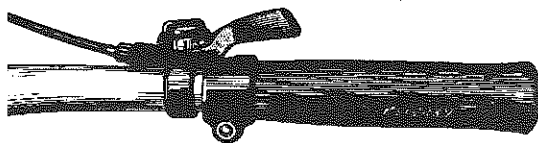


PEDAL PRESS

January, 1992

Top-Mount Shifters vs. Underbar Shifters—Author Unknown



[Editor's note: The following is an opinion. It is NOT, I repeat, NOT fact, nor is it necessarily the opinion of KBC, it's officers, nor its sponsors. It IS an opinion, and one I happen to agree with. Paraphrasing a saying of my dad's: "opinions are like noses, everybody's got one." There, now save your stamps, ok?]

Weight

Top-mounts weigh two to five ounces less than underbar shifters.

Versatility

Top-mounts have a friction option and in the friction mode they work with any chain, freewheel, freehub, cable, and cable housing regardless of brand or country of origin. Most underbar shifters don't have a friction option, so they work only with a narrow range of the same company's drivetrain components.

Function

Since top-mounts have only one shifter per side, not two, they are less confusing. It's easier to shift top-mounts with the heel of your hand—a benefit you'll appreciate when your fingers are cold and stiff or when you're

wearing mittens.

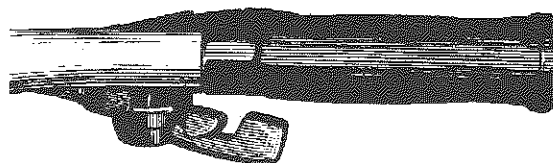
Practicality

When underbar shifters are built into the brake lever, you can't position them independently, and if you crash and break either of them—or simply wish to upgrade—you must replace both. Since having a one-piece shifter/brake lever combination offers no functional advantage, we prefer keeping them separate.

Availability

Underbar shifters are available in a wide range of prices and qualities, but top-mounts are scarce in the price and quality ranges appropriate for \$350 to \$600 bikes. This forces manufacturers who would like to spec top-mounts either to severely ups spec or severely downspec, and is one of the reasons there are so few top-mount shifters on bikes in this price range.

==> Pro racers who are paid to use equipment will no doubt win a lot of races this year with underbar shifters, and you can read their testimonials in advertisements. It's possible that some racers prefer underbar shifters, but others use them as a part of promotional duties.



In This Issue:

Jan. Rides
1

Jan. Mtg. Agenda
6

Note from the Pres.
2

Note from the VP
2

Rec. Riders
3

Ridelines
5

Shifters
1

Spike Bike
4

You've Expired!

All KBC memberships (other than those initiated after September 1 of 1991) expire on January 1, 1992.

Don't miss a single issue of the fun-filled *Pedal Press* nor any of the other scintillating Club activities.

Renew NOW, before you forget.

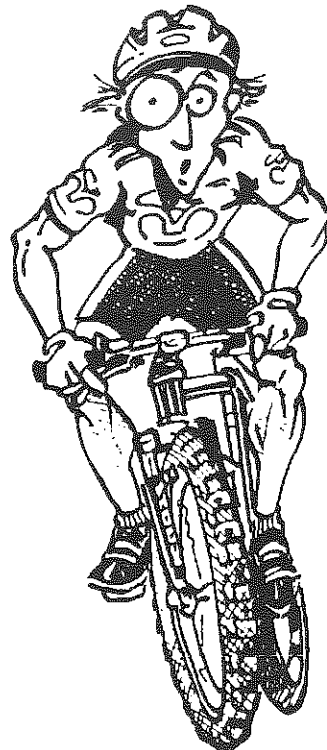
Note from the President

Well, now you the voting public of the KBC have really done it. No, I'm not a kinder nor gentler President. No, I don't do long new speeches, but they are interesting and informative. No, there aren't a thousand points of light on our christmas tree. We have more of a Charlie Brown's christmas tree: simple with a few lights and decorations on it.

The star at the top of the tree is the weekly ride schedule that brings the Club members and the race team members together for a short but glorious time while riding along the countryside. The race team is like a string of lights, all different, yet they all dream of the racing season. But they are never too busy to help others ride better. The Bike Club activities dot the branches of the small and scraggly tree with their bright color. Things like educating the public on cyclists' rights, Kal-Haven Trail Blazer, the fight for land access, and many more events.

And at the bottom of the tree is the thing that are best in that the members give it to each other, both known and unknown. And may all the members in their own way have a happy and healthy holiday season. May you all make your new year whatever it is you want. Some-

times people forget that they have the power to do or be what ever it is they want, see, or imagine.



KBC President Jeff Wetters

Note from the Vice-President

[Owing to our new Vice President's avowed lack of interest in writing, the following is a paraphrase of an outline she sent to Pedal Press. --Ed.]

Hello, I'm Shirley Williams, the new KBC Vice President. I've got lots of ideas for getting new members for KBC and for making KBC activities MORE FUN. As evidenced by the activities I've seen as a member of the Kalamazoo Ski Club, our Bike Club can serve not only as a source of riding companionship and advice, but as a place to get together with friends for parties, open-houses and other social activities. The Club is blessed with a wealth of stimulating personalities, and you'd be surprised what some of those riding companions look like with their (street) clothes on. You only need to look at the success of the Holiday party to see that there are lots of possibilities for social activities in KBC.

The Spring Open-House

As a first effort, we're now planning a spring open house that will kick off the '92 cycling season. I've already arranged for a site to have the open house. The open house will serve as a way to get together with your Club riding companions and also as a way to get more of the cycling public involved with KBC.

Right now, I need you to call me and give your input for the Spring Open House. Who should come? How should we advertise? Please call me at 329-4003 and give your input today!

Recreational Riders Respond

New
Members

Hector Arias

Harold
Gleaves

Welcome to
KBC. Please
come ride
with us
soon.

Last month, *Pedal Press* asked recreational riders to write and tell us why we don't see them on Club rides more than we do. This month, we'll publish two of the responses we received: one from a rider who's never ridden with the club, but would like to, and another from a long-time Club member who just doesn't ride with us much any more.

Letter 1:

I would love to participate in your rides; so would my older children. Frankly, we are intimidated. I read your newsletter every month and half the time I don't know what you're talking about. We still talk about "first gear" and "tenth gear." We don't know from gear ratios. Among us we have [three older ten speeds], all quite serviceable for our riding habits but hardly up to a "55cm Baso Gap with Roval TT wheels," whatever that means. (I copied that from the newsletter.) Neither our interest level nor our checking account allow us to move much beyond [our current] hardware level.

The bottom line is that we would like to ride but don't want to be embarrassed--or left behind.

Letter 2:

If someone doesn't like something that is happening in their Club, they should volunteer to change it! Those who do the work should have more say about what is done than those unwilling to spend their time. Since I have not volunteered, I have no right to complain. The rides that get led in the Club are the ones that the leaders want to lead. Increasingly I find that the Club rides that are led are not ones I'm willing to ride. The one time we rode with the Club we rode by ourselves anyway. There was no ten mile loop so we invented one after bearing the jeers of one of the riders who wanted to know "who is only doing ten miles?" The bottom line is that in our current shape and given the new orientation of the Club, we have almost nothing in common with the riders who show up for rides.

Now back to...the solution. We didn't volunteer to lead any rides so as Pogo said "We have met the enemy and it is us!"

We intend to change that. While "you people" go out and do the 20 to 35 mile rides on Thursdays, [we] would like to lead a ride that starts later (7:00) and goes only 10 to 15 miles for others. Then all riders would [return] to the staging area at the same time and there would be the possibility that people could visit with members of the other group, assuming they have any common interests.

Hope these comments are useful and thanks for asking the question in the first place. □

January Rides

Saturday,
1/4

@Fort Custer
Recreation
area (picnic
area) at 2:00
p.m.

Saturday,
1/18

@ Ft. Custer
Recreation
area (picnic
area) at 2:00
p.m.

Spike Bike—Armageddon In Detroit

Part 2 of 7

by Bob Fishell

[Synopsis: A knock on the door of Spike's home brings trouble in the form of the U.S. Secret Service and CFGM Security. They know that Spike Bike and Spiro Bikopoulos are the same person, and Spike must escape. He flees down a tunnel built for this purpose, but is spotted by a helicopter as he, with his heavily-armed mountain bike, boards a freight train. He destroys the chopper with a LAWS rocket and seems momentarily safe as the train gathers speed pulling out of the yard. Spike Bike, fugitive, ponders his situation.

In the year 1998, one man fights the tyranny of the automobile...] —

I awoke from a light sleep as the lurching of the cars made me aware the train was slowing down. Through the space under the door, I could see it was still dark outside. I opened the door a crack. The weather had cleared considerably, and it was quite cold. I examined the skyline silhouetted against the stars: Detroit. That was just about perfect; just get across the border to Windsor and I could make my way to my Alberta cabin to decide on a course of action.

How had they found me? More importantly, why now? Corporatism was finished. It had been a failure on all counts, social, political, and economic. The early boom years, when the executive-politicians had had the support of the people, had been financed by speculation, riding on false hopes. Lately it had been falling apart. Economic growth had ground to a halt, some consumer goods were growing scarce, and services were deplorable. Dissension was widespread among workers at all but senior management levels, despite harsh policies by employers — TheTwenty — to ensure loyalty. The "workfare" labor force, which amounted to a pool of cheap conscript labor, could not absorb any more fired workers, and the threat of losing your job if your district voted the wrong way became meaningless as

the quality of life deteriorated.

Though the Presidential election was still two years away, the midterm Congressional elections and several key gubernatorial races spelled disaster for The Twenty. Voter turnout had been unprecedented. Despite lavishly-orchestrated media coverage and huge PAC funds, nearly every Corporatist candidate had been resoundingly defeated. The Enterprise Party, the political party of the Anticorporatists, would be firmly in control of the Congress and most of the states beginning in January. My contacts in the Party had told me that impeachment proceedings against the Iacocca Administration would probably be the first act of the new Congress.

I had rejoiced in the news. The long nightmare was nearly over. I could soon go back to being Spiro Bikopoulos. Now, that dream was shattered. My cover was blown. I'm Spike Bike now. I can no longer be any one else.

The train had slowed to perhaps 15 MPH. I slid the door open, dropped the bike out, and jumped. I was just outside the railway yard, near a crossing. I decided to take a chance on the road, at least for a little while, in order to cover ground quickly while I still had the darkness. It was early Monday morning. I would have to get near downtown, dump the bike and the heavy weapons, taking only the cash and my forged papers — on foot — to the bridge which led to freedom.

I covered about 5 miles before the morning glow made it too dangerous for me to stay on the main roads. Now I wound my way through alleys, through the poor neighborhoods near the downtown area. I would ride for another half mile or so and then change into street clothes and hoof it for the bridge.

Continues

My hopes were dashed. A block ahead, a dull grey Plymouth skidded to a stop, blocking the alley. Almost immediately, another duplicated the maneuver at the corner behind me. I immediately cut across a backyard, through the narrow space between two dilapidated garages, and emerged with the MAC-10 drawn and ready for action.

This came immediately. As I rode out into the street, two of the CFGM Security cars converged on my position. I sprayed the windshield of one, and it changed course abruptly, crashing into a tree. The other was closing fast behind me. I rode up onto a yard, between houses, and into the alley paralleling the one in which I'd been spotted. To the west were two grey Plymouths, and I cut hard to the east. I grabbed a grenade and waited for the cars to close, but

they kept their distance.

Up the alley ahead, I could see the walls of skyscrapers. I was only a few blocks from downtown. As I crossed a street, I saw three more of the CFGM cars closing in, but the way ahead was still clear. Finally, I ran out of alleys beneath the heights of the tallest building in Detroit — the CFGM building. To the left and right of me were roadblocks. I had only one place to go, the parking garage under the skyscraper. I darted inside, my machine gun ready for an ambush, but I found no one waiting. I looked around for a place to make my next move. I felt a sting in my leg. Looking down, I saw a small dart protruding from my thigh. I reached down to pluck it out, but my hand wouldn't obey. The world tilted crazily and went black.

TO BE CONTINUED NEXT MONTH □



On a recent Race Team Mountain Bike Ride, Bill and Steve calmly discuss the best route.

Ride- lines

Taking a twist on the always-entertaining *Datelines* section of the *Kalamazoo Gazette*, *Pedal Press* will publish the names and a message from anyone looking for riding companions. Especially in the winter months, when there are no scheduled Club rides, it's sometimes hard to find a riding companion.

Just drop a line to the Club PO box or give a call to the ride line stating

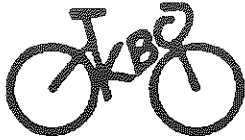
- your number
- your style of riding (hammer pig vs. tourist type)
- when you like to ride (afternoons, weekends)

Write to:

Ridelines
c/o Kalamazoo
Bicycle Club
P.O. Box 527
Kalamazoo, MI
49005

Or call:

616-327-7767



Kalamazoo Bicycle Club
P.O. Box 527
Kalamazoo, MI 49005
Address Correction Requested

Membership Renewal Form

Name _____

Street, City, State _____

phone _____

Family Member Names _____

Dues (circle one) Adult-\$15 Family-\$17
Senior (60+)-\$13 student (<18)-\$13

I can help with: Ride leading Newsletter
Meeting Programs Other

January Meeting Agenda

- 1) Four stage, 3-day, stage race for next year
- 2) Spring: start Saturday family rides
- 3) Marketing strategy goal: 900 members (active)
- 4) Increase dues to better cover costs, newsletter, etc.
- 5) Interest in Kalamazoo Bicycle Club jackets?
- 6) Address Kal-Haven Trail Blazer letter to KBC
- 7) Should we change our logo?
- 8) Spring open house-let's do it! Form committee
- 9) We need posters and flyers made and distributed.

Monday, January 6, 7:00 pm

**Scooters Malt Shop in
Scotts**

For more information, call Shirley at 329-4003.