



The Saturday Family Fun Ride

Family oriented rides are planned from Schoolcraft on Saturdays at 10:00 AM on August 12 and 26. The pace will be about 10-15 mph and the ride offers a good opportunity for parents and kids of all ages to get out and become more comfortable riding on the road and enjoy the camaraderie of other bicyclists. Safety and smart riding are priorities. The flat country and good roads with low traffic around Schoolcraft are ideal for this. There will be at least two, maybe three, 5-7 mile loops that will end near McDonald's or the ice cream place in Schoolcraft, so adults and kids can be "refueled". Riders have agreed to ride "sweep" so that no one is left on the road with mechanical or other problems. The rides will begin and end at Schoolcraft high school. Take Hwy-131 south to Schoolcraft. At the stoplight by McDonald's, turn left and go to 14th street. The school is on your right. Turn right on 14th street and right into the parking lot. Scheduled departure time on both days is 10 AM. These rides will go only if the weather is good. The ride will be lead by Steve Vonderfecht.

Letter From The President

By the time you read this month's newsletter, four KBC members will be in Grand Junction, Colorado to Pedal the Peaks. Kathy Barrett, Harold Gleaves, Doug Kirk and I are in Colorado to participate in a truly awesome bicycle tour. The tour starts in Grand Junction and passes through areas such as Delta, Montose, Ouray, Nucla and Moab, Utah. If you are wondering if training is necessary for this tour, consider these statistics: the total mileage is 359-660 miles (depending on which routes you take for that particular day) with a gain in elevation from 18,600 to 37,100 feet!



I would like to personally thank the following members for helping on the 1995 Flowerfest Bicycle Tour (before and on July 23rd): Larry Badger, Susie Baker, Kathy Barrett, Deb Bauer, Gerry Blohm, John Bradshaw, Jim Brooks, Phil Caruso, Bruce DeDee, Dave DeRight, Clayton Gallup, Dave and Sue Goldenberg, Sherry Gordon, Paul Guimond, Mike and Sherry Higgins, Jeanette Holm, John Hosley, Ann Johnson, Doug Kirk, Kirt Lutz, Mike McCarthy, Rose McKenna, Terry Newman, Mary Rass, Vince Odenwaller, Alex Ojerio, Randy Putt, Dan Smith, Steve Vonderfecht, Teri Waldron, Richard Walter, Jeff and Libbie Wetters and Sam Watt. If I missed someone from the list, I am sorry and will try to acknowledge you in the next newsletter.

KBC would like to build an internet mail ID list to distribute messages to the membership more quickly than once a month in the newsletter. If you have an internet ID and would like to receive fast breaking messages from the KBC please forward your ID to barret40@vax.kvcc.edu. Also, some companies/organizations have E-mail internally, but only a few people have access to the internet. If you have access to the internet and would be able to distribute KBC messages to interested co-workers who do not have an internet ID, let Kathy Barrett know when you respond.

The Kalamazoo Bicycle Club would like to acknowledge our 1995 Flowerfest Bicycle Tour Sponsors for their generous help and contributions. These sponsors and our club volunteers have made this tour a successful event:

Alfred E. Bike

**Breakaway
Bicycles**

The Bryer Patch

**Cardiology Care
PC**

Cellular One

**Just Good Food
Deli & Market**

**Klein's Deli &
Bagel Factory**

**MacKenzie's
Bakery**

**Milwood/Portage
Schwinn**

**Safety Cycle Ski/
Sport**

Monday

There will be three ride leaders at the Monday Recovery Ride at Texas Drive Park. There should be a pace to suit all riding abilities, so come out and give it a try at 6:30 PM. This ride continues to be popular with riders of all abilities. Mike Higgins will lead a group for about 20 miles at 10-15 mph, Steve Vonderfecht plans to lead the 16-18 mph group for 20 to 25 miles, and Kathy Barrett will lead the 19+ mph group for 25 to 30 miles. These three ride leaders have agreed to lead this ride all season but will need substitutes once in awhile. We still need some volunteers to sub for Mike, Steve, and Kathy.

Wednesday

The Wednesday ride meets at Kalamazoo Central HS. This ride consists of two groups, the race group starting at 6:00 PM at 20++ mph (to Bloomingdale and back) and a 16-18 mph group for 25 to 30 miles starting at 6:30 PM.

The 16-18 mph group usually splits into two groups (an 18 mph group and 16 mph or less group). Call Brian Clissold at 324-1153 for details concerning the race group. Don Provendo will lead the ride in August for the 16-18 mph group beginning at 6:30 PM.

Thursday

Brad Cosgrove is leading a ride on Thursdays from the Kalamazoo Valley Community College parking lot at 6:30 PM all summer. This ride will be approximately 25 miles at a pace of about 16 mph. So come on out and join Brad on Thursdays. If you have questions about this ride, call Brad at 372-9346.

Friday

Come join us on Fridays in the parking lot behind Billy's Bike Shop in Galesburg at 6:30 PM in May for the Tour de Gull Lake. The pace will vary depending on who shows up. The route for this ride is well established, but maps are available. The ride is typically led by Randy Putt but various other riders (Bob Kennedy, Rob Turner, Jeff Wetters, and Bruce Dedee) handle ride leader duties when Randy can't be there.

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Scheduled departure time on both days is 10 AM. These rides will go only if the weather is good. The ride will be lead by Steve Vonderfecht.

Sunday

On Sundays in August meet at the parking lot behind Breakaway Bicycles at 5742 S. Westnedge in Portage at 9 AM for a 30-40 mile ride. During the second half of August, the ride will leave from the new Romence Rd. location. The pace is generally 18-20 mph but the ride often breaks up into two ride groups with one group being slower than the posted pace. This ride will be lead by Bob Kennedy. This is a friendly group so come on out and give this ride a try.

Thanks to Breakaway Bicycles for providing a meeting place for this ride.

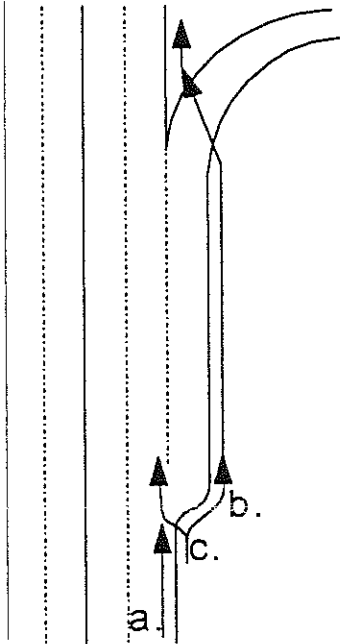
The Hastings Summerfest tour is on Saturday August 26 at the Hastings HS. The tour (30, 62, or 100 mile routes available) is a mix of rolling hills and flats with nice views of various area lakes. The food is typically good. The preregistration is \$12 with day of registration available. I've ridden this ride the last five years and I highly recommend it.

Intersections: "Messy Merging"

by Bonnie McClun

An intersection is defined as a place where two or more roads cross. Statistics show that intersections are where most car/bike crashes occur. *Effective Cycling*[®] cites the Cyclist's Lane Rule as a general guideline for lane positioning decisions prior to entering intersections: Choose the rightmost lane that serves your destination (left, straight, or right). There are, however, often circumstances that can complicate your decision. One of several messy merging situations that a cyclist may encounter is highlighted here - the others will follow in upcoming editions of the EC NOTEBOOK.

As a cyclist riding on a high speed (in excess of 50 mph) highway and approaching an expressway entrance ramp lane, what procedures are possible to carry you past this messy merging situation?



- a. Do you ride vehicularly for the entire length of the ramp lane? Steps to carry out this vehicular style procedure or if there is no useable shoulder:
 - Look for overtaking traffic preparing to enter the ramp
 - Signal with your left arm by pointing ahead that you intend to continue in the straight through direction - make eye contact with motorists
 - Proceed through remaining in the right third of the straight through lane;

or
- b. Do you ride on the shoulder adjoining the ramp lane (if there is a useable shoulder) until you are near the shoulder of the straight through lane, then cross the ramp lane? Steps to carry out this procedure:
 - Remain on the shoulder adjoining the entrance ramp lane. Continue to ride there until the point where the ramp diverges from the through road
 - Look over your shoulder and assess the traffic situation for an opening that will allow you time to cross the ramp lane
 - Adjust your speed so that you and the opening in traffic are both at the straight through shoulder at the same time
 - Look again to be certain of the location of overtaking traffic
 - Signal and quickly crossover to the straight through shoulder; *or*
- c. Do you cross to the right side of the straight through lane, ride vehicularly for the entire length of the ramp lane and then return to the shoulder? Steps to carry out this procedure:
 - Prepare to move off the shoulder *before* reaching the entrance ramp lane
 - Look for overtaking traffic. Signal with your left arm by pointing ahead (do not confuse motorists with a left turn signal) that you to continue on the highway
 - Look again for traffic - make eye contact with motorists.
 - Move left off the shoulder onto the straight through lane
 - Proceed through remaining in the right third of the lane until you reach the far side of the entrance ramp and can readily access the shoulder by moving right

Neither a, b, nor c. decision is clear-cut. Examine the situation and *gather information* on which to make your decision. Be sure to also consider: the **length of the entrance ramp lane** - how long will you be in high speed traffic if you decide to follow path a?; **amount of traffic** - is it rush hour?; **are you climbing or decending a hill?**; **is visibility reduced** by a right curved roadway or hill? The conclusion here is: **BE VISIBLE, BE ALERT, BE PREDICTABLE (SIGNAL YOUR INTENTIONS) AND BE PREPARED FOR ANY EMERGENCY MANEUVERS THAT MAY BE NECESSARY.**

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 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 do not know who that is, call us at (410)539-3399.

KBC General Account 1995

	Jan.	Feb.	Mar.	Apr.	May	June
Beginning balance	6,945.03	7,185.92	7,118.51	7,132.97	7,055.31	7,415.47
Pedal Press printing			59.54		25.86	106.00
Pedal Press postage	100.00		200.00	85.00		44.20
Pedal Press software						189.74
Phone	19.70	19.70	19.70		39.87	18.12
Insurance						200.00
Misc. club postage	40.19		32.00			
Office supplies			8.58			
Membership brochures			59.15	89.01	60.00	83.12
Club meeting expense		190.00	8.40			
Volunteer award			30.00			
LAB membership	55.00					
LMB membership		30.00				
FFT- postage						255.80
FFT- printing						612.77
FFT- office supplies						8.44
FFT- insurance						400.00
FFT- graphics					60.00	
Total debits	214.89	239.70	417.37	174.01	185.73	1,918.19
Dues	440.00	158.00	316.00	81.00	280.00	177.00
Damage deposit refund			100.00			
Interest	15.78	14.29	15.83	15.35	15.89	15.29
FFT- sponsor					250.00	
Total credits	455.78	172.29	431.83	96.35	545.89	192.29
Ending balance	7,185.92	7,118.51	7,132.97	7,055.31	7,415.47	5,689.57

KBC Race Team Account 1995

	Jan.	Feb.	Mar.	Apr.	May	June
Beginning balance	3,455.11	3,390.11	2,230.85	3,195.90	3,775.90	2,644.92
Team postage			21.96		69.41	
Team printing			17.99		9.39	12.01
Phone					17.51	
Office supplies		44.26				
Meeting room			30.00			
Bib shorts						595.00
Jerseys		1,115.00			1,584.00	
Jersey refunds					105.00	30.00
USCF membership	65.00					65.00
NORBA membership			25.00			
SV- race permit						120.00
SV- printing						225.00
SV- publicity						90.00
SV- office supplies					0.67	
Total debits	65.00	1,159.26	94.95	0.00	1,785.98	1,137.01
Jersey deposits			510.00	30.00	105.00	622.00
Bib shorts deposits						495.00
Sponsorships			550.00	550.00	550.00	
Sponsor-SV						1,000.00
Total credits	0.00	0.00	1,060.00	580.00	655.00	2,117.00
Ending balance	3,390.11	2,230.85	3,195.90	3,775.90	2,644.92	3,624.91

August

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3 KVCC 6:30 PM 16 mph 25miles	4 Tour deGull Lake Billy's Bike Shop Galesburg 6:30 PM	5
6 Breakway Bicycle Kalamazc 9:00AM	7 Monday Recovery Ride 6:30PM Texas Drive Park	8	9 Kalamazoo Central HS 6:00 PM 20++mph 6:30 PM 16-18mph	10 KVCC 6:30 PM 16 mph 25miles	11 Tour deGull Lake Billy's Bike Shop Galesburg 6:30 PM	12 The Saturday Family Ride 10:00 AM Schoolcraft
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20 Breakway Bicycle Kalamazc 9:00AM	21 Monday Recovery Ride 6:30PM Texas Drive Park	22	23 Kalamazoo Central HS 6:00 PM 20++mph 6:30 PM 16-18mph	24 KVCC 6:30 PM 16 mph 25miles	25 Tour deGull Lake Billy's Bike Shop Galesburg 6:30 PM	26 Hastings Summerfest The Saturday Family Ride 10:00AM Schoolcraft
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NO SWEAT

by Axel Kleat

My grandmother, a southern belle, claimed on some authority that I do not sweat. Horses sweat, she declared, men perspire, and women--why, women merely glow.

Cycling in July has drowned Grandma's theory in sticky, grimy, salty brine. I sweat big time.

A horseman I'm not, but no horse can ooze it out any quicker. My pores are supremely developed, a quirk of genetics run wild. Big Mig may have a resting heart rate and VO2 max that leave the peloton whimpering, but my talents are every bit as amazing.

In July, the liquids I ingest for cycling pause in my system just long enough to acquire certain disagreeable qualities of taste and corrosiveness before flooding pores and orifices scientifically located about my body. Big Mig wears 'em out, I gross 'em out. Yes, drafting me has a big price tag.

Years ago, I wouldn't drink much on rides and I'd dry out near the end. Eventually, I figured out that dehydration was not cool. Now I pour it in, drip it out, and drafters suffer all ride long.

I once drank nearly three gallons on a century. Maybe someday I'll need a pee break on a ride. I rust chains in a single ride and buy bottom brackets and derailleurs by the case.

The cooling effects of moisture cannot be denied, especially in a breeze, but my sweat just arcs into the breeze like irrigation spray rather than cooling me off.

For years, I have coveted the eye of Celeste, the belle of the bike club, yet my subtle overtures were lost in a wave of testosterone-charged bikers diverting her attention in every direction but mine. Celeste's utter femininity belies the strength of her spin, and her choice of lycra has red-lined many a heart rate monitor.

Though she could have her pick of the pack, she invariably just befriends everyone in general, I love her as if she were a model or a movie star: an untouchable icon of athletic beauty and strength. I'd pay money just to see her on the screen, but to get to ride with her on club rides--for free--was like the finest head on the beer of life. A man could hope for no more.

Two weeks ago it was really hot, really humid, the kind of day that makes even Dan and Paul and Bret blow off riding. But I went. By myself. Just a slow ride. I took two Camel-baks and two big water bottles, and hoped for the best.

It was brutally hot, but heck, I thought, riding in this heat must be good training--for some-

thing. My head was down, I was drinking almost constantly. Suddenly, she was there, right next to me. Me and Celeste. Alone. Hi, she said, I just had to see who else was crazy enough to ride in this heat. You're Axel, aren't you?

The sweat poured out even faster. Uh, yea, I stammered, my tongue and brain barely able to function together in her presence. I picked up my pace to match hers.

Wow, she said, did I miss some irrigation spray? Are you really perspiring that much? Your whole bike's dripping.

Uh, no, I managed, I was doing intervals earlier. I sweat alot on really hot days. What a joke. One interval on a day like today and I'd be roadkill. Soggy roadkill.

She looked me over. What was she thinking? She probably knew I was lying. My mother taught me that men just perspire, she said, horses sweat. Really! And what about women? Anything to deflect attention from my soaked self.

She turned her head to look at me as she answered, and as she did a crosswind blew a droplet in an arc from her chin to my cheek. Women, she giggled, women merely glow.

R.A.T. Report

Well, I'll start out by saying IT RAINED. So the tradition continues. I heard the ride is affectionately referred to as "Rains All the Time" but it was light misting and sprinkles and once we were wet, we didn't even notice anymore (right Greg?) Actually when the sun came out it was too hot and steamy. We kept up what I thought was a great pace, but the computer insisted was only 16.4 mph. I guess I was slower on those few hills than I thought.

So even without the luck of the rain gods JB and Bill (who shall remain semi-nameless), I guess it rains on this ride. Also guys, we saw alot of flat tires and other problems on the side of the road (and even one case of road rash) but weren't involved with any incidents of our own. The big disappointment for the day (for me anyway) was the lack of cookies at the rest stops.

The ride was well-attended and the sag wagons were patrolling (at least the 64 and 25 mile routes) very well. Think about signing up for next year!

Mary Rass

KBC Phone Numbers

President

Bill Watt 349-9562

Vice President

Mary Rass 324-0646

Secretary

Rose McKenna 382-5434

Treasurer

Dan Smith 388-5247

Race Team

Brian Clissold 324-1153

Jim Wyrick 349-1744

Ride Captain

Randy Putt 649-1814

Database

Phil Caruso 381-0135

Ride Line

Ann Johnson 327-7767

Newsletter

Terry Scahill 381-7676

X90scahill@piglet.wmich.edu

New Members

The new members since the July newsletter went to press are:

Lynn Gualdoni
Bill Hubbard
Joan Orman
Susan Ritchie
Matt Rosendaul

The birthdays in August are:

James Cagle, Jr.
David Doorlag
Stephen Duniyak
Ken Fouts
Mike Gapp
Matt Rosendaul
Greg Sweitzer

Submitted by:
PHil Caruso

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

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