

# PEDAL PRESS

Kalamazoo Bicycle Club

May, 1991

## New Members

The following are the new members since the last Newsletter:

- Ted Au
- Allen & Deborah Balog
- Bill Bliss
- Dorothy DeDee
- Marcia Hammel
- Cathy McClintock
- Joe, Barb & Marilyn Moran
- Betty Prusley
- Phil Reynhout
- Sheila & Ilse Roderick
- Tom Small
- William Stauble
- Connie Thoennes
- David Tuit
- Tim Verdries

Welcome to the Kalamazoo Bike Club!

### Invitational Rides

The Club receives ride application forms from many of the rides in Michigan and nearby states. It would be too costly to send a copy of each ride application to each member. However, if you would like one, call the Causos (381-0135) and, if they have a copy of the form they will see that one is sent to you.

Paul Wells of Breakaway Bicycles has asked us to inform the KBC about their Mountain Bike Race on Sunday, May 12, 1991. It will be at the Deep Lake Campground - Yankee Springs Recreation Area. Fee is \$10-\$15. Contact Steven E. Miller 694-5641. Breakaway has also requested volunteers to help run the ride. Please contact them at 349-5555 if you are interested in volunteering.

## 1991 Ride Schedule:

The "official" KBC season runs from April 15 until September 30. There may not be any ride leaders for the following rides. If you have some maps, please bring them to the rides. The tentative rides are:

- **Mondays:** From Texas Drive Park
- **Tuesdays:** Race team sprints at Kalamazoo Speedway corner of D Ave. and Ravine Rd. Start at 6:00. Must be a paid-up club member. Helmets are mandatory. Call Mike Teel at 344-7354 for more information.
- **Wednesdays:** From Kalamazoo Central High School.
- **Thursdays:** From Scooter's Malt Shop in Scotts.
- **Fridays:** From Galesburg (around Gull Lake)
- **Weekends:** As scheduled on a month by month basis.

**Ride Incentive Program:** If we still owe you a prize from last year, please be patient. They're ordered. We promise. Really. The 1991 ride incentive program will be similar to last year's. Miles will be tallied from ride sign up sheets. Those meeting a minimum number of miles will receive a prize. The value of the prizes will escalate as does your mileage.



## May Meeting

The May KBC meeting will mark the first of the summer "ride meetings." We'll meet at Scotts Elementary School on Monday 6th at 6:30 p.m. for a short (10-15 minutes) meeting, and a group ride of 15-30 miles. We'll then meet back at Scooter's for ice cream and socializing. Scotts Elementary School is located in Scotts on QR Avenue, two blocks east of 36th Street (the Scotts main drag).

### Newsletter Deadline

If you would like to have an article appear in the June issue of *Pedal Press*, send the information by May 15th to:

Karen Augustine  
2825 Glenhaven  
Kalamazoo, MI 49004

Again, this is your newsletter. I appreciate all the articles that are sent to be used in the newsletter.

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# 10 Largest Bike Rides in the World

**2,000: MONTREAL - LETOUR DE MONTREAL, JUNE 4, MONTREAL, QUEBEC, CANADA**

Touted as the BIGGEST ride in the world, the ride is a 70 km tour of seven cities on the Montreal Island. It made the '89 Guinness book with 32,000 last year. 80 % of the riders are over the age of 20 and attracts equal percentages of both sexes. Its in its fifth year and numbers are expected to be in the 35k range. The streets are closed to motor traffic. LE TOUR DE L'ILE employs a full-time staff year-round. A volunteer crew swells to 3,500 people to handle sag support, traffic control etc. Fee is \$12 NO DAY-OF-RIDE REGISTRATION CALL 514-251-6955 OR WRITE: LE TOUR DE L'ILE DE MONTREAL, 4545 PEIRRE DO COUBERTIN SUCC. M, MONTREAL, QUEBEC, CANADA, H1V 3R22

**23,000: NEW YORK - THE 5-BORO BIKE TOUR, MAY 7, NEW YORK CITY**

This just may be the largest of its kind in the U. S. Sponsored by Citibank and the local chapter of AYH, about 23k people took the 36 mile spin over easy, rolling hills last year. This is its 13th year. The ride starts at 8 AM from Battery Park at the foot of Manhattan. Streets are closed to traffic as cyclists pedal through Central Park, over 5 bridges, and through Fort Wadsworth naval installation and Fort Hamilton. The ride ends on Staten Island; everybody makes the return trip on the Ferry! The fee is about \$6. FYI 212-431-7100 or write: AMERICAN YOUTH HOSTEL'S FIVE BORO BIKE TOUR, 75 SPRING ST., NY, NY 100123

**17,000: ST LOUIS - MOONLIGHT RAMBLE - AUGUST 13, ST. LOUIS, MISSOURI**

DICK LEARY, who still sits on the local board of the AYH, started this late-night event by himself a quarter-century ago. By last year, the ride had grown to 17,000 participants. Cyclists leave from Memorial Plaza Park in downtown ST. Louis at 2 AM., with the ride usually ending about 6 in the morning. The route varies from year to year, but it usually runs between 8 and 20 miles on an easy course. This year, organizers plan to have a big birthday cake and a band and a festival before riders take off. Fee is \$3, event day \$5. FYI 314-421-2044 OZARK AREA COUNCIL OF AYH, MOONLIGHT RAMBLE, 1908 S. 12TH ST. ST. LOUIS, MO 631044

**16,000: ROSARITO MEXICO - ROSARITO TO ENSENADA 50 MILE FUN BICYCLE RIDE APRIL 22, ROSARITO BEACH, BAJA CA, MEXICO.**

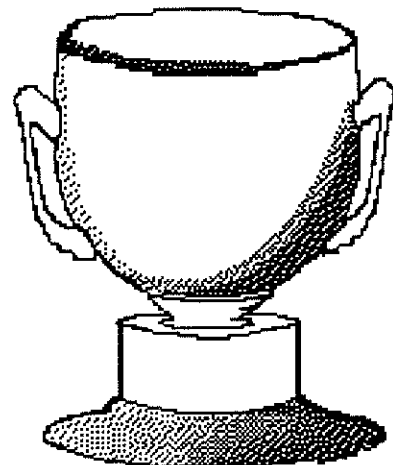
This is actually the first of two yearly rides, the third annual spring ride, and the tenth annual fall ride. They take off from the Rosarito Beach Hotel, about 35 miles south of San Diego. April's ride is the smaller of the two with 12,000 people. The Sept ride last year had 16,000 ride the 50 mile course, which runs beside the ocean on flat terrain for the first 21 miles, and then climbs an 8% grade to a mesa with a view of rustic farmland. The final eight miles on toll road ends with a party in Ensenada. 90% of the riders make their own arrangements with driving and accommodations. Fee is \$19, after April 7, \$22. FYI call 619-583-3001 or write: BICYCLING WEST, INC., PO BOX 15128, SAN DIEGO, CA., 92115-01285:

**12,529: WICHITA FALLS - HOTTER 'N HELL HUNDRED, AUGUST 26, WICHITA FALLS, TEXAS.**

If riding in 100 degree temps sounds good, this one's for you! 12,529 riders rode in last year's HOTTER 'N HELL. It starts at 7:30 AM at Memorial Stadium on Hiway 369 in Wichita Falls, and riders are treated to rolling hills and farmland views. Fees not yet announced. FYI call 817-692-2925 or write: HOTTER 'N HELL HUNDRED, PO BOX 3241, WICHITA FALLS, TX 763096:

**12,000: SAN FRANCISCO - MACY'S AYH GREAT SAN FRANCISCO BIKE ADVENTURE JUNE 11, San Francisco, CA.**

More than 12,000 riders enjoyed a special view over a 15 mile stretch of hiway 280, as it is closed to traffic starting at 7:30 AM. The ride starts in the Marina district and ends up at fort Mason, at the foot of the GG bridge. 415-668-2243 or write R-HODYCO. PRODUCTIONS, 5141A GEARY BL., SAN FRAN, CA 941187: 8,000 IOWA STATE WIDE-REGISTER'S ANNUAL GREAT BIKE RIDE ACROSS IOWA (RAGBRAI), July 23-29, Iowa.



**8,000: IOWA STATEWIDE-REGISTER'S ANNUAL GREAT BIKE RACE ACROSS IOWA (RAGBRAI), July 23-29, Iowa.**

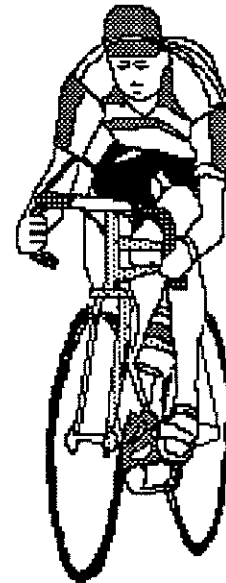
About 8,000 riders were accepted last year on this trek across Iowa; 6,700 were turned down because of limited space. A tradition on this ride, sponsored by the Des Moines Register, is to dip a back wheel in the Missouri on the first day of the ride, and a front wheel in the Mississippi on the last day. It's also a good way to make friends from every state in the Union and enjoy warm Iowa hospitality. A route hasn't yet been decided for this year-the 17th. Fee is \$40, pre-register only. Info must be requested after March 1 and before April 1. Info: (515) 284-8282 or send SSAE to: RAGBRAI p. o. box 622 DES MOINES, IOWA 503038:

**6,500: SEATTLE-PORTLAND - SEATTLE TO PORTLAND, June 23 & 24 Seattle, WA**

This is probably the only major ride on the continent that has been cancelled due to a volcanic eruption. Mt. St. Helen's is still a beautiful sight when the 6,500 riders on this 192 mile excursion. But then, so are the farmlands, river valleys, Mt. Rainier, and Mt. Hood. For the tenth anniversary of this ride, 10,000 riders will be able to sign up. It starts at the Kingdome in Seattle with riders leaving from 5:30 A. M. and on. Overnight is in Centralia, WA and the finish at the Holladay Park in Portland, Oregon. The \$40 fee also includes a lot of specialty items useful on the trip such as a fanny pack and a Tyvek jacket. For more info: (206) 488-9509 or the HOT LINE at (206) 488-2584 or send SSAE to PAUL ZAKAR, 10601 N. E. 146 TH ST. BOTHELL. WA 980119:

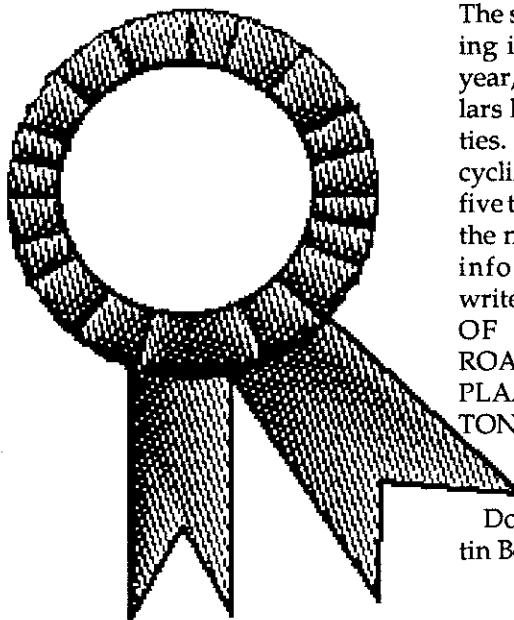
**6,200: COLUMBUS, OHIO TOUR OF THE SCIOTO RIVER VALLEY (TOSRV), May 13 & 14**

Sometimes called the "Granddaddy of all patch rides", TOSRV has been around for nine years and covers 210 miles of flat and rolling terrain for an easy two day ride. More than 6,200 riders come from all over the world to ride this loop to Portsmouth, which kicks off the Bicycling season in Ohio. A \$25 fee pays for a chicken dinner on Sat. nite. Applications are mailed on Feb 1 and all the spots are usually taken by Feb 15. The tour starts at 7:00 AM in front of the State Capitol Building. Organizers are sponsoring a new week-long ride in June that will take in all the tourist attractions usually seen with an automobile. For more info (614) 294-0338 or write: TOSRV, PO BOX 23111, COLUMBUS, OH 4322310:

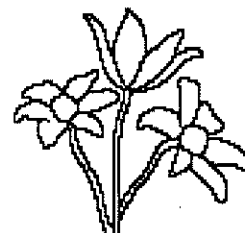
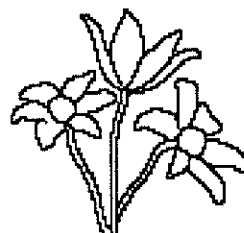


**6,000: DAYTON OHIO - Thunder Road Bike A Thon, May 6 Dayton Ohio.**

The six thousand cyclists participating in this event, now in its tenth year, raised more than \$400,000 dollars last year, for seven local charities. At six different locations, cyclists can ride up to 50 miles on five to ten mile laps starting at 8:30 in the morning until 3:30. For more info: (513) 226-1444 or write: DAYTON AREA CHAMBER OF COMMERCE, THUNDER ROAD BIKE-A-THON, CHAMBER PLAZA, 5TH AND MAIN, DAYTON OH 45402-2400



Downloaded from Bicycle Bulletin Board, Missoula, Montana (ML)



## Bike Accident Kills Kalamazoo Youth

As reported on the front page of the April 2nd Kalamazoo Gazette, a seven year old boy lost his life after riding his bicycle into the path of a car on Sprinkle Road in the Lexington Green area. Our heart goes out to the family and friends of the boy who, as stated in the Gazette by his school principle, "...seemed to love life, and ...was nice to other kids."

According to the Gazette, the preliminary investigation has found the driver of the vehicle not at fault, and, since the accident approximately 20 minutes after sunset, poor visibility is probably to blame [my speculation D.D.].

Regardless, the life of an innocent youth was lost here and, if you'll pardon me, the blame rests on us society. Budget constraints and assorted other circumstances paint a grim picture of bicycle education being done for youth in the Kalamazoo area. As a safety committee member who has done a significant amount of research, take my word for it it's pretty grim.

So grim is this picture that there is every reason to believe that we can expect another loss of life before the season is over. Why, you ask? Because we have been averaging one bike related death per year for the last six years, and because this first fatality happened so early in the year. Remember, I said average.

Let me paint another grim picture for you. We have researched the number of reported bicycle accidents in the State of Michigan all the way back to 1968 when there was a low of about 2500, according to the State Police. Soon after, in 1975, they peaked to almost 5000. Quite an increase! Luckily, the numbers decreased and stabilized at about 4200-4500 per year throughout the next ten years, and since 1986 have been

on a decline to about 3500 in 1989, when the latest data were available.

On the surface, this number sounds like a big improvement. Since we have compiled data going back to 1985, however, the grimness is still there. Decreases in fatalities have appeared in all age groups but one the most vulnerable 5 through 9 year olds. They have, in fact, had an increase from 15% to almost 20% of all bicycle accidents reported in Michigan. Pretty grim. Who's to say what might happen in this age group is the total numbers begin to increase again? It could be pretty sad...

Dave Deright

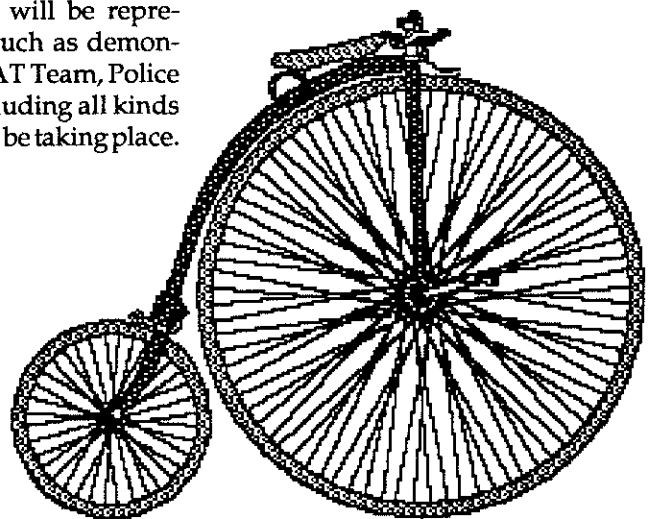
## KBC Participates in Take A Bite Out Of Crime Day

As mentioned in the last newsletter, the Kalamazoo Department of Public Safety will be staging their Take a Bite Out Of Crime city wide event at Lincoln Elementary School on Saturday, May 18th. This event, which was a huge success at Vine last year, is expected to be a big draw this year. Volunteers from all of the neighborhood organizations along with other community groups will be represented. Activities such as demonstrations by the SWAT Team, Police dogs, and more, including all kinds of things for kids will be taking place.

In addition, for the first time, the department of Public Safety will be staging a bicycle rodeo for the kids at this event and they have asked for our assistance. Boy are they lucky! We were thinking of the same thing! Anyway, our safety committee has been working on this with them and unfortunately, because of the circus atmosphere expected, the rodeo portion will have to be limited to a contest type skills course. Regardless, we will try our best to get the safety message across. We hope that by taking part in this event, that we can build on this cooperation for a more in depth, effective bicycle rodeo for next year.

To get the safety message across more effectively, the Department has allowed us to have our booth there to distribute literature. And guess what? For our part we need volunteers. Anyone who can help promote the safety cause of KBC can call me at 381-2678 for more information.

Regards, Dave Deright



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# April Meeting Minutes

The April KBC meeting was held on Monday, April 1, at Scooter's Malt Shop in Scotts, MI. President Steve Clarke called the meeting to order at approximately 7:00 p.m. Below is a brief outline of the topics of discussion.

## Ride Committee Recommendations

To reiterate the recommendations in last month's *Pedal Press*:

### Ride Categories:

- 20+
- 17-20
- 14-17
- 12-14
- <12
- Family

(MILESTONE: April 1991 marks the 1,201st Club meeting where ride categories were a point of discussion and someone was pretty darn unhappy about them, too.)

### Ride Leader Responsibilities:

•The ride leader will ride at the slowest pace in the category he or she's leading a ride in. For example, a Club member who leads a ride in the 14-17 category should ride at 14 mph or the pace of the slowest rider, whichever is higher.

•The ride leader should help with repairs as possible, or return with his or her vehicle to provide sag service.

### Rider Responsibilities:

•The rider should be sure that their bike is in good working order before the ride.

•The rider should bring at a minimum: a spare tube, tire levers, and a pump. The ride leader won't supply tools nor repair parts.

## Kal Haven Trail Blazer

The Trail Blazer (to be held on May 11) has required KBC, as part of its involvement, to supply sag wagon service between Bloomingdale and Lacota. To volunteer, call Charlie Fuentes.

## Physicians Health Plan Stage Race

As of April 1, Volunteer Committee chair Sheryl Drenth had almost accomplished the impossible task set before her by obtaining enough volunteers to staff the Stage Race. Congratulations Sheryl!



## Spring Training Houston Peterson

Kalamazoo Area category II racer and coach Houston Peterson spoke on spring training, pacelining, and group riding techniques. See the story in this issue of the *Pedal Press*.

The meeting was adjourned at about 8:30. The membership in attendance moved next door to Scooter's for the usual ice cream feeding frenzy.

# May Rides

May 4, 1991

Michigan High School Cycling Challenge  
Grand Rapids - 538-2330

May 4, 1991

12 Hour Challenge By the Bay  
Bay City - 517-892-2100

May 5, 1991

Metro Grand Spring Tour  
New Bosto, MI - 313-383-0286

May 11, 1991

Kal-Haven Trail Blazer  
Kalamazoo - 327-7767

May 17-19, 1991

Wolverine 200  
Belle Isle - 313-652-0511

May 18, 1991

Tri-County Warm-up Magic Ride  
Bay City - 517-684-2234

May 18, 1991

The Bike Ride  
Yankee Springs Rec Area  
241-3283

May 19, 1991

Sixth Annual Frankenmuth Fahrrad Tour  
Frankenmuth - 517-652-6755

*from League of Michigan Bicyclists*

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# New KBC Constitution

The KBC Constitution hasn't been updated since the original was penned during the Club's inception. We've updated it to reflect current policy and to remove sexist language. Please review the new constitution printed below. We'll vote on it during the May Club meeting. If you have any questions or comments, call me directly at 778-3565.

## Kalamazoo Bicycle Club Articles Of Constitution

### Name and Goals

**Name:** The name of the organization is the Kalamazoo Bicycle Club.

**Goals:** The Kalamazoo Bicycle Club is a non profit organization whose goals are to:

Promote bicycle safety through education and publicity.

Encourage and facilitate bicycle touring, racing, and recreational riding.

Defend and protect the rights of cyclists.

Encourage the allocation and development of facilities for cycling on public lands and roadways.

Advocate recognition of the bicycle as a vehicle for pleasure, health, and economical and environmentally sound transportation.

### Membership

#### Eligibility:

Anyone who shares the goals of the Kalamazoo Bicycle Club is eligible for membership. A member in good standing is one who has filed an application for membership with an appropriate officer of the Club and has remitted the current annual

dues. Membership ends on December 31 of each year. Memberships purchased after September 1 are valid until December 31 of the following year.

#### Dues:

The dues will be set yearly by the President, subject to the approval of the membership.

#### Discipline:

A member may be expelled from the Club for up to one year by the executive board for any of the following.

Disregard for safety during a Club activity.

Misuse of Club funds or property.

Harassment of Club members or participants in Club activities.

### Officers and Executive Board:

The following officers will be elected by those in attendance at the annual meeting or by absentee ballot received at the Club Post Office box before the annual meeting date.

#### Elected Officers:

**President:** The President presides at all meetings and is responsible for the overall conduct of the business of the Club. The President appoints committees to plan and execute Club activities. The President authorizes spending Club funds.

**Vice President:** The Vice President assumes the duties of the President when the President is absent. The Vice President is responsible for arranging for the Club meeting sites and meeting programs.

**Secretary/Treasurer:** The Secretary/Treasurer keeps minutes of Club meetings and conducts the correspondence of the Club. The Secretary/Treasurer also maintains the Club treasury, making deposits

and disbursements at the direction of the President and Vice President.

The above officers constitute the executive board of the Club. A majority of the executive board may act on official Club business.

### Appointed Officers:

**Newsletter Editor:** Responsible for publishing the Club newsletter which includes the monthly meeting minutes, meeting notices, monthly ride schedule, and any other items of general interest to Club members.

**Ride Committee Chair:** Responsible for scheduling weekly Club rides throughout the year.

**Safety Committee Chair:** Responsible for promoting bicycle safety in the West Michigan area.

**Membership Database Administrator:** The Database Administrator will keep up to date records of the Club roster and supplies this information to the Newsletter Editor on request.

If an officer is unable to complete his or her term of office, the officer will be replaced by Presidential appointment or election at the next Club meeting.

### Elections:

Elections of the Kalamazoo Bicycle Club Officers are held each year at the annual (November) meeting. Nominations and elections are held on the following schedule:

**October meeting:** Nominations from those in attendance.

**November Newsletter:** Announcement of nominees.

**November meeting:** Election of officers.

## Amendments

Amendments to this constitution may be proposed by any member of the Club and may be incorporated into this constitution if approved by a simple majority of the members at a regular meeting.

Marc Luoma  
March, 1991

## Spring Training

Outline of a talk given by Houston Peterson at the April KBC meeting (transcribed by M. Luoma)

### 1. Set a Goal

The most important part of any training is to have a goal. You can't reach your goal unless you know what it is. It's also important to write your goals down so they become tangible.

Examples of cycling goals might be:

- To ride a century (100 miles) by the end of the season.
- To ride a century in 5 hours.
- To complete a triathlon.
- To enter and finish a citizen's race.
- To ride the Club Time Trial in less than 30 minutes.

### 2. Set a Date

Determine when you want to accomplish your goal. If your goal is to ride a century, which one? Pick a date such as the Apple Cider Century in September.

### 3. Set Sub goals

In the same way, set a series of sub goals and dates that you'll reach along the way to reaching your main goal. These might include things like

- Riding 100 miles per week in May
- Riding 150 miles per week in June

- Completing a 75 mile ride in July

### 4. Chart Your Progress

Along the way, see how you're doing on the goals you set earlier. Reward yourself for the goals you meet. Re-evaluate when you miss a goal. Was the goal reasonable?

### 5. The Specific Training Program

#### 1) Lay a Base

Properly laying a base of mileage will help in many ways. You'll

- strengthen muscles, tendons, and ligaments
- develop an efficient pedal stroke
- strengthen your cardio vascular system

So how do I properly lay a mileage base for my training?

- Ride in a gear that lets you maintain 90-100 rpm or higher.
- Ride on relatively flat roads.

**Week 1:** "Just ride" in a gear that lets you spin the pedals at a high cadence.

**Week 2:** Use the same gear, but increase your cadence at least slightly.

**Week 3:** Use one gear higher for 20% of your ride, maintaining the same high cadence.

**Week 4:** Same as Week 3, but use one gear even higher for your 20% sessions.

**Week 5:** Same as Week 4, but use one gear higher for your "base" gear.

**Week 6:** Same as Week 5.

**2) Structured Training:** To get fit and/or fast, your week should have a structured approach to your conditioning. The following is a sample structured approach generally followed by most competitive cyclists in the U.S.

**a) High Intensity Training.** Dedicate one day to very short (about 10 second) high-intensity bursts of speed. These should be an all out effort, followed by near-complete recovery. Depending on your level of

fitness, do four to ten of these "sprints."

**b) Intervals.** These are a high intensity effort of 10-40 seconds. Because they last longer, they can't be at the same intensity as the sprints. Once again, recover between efforts.

**c) Threshold Riding.** This is riding just below your anaerobic threshold for 4 minutes to 2 hours. In layman's terms, your anaerobic threshold is the point where you "blow up" and have to slow down because your energy is depleted (not to be confused with the dreaded "bonk" you get when you run your body out of food).

**d) Endurance Riding.** This is the type of riding most familiar to touring cyclists. Here you're riding at a pace that you can maintain all day.

It's important that your training be done in this order. Doing threshold riding will leave you too tired to do intervals the next day. Likewise doing your intervals before your sprints.

### 6. Ride With Other Cyclists

Q: Why group riding?

A: Group riding has many benefits, including

- Your level of perceived effort will be lower. When riding and talking with others, the miles fly by, and your effort level seems lower. This makes it easier to get in high-quality training.

- By riding in a tight pack, you'll become more relaxed on the bike. Being more relaxed saves you from wasting energy through a tense position on the bike.

- Group riding helps you increase your leg speed (cadence) as you ride with other accomplished riders.

- Group riding helps you cheat the wind. Riding directly behind another cyclist can save you 30% of the energy required to ride alone. This brings us to...

## 7. Pacelining

As we mentioned above, riding in a paceline will save you lots of effort. The more people in the paceline, the greater the benefit. Riding in a 10 rider paceline, for example, you have to fight the wind only 10% of the time. Riding in a paceline requires teamwork and concentration, however.

In all pacelines, there are two parallel lines of cyclists, a pull up line and a recovery line. Which line pulls up and which drops back is dependent on the wind direction. There should be about 1 2 miles per hour difference between the pull up line and the recovery line. As each person in the pull up line gets to the front, they slide over to the front of the recovery line and then reduce their speed by about 1 mph.

## Drink More Water

Sports trainers are agreed that the average cyclist does not drink enough water. It is necessary in hot or cold weather. If your lips get dry after a half hour of riding in March, you should have drunk a glass of water 45 minutes ago. It is also less bother to carry water in your tummy than in a bottle on your bike.

If your ride is over an hour, you will probably want to carry a bottle or two. If your ride is over two hours, you will consider an "energy drink". Which is best? Gatorade™ is the most famous and the only one to contain a significant amount of sodium. The average American gets 10 times the sodium he needs each day. Also, a heat-acclimated person sweats very little salt. So practically no athletes really need any additional sodium in their sports drink.

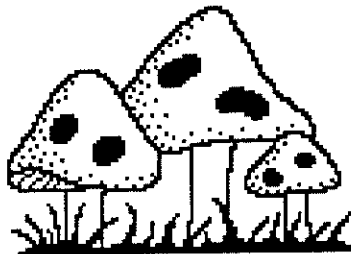
At the end of a few hours, Gatorade™, in the plastic water bottle, tastes like Listerine to me. If you really want Gatorade™, try it in the

8.4 ounce aseptic juice box. It won't take up water bottle space and might taste better. But it costs about 30¢ per drink, the most expensive of the group. The other drinks, Ocean Spray Cran-Raspberry™ Drink, apple cider, and Kool-Aid® (unsweetened, you add the sugar), are each considered as being cut half with water. In this concentration, they each furnish about 50 calories, the same as Gatorade™. One biker, who is fond of Cran-Raz, carries a water bottle of pure Cran-Raz and swigs it with a water chaser to accomplish the same effect.

The remaining drinks are almost equal in nutrition, except that Kool-Aid does not contain much potassium. Caution, the one thing that sets Cran Raz and the other newer sport drinks and soda apart is the use of high fructose corn syrup. Fructose is much more slowly digested than glucose and sucrose, and quick energy is what you really need. That's the reason, as reported in the April '91 *Bicycling* (unfavorable) review of the newest "sport" soft drinks, that fructose is more likely to cause cramping and bloating than glucose and sucrose.

In summary, all four drinks are good. But the cost runs from 30¢ to 1.2¢. The fruit-based ones contain potassium, Gatorade™ contains sodium, cider may ferment, fructose sweetening should not be depended on for quick energy, and water plus candy or crackers is as good as any of them. It is a matter of pocketbook and personal taste.

-Cal Lamoreaux



## Don't Ride bikes on the Roads

Unless you have a bell. It's the law! We learned at the March KBC meeting that bicycle drivers have all the rights and duties of auto drivers. Also, they must have lights at night. And they must have a bell, horn, or other device capable of being heard at least 100 feet, but not a siren or whistle (Michigan Vehicle Code 257.662). How many people do you know that have broken that law? Can you imagine a policeman sitting at the end of a bike tour and writing a ticket for everyone that comes in without a bell?

Some of us prefer to carry a referee's whistle on a lanyard. This may seem to be illegal, but it is my opinion that the law prohibiting whistles applies also to motor vehicles and bans power whistles, like exhaust whistles. This is an area for further research. I also believe that use of whistle is a safety feature on backwoods trails where motor vehicle rules do not apply. I rarely go into the woods, of foot or otherwise, without a whistle. A good whistle blast has proved to be riveting and averted accidents and missed turns. And gentle tweets can help a couple keep in touch in leafy areas. (I got the idea from watching flocks of birds. They twitter constantly to keep in touch). I am also experimenting with wearing an Indian dance bell, but so far have not figured how to mount it so it is effective. Alternatively, some of the new catalogs are showing an ATB bell that tucks against the brake lever. Of course, you can always get a kiddie's bell that is not too gaudy, or even a horn in the shape of Big Bird® or Freon™ boat horn! One cyclist used a Freon horn when riding through high-crime urban areas. But a bicycle bell would be better if you ride near horses or pedestrians.

Cal Lamoreaux

## The Adventures of Spike Bike *by Bob Fishell*

The year is 1998. The Federal Government is the puppet of a consortium of the 20 large corporations which run the country. State and local governments have been completely taken over by real estate developers, whose goal it is to turn America into one giant suburb consisting of subdivisions, apartment complexes, shopping malls, and office parks.

Bicycles have been all but outlawed. The Bicycle Act of 1992 made it illegal to appropriate tax dollars for bike lanes, paths, etc., and included a provision that "those persons riding bicycles on public roads do so entirely at their own risk." The law was originally intended to stem the flood of imports of Japanese bikes before foreign trade was cut off entirely in '94.

However, the ramifications of this law were much more serious. If a cyclist were to be injured or killed by a motorist, the motorist could not be prosecuted or even sued. It is open season on cyclists. One man fights back....

A cloud of brown dust stretched as far as the eye could see along old route 126. From my vantage point behind an old barn, I watched the grim parade. For the third time in less than a minute, a huge gravel truck rumbled past, spewing acrid, black smoke and kicking up more of the brown mud-dust and spreading it all over everything.

Including me. I'm Spike Bike. I hate cars.

Taking out a tractor-trailer rig isn't easy. You might be able to get a grenade into the cab, but if it bounces back at you, you're finished. You can sometimes shoot out all the tires on one side of the tractor and the truck will jackknife, but it takes at least half a mag, and half the time you won't get all the tires. I had to face the fact that a MAC-10 submachinegun and a few grenades just weren't going to do the job against these monstrosities.

My weekly raid on the old Joliet Arsenal yielded what I needed: a bazooka and a couple of crates of armor-piercing rockets. As usual, the morons the Army has watching the place didn't see anything. All the approaches to the arsenal are pretty well guarded, but nobody expects a guy on a mountain bike sneaking up from the river bank. I slung the bazooka over my shoulder, stuffed all the rockets I could carry into a set of panniers and a backback, and slipped away unnoticed.

Back in the garage, I set about converting the bazooka and some old Reynolds tubing into a bikezooka. When I was finished, it looked pretty much like any other fat-tube bike, except your everyday Kleins and Cannondales aren't capable of firing antitank rockets out both the front and back ends. The bike handled a little funny, but I wasn't going to do any criteriums on this baby.

I had to ride along 126 for a couple of miles before I got an opportunity to test it. There wasn't a gravel truck in sight, but I spotted an enormous flatbed carrying a bulldozer. Both the truck and its cargo were filthy, covered with mud and chipped paint, just the thing to make my blood boil. He tried to run me into the ditch, but I'd expected that, and I dodged him easily as he rumbled past. He gave a blast on his air horn that meant "I'll get you next time!"

There wouldn't be any next time. I waited until he was about 200 feet ahead and let the first rocket fly. It scored a direct hit on the rear axles and blew the wheels clean off. The truck collapsed on the roadbed and the 'dozer broke loose from its restraints to lurch forward and crush the cab. My second shot ignited the truck's fuel tank and set both the machines ablaze. I had a weapon!

My first opportunity to take out one of my primary targets came a few minutes later, when I spotted a gravel truck a quarter mile behind

me. It was big and ugly and loaded with dirt — a fat hog to be butchered. I loaded a rocket into the nose and flipped the firing mechanism over so I could launch the round out of the back of the bike. I waited until he got closer, almost too close. I heard him downshift to get more power as he headed straight for me. I let him have it. The missile struck the radiator just above the bumper. The entire cab exploded and blew off the undercarriage. With the steering box destroyed, the truck promptly and violently jackknifed, turning over in the ditch and spilling its entire cargo of dirt, rocks, and debris off to the side of the road. It lay a smoking ruin as I pedaled on.

I'd only brought along four rockets for this test run. I'd hoped to get a chance to hit another truck, but it was after 5, and most of the truckers had gone home. The remaining rocket didn't go to waste, though. On the way home, I spotted a big, gaudy, new Pontiac pulling out of one of the myriad construction sites along 126. A foreman, maybe; he smoked a cigar and wore a yellow hard-hat. He roared up at me from behind, hoping to clip me in the side, but he didn't realize who he was dealing with. I fainted towards the outside lane, then quickly cut back to the shoulder, and he missed me entirely. I could see him flipping me the bird out the back window as I fired the final rocket. There wasn't time for his expression to change, but I'll bet he saw the backblast just before the warhead blew his car into small metal scraps. I had to carry the bike over them for sake of the tires.

It had been a long day. I headed home and went to bed early. The construction crews start at dawn.

... to be continued next month

Downloaded from the Bicycle Bulletin Board, Misoula, Montana by M.L.

## Bike Safety Committee Report

In promoting bicycle safety in the Kalamazoo area, the Safety Committee is concentrating their effort in the following projects for this year:

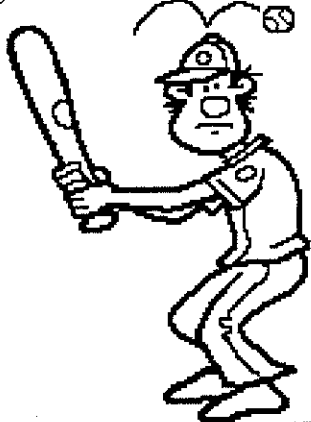
- Booths we will be passing out safety literature and helmet coupons at the following events, among others:
- Borgess Run For the Health Of It at the end of April.
- Bronson Health Fair later this summer.
- KPS Take A Bite Out Of Crime day on May 18th.

•Helmet Coupons \$5 and \$10 coupons redeemable at area bike shops.

•Public Service Announcements We are looking into sponsoring public service messages emphasizing bicycle safety via bill boards and other media.

We are in need of volunteers who have media expertise or who have contacts, and volunteers to help attend the booths. For those of you who are interested, this is your chance to make a contribution for a worthy cause. Contact Sheryl Drenth at 623-2090 to help with a booth, or contact Jim Wyrick, Kim Socia Chosay, Marty Knop, or myself if you can provide media expertise, contacts, or help in other ways.

Regards, Dave Deright, 381-2678



## KBC Racers Reap Gold, Silver, Bronze at Fisk Knob Time Trial

Below are selected results from the 1991 Fisk Knob Time Trial. Fisk Knob is known far and wide for its super hilly course, which starts and finishes at the highest point in Kent County.

### Development (non licenced) Women 19-29:

1.50:57 Nancy Deboer (KBC)  
2.58:41 Deb Isacksen  
3.1:09:21 Ann G. Whitmer

### Development Women 30+

1.45:53 Roberta Hillman (KBC)  
2.50:57 Judith Donald  
3.51:20 Kim Socia Chosay (KBC)

### USCF Men 19-29

1.38:42 Kevin Obermeyer (Rapid Wheelmen)  
2.39:52 Martin Minka (KBC)  
3.40:08 Bret Austin (KBC)

### USCF Men 40-49

1.41:52 Robert Linden (Flying Rhino)  
2.42:03 Jay Muller (Rapid Wheelmen)  
3.42:35 Steve Clarke (KBC)

### Day of Race Registration Category

1.39:26 Tom Wright (Flying Rhino)  
2.39:39 Pete Janunas (2nd City Cyclists)  
3.39:50 Paul VanSweden (KBC)

KBC Racers! Please send any KBC racer results to me (Marc) or to the Club PO box (527, Kzoo, 49005).

## Who's Afraid of a Little Dog?

A small (or large) dog hurtling at 40 mph toward a bike that may be doing 20-30 mph might cause some serious problems, which can usually be readily prevented by an alert cyclist. One speeding cyclist was seriously injured by a bound from a big, friendly, St. Bernard. The fact that it is illegal for dogs to run free is not much help, but your knowledge of dog psychology will help.

There are three doggy instincts that you can take advantage of. One, dogs are pack animals. The naturally run in packs. Most dogs I have met respond well to friendly words and consider you to be one of, if not the leader of, their pack. Usually, when a dog approaches, I speak to it, look it in the eye, and chat a bit. The dog matches my speed and runs along side for a short while, sometimes barking. One very friendly dog even slowed to a walk when I slowed way down and speeded up when I did. He followed me the 1/4 mile to my home and I had to chase him out of my yard. Most dogs will just run alongside for a few feet, if treated well.

The second instinct is that dogs are territorial. I once walked by a dog that was apparently sleeping, tied to a chain, at the edge of a city sidewalk. I had to step around him to get by. I thought: "What a lazy dog"! But I put just one foot on the walk leading from the sidewalk to HIS house and wow! He jumped up and started barking and really startled me. I was glad he was tied. He had a very precise notion of where HIS territory began. I have often seen farm dogs run parallel to cars from one border of their farm to the other, then return to wait for the next car. So, dogs that run alongside will usually leave you after you are out of their territory.

The third instinct is that predatory animals will chase anything that

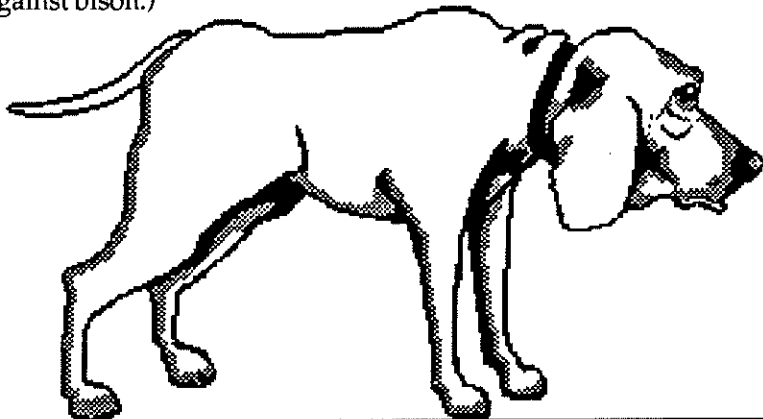
moves fast. Anyone who has played with a kitten knows that. If you are being confronted by a dog that hates bicycles and seems intent on doing some damage, the best thing to do is usually to stop and jump to one side, putting the bike between him and you. Remember, he can travel much faster than you can. If you are not moving, he has nothing to chase. End of event. In the unlikely event that he persists and attacks, you may have to take stronger measures. Remember that you are his boss, leader of the pack. Look him in the eye and severely reprimand him. Some cyclists suggest hitting him with your pump, as a last resort, but that is not too good a solution.

The best dog medicine I have found is the ordinary bicycle flag. I cut a 6 inch piece of old TV antenna and crimped one end shut. I then taped this tube to my carrier bracket. The flag, which I always use while riding on the road, fits loosely in this socket. I have also loosened up commercial flag sockets. The pennant must be glued or taped firmly to the top of the staff. There once was a medium-sized dog that appeared unusually aggressive towards cyclists. As he approached me, I reached back and pulled my flag from its socket. I then swung it, fluttering, in front of the dog's nose. His eyes bugged out as he skidded to a stop, then ran back to his yard. He continued to chase bicycles after that, but slunk away when a bike carrying a flag approached! (A am tod that flags are probably not effective against bison.)

However, each dog is an individual, and requires analysis to determine the proper response. I know of one dog that habitually harrassed one pedestrian, simply because he carried a stick. He stopped carrying the stick past the dog's house, and the trouble stopped. I met another dog that barked at any man wearing a hat. I took off my hat, and the dog accepted me. As indicated in the April conference with the dog's owner is often helpful.

Some cyclists carry a spray can of hot pepper, but I believe that a shriek alarm, often available from women's rights groups, would be more effective if such desperate measures were called for. A shriek alarm would be faster-acting and much lighter weight, about the size of a Bic lighter. The high-pitched shriek is right in the dog's hearing range and should really give him something to think about for a while. But generally, if you act friendly, dogs will respond the same way. You can also gain some consolation from the fact that the dog problem is self-limiting. Dogs that play in traffic get killed very soon.

Cal Lamoreaux



## Classified

### For Sale:

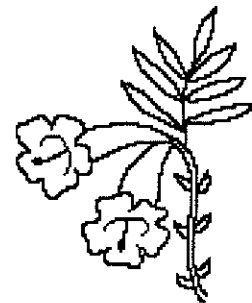
- 1 Set-campy c-relord retrofriction shift levers. \$25
  - 1 Campy c-relord clamp-on front der. \$30
  - 1 Campy c-relord braze-on front der. \$30
  - 1 Set - time racing magnesium pedals w/2 sets of cleats. \$100
  - 1 Set Campy super relord brakes w/ c-relord brake levers. \$75
- Scott Steuer 345-1715

### For Sale:

- Miyata Road Bike 24" Frame Shimano 105; Upgraded Pedals, Seatpost, Saddle, New Freewheel: excellent shape. \$250
- Dan 375-3283

### Wanted to Buy:

- Low rider front rack and panniers. Call 349-5214





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

*Address Correction Requested*

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**Ride Classifications**

20+ mph	12-14 mph	17-20 mph
14-17 mph	<12 mph	Family

*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.*

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**Club Phone Numbers**

President	Steve Clarke	327-9956	MTB	Valerie Marsh	343-9637
Vice President	Mark Luoma	778-3565	Race Captain	Mike Teel	344-7354
Secretary/Treasurer	Mark Ehhardt	345-8582	Race Captain	Joe Torre	381-4329
Newsletter	Karen Augustine	381-3251	Membership List	Phil Caruso	381-0135
Ride Line		327-7767	Mileage Statistician	Jim Tiller	375-8112

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**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 \_\_\_\_\_

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

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)