		106				130	33
Caruso, Phil	9		64	64					128	14
Lewandowski, John	2	100		23					123	62
Walen, Jim	4		54	40	25				119	30
McClintock, Cathy	3	43	50			20			113	38
Armstrong, Mike	5		30	78					108	22
Teel, Janet	4		53		26	25			104	26
Seabold, Dick	3					100			100	33
Truesdell, Scott	3			18	82				100	33
Thomas, Ann	5		16	60		21			97	19
Atkinson, Mark	3					93			93	31
Wasche, Kristin	4		41	30		21			92	23
Stubbs, Gerald	3			30		60			90	30
Stubbs, Kathy	3			30		60			90	30
Little, Keith	2	43		40					83	42
Cramer, Louis	3					30	50		80	27
Berg, Jim	3	43				17	18		78	26

Kalamazoo Bike Club Milage Standings

Name	# of Rides	Apr	May	June	July	Aug	Sept	Oct	Total Miles	Avg per Ride
Augustine, Karen	2		50		16				66	33
Lander, Amy	3		9		23		30		62	21
Fischer, Bill	2		30		30				60	30
Hazemen, Dave	2		30	30					60	30
Hazemen, Jan	2		30	30					60	30
Henderson, Jim	2	60							60	30
Hiles, Hanna	2			56					56	28
Cohon, Larry	2		25			30			55	28
Teel, Mike	2		30			25			55	28
Maile, Tom	2		20	30					50	25
Snell, Frank IV	2			25	24				49	25
Oas, Donna	3		20	9		18			47	16
Oas, Renny	3		20	9		18			47	16
McWethy, Don	1	43							43	43
Smith, Conrad	2		20	23					43	22
Clawitter, Janet	1			41					41	41
Wyrick, Jennifer	1			41					41	41
Butterfield, Debra	3		23		17				40	13
Harwood, Nancy	3		23		17				40	13
Ritchie, Beatrice	2			18		21			39	20
Ritchie, Bill	2			18		21			39	20
Ritchie, Frances	2			18		21			39	20
Schwenk, Mary Ann	1					35			35	35
Ferrara, Dan	1			30					30	30
Kellam, Glen	1	30							30	30
Klein, Bill	1					30			30	30
Klein, Marlene	1					30			30	30
Erlandson, Holly	2			29					29	15
Senchuk, Eric	1				28				28	28
Senchuk, James	1				28				28	28
Van Sweden	1	28							28	28
Brawer, Milton	2		11			15			26	13
Brawer, Neltje	2		11			15			26	13
Peters, Thomas	1				26				26	26
Miller, Mark	1				25				25	25
Dunyak, Steve	1			24					24	24
Horak, Paul	1				24				24	24
Waters, Larry	2		12	12					24	12
Wawra, Walter	1				23				23	23
Caruso, Virginia	2		21						21	11
Ritchie, Margaret	1					21			21	21
Bauer, Deb	1					20			20	20
Bohl, W.H.	1		20						20	20
Debruyne, Bob	1			20					20	20
Gualdoni	1				20				20	20
Henderson, Steve	1		20						20	20
Maile, Jean	1		20						20	20
Rhoderick, Carol	1					20			20	20
Drenth, Sheryl	2				1	18			19	10
Cobb, Tracy	1	14							14	14
Kayser, Erik	1		14						14	14
Kayser, Laura	1		14						14	14
Carlson, Christine	1			9					9	9
King, F. H.	1		9						9	9
Pendergast, Tim	1		9						9	9
Smith, Jennifer	1		9						9	9
Club Totals	817	2095	4542	5958	7889	4969	3060	121	28634	28

What, Another Permit?

By Cal Lamoreaux

We travelled about half of the Hart-Montague State Park/Bicycle Trail a few months ago. Two dollars of each registration fee for the tour paid for a one-day trail pass that we fastened around the headsets of our bikes. It was worth it. The trail was flat and smooth and beautiful. However, it happened that, less than a week later, we found ourselves traversing a short section of the (unpaved) Kal-Haven Trail. The H-M trail passes were still on our bikes and the trail maintenance men glanced at them as we whizzed past. It brings up a situation where avid bike tourers must do some serious math.

A yearly pass for K-H is \$10 per bicycle, \$20 for me and my wife. That is already more than the \$15 I pay for my Ford's annual state park sticker. If I pay another \$20 for a pair of H-M passes and another \$20 for the Paint Creek Trail, that adds up to serious money to admit us to the rail-to-trail areas of the state. Then, what if I want to take my road bike to H-M, instead of my mountain bike? Another \$2-\$10! The fee for the trails system is apparently not well planned or thought out. It especially looks bad when you consider that the \$15 permit also applies to motorcycles, but not bicycles! I pay the \$15 gladly, but fairness has to enter in somewhere.

But wait, consider this. I took a bike ride through the Yankee Springs campground a month ago and was absolutely shocked. There seemed to be more bicycles in the camp than people! There was an assortment of heavyweight, 3 speed, 10 speed, and mountain bikes. And all of them

came in free on the motor vehicle sticker! This is quite a change from the last time I camped in a state park, when bicycles were rare.

Mulling all of this over, I have an idea for a possible fair solution. I would love to hear from others who think they may have a better one. How about an annual state park sticker to be required for all and any bicycles in any state park, including the trail parks? I'll bet it could be only \$2 per bicycle, and would raise far more money for bike trails than the present \$60 system. And it would be much more affordable. The funds could be used for all bike trails in the state.

Another good/bad example of governments and trails. Tenthstreet, old US-131, was repaved this year from Shelbyville to Wayland. The section from Shelbyville to Bradley was merely repaved. In contrast, the section from Bradley to Wayland was widened more than 8 feet, adding the safe, wide, paved shoulders that cyclists love. This road now links Wayland to the wide shoulders of the road to Yankee Springs. Was the Martin township board too narrow-minded to take advantage of the state funds available (from gasoline tax money, no less) for bicycle-trail-style shoulders? Were they violating the law by not providing for them? Have they not seen the potential for tourism? Anyone who has seen the terrific traffic of the Grand Haven, Holland, Hart-Montague, and other people paths should be aware of the potential of such paths in other areas of the state, especially if they all would connect together.

At least for the rest of this year, I personally, will continue exploring the good number of absolutely free, but generally in poor condition, trails in the Yankee Springs Recreation Area, a mere 10 miles from my front door. As relatively non-polluting

bicyclists, we need to get our ideas together, and consider fair and viable alternatives to the present trail financing system. Then we need to advise the Natural Resources Commission, the DNR, the State Transportation Commission, and our state legislators.

Judge Sentences drunk driver who struck KBC rider

--Excerpted from the *Kalamazoo Gazette*

Kim Whitworth, a Kellogg Company engineer died in a Battle Creek hospital, five days after James Mast Jr. struck him as Whitworth rode with members of the Kalamazoo Bicycle Club along Mercury Rd. in Charlestown township.

Mast, 30, of Pavilion township, was sentenced on October 29 by Kalamazoo Circuit Court Judge Phillip Schaefer to 10 to 15 years in prison for manslaughter with a motor vehicle. The penalty was the stiffest allowed by law, but the judge said Mast deserved worse.

Mast had four previous drunk driving convictions and was free on bond at the time of the accident.

During the sentences, the judge was moved to call Mast "...our worst nightmare." Schaefer added "[this is] the maximum sentence I can impose. I'm sorry it's not more."

Whitworth is survived by his wife and two daughters, aged five and seven.



Gearing Part 2: The Perfect Gearing for Your Bike

In last month's installment on gearing, we covered the basics of calculating a gearchart for any drivetrain. For a reprint, write me care of the club P.O. box.

Now that you've charted your gearing, does it make sense? To find out, look at the chart and figure your shifting pattern, starting with the lowest gear and "shifting" to the highest. First, though, cross out the gears that utilize the "small to small" and "big to big" chainring-to-free-wheel combinations. Cross-chaining this way is very hard on your drivetrain components and is inefficient because of the extreme chain line. For an example of counting the gearing, let's use this fairly typical drivetrain:

42	52
13	// 108
14	81 100
16	71 88
18	63 78
21	54 67
24	47 //

Take a pencil and draw a line from one gear number to the next in numerical order. This is your shifting pattern. Notice that when shifting to the 67, the 71, the 78, the 81, and the 88, you'll have to shift with both the front *and* rear derailleurs. This is known as a *double-shift* and its undesirable in most cases, especially on racing or high-performance bike. This gearing has five double-shifts. In the heat on competition (even if your only competition is on Thursday night ice cream hammerfests at Scooters), you don't want to fool with complicated shifting.

This gearing does, however, have a high percentage of usable gears (10 out of 12). Notice that not many of the gears "overlap" or are close to each other.

TOTAL SCORE: 10 usable gears, five double-shifts.

A simplified shifting pattern might be:

39	53
13	// 110
14	75 102
16	66 89
18	59 80
21	50 68
24	44 //

As you draw the lines on this chart, you'll notice that there is only one double-shift, from the 75 to the 80 (don't make the shift from the 66 to the 68 -- two gear inches isn't different enough to make it worth it). You'll also notice that this gearing has a higher high and a lower low, good for that super-steep hill at the end of a hilly century or for that final sprint. *But*, once you throw away the cross-chain gears and throw away the gear duplicates, you have only nine usable gears. You're giving up a gear for the simplicity of the shift pattern.

TOTAL SCORE: Nine usable gears, one double-shift.

Sounds like another bicycling trade-off, right? Yup. It all depends on what you want: maximum usable gears or maximum shifting simplicity. If you're really clever and have access to a wide variety of components, you might be able to figure out the perfect drivetrain for yourself. Just start with the high and low gear that you need for your type of riding and start filling in the gaps. If you get adventurous and you tour, you might try this for a triple chainring set-up.

For example, let's look at a triple (this one from my very own tandem)

26	47	52
12	//	106 117
13	54	98 108
15	47	85 94
17	41	75 83
20	35	63 70
26	27	49 54
32	22	40 //

Gets complicated, doesn't it? Actually, in this triple, you would only use the tiny 26-tooth ring up to the 35-inch gear, then switch to the 47-tooth ring. You'll notice that there are a ton of double-shifts. I'll put up with them on this bike in order to get the right gearing. (The tandem doesn't race.)

FINAL SCORE: 16 usable gears, 6 double-shifts.

Now you can figure out your own perfect drivetrain. Just remember, start with a high and low that you need and start filling in the gaps.

Final note: If you have one of those new high-tech hot-stuff click-shift drivetrains, your options as far as freewheel cogs will be *severely* limited.



Kal-Haven Trail Improve- ments

As reported in the *Kalamazoo Gazette*, Workers from Whelen construction of Benton Harbor have laid a bed of crushed limestone on the Kal-Haven trail. The workers are using an asphalt paving machine and a pavement roller. The crew laid stone from M-40 to South Haven.

Once the limestone has weathered, it eventually becomes pavement-like. KBC members who have ridden limestone-paved trails in Wisconsin report that the trails were quite smooth and entirely suitable for skinny-tire touring and racing bikes.



KBC Sponsors Weekend-Long Stage Race

Rumors are already spreading through the racing community about the Stage Race expected to take place in the Kalamazoo area in the Spring of 1991. Last year there were only 24 USCF stage races in the entire U.S. If the KBC and race promoter Gary Goscenski can pull it off, the Stage Race will be a major coup for KBC. The promoters are trying to capitalize on the successes of past Spring Valley Circuit Races, which have become a major early-season event on the racing calendar in the midwest.

For the uninitiated, a stage race is a multi-race event. The overall winner is the racer with the lowest total time for all events.

The Stage Race is still in the very early planning stages. The steering committee met for the first time on November 14th. Most of the information available is still very tentative. Below is the information we could gather for this month's *Pedal Press*.

When:

The tentative date for all events is the last weekend in April of 1991.

What:

Four events are in the planning phases

Friday night:

Prologue Time Trial of about 1 kilometer (used to establish the race leader)

Saturday Morning:

Stage One: Time trial of about 20 K, held in Climax.

Saturday Afternoon:

Stage Two: Road Race of 20-80 miles (depending on category)

Sunday Morning:

Stage Three: Circuit Race of 7-28 miles, held at Spring Valley Park.

Prize List:

If Gary and the committee can gather the sponsorship and support that they hope, there will be an unprecedented \$8,000.00 in prizes, making this race a MAJOR draw from around the midwest.

Club Benefits:

This race, if all goes as planned, will make the KBC at least \$3,500.00 and will be our major fund-raiser for next year.

What YOU Can Do To Help:

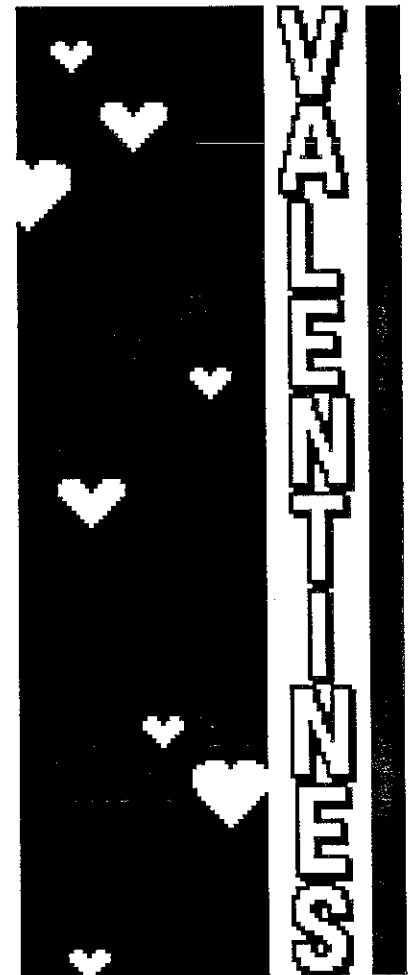
Be ready for the phone call that will come to ask for your help. If we can pull off this race, the prestige and dollars garnered for KBC will allow us to finally be involved in all those activities we've wanted for so long and had to shelve for lack of funds. And... next year's Club party ought to be one to remember.

For more information, call:

Marc Luoma at 778-3565
Steve Clarke at 327-9956
Gary Goscenski at 343-0498
Mike Teel at 344-7354
Joe Torre at 381-4329

DISCLAIMER:

All the above information is extremely tentative at this date. We've rushed unconfirmed information to you to get you the most up-to-date news possible.



New Members

Steven, Kalli, and Megan Inman
Tom, Mary, John, and Aaron
Tecklenburg
Jack, Vicki, Beth, and Ila VanDenBerg

Classified Ad

FOR SALE: 56 cm Kestrel EMS with EMS forks, 8 speed Dura-Ace Group, Modolo stem and bars, Campy rims. Babied, 6 months old. \$3,300 new, \$2,800 or make offer. Also 56 cm original 4000 frame and forks, mint \$900. Call Jason at 962-6572.

When are you *not* a beginner?

-- or --

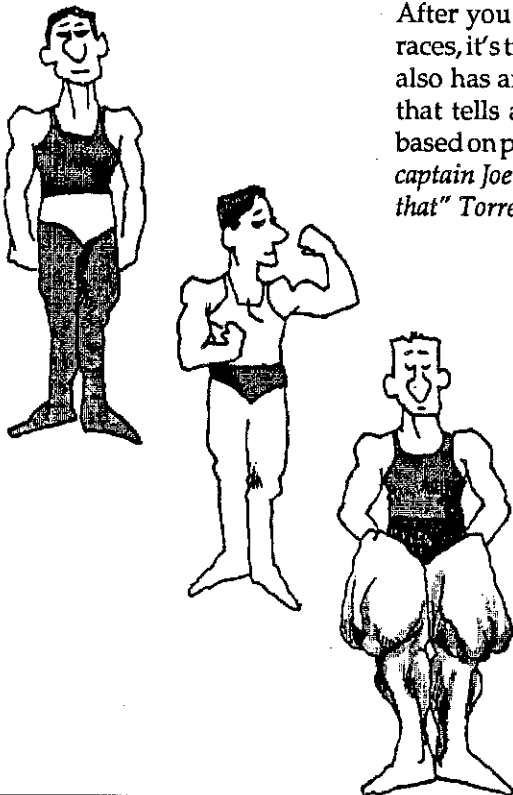
What's in that bag?

(Part III)

After hearing the "sandbagging" accusation being bandied about every race I attended, I finally decided to find out what the real guidelines are. Hah! Easier said than done. But after some mild discussion, during which one young race team member tried to wrestle me to the ground and rip out my vocal cords, I came up with the following. Thanks to all race team members that gave their opinions and to the two fellas that finally were able to quote the rules.

Road Races:

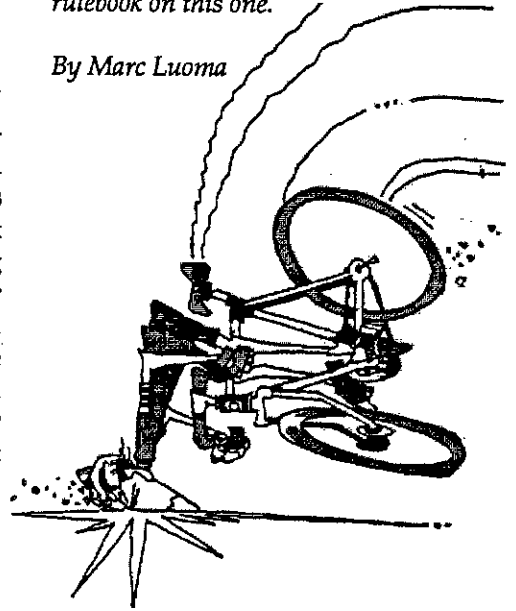
After you place in the top six in six races, it's time to upgrade. The USCF also has an elaborate points system that tells a racer when to upgrade, based on placings. *Thanks to race team captain Joe "well, I'm not so sure about that" Torre for this ruling from USCF.*



Mountain Bike Races:

You're a beginner for FIVE races. After your fifth race, you're no longer a beginner. You can upgrade sooner, but if you do so later, you're an official sandbagger. *Thanks to Bill Fisher for quoting the NORBA (National Off-Road Bicycling Association) rulebook on this one.*

By Marc Luoma



Note From Database Manager

The Club has decided to return to a system where memberships are from January through December. As a result of this decision all memberships which have an expiration date earlier than 9/1/91 will expire January 15, 1991. (We've decided that those who renewed or joined in September or later will have their expiration date moved to December 1991.) Your current expiration date is shown on your mailing label. I will convert the expiration dates on or about January 15, 1991. If there are questions, contact me at 381-0135. Phil Caruso, Database Manager.



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

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

Address Correction Requested

Ride Classifications

A+ 17+ mph F Family ride
 A 15-17 mph MTB Off-road
 B 13-14 mph
 C 11-12 mph
 D under 10 mph, frequent stops
 E over 50 miles, at your own pace

Note: All mph given indicate pace while on the bike that the ride leader would like to maintain. Please feel free to come to any ride and ride at your won pace. Rest stops, their number and duration are a separate issue.

Club Phone Numbers

President	Steve Clarke	327-9956	MTB	Valerie Marsh	343-9637
Vice President	Mark Luoma	778-3565	Race Captain	Mike Teel	
Secretary/Treasurer	Mark Ehrhardt	345-8582	Race Captain	Joe Torre	381-4329
Ride Captains:			Membership List	Phil Caruso	381-0135
A	Roberta Hillman	381-4450	Mileage Statistician	Jim Tiller	375-8112
B	Open		Ride Line		327-7767
C	Brad Cosgrove		Newsletter	Karen Augustine	381-3251

Kalamazoo Bicycle Club - Membership Form

Your name _____
 Address _____
 City _____ State _____ Zip _____
 Phone _____ Birthdate _____
 For family membership, please list other family members:

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

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 - \$15 Family - \$17 Youth (<18) - \$13 Senior (>60) - \$13
 New Membership _____ Renewal _____ (mark one)