

President's Letter

The club ride turnouts this year have been better than anyone can remember. I don't think membership has increased as much as participation.

Which leads to the next topic. Someone commented to me recently that we are losing the family rider. And I as president am not doing enough for this demographic of the club.

Maybe the club is evolving from the family rider to the enthusiast. I cannot remember ever seeing a kid on a club ride, except once or twice on the back of a tandem or behind Chris Barnes in a Burley trailer.

Earlier this year I volunteered with some other KBC members at the Safe Kids Rodeo. We gave away a lot of helmets to kids. Out of all the parents we met I see only one at any of the club rides. I know we have a lot of families who are members. I am not sure how many of those people with family memberships participate in club rides. Maybe we need a kids/family ride.

I need volunteers to lead a ride one day per week. If we get enough volunteers maybe each one might only need to lead one ride all year. I'll do the first one August 11th starting from KVCC at 6:30 pm. Meet in the parking lot by the gym. If enough people show we will schedule the next ride that night. You can call me at home after the ride on the 4th for details. How's that David?

- Tom Cross

Editor's Note: Dialogue about improving our club is a positive thing. If you've got something to say, it is likely worth saying to the whole club. Write it down. Send it to us. If you are too lazy to write, give us a call and we'll do it for you. The odds we'll print is are excellent. Our address is always on the last page, and we're in the phone book.

Flowerfest Bike Tour a Big Success

As we put together this month's *Pedal Press*, KBC's Flowerfest Bike Tour was just a couple of days ago. And while we'll certainly have more hard information to pass along in the near future, it's absolutely safe to say that KBC's premier event of the season was a major success.

Despite an early morning thunderstorm blowing through and doubtless keeping away a number of people planning to attend, we still had nearly double the number of registrations of last year.

Once the weather cleared around 9:30, riders found the course extremely well marked, with arrows well before the turns, and corners generally swept clean. There were even cautions painted on the pavement leading up to really bad potholes. Food and drink were plentiful, sag vehicles were all over the route, and the weather turned really nice.

The two Saturn racers who flew in for the event, Karen Kurreck and Julie Hanson, were very much in evidence and a big, big hit, signing autographs, posing for pictures and television news, handing out Saturn Race Team calendars, and most definitely showing their strength flogging some of Kalamazoo's best around the 65 mile route.

If you think you didn't get a hard ride in at Flowerfest, you sure weren't riding with Karen and Julie!

Post ride massage, genuine Subway subs, real Clif Bars, real racers, a beautiful sag stop with zillions of real flowers, bagels, cookies, and a route that managed to avoid the tar-and-gravel the Road Commission brought in at the last minute.

Al Cergol, Paul Stevens and Rick Whaley did a tremendous job, together with all the volunteers they put to work. Great job!

- Doug Kirk

More Like This

by Axel Kleat

I hadn't ridden the Flowerfest Bike Tour the last few years. It always conflicts with the Ride Around Torch Lake; a.k.a. the RAT Ride; a.k.a. Rains All the Time. The RAT Ride proudly and properly bills itself as the toughest century ride in Michigan, and features three truly brutal climbs along with several others that are merely awful. It also includes some terrific scenery and one of the finest lakes in the entire United States for post-ride dips.

On the other hand, the thought of a post ride dip loses some luster when you look and feel like a drowned rat after several hours of riding in the rain, which is the usual course of events up there.

Still, the roads around Torch Lake are great and I was planning to return again this year until I got the word that two Saturn Race Team cyclists would be riding at the Flowerfest ride. The notion of rubbing elbows with gen-u-wine professional bicycle racers was more than I could resist, so I forsook my travel plans and pedaled out to KVCC early Sunday morning not knowing what to expect but pretty excited just the same.

So I wouldn't miss out, the rain gods arranged for a little shower on the ride out. Then the thunder and lightning put on an early morning show, and stormed like crazy for a while.

This actually wasn't so bad. At Torch Lake, the storm never blows in until I'm way out there with no choice but to ride it out. Much nicer to hang out under the porch at KVCC.

Karen Kurreck and Julie Hanson, the Saturn racers, drove up without fanfare in—you guessed, didn't you—a Saturn, and just ahead of the lightning too. A bunch of us took turns chatting them up for a good hour, possibly distracting their attentions from the monsoon splashing and crashing directly in front of them. Besides chatting. I took it as my job to take a few steps forward every few minutes and return to report that, yes indeed, it was still raining.

But the rain blew out pretty quickly, and before long, things dried out a bit. After the obligatory photo ops about fifteen of us took off. I sure was interested to see

what kind of ride it would be, and I suspect Karen and Julie looked at the rag-tag group around them and feared the worst. After flying two or three time zones to a tour, not a race, and arriving in a thunderstorm, who wouldn't?

If you've ridden the Flowerfest course, you know it's three twenty-mile loops, and we cruised first third nice and easy. The roads were still damp, and I suspect an easy start was fine with our VIP cyclists, who of course had no idea whether their new riding buddies even knew enough to draft without crossing wheels. No doubt Karen and Julie wouldn't be thrilled to explain to their director *sportif* how they got taken out by some clod from Kalamazoo while spreading peace and good will—on a tour, no less--and by the way, could you send a new wheel but don't worry the doc says my shoulder will heal and I'll be fine in a month or two.

Anyway, after a few minutes at the Bryer Patch for R & R (restroom and replenishment), we were off on loop two and trip through suburban Lawton.

Well, someone (no names, please, but it wasn't Karen or Julie) made mention of getting a rotation going, and before long people were pulling through. You might think Karen & Julie might take this as a good excuse to crank up the pace, but you'd be wrong.

What they did was do exactly what the rest of us did, no more and no less. The usual course of things is that a pace line will eventually sort out the strong from the not-so-strong, and sure enough, people got spit out the back, especially when we hit the hills near the end of the second loop. But about eight people were still together when we returned to the Bryer Patch, and I wasn't the only one with shaking legs and a pounding heart.

But your club is a clever club, and so found some folks with fresh legs to send out for round three. The third loop is flat after the first four miles or so, and I figured the real fun was about to begin. Indeed, as soon as we hit the flats, we were off, a rotating paceline approaching 30 mph with Karen and Julie styling their way to the front again and again while the rest of us either wondered just how long we could keep *this* pace up or got spit out the back.

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ISTEA Legislation Signed into Law

We should all be celebrating the passage of the new ISTEA legislation by Congress last May, and signed by President Clinton on June 9. Yes, it's true, sometimes those politicians actually do the right thing, even for bicyclists.

According to the latest issue of *Bicycle USA*, the magazine of the League of American Bicyclists, funding for bicycling-related improvements doubled from about one billion dollars to about two billion dollars—to be spent nationally over the next six years.

Funding was continued under various enhancement programs (which I think means upgrading existing programs), including safety and educational programs. In addition, several new categories of funding were created, including hazard elimination, bike storage facilities, and bike racks for buses.

The new law requires that bicycle transportation facilities be considered with construction and reconstruction of transportation facilities and that transportation plans and projects provide consideration for safety and contiguous routes for bicyclists. Want to actually read the law? Point your Internet browser to www.ISTEAA.org.

- Doug Kirk

Axel Kleat *(continued from page 2)*

God, it was fun while it lasted! I got spit out the back about four miles from the end. Like everybody who thought they had a touch of speed in their legs but was a bit late returning to KVCC, I used the extra time on the way in to hatch a good reason for being dropped (Geez, why'd you let the group pull out of the Bryer Patch while I was filling my bottles? I wore myself out chasing.)

But here's the point: Karen and Julie are pros—they're fast as can be. But they didn't flaunt it, they used it to get us all going as fast as we could. It wasn't, after all, a race. After a good warm up and getting acquainted, they rode as fast as anyone in the group could ride, but no faster. They didn't need to feed their egos, apparently they save that for race day. I've known some good riders who could learn a thing or two from Karen and Julie. Too bad they missed the chance. Saturn made a good move signing up two strong ambassadors for the sport.

Terrific public relations and a great ride. More rides like this, please.

Texas Drive Park

Monday, 6:00

Be There

Don't Forget Your Bike

August Birthdays

Kathy Appledorn
Duva Appleman
Stephen Barnes
Michael Beauchamp
Adam Cogswell
Jack Cogswell
Vince Cogswell
Dan Cunningham
Stephen Donyak
Mike Gapp
Jodi Hansen
Joseph Nuismer
Grace O'Leary
Kathy Orr
Beatrice Ritchie
Jeff Robertson
Greg Sackett
John Sorenson
Tyson Vonderfecht
Roberta Young
Gerren Young

New Members

Bryan Lewis
Richard Lutz
Will McWhorter
Harley Pierce
Henry Presseller
Jackson Scholl
Clara Scholl
Harriet Swanson
Judy VanFleet
Victor VanFleet
Laurie Walsworth-LeMieux

Fort Custer Series

July 14 was the third round of the Fort Custer Mountain Bike Time Trial series. This was the last planned event. Due to the less than enthusiastic turnout (a lot less) the series has been concluded. Look for the Fort Custer Time Trial to return next year.

- Richard Walter

August

1998

<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
30 Group Ride Texas Drive Park 9:00 Self-paced	31 Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph					1 Group Ride Texas Drive Park 9:00 Self-paced
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August Rides

by Randy Putt

We couldn't ask for better weather. Riding has been a pleasure so far this summer, but it is sure hard to get anything done at home. The attendance at the regular club rides has been outstanding once again June and July.

The attendance at the Wednesday fitness ride (12-15 mph) at the Kal-Haven trailhead is low, so the ride has been canceled for August. I've also noticed that the ride groups have staying together on all the rides. There have been no recent reports of riders being dropped. The ride leaders and several experienced riders have been doing a great job. Thanks a lot.

Saturday/Sunday

The Saturday and Sunday impromptu rides will continue in July. These rides typically start at about 9 AM at Texas Drive Park, but give Gerry Blohm (375-8121), Paul Stevens (324-9025), or Al Cergol (375-3786) a call before riding to find out the actual start time. The route is typically 30 to 40 miles at about 17 mph. The length and speed of the ride will be dependent on the riders who show up.

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 6:00 PM. Maps will be available and the ride leaders will make sure that the groups stay together. The riders in each group will start and finish the ride together.

Mike Higgins will lead a group for about 20 miles at 10-15 mph (the riders present will decide the pace each week). Steve Vonderfecht plans to lead the 16-18 mph group 20 to 25 miles. Paul Guimond will lead the 20+ mph group for 25 to 35 miles. Larry Kissinger, Jeff Wetters, and Randy Putt are available to sub for Paul when needed. We still need some volunteers to sub for Mike, and Steve on occasion.

Tuesday

The Tuesday ride from Breakaway Bicycles on Romence Rd near S. Westnedge in Portage leaves the parking lot at 6:30 PM. Paul Wells leads the group for 25 to 30 miles at about 17-19 mph. This is the third month for this ride, so check it out.

Wednesday

The Wednesday ride meets at Kalamazoo Central HS at 6:30 PM. Maps will be available and the ride leaders will make sure that the groups stay together. The riders in each of the above groups will start and finish the ride together. Enjoy the rolling hills of northwest Kalamazoo County for a ride of about 25 to 35 miles at 17-19 mph lead by and Bill Strome. Typically a 20+ mph group splits off, so this ride consists of two groups. We do need additional ride leaders for this group.

A fast group also rides from Kalamazoo Central on Wednesday evenings beginning at 6:00 PM. The pace of the ride is typically greater than 20+ mph and the route goes to Bloomingdale and back (about 46 miles). Since the route is well known to most of the riders, no maps are available for this ride. This group is typically large (more than 15 riders) and consists of racers and other experienced riders. There is no designated ride leader. The group typically fragments into smaller groups and the riders often times do not finish together. This ride is hard and is not suitable for inexperienced riders. Some riders can be expected to be dropped from the main group. The ride is a loop and those riders who get dropped meet up with the main group on the return part of the loop.

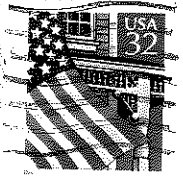
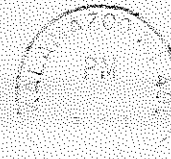
Friday

Come join us on Fridays in the parking lot behind Billy's Bike Shop in Galesburg at 6:30 PM for the Tour de Gull Lake. The route for this ride is a loop around Gull Lake with a number of rolling hills. The route is well established, is 27 miles in length, and maps are available. The ride consists of two groups. Rose McKenna leads a group at about 17 mph. This group finishes together. Richard Walter and Randy Putt lead the 19+ mph group. The pace for this group is typically greater than 21 mph at this time of year. Even though this ride can split into more than one group the ride leaders will make sure that all riders finish the ride.

Call Randy at 649-1814 for more information about any of the rides described above. We can always use more help. Please give Randy Putt a call at 649-1814 or send an e-mail to srbike@aol.com to volunteer or to get more information on being a ride leader.



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



ADDRESS CORRECTION REQUESTED

Expires 99/02
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KBC OFFICERS

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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