



PEDAL PRESS

The newsletter of the Kalamazoo Bicycle Club

Ride the Flowerfest!

August, 1994

This is the month that the Kalamazoo Bicycle Club promotes our most important event: the Flowerfest Bicycle Tour. We would like all club members to participate by either volunteering to help staff the tour or by getting on your bike and riding the tour with your family and friends. If you're really ambitious, do both! But please help the club by taking part to ensure a successful and profitable tour in '94.

The Flowerfest Bicycle Tour accommodates cyclists of all abilities. Novice riders will find our 15 mile route the perfect introduction to touring, while our 62 mile route will challenge even the experienced cyclist. And our 31 mile route is perfect for cyclists of all abilities. The generous support of our sponsors ensures that our rest stops will be filled with a variety of refreshing drinks, fresh baked goods, fruits, and snacks to replenish your energy. So please use the enclosed pre-registration form and sign up to ride our tour:

When and Where: The Flowerfest Bicycle Tour begins and ends at Kalamazoo Valley Community College (KVCC) on Sunday, July 24th. Pre-registration by mail is encouraged and will be accepted until July 15th. Day-of-the-tour registration will be from 7:30 A.M. until 12:00 Noon at KVCC. Tour routes will be serviced until 4:00 P.M. at

which time all riders should be finished. The Flowerfest Bicycle Tour will take place rain or shine.

Routes: We offer routes of 15, 31 and 62 miles (25, 50 and 100 kilometers). The 15 and 31 mile routes each have a mix of flat and gentle rolling hill terrain. The 62 mile route offers more of the same plus challenging hills for the experienced cyclist.

Registration:

The pre-registration fees are \$10 for individuals and \$25 for families, with pre-registration post-marked no later than July 15th. Day-of-the-tour registration is \$12 for individuals and \$30 for families. The first 300 pre-registered riders will receive a free multi-colored 1994 Flowerfest Bicycle Tour water bottle.

T-Shirts:

New for 1994 is a beautiful red, blue, and black floral design. The T-shirts are the best in the business - all white 100% cotton Hanes Beefy-T's. All in all, one of the best tour t-shirts you will find. Available in adult sizes M, L and XL for only \$12. Please order through pre-registration by July 15th to guarantee availability as only a limited quantity will be for sale the day of the tour.



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Ride the Flowerfest Bicycle Tour this Weekend

Sunday, July
24th

Registration
8:00 AM -
12:00 Noon,
KVCC

\$12/Individual,
\$30/Families,
\$12/t-shirts

Great Sag
Stops

Routes for
Everyone

Support the
Club

Dave's World

Let me start this month by saying thank you to all of the Club members who came out to volunteer at our Spring Valley Circuit Race. We had an excellent volunteer turn-out and everyone did a great job. It's really great to see members taking an interest in the club and helping out with our events. All of the racers I talked with were really appreciative of our efforts and they thought the race was excellent.

On a more serious note, the club is going to take a financial loss on Spring Valley. Although we did a good job of cutting costs and budgeting, we just did not have the turnout we needed to at least break-even. There were a few contributing factors that we will report on in the future, when we have a final accounting for the event.

Congratulations goes out to Marc Luoma, our esteemed newsletter editor, who recently

participated in the National 24-Hour Challenge and rode a total of 403 miles (silver medal). Although his voice is noticeably higher, there really doesn't seem to be any other serious after-effects from the event. You did a good job Marc and try to take a few weeks off before you start training for '95.

Last, but certainly not least, I need to again urge all of you to participate in our Flowerfest Tour this coming weekend. I know you've heard it before, but the success of Flowerfest is extremely important to our club and we need your help and participation. Come on out, ride the tour, buy a Flowerfest t-shirt, have a great day on your bike and support the club. If you have any questions, please feel free to call any of the club officers. I'll see you on the tour.

Dave Patrick
KBC President

Calling All Tandems

The Kalamazoo Bicycle Club is in the process of organizing tandem rides for the visually impaired and we need all club members who own a tandem to please volunteer their time and bikes to help.

We will be offering these rides on two different weekday evenings in August, and the rides will most likely originate at Texas Drive Park. This is an excellent opportunity for our club to put something back into the community and to introduce the pleasures of cycling to individuals who might not ever have a chance to cycle otherwise. Please call Dave Patrick at 382-5818 for more details.

Thanks Spring Valley Sponsors

KBC would like to thank the following Spring Valley Circuit Race sponsors:

- Breakaway Bicycles
- Mall City Ambulance
- Physicians Health Plan
- Don Seeyle Ford
- Absopure Water
- Maxwell & Associates

We would also like to thank Alfred E. Bike, Milwood and Portage Schwinn and Village Cyclery for their generous donations of merchandise to the race for lap premiums. A special thank you to Paul Wells and Brett Weiler from Breakaway Bicycles for providing on-site repairs and adjustments on race day.

Ft. Custer Little Big Race

September 11

Our Club's second annual Mountain Bike Event, the *Little Big Race* will happen this year on September 11. Due to the hard work of the steering committee, this year's event will be even bigger and better than last year's fine inaugural race. We're lucky to have a venue like the Ft. Custer Recreation Area to hold our Club's race.

Alfred E. Bike Comes On As Title Sponsor

New this year is our title sponsor, Alfred E. Bike shop, located in downtown Kalamazoo. Alfred E. has provided major prize



money, bicycling-related merchandise prizes, and other support. Due to their generosity we're one of the very few races in this region giving cash prizes to racers in anything other than the Pro Category (Expert men and women get cash, too). As we go to press, we're also finalizing negotiations with other supporting sponsors. There will be quite a few surprises and goodies for the registered riders this year.

No More Treadmills: Ft. Custer "Big Lap" Course

Ft. Custer provides riders and spectators alike almost perfect conditions. Riders get a great combination of singletrack trails and open double-track needed for passing. Spectators get ample parking, viewing, picnic, and even beach (!) facilities. This year's course is improved even over last year's. A long new singletrack section has been added,

making up a loop of about 40-45 minutes. The course is scenic and technical enough to keep the fun factor high, but not too daunting for beginner or first-time riders. Beginners do one loop, while Sport, Expert and Pro riders do two, three, and four loops, respectively.

The course is especially good for spectators, set up with connecting trails between good viewing vantage sights. Ft. Custer offers other attractions for before or after the day's racing. Two beaches, three lakes, picnic areas, and hiking trails provide opportunities for the whole family to have fun.

Volunteering Made Simple

If you're not up to trying the friendly competition *this time*, bring your lawn chair, a cooler, and a camera and be a course marshall. This tough duty consists of parking yourself in the middle of nature and resting and sipping while watching mountain bikers stream by. (Since this is a family publication, I won't mention anything about the viewing opportunities provided by hundreds of race-toned cyclists in lycra...)

We'll be contacting you by phone to see when you'd like to view the race as a marshall. If you have a favorite spot or time period you'd like to sign up for to pre-empt other would-be marshals, call Marc at 731-2739.

Thanks Steering Committee

Beaucoup thanks to the LBR steering committee who've done SO much work, especially in the area of gaining sponsorship: Thanks Dave Patrick, Gary Goscenski, and Mike Teel. If it seems like 10% of the people are doing 90% of the work, it's because it's true, and these guys are fine examples of that.

August Rides

KBC Ride Policy Statement

You must wear an ANSI or Snell approved helmet on all KBC rides. All riders should also bring a spare tube and tire, frame pump, water, food, money, and identification. Dress appropriately for the weather conditions, obey traffic rules, and ride on the right side of the road. Check your bicycle, especially the brakes, before each ride.

We need ride leaders for September. Check your calendars now and try leading a ride. No prior experience is required, so give it a try. Please call Randy Putt at 649-1814 if interested.

Mondays

The *Monday Recovery Ride* continues into August with 3 ride leaders with a pace to suit riders of all abilities. If you haven't tried a club ride yet, this ride is for you. Join Bill Watt, Dave Patrick, Randy Putt, Steve Vonderfecht, Clayton Gallop, and Mike Higgins at Texas Drive Park, just east of Texas Corners on Texas Drive (Milham Rd.) for a ride in the flats and sometimes hills southwestern Kalamazoo County. Mike will lead his group at 10-15 mph for 15-20 miles. Clayton and Steve will share ride leader duties at a 16-18 mph pace for 20-25 miles. Bill, Dave, and Randy will lead riders at about 19+ mph for about 30 miles. The pace of the 19+ mph ride will depend on who shows up.

Tuesdays

Mike and Janet's Big Bike Adventure. Eastwood Plaza (corner of Nazareth and East Main). 25-35 miles at a moderate pace. The newer route includes some hills, but still new and interesting routes you've never ridden before. Led by Mike "Java Breath" and Janet "Bruiser" Teel.

Wednesdays

Kalamazoo Central High School on Drake Rd., about a mile north of West Main St. On Wednesdays you have two rides to choose from:

- The *Bloomingtondale Bunch*. The 6:00 group goes to Bloomingtondale and back (about 50 miles), at a pretty quick pace. No leader. No maps. No prisoners. See Paulie and his weed-whip haircut slice through the pack.
- The 6:30 group goes for 20-30 miles at about 16-18 mph. Led by Jim "Camelback" Wyrick and/or "Hyper" Harold Gleaves.

Thursdays

The *ice cream ride* is gaining strength week by week. Come join us at Scotts Elementary School (located on QR Ave 1 block East of 36th St. in Scotts) on Thursdays in August at 6:30 PM. The terrain is flat with a few small hills. A 20-30 mile ride at 16-18 mph will be led by a mystery rider on August 25, Mary Rasmussen on August 11 and 18, and by John Mathieson on August 4. Phil and Jini Caruso will also be there leading a 10-20 mile ride at about 10 mph on August 4. As always join us at Scooter's for ice cream after the ride.

Fridays

Tour de Gull Lake. 25-30 miles from Billy's Bike Shop, just east of the five-way intersection in downtown Galesburg. Route goes around picturesque Gull Lake. Usually breaks into two groups; one faster, the other more moderate. Led by Team Floppy Disk.

Saturdays

Aug 6

Join Phil and Jini Caruso on Saturday August 6 at 9:30 AM at Tobey Elementary School (the corner of East Long Lake Drive and 25th St) for a 15-30 mile ride at about 10 mph. Call Phil at 381-0135 for further information.

Sundays

John Mathieson will lead about a 30 mile ride at 16-18 mph from Portage City Hall (Center and S. Westmedge) at 8:30 AM on Sunday August 7 and 14.

Tales From The Bike Shop

Jerry

by Maynard Hershon

JERRY SAID he couldn't sleep.

"I can't sleep," he said, "sometimes until two or three o'clock in the morning. I read old bike magazines. I even read articles about stuff I'm totally not interested in, like touring in India or Indiana or someplace. Or torture tests of sealed-bearing jockey wheels.

"I read old race reports," he said, "just to see if they slipped and used my name. Not much chance of that happening, though. If I finished fifth, they'll print down to fourth, is what happens.

"It's not that I'm worried about crashing at the races," Jerry said. "I'm worried about crashing and not having Bonnie around. No, we haven't been spending too much time together lately. Well, really we haven't been together at all for a month or so

"I guess I got too used to having her around. Now I worry about things like remembering to eat or to pack my cycling shoes or not to get hurt.

"I think she had her fill of the bikie life. Not that I'm so bad. Not, y'know, like some guys who keep their Chevelle engines in the den. Or that tourist who was down at Bob's complaining his wife didn't understand him; he'd heat a pan of grease on her stove to soak his chain. The house smelled so bad their old cat left for good.

"Bonnie took her cat with her when she left. I hated that animal when she was here. Once I caught it digging its claws into my NoAccount Wheelman jersey. Now I even miss the cat.

"Nobody knows me like Bonnie. She could spot signs of overtraining before I could. Stuff like forgetting to shave, or clean up after myself or carry dinner dishes over to the sink. You know, the kind of lapses you experience from chronic low-level fatigue and post-peak athletic form.

"She didn't call after I crashed, but her girlfriend said she told Bonnie I'd fallen, and Bonnie was sympathetic. Judy said Bonnie was concerned about me and my equipment. 'I hope he didn't hurt his precious bicycle,' is what she said, according to Judy.

"It drains my energy to have to find rides to races every weekend," Jerry said. "Oh, yeah, the Datsun. That was her car. We used to take it all around. Like I say, I have to scrounge around for rides now, but I save the money I used to spend to put gas in that car. I figure I can use the \$10 or \$15 a month for laying in the store of silk tires I've been thinking about. Not that I begrudged her the money; she's the one bought me my racing wheels last Christmas.

"Well, she left pretty suddenly, really. I came home from a 100 miler, it was a Wednesday, and all her stuff was gone. I went to take a shower, is how I knew, and I couldn't find a towel. I looked in her closet and, sure enough, she'd split.

"She left me a note apologizing for leaving me without some stuff, like the towels, and the TV, and tableware. Said she was just taking what was hers.

"You know, she was with me so long she had bikie talk down cold. In her note she said she'd thought about leaving for a long time. She'd made a firm decision. She asked me not to try to get her back. 'Stay off my wheel,' she said.

"I don't know, though, if she's as sure as all that. I'm thinking about calling and asking her if she'd go with me to that stage race in Pleasantville next week. She could hand up a feed bag like no one else.

"Oh, you remember that copy of King of Sports I borrowed from you that time? I'm sorry I took so long to return it. Would you mind if I borrowed it again? I'm completely out of magazines, and I get really restless at night without something to read.

"The last few weeks," Jerry said, "I just can't sleep."

KBC Phone Numbers

President

Dave Patrick 382-5818

Vice President

Bill Watt 349-9562

Secretary

Harold Gleaves 381-9753

Treasurer

Jim Wyrick 349-1744

Race Team

Open

Ride Captain

Randy Putt 649-1814

Ft. Custer MTB Race

Marc Luoma 731-2739

Database

Phil Caruso 381-0135

Ride Line

Ann Johnson 327-7767

Classified

For Sale:

Bicycle: 1992 18" Giant Rincon. Black, w/computer and rear rack. As new; 45 total miles, all on-road. Selling to buy road bike. Best offer. For more info call Mike at 969-0031 (days).

Personals

Clincher: Pookie's a slug. I've seen your spin and would love to ride in your draft! Forget that anchor; The Pookster was only holding you back. Come ride with me and we'll enjoy oxygen dept together. —Skinsuit

Frequently-Called Numbers

Alfred E. Bike 349-9423

Billy's Bike Shop 665-5202

Breakaway Bicycles ... 349-5555

Millwood Schwinn 349-6384

Parchment Bicycle 343-8118

Portage Schwinn 327-3393

Safety Cycle 381-7233

Scooter's Malt Shop ... 626-8860

Team III Schwinn 962-7688

Village Cyclery 679-4242

Vorncamp Bike 344-3599

Weather Line ... 382-8585 (3333)

KALAMAZOO



BICYCLE CLUB

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Phil & Jini Caruso

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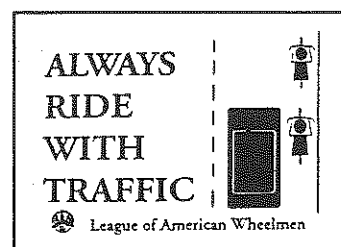
EC Notebook #10 How Far Right Is Right?

By Dave Shaw (WA), ECI # 60

Traffic laws in most jurisdictions direct bicyclists to ride "as far to the right as is practicable." So how far right is that?

It doesn't mean you have to ride in the gutter and dodge drain grates, glass, and gravel. It does mean you need to ride far enough to the right to allow traffic to pass IF IT IS SAFE FOR YOU TO DO SO. And you get to decide whether or not it's safe.

The Uniform Vehicle Code and many state codes require travelers proceeding at a slower pace than other traffic to keep to the right to facilitate overtaking and promote smooth traffic flow. This is an ordinary courtesy made into law, and it applies to motor vehicle operators, equestrians, and bicyclists.



Because bicycles are narrow vehicles, it is often possible to share a traffic lane with a motor vehicle. However, if the lane is too narrow for you to safely share, ride far enough to the left to fully occupy the lane. (In the right-hand tire track is a good spot.) Overtaking motorists will not be able to squeeze past you and remain in the lane, so they will have to acknowledge that they are passing another vehicle, wait for oncoming traffic to clear, and pull across the center line.



NOTE: Overtaking bicyclists could still share the lane, so don't assume that you own the lane while riding in this blocking position. Always look behind you before moving left or right within the lane.

Here's a general rule: ride just to the right of traffic, except in a narrow lane, when you should ride in the right hand tire track.

In a very wide lane there might be room for you to ride several feet from the curb and still allow room for traffic to pass to your left. There are no good reasons to move right in this situation, and several reasons why you are safer away from the curb. You're more visible, there is more time to react to someone opening a car door or pulling out of a driveway, and there is less trash. You're not holding up traffic in that position, and you're doing yourself some good.

Other conditions besides the width of the lane will make a difference in how far to the right you will want to ride. For example: If there are parked cars or other barriers like a wall near the right edge of the road, move left. Give yourself some room to maneuver and time to react to conditions like a sudden gust of wind or the impatient motorist who tries to squeeze by in the lane.

If you are moving as fast as other traffic, move left into the lane. You won't hold anyone up since you are traveling as fast as they are, and you need extra space around you at high speed. If you are grinding up a hill at little more than a walking pace, move right. At slow speed it's possible to ride safely within a few inches of the edge of the pavement.

At intersections your position in the lane can be a very effective signal to let other drivers know which way you are going. If you are going straight or turning left, move to the center or left side of the lane. Drivers behind you who want to turn right can pull up to your right and make the turn without crossing your path. If you are turning right, keep right and share the lane.

In an effort to promote safe cycling behavior among League members, each issue of Bicycle USA features an Effective Cycling column. Reading and practicing the information and maneuvers covered in this column can help you become a safer, more confident cyclist. For more information and one-on-one interaction with an experienced Instructor, sign up for an Effective Cycling Class today.

This column is sent in camera-ready format to all League affiliated clubs and coalitions c/o the League Rep for reprinting in their newsletters. If your club is not taking advantage of this benefit, and you would like to contact your League Rep but don't know who that is, call us at (410) 539-3399.

EC Notebook #11 Drafting and Pacelines

By Susie Jones

Some people feel that drafting and pacelines are too dangerous for non-racers and should be avoided at all costs. As long as participants understand the "rules" and applications of these techniques, however, there is no reason for experienced cyclists to shy away from them.

Drafting is the art of riding close enough to the rider in front of you so that your resistance to air is reduced. For experienced cyclists, drafting can save as much as 15% of the energy required to push through the air.

To try this technique, find a partner whose riding ability you know and trust—it's not a good idea to draft off a cyclist whose cadence is choppy, who coasts a lot, or who can't ride a reasonably straight line. Never draft off other cyclists without informing them that you're "on their wheel," and make sure they are willing participants.

To start out, first establish a comfortable but challenging pace, and then close the gap so your front wheel is about 18 inches behind the other rider's rear wheel. You'll notice an immediate reduction in wind resistance and will have to adjust your pedaling accordingly. Although racers may leave only a six-inch gap between riders, 12 to 18 inches is optimal for most cycling enthusiasts.

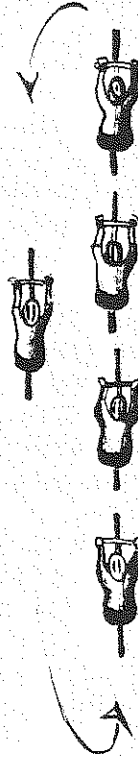
Once you've experienced the benefits of drafting, you'll probably want to see what paceline riding is all about. A **paceline** is formed when a group of riders take advantage of the drafting technique to increase their average speed, allowing everyone in the group to ride at the same speed. Pacelines can be the perfect "equalizer" for a group of riders with different strengths and abilities.

A paceline can consist of as few as two riders or as many as twenty or more, but four is a good number for starting out. There are different kinds of pacelines (single, double, echelon, circular), but for this column we'll concentrate on single pacelines only.

All riders should be in single file about a foot apart. Leave enough room on both the right and left side of the white stripe of the road for maneuverability around obstacles. Because of close formation, the front rider has a special responsibility to act as the eyes for the group, which means calling out obstacles, clearly signaling any position changes and moving fluidly so the rest of the group can follow.

The rider in front is pedaling hardest to fight the wind, so it's important to share the work. To rotate the paceline, the front rider will check behind for overtaking traffic, listen for

warnings from the rear, and then slowly roll off the front of the line in the agreed-upon direction. This rider "soft pedals," easing off the cranks to decrease his/her speed and drops back toward the end position as the next rider takes the "pull." When taking the lead position, the next rider maintains the group's pace rather than jumping forward, which just causes gaps in the line.



There are times when you'll need to slow your speed to avoid overlapping wheels, which can be done by coasting, sitting up to catch air, or, as a last resort, feathering the brakes. The object is to not slow so abruptly that you decrease the gap between you and the next rider.

If the purpose of the paceline is to increase the speed of the group while sharing the workload equally, each pull should last only 20 to 40 seconds to keep riders strong and fresh. An advantage of pacelines, though, is that not everyone has to do the same amount of work. One rider may take a longer pull, or weaker riders may not pull at all, instead taking advantage of the stronger riders' turns at the front to develop their own skills. No one appreciates a "wheelsucker," though, who is strong enough to take a turn pulling, but never does.

When NOT to Draft

There are times when drafting and pacelines are not a good idea and can actually be quite dangerous. Because of the tight riding formation, concentration is extremely important while drafting. If your concentration is hampered due to excessive fatigue or lack of nourishment, don't attempt these techniques.

When approaching hills that are more than rolling, spread out the paceline and be alert for the accordion effect that will occur at the base. Everyone rides hills differently, and the results can be disastrous if you try to stay in formation.

Aerobars should never be used when drafting because they limit your turning capability, and it's essential to have your hands on the brake levers at all times for emergencies.

Drafting and pacelines are common on large invitational or cross-state rides, but because they bring together riders of different levels, they are often the cause of crashes. As stated above, when you don't know the riding style and ability of other riders, stay off their wheel.

Because pacelines require such focused concentration, they should be avoided in heavily trafficked areas and roads with frequent intersections.



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