

## President's Letter

The fall months are upon us, but don't let that curtail your riding. In Michigan these are some of the best days to be riding.

Some of my most vivid memories while riding occurred in the fall. I can remember riding in the Lawton area. The smell of the grapes ripening on the vines was just fantastic! As I pedaled through the rolling hills the smell filled my lungs with each gasping breath.

The Sturgis Fall Color Tour is another nice ride. I was going down the road and I came upon a marigold farm. Nothing but flowers for as far as I could see. It was a sight I won't soon forget!

Some of you will be riding the Dalmac. I like to take some vacation and go riding up north for four or five days. If you have never experienced the Tunnel of Trees you're missing one of the truly picturesque sights in Michigan. Wild turkey and deer are just some of the wildlife you'll encounter.

I get up in the morning get on my bike and ride. Don't know where I'm going, don't really know where I'm at. I just know one thing, I'm riding and that's all that really matters. I find my way back one way or another. People are quite friendly if you give them a chance.

So even though you are in pretty good shape from a summer of riding and those legs are feeling strong and those lungs are just sucking in the air, let me give you a little bit of advice. Slow down and smell the grapes, look at what mother nature has provided and by all means enjoy!!

- Gerry Blohm

## Thanks to Volunteers

Even though we were blessed with some excellent weather and a great job by Dave Goldenberg and the Flowerfest volunteers our turnout was below expectations. We accomplished our main objective to put on a quality ride.

Dave Goldenberg did another excellent job. He has helped build this ride into a quality tour and deserves all the kudos. Thanks to all the sponsors of the ride. Snapple, Northwest Airlines, Subway, Bronson Hospital, McKenzies Bakery. And thanks to all the bike shops that provided SAG; Alfred E. Bike, Breakaway, Cycle Works, Prosport, Schwinn, and Village Cyclery. Your support of the club has been greatly appreciated. I would also like to thank Jude Beattie for designing the Flowerfest shirts.

Finally, thanks to all the club members who volunteered their time to help keep the tour running. One of the most common remarks was how well the route was marked. To each and every one of you, my sincerest thanks, take pride in a job well done!!

- Gerry Blohm

## September Rides

Wow, it's September, so summer is almost over. It has been a great summer for riding and I would like to thank the ride leaders for the great job they have done especially those who lead rides for the entire season (Paul and Anne Guimond, Chris Walters, Mike Higgins, Randy Putt, Steve Vonderfecht, and Richard Walter). I would also like to thank Harold Gleaves, Charlie Fuentes, Jim Wyrick, Larry Kissinger, Nancy DeBoer for the leading rides several rides during the season.

The full road ride calendar will continue into September. **PLEASE NOTE THAT THE START TIMES FOR ALL RIDES WILL BE 6:00 PM** unless otherwise indicated. If you have any questions about the ride calendar or would like to lead a special ride in October, please give Randy a call at 649-1814.

- Randy Putt

## Not all Mondays are Bad

As co-leader of the Monday night fast group, I would like to thank everyone who rode on August 18 for an absolutely fabulous ride. This ride comes in the wake of a Monday night ride after which I was ready to hang-up my cleats and unclip my helmet from any more Monday night rides.

This particular Monday night ride had a new rider to the bicycle club, Mark, on his first club ride. He missed the sprint to U.S.-131 and a few of us dropped back to help bridge him back to the group. Our chase group was riding the same speed as the main group so we were making up no distance.

I rode to the pack and asked if they would mind backing off so the others could regroup. The answer from one rider was "out of the question". This took me by surprise. Even worse, none of the other riders in the pack said anything. I was stunned.

In previous Monday night rides we all worked together as a group in either revolving pacelines or double pacelines. While this particular ride was the exception, I wondered if I was alone in wanting to keep the group together.

So, before resigning from leading the Monday night rides, I asked the riders prior to the ride if they would mind staying together as a group. Everyone said that would be fine and mentioned they do not agree with dropping people.

Ten miles into the ride Frank had trouble with his chain and needed to stop. Bill Tuer, Randy Putt and myself dropped back to help Frank bridge back up to the main pack and the pack backed off so we could all regroup. Well, needless to say, at this point I was very excited, sort of like being on a team (hey, this is as close as I get to pretending to race).

Another five miles went by and there was another mechanical. Bob and Stephanie on the tandem and I dropped back to assist the rider (new guy from Indiana) bridge the gap. When he raced by us at 27 mph we simply drafted him up to the pack. This is my idea of a great group ride. Riders looking out for one another and helping each other out.

Riders who wanted to ride hard had opportunity to pull and riders who wanted a break could sit in. I feel one can invite friends who want to see what biking with a group is like on this type of ride. And without the fear of being dropped in some desolate cornfield in Schoolcraft.

While I do not know our average speed for the great ride (partly because Mark Luoma has ridiculed me and called me a TOURIST when I talked about average speed and partly because I forgot to turn my computer on), I am sure we averaged over 20 mph. Being a ride leader on August 18 was a most redeeming experience.

Life is a journey not a destination, enjoy the ride.

- Paul Guimond

## September Birthdays

Lee Anderson  
 Judith Beattie  
 Gerald Blohm  
 Douglas Code  
 Nancy DeBoer  
 Carl Degen  
 David Hapman  
 Stephanie Johnson  
 Mathew Johnson  
 Larry Kissinger  
 Julie Knop  
 Rich McNorton  
 Josie Patton  
 Mary Rass  
 Stuart Smoot  
 James VanBuren  
 Phullis Vlietstra  
 Richard Walter  
 Emily Whitcomb  
 Aubree Wilson  
 Amanda Young

## Classified

**For Sale:** Colnago, 24", 12 speed, silver, Campagnolo parts, Look pedals, \$400. Call 226-9256.

## Axel on Vacation

Because so many members submitted articles for the September Pedal Press (thanks everyone!), Axel took the month off. He'll be back next month with more of his cycling adventures.

# September

1997

<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
	<b>1</b>	<b>2</b>	<b>3</b> Wed Night Ride Kazoo Central HS 6:00 20+mph 6:00 10-15mph 6:00 16-18mph	<b>4</b>	<b>5</b> Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	<b>6</b>
<b>7</b> Vinyard Classic Bicycle Tour Paw Paw 657-5672	<b>8</b> Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph	<b>9</b>	<b>10</b> Wed Night Ride Kazoo Central HS 6:00 20+mph 6:00 10-15mph 6:00 16-18mph	<b>11</b>	<b>12</b> Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	<b>13</b>
<b>14</b>	<b>15</b> Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph	<b>16</b>	<b>17</b> Wed Night Ride Kazoo Central HS 6:00 20+mph 6:00 10-15mph 6:00 16-18mph	<b>18</b>	<b>19</b> Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	<b>20</b>
<b>21</b>	<b>22</b> Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph	<b>23</b>	<b>24</b> Wed Night Ride Kazoo Central HS 6:00 20+mph 6:00 10-15mph 6:00 16-18mph	<b>25</b>	<b>26</b> Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	<b>27</b>
<b>28</b> Apple Cider Cen- tury Tour Three Oaks 756-3361	<b>29</b> Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph	<b>30</b>				

# Flowerfest '97, Director's Report

Dave Goldenberg

Sunday, July 20, 1997, the daytime temperatures were in the mid '70s. While there were a few early morning and late afternoon clouds, the sky was otherwise blue and the humidity low. Simply put, it was a perfect day for a bicycle ride. It was also the day of the Kalamazoo Bicycle Club's Sixth Annual Flowerfest Tour.

By two benchmarks, the Tour was an unqualified success. First, there were no injuries. It was a safe ride. Perhaps this something that is often taken for granted. However there were people riding of all ages and abilities. Many had not ridden the Tour course before. We were also dealing with the proportion of the population that still believes the privilege to operate steerable internal combustion vehicles gives rise to a right to trample on those that occasionally choose to employ their muscles. However, we did not receive a report of even one knee scrape. Clearly, this is something we should all appreciate. Secondly, based on a rather informal survey, it appears everyone had fun. We were complemented on our course, "nice and shady," our roads, our course markings and, our SAG. So, for two very important parameters, the Club and its members should certainly, congratulate themselves on their success.

However, by a third standard, ridership, the Tour fell shockingly short. This year's Flowerfest Bike Tour attracted approximately 155 riders. This number is down from the 220-240 riders that rode in 1995 and 1996. In both those years the skies were threatening rain throughout the morning registration hours. If it is of consolation, our companion ride, the Holland Hundred, reported that it's ridership fell by approximately 100, in comparison to last year. More on this later.

The Club also tried a couple of new things this year. First, the Tour was jointly marketed with the Holland Hundred. My feeling is that the experience was overall a positive one. While our ridership did not go up, the visibility of the Tour certainly did increase. Also, the Club received something that may, over time, be more valuable. Eric VanderYacht, the coordinator of the Holland Hundred, was more than generous with sharing his experience with your less-learned Tour manager. While the Kalamazoo Bicycle Club was not in a position to put into practice some of what was learned this year, the knowledge could be useful in the future.

Also, the Club modified the registration form to give Club members a break on their registration fees and to allow folks to simultaneously sign up for the Club. It was good to see that many Club members accepted our offer. On the other hand, the number of new Club members we were able to attract was, well, mixed. Yes, some families did take this opportunity to join the Club. However, many more people did not. A quick survey of the registration forms revealed that less than 25% of this year's Flowerfest riders, who live in or near Kalamazoo/Portage **and who have ridden the Tour before**, are still not members of the Club. This shows that while there are riders out there that appreciate the Club for the Tour, they do not understand that it serves as an advocate for bicyclists' interests. Perhaps we can find a way to reach them.

Returning now to this year's Flowerfest ridership. This correspondent wishes there was one, readily identifiable, cause for the decline in participants. Then, the matter can be given attention for the future. Unfortunately, that might not be the case. Yes, a problem for the last two years for which the undersigned must accept responsibility, is that there is very little active publicity about the Tour, at least in the general media, in the weeks before the event. It was hoped that the good reputation the Tour has would simply be enough publicity to spread the word amongst anyone looking for a great bicycle riding experience. Still, it does not appear to be the only factor. We are in a time and place in which the Kalamazoo Bicycle Club is not the only source of quality bicycle riding. There is the ride to the north of us the day before. The Michigander comes to town the weekend of our event. Also a major triathlon is held in Jackson the day of our event. While no research has been taken to bear this out, it would not be surprising if, in the corridor from Detroit to Chicago, from South Bend to Grand Rapids, there are ten other rides going on the day we hold ours. In short, I suspect we are living in an era where every organization with a good intent is putting on some sort of bicycle related fund raising event. Now, the market may be over saturated.

Well, where does the Kalamazoo Bicycle Club go from here. In simple terms, if the Club just wanted to raise revenue it could probably just raise membership dues. If the dues were raised by \$5 and there was no membership

*(Continued on page 6)*

## Radical bikers 'pedal' their influence

(We here at KBC hope to keep the pressure to make this a bike-friendly community a little more low key here than they have been lately in San Francisco, as described in this article from USA TODAY submitted by Dave DeRight. But as bicyclists, we must understand that WE are the force for changing the environment in which we ride. - KBC Newsletter Editor.)

**SAN FRANCISCO** - It's a rare day that a car driver doesn't open his door directly into bicyclist Seth McGinnis' path, a disaster so common that bikers call it "getting doored." Drivers scream, honk or gesture wildly. They block him off without a signal or a look.

Ever since McGinnis traded his Volkswagen for a \$375, 21-speed bike three years ago, he's suffered abrasions, lacerations and a broken shoulder that put him out of work for two weeks. Battling for the right-of-way has brought a kind of mental stress that McGinnis, a 32-year-old graphic designer, calls "the rage."

"It builds every minute of every ride every day. We have to let it out." That may partly explain an extraordinary conflict unfolding across the nation as a new breed of bicyclist demands its share of the road. Using a style of bicycle politics known as "Critical Mass," riders in at least two dozen cities are protesting for their rights in mass demonstrations. Riders clog streets, stop traffic and shout at drivers. In its most-explosive battle, 5,000 bikers flooded the streets here a week ago and paralyzed traffic. Hundreds were arrested.

These are serious bikers, people who ride to work every day, including some of whom have given up their cars for good. They pedal for business, political, environmental or just-to-be-happy reasons.

No longer content to pedal quietly, they're growing increasingly vocal, clamoring for bike lanes and paths, parking booths and more room on the road. Bicyclists, they contend, have arrived as a national political force, one that will make the bicycle a vital part of this country's transportation structure in the 21st century.

"We're in the pioneer stages of a political movement, and it's developing fast," says Jody Newman, executive director for the 35,000-member League of American Bicyclists.

"Almost half the states have formed bicycle associations in the past 10 years. Bicycles are becoming a form of mainstream transportation, which has created serious concerns."

The stakes are high now because more than \$175 billion in federal highway money is up for grabs this fall.

The last federal highway bill, passed in 1991, allowed almost \$1 billion in highway taxes to be spent on bike and walk paths.

Bicycling advocates want to keep that money coming to make roadways more accommodating, educate motorists and teach bike safety.

Although bicycle associations have been working quietly with city and state transportation departments for years, mass rides have been by far the most-visible expressions of protest. Since San Franciscan bicyclists first gathered in 1993 for Critical Mass rides on the third Friday night of every month, the phenomenon has spread.

Generally, Critical Mass has no formal leadership, so anarchy often reigns. Inevitably, there have been clashes with police. Bicyclists in Seattle, Tucson, Austin and Chicago have been arrested. In New York, police have fought Critical Mass by using scooters to surround bicyclists. In Eugene, Ore., this week, authorities promised a crackdown after Critical Mass riders temporarily blocked an ambulance carrying a 4-year-old boy who had been shot in the chest. He recovered.

Although leaders of established bicycling organizations criticize violence, many concede the mass rides have been fruitful.

"Frankly, they've applied pressure for constructive change," says John Kaehny of the 4,500-member Transportation Alternatives in New York. "Let's face it. Activism works."

But activism isn't the only force involved. Evidence suggests that environmental, health and financial considerations have made the bicycle a more-serious alternative for commuters.

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## Flowerfest '97

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loss, the income gain would be equal to a Flowerfest Tour that attracted 220 riders. But I don't think that that is the only goal of the Tour. I guess I was of the impression another goal of the Tour was to show Kalamazoo that there are large number of riders in our area and to show the cyclists from out of the area that we have some pretty decent riding around here.

So what does the Club do now? That is not my decision. Nor do I think it is the decision of the Club President or the other board members. To me, it is up to the Club members. It will be up to them to contribute the considerable amount of time and effort needed to maintain the Tour and hopefully foster its growth. It is a lot of work. In just a few weeks it will be time to start developing sponsors for next year's Tour. Also, there are some steps the Club can also try to now develop additional sources of riders. To take this action requires persons willing to devote the time. With regard to Flowerfest '98 sure, I am willing to help out. But now it is time for someone else to take charge. Perhaps if two or three people divided up some of the activities now, things will go easier for all involved, and Flowerfest '98 will be the best one yet.

Well, that being one opinion, it is time to trawl for some more feedback and suggestions. The Club's meeting to discuss how this year's Flowerfest Bicycle Tour went and to start planing the '98 Tour will be announced. If you helped out at this year's Tour, the Club certainly wants to hear your opinion of how things went. If you are interested in pitching in during those winter months to help make the '98 Tour a success, you're welcome too.

Speaking of volunteers, what can I say. All the compliments the Club received at this year's Tour, you earned them. We received very high praise for having a well-marked course. Registration went well as did the SAG. We have been invited back to the Bryer Patch next year. Also, without your help it wouldn't have been as enjoyable for me. Thanks to each of you. Gerry Blohm, Jay Campbell, Phil and Jinni Caruso, Al Cergol, Brad Cosgrove, Bruce Dedee, Pat Frye, Clayton Gallup, Mike and Sherry Higgins, Jeanette Holm, Ann Johnson, Doug Kirk, John Mathieson, Rose McKenna, Vince Odenwaller, Randy Putt, Mary Rass, Angie Richman, Paul Stevens, Bill Watt, Richard Walter, Jeff and Libby Wetters, Mary White. And my wife, Sue. The phone calls are over.

## Radical bikers 'pedal' their influence

*(Continued from page 5)*

Bicyclists today are more serious about it. Six million Americans bike to work. That includes, for the first time in U.S. cycling history, growing numbers of low-income workers. A 1995 Harris poll found that another 21 million would bike to work if conditions were right, meaning if it were safe and they had a place to park.

That's not an outlandish number. Half the national labor force lives within a 30-minute bike ride of work. Almost two-thirds of all automobile trips in this country are five miles or less.

Since the start of this decade, government slowly has been fashioning transportation systems to accommodate bicyclists. The big boost came in 1991, when Congress passed the Intermodal Surface Transportation Efficiency Act, which set aside funds for a variety of programs from bike lanes to bike parking stands. That's the program Congress will hotly debate this fall.

In the most-crowded urban environments, attempts to mainstream bicycling as a transportation alternative have drawn howls from motorists, because they would have to surrender lanes and abide by lower speed limits.

Neither idea has gone over well among motorists in San Francisco, already cramped on a tiny peninsula crisscrossed by narrow streets. To date, this city of 730,000 has only 11 miles of bike lanes compared with 85 in Madison, Wis., which has a population of just 200,000. That explains why San Francisco, already known for its political vigor, has become the mecca of bicycling activism.

The demonstration here last week began as a peaceful ride to clog streets, create frustration and give motorists a taste of what cyclists say they experience each day. But in this mass ride, some threw aside their bikes and jumped on cars. They spit at motorists. They hurled rocks and bottles, according to police. A few threw punches.

In truth, most restrained themselves. But hundreds were arrested, mostly for unlawful assembly. A few were arrested for assault-related offenses.

- Richard Price, USA TODAY

# Kalamazoo to Old Mission Peninsula

**T**ake 2 mountain bikes, 1-1/2 inch tires, lots of camping gear in panniers. Head out for 5 days on the road!

## Day 1- Kalamazoo to Holland

My buddy Rembrandt and I started out on a Sunday morning at 6:30 am from our homes in Kalamazoo. We went through deserted streets to the Kal-Haven trail. We stopped at Bloomingdale for a break. It was 82 degrees at 9:00 am. It was so muggy the hair on my arms was covered with dew. Rembrandt is saying "Hi" to just about everybody.

We're going through a lot of drinking water. Good thing the pumps along the trail work. From South Haven we headed north to Saugatuck - Lattes and turkey sandwiches in Douglas, at the Cafe Respite. Then on to Holland, around Lake Macatawa, to Holland State Park. Total mileage was almost 90. We had planned on about 60! A dip in Lake Michigan and some freeze-dried beef stroganoff and we're good as new.

## Day 2- Holland to Muskegon

After breakfast we went to the Park office to get a one day refund. We had to pre-pay for 2 days at each state park in order to have reservations. Holland State Park allowed us to get our second day's money back. The ride to Muskegon State Park was about 50 miles. The best part was saving 14 miles by taking a water taxi across the channel instead of going the whole way around Lake Muskegon. Stopping at Grand Haven for lattes was great, its a cool little town; but biking north out of town you have to use US-31. Rembrandt got a flat here on the freeway.

The beach at Muskegon State Park is beautiful. The waves were high. I'm struck by the number of awesome beaches in Michigan. The park has a bikers' campground so that anyone coming in on a bicycle is guaranteed a spot. A friend picked us up at the campground in Muskegon. We got to eat in a restaurant instead of freeze-dried beef burgundy.

## Day 3 Muskegon to Ludington

8 am start, crisp air, and the roads to Whitehall/Montague were great. We opted to take the roads instead of the Hart Montague bike path to get better views. Its was hilly with

a headwind but beautiful scenery. We stopped for lunch near Silver Lake. The ride around Bass Lake was great. We finished off with a strong headwind and really bad traffic through Ludington. Finally making it to Ludington State Park, we got to see very pretty dunes. Our neighbors in their pop-up camper are from Kalamazoo. Freeze-dried teriyaki tonight.

## Day 4 Ludington to Frankfort

Starting off about 8 am, we tried to get a refund for the second day reservation but this park ranger says he must talk to head honcho so we take off instead of waiting around. There were 20 people in line to try to extend their stay in this popular park. Another pretty ride to Manistee. We got coffee there and stayed for lunch. Manistee has a sharp little downtown area. On to a little town called Onekama. Rembrandt has another flat there. Maybe too much weight on the rear tire, we try to re-distribute our loads. Just past Onekama loom three MAJOR hills. They defy description. Into Frankfort, here we couldn't get a camping reservation in the area so we got a room at the R&R Motel. Clean inexpensive place. The owner was nice enough to drive us downtown to dinner at the Coho Cafe. Great food.

## Day 5 Frankfort to Old Mission Peninsula

Stopped for breakfast at A&W in Frankfort. Eggs over easy was a nice change from instant oatmeal. The ride around Crystal Lake, Platt Lakes, and Lake Ann in the morning was glorious. Stopped at Lake Ann Grocery. It's a neat little store. Rembrandt had a bear claw. The rest of the way to Traverse City seemed to go by very fast. This was a hilly day but no killer hills like yesterday. After the nice long downhill into Traverse City we had to fight traffic until we made it out to the start of the Old Mission Peninsula. The views of the bay and the cherry orchards gave way to 2 more hilly sections before we made it to our final destination, a cottage on the bay.

If you would like to take a similar trip, contact the League of Michigan Bicyclists for shoreline tour maps. (\$10.00- you may want to consider joining). Polish up your granny gear and go!

- Dan Smith



**KALAMAZOO BICYCLE CLUB**  
 P.O. Box 50527  
 Kalamazoo, MI 49005



**ADDRESS CORRECTION REQUESTED**

Expires: 98/02  
 Phil & Jini Caruso  
 2301 Fairfield Ave.  
 Parchment, MI 49004

**KBC OFFICERS**

President: Gerry Blohm ..... 375-8121  
 Vice President: Open  
 Treasurer: Mike Higgins ..... 327-0387  
 Secretary: Joan Root ..... 323-5343  
 Race Team Representative: John Brady ..... 668-3878

**OTHER IMPORTANT NUMBERS**

Database Manager: Jeanette Holm ..... 385-5052  
 Newsletter Distribution: Open  
 Newsletter Editor: Kathy Barrett ..... 388-5045  
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 Ride Captain: Randy Putt ..... 649-1814  
 Resident Curmudgeon: Axel Kleat ..... Unlisted  
 Ride Line: Open  
 Weather Line: ..... 385-2121

**KALAMAZOO AREA BIKE SHOPS**

Alfred E. Bike ..... 349-9423  
 Billy's Bike Shop ..... 665-5202  
 Breakaway Bicycles ..... 324-5555  
 Cycle Works & Sports ..... 353-7615  
 Milwood Schwinn ..... 349-6384  
 Parchment Bicycle ..... 343-8118  
 Portage Schwinn ..... 327-3393  
 Pro Sport ..... 381-7233  
 Team Active Schwinn ..... 962-7688  
 Village Cyclery ..... 679-4242  
 Vorncamp Bike ..... 344-3599

**KALAMAZOO BICYCLE CLUB MEMBERSHIP APPLICATION**

**Dues (Check One)**

- Adult Membership ..... \$15.00
- Family ..... \$17.00
- Senior (60+) ..... \$13.00
- Youth (17 or younger) ..... \$13.00

**Please Print**

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone \_\_\_\_\_ Birthdate \_\_\_\_\_  
 E-mail \_\_\_\_\_

**Family Member Names**

**Birthdates**


Signature \_\_\_\_\_  
 Parent's Signature (if under 18) \_\_\_\_\_

Interested in working on KBC Events?  Yes  No  
 Registered Racer:  USCF  NORBA

SEND TO: KALAMAZOO BICYCLE CLUB, PO BOX 50527, KALAMAZOO MI 49005