

# Pedal Press

The Newsletter of the Kalamazoo Bicycle Club, Inc.  
September, 1998

## President's Letter

Well it's official. We are a club of enthusiasts. Earlier in the year I tried to generate interest in a race team and discovered there was none.

In August we set up a family ride and found there was little interest. Thanks to the Barnes family and the Stevens family for showing up and not being too upset that I was really late. Steve-O Barnes looked resplendent in his KBC kids sized jersey, while Tyler Stevens just wanted to ride with his dad's friends. Also thanks to the gang at Portage Schwinn for volunteering to come out and safety check the bikes.

We are a club made up of a wide range of riders from the true beginners to experienced road and mountain bike racers to multi sport athletes. Club members average anywhere from 20 to 10,000 miles per year. I have heard that we are a unique club in this aspect.

What this means is show up for the club rides you want to and ride at the pace you want to ride and see who goes with you or is there when you finish. Introduce yourself to that person or persons because they are your club. Then walk over to the group that finished ahead of you and introduce yourself to them because they are your club. And when that group rolls in behind you....

- Tom Cross

## Copper Country Color Tour Adventure

Saturday, October 3, 1998 marks the 25th annual Copper Country Color Tour, sponsored by the Copper Country Cycling Club, which is the collegiate cycling club of Michigan Tech University.

The tour consists of routes of 50K, 100K and 200K from Houghton, Michigan to Copper Harbor, Michigan, and traverses the beautiful Keweenaw Peninsula at the height of the color peak. I having been looking forward to this trip all summer.

As this is the 25th anniversary (and I am a Michigan Tech Alumni!), I am extending an open invitation to all KBC members who might be interested in this spectacular ride, to join me for the weekend. The tentative plan is to drive up on Friday, October 2nd, ride October 3rd, and return Sunday, October 4th.

The ride is excellently supported, and the roads of the Keweenaw are the smoothest I have ever ridden. The best part of the ride is the fresh pasties served at the Copper Harbor rest stop!

More info on the ride is available at <http://www.sos.mtu.edu/cycling>. If you are interested in experiencing this adventure, please call me at 327-8972.

- Chris Barnes

## Race Preparation Meeting September 10th

The Preparations for the October 17, 1998 Cyclocross race are all coming together. The race will be held on the grounds of the Christ the King Episcopal Cathedral, on Vincent Dr. (west of Oakland Dr., and north of I-94). I have scheduled a planning session at my house, 6705 Evergreen St., Portage, on September 10th at 7:00 PM to discuss the course logistics and event preparations to make this a successful event. I am anticipating the need for about 6-10 volunteers to help with course layout and construction, registration, and clean up. Members of the Parish will also be helping with parking and refreshment sales. If you are interested please plan to attend, and I promise not to drag out any old race photo albums. For those of you that don't know that you are interested yet, you will receive a special personal reminder to attend. Any questions, please call me at 327-8972, or talk to me on a ride.

- Chris Barnes



# Most Civilized

by Axel Kleat

**S**eventy two degrees and 8:00 in the morning, a little overcast and an early, light southwest wind. About a dozen cyclists milled around the parking lot with a ride to Cassopolis in front of us.

Right from the start I knew it could be a great ride. The weather was sure enough terrific, but the diversity of the group looked like a recipe for disaster. A couple of us had never, ever biked anywhere near eighty miles before, and three more hadn't done any long rides yet this year. But a few had done several centuries already. We had a tandem; a couple of triathletes, and an age range of almost thirty years. Eight guys and four girls all together.

But Gloriosky! We all started about the same pace. Maybe the length of the ride had something to do with it. Even hammerheads can see the folly of pounding away too early when it's a four hour ride. After the musclemen dialed it back just a touch, things fell nicely into place.

The stronger ones took long turns at the front, riding two abreast and chatting, making a dandy hole in the headwind. The others understood how to draft and could feel a very nice tug courtesy of the folks in front. Everyone stayed nice and close together and marveled at how easy twenty miles per hour into a headwind could be.

No doubt the flat route and headwind helped, but everyone was motivated to keep the group together. After an hour or so, the art-deco lavender hue of the Marcellus water tower popped over the trees on the horizon, and we were all chatting with one another, not panting.

Good tourists all, we injected a little cash into the local economy via Yummies' convenience store before hitting more headwind and the rolling hills to the west.

I was sure the hills west of Marcellus would split things up. Disparate cycling strength is most apparent in the hills, often leaving a fragmented, disjointed ride that exhausts everybody. The strong ones set a pace at the front that leaves the weaker riders nervously hanging on with their tongues hanging out, then blowing up on the hills.

But no, we all stayed together pretty well. Just a little relaxing by the fast guys at the tops of the hills brought the back and the front together again. Maybe it was the scenery. It's just plain pretty in those parts. Hills, actual for-real forest, sweeping curves, a bazillion wildflowers, a tiny town (Volinia), and even a fieldstone gas station all conspired to keep riders' heads up, taking it all in.

We weren't dawdling, just working really well together. A few people taking turns at the front kept us moving right along. In back, a little conversation and a lot of spinning. By unspoken agreement, one strong rider stayed back, making sure no one got dropped.

Just over two hours of great riding brought us to Cassopolis and a grocery store full of friendly, curious folks ("No, we aren't really racers." "Yes we really biked all the way from Kalamazoo." "Yes, we're going to bike back now." "What do you mean, 'why?'").

Forty miles of tailwind coming home! Yee-ha! And yes, things did split up some, especially coming down the big hill a couple of miles south of Decatur which we had cleverly avoided on the way out. The tandem and some dedicated wheel-suckers broke fifty miles per hour, but not everyone was quite that crazy. So someone stayed back to lead the rear guard up to the group at another convenience store in town.

By sixty-five or seventy miles, the group was splitting up pretty often. Some folks were just plain tired. And then—surprise, surprise--the hammerheads went off the front. The end was near, and riders with good noses were already catching the first faint whiffs of the barnyard gate. Besides, we were close enough that everyone knew the roads.

We all pulled into the parking lot within five minutes of one another, happy, and pretty tired out. We'd all averaged 22 miles per hour for eighty miles, including riders who'd never gone half that far. Grins all around.

A ride that's fast, smooth, and fun for all. Most civilized. The only way to improve on the whole thing would be to find a well-stocked cooler awaiting our arrival. Maybe next time.

## Just the Trip

If you enjoy biking and would like to take a week long trip that does not involve shipping your bike or renting an unknown, we have the trip for you. We, David Sluyter and Jill Stewart, organized our own trip this past July. We drove our truck loaded with our tandem and some gear to Ludington, MI and jumped aboard the Badger, the ferry across Lake Michigan to Manitowoc, Wisconsin.

Leaving the truck and knowing our only transportation was the tandem for 7 days was a little scary. We arrived in Manitowoc at 3:00 a.m. as the ferry was delayed for 3 1/2 hours to replace a piston. We had a beautiful crossing with free food the whole night to compensate for the delay.

Upon arrival we loaded our panniers on the tandem for the first time. We headed 6 miles to a motel (the only reservation we had the whole trip) and arrived at 3:30 a.m. 6:30 a.m. we were up and ready to go; excitement does that to you. Our first day we rode 100 miles to Menominee, MI with a southerly tailwind.

We went through Green Bay and decided to save the Door Peninsula for another trip. The next day we headed east across the UP with a westerly tailwind. The weather and wind gods were with us the entire trip. We stayed in Rapid River, Manistique, and St. Ignace. We did not camp but decided on motels and restaurants. We did not want to haul all the camping gear for our first trip. The camping sites and rest areas were lovely.

As we headed across Big Mac in the Port Authority truck, we could see why they do not allow bikes to cross the bridge on their own power. (Actually, they do allow bikes two or three days each year for big tours like DALMAC and Shoreline, with plywood over the biggest expansion joints and police escorts—Ed.) The grating in the bridge is quite amazing but very tricky for bikes. The wind is a big factor also.

As we headed south out of Mackinaw City, the wind shifted from the north and again we were blessed with a tailwind. We headed through the Corridor of Trees, Cross Village, Hart, around Lake Charlevoix through Boyne City and back up to Charlevoix. We met a group of bikers from the Grand Rapids Bike Club who talked us into taking the long way around to Charlevoix. We decided they just wanted to draft a tandem.

Traverse City was a mess. We met our only angry auto-jerks within 5 miles of each other in Traverse. After they tried to run us off the road, we headed out of town quickly. We headed to Empire and then down through Frankfort and Manistee and onto Ludington.

It was a wonderful trip especially for our first cyclotour. We have told lots of people in the bike club about this trip, and some are interested in replicating it next year. It could be done economically. Let us know what you think.

Our email addresses are [dsluyter@fetzer.org](mailto:dsluyter@fetzer.org) and [stewartj@kellogg.cc.mi.us](mailto:stewartj@kellogg.cc.mi.us)

- Jill Stewart

## September

### Birthdays

John Looman  
Lee Anderson  
Judith Beattie  
Robert Bell  
Gerald Blohm  
Carl Degen  
Robert Martin  
John Jones  
Larry Kissinger  
Jim Koehler  
Tammy Koehler  
Helen O'Leary  
Mary Rass  
James VanBuren  
Phyllis Vlietstra  
Richard Walter  
Mary Cohen  
James Wyrick  
Peter Gaff  
Ken Cogswell

### New Members

J. S. McNutt  
Laurie Doering  
Ron Doering  
Jack Bley  
Barbara Miller  
James Miller  
Preston Miller  
Leigh Miller

### Classified

For Sale: Bike Pro travel case, deluxe model, medium size (fits up to 58 cm frame), used only twice. Dave May 375-3976.

# September

1998

<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
		<b>1</b> Breakaway Ride Breakaway Bicycles 6:00 17-19mph	<b>2</b> Wed Night Ride Kazoo Central HS 6:00 20++mph 6:00 10-15mph 6:00 16-18mph	<b>3</b>	<b>4</b> Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	<b>5</b> Group Ride Texas Drive Park 9:00 Self-paced
<b>6</b> Group Ride Texas Drive Park 9:00 Self-paced	<b>7</b> Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph	<b>8</b> Breakaway Ride Breakaway Bicycles 6:00 17-19mph	<b>9</b> Wed Night Ride Kazoo Central HS 6:00 20++mph 6:00 10-15mph 6:00 16-18mph	<b>10</b>	<b>11</b> Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	<b>12</b> Group Ride Texas Drive Park 9:00 Self-paced
<b>13</b> Group Ride Texas Drive Park 9:00 Self-paced	<b>14</b> Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph	<b>15</b> Breakaway Ride Breakaway Bicycles 6:00 17-19mph	<b>16</b> Wed Night Ride Kazoo Central HS 6:00 20++mph 6:00 10-15mph 6:00 16-18mph	<b>17</b>	<b>18</b> Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	<b>19</b> Group Ride Texas Drive Park 9:00 Self-paced
<b>20</b> Group Ride Texas Drive Park 9:00 Self-paced	<b>21</b> Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph	<b>22</b> Breakaway Ride Breakaway Bicycles 6:00 17-19mph	<b>23</b> Wed Night Ride Kazoo Central HS 6:00 20++mph 6:00 10-15mph 6:00 16-18mph	<b>24</b>	<b>25</b> Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	<b>26</b> Group Ride Texas Drive Park 9:00 Self-paced
<b>27</b> Group Ride Texas Drive Park 9:00 Self-paced	<b>28</b> Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 19+mph	<b>29</b> Breakaway Ride Breakaway Bicycles 6:00 17-19mph	<b>30</b> Wed Night Ride Kazoo Central HS 6:00 20++mph 6:00 10-15mph 6:00 16-18mph			

# September Rides

by Randy Putt

It's hard to believe that another ride season is winding down although most of the best tours are in the Fall. DALMAC, the Wine and Harvest Festival Ride on Sept 13, the Apple Cider Century on Sept 27 are all in September.

For you hard core riders who like a challenge and lots of hills try the Columbus Fall Challenge on Oct 3 and 4 in Lancaster, Ohio just south of Columbus. The Turning Leaves Century in Dowagiac is typically nice (Oct 4). The Hilly 100 in Bloomington, IN on Oct 10 and 11 is a great way to end the touring season.

**NOTE: ALL KBC EVENING RIDES WILL START AT 6 PM IN SEPTEMBER DUE TO THE SHORTER DAYS.**

The Saturday and Sunday impromptu rides will continue in September except for Sept 13. 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.

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). Randy Putt, Kathy Barrett and Doug Kirk along with others will share ride leader duties for the 16-18 mph and 19+ mph rides.

The Tuesday ride from Breakaway Bicycles on Romence Rd near S. Westnedge in Portage leaves the parking lot at 6:00 PM. Paul Wells leads the group for 25 to 30 miles at about 17-19 mph. The attendance has been on the low side. It's not too late to check it out.

The Wednesday ride meets at Kalamazoo Central HS and consists of two rides. 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 Bill Strome and a faster group led unofficially by Zolten Cohen. Thanks Zolten for leading this ride.

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.

Come join us on Fridays in the parking lot behind Billy's Bike Shop in Galesburg at 6:00 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.

Think about being a ride leader next year. You have all winter to plan some rides. We can always use more help. We especially need ride leaders at the 15-16 mph pace. No previous experience is necessary to become a ride leader. Please give Randy Putt a call at 649-1814 or send an e-mail to [srbike@aol.com](mailto:srbike@aol.com) to volunteer or to get more information on being a ride leader. Hope to see you on the road this month.

## Flowerfest '98, The Skinny

**300** riders found well-marked routes, great food, a brand new 1999 Saturn car, professional cyclists, all capped off by a post ride massage. A cyclist's life doesn't get much better. Those who hesitated due to the early morning thunderstorm missed one of the best Flowerfest Tours ever. We are pleased to report that this year's Flowerfest achieved all of our goals!

**Pre Registration** 175 riders pre-registered for Flowerfest, which was a requirement to be eligible for the grand prize travel certificate drawing. From past experience, event day registrations typically double the number of participants. We had anticipated about 350 to 400 riders. The prize drawing for the two United Express/United Airlines Travel Certificates was awarded to Renee Mott of Bellevue, Michigan. A first time Flowerfest rider, Renee said winning the certificates was totally unexpected and passed along thanks to United Express/United Airlines for their generosity. 19 other lucky pre-registered riders received prizes ranging from Walkman Radios to water bottles.

**Tour Ridership** We had one very unexpected visitor at the beginning of registration, RAIN!! Many of our 300 eager riders were already on the course when the heavens opened. However, in true bicycling spirit, all riders arrived safely at the first rest stop, ready for a break from the weather and a well deserved breakfast. Riders who waited out the rain at KVCC were rewarded with an opportunity to meet new and past friends, plus receive a great full color Saturn Cycling Calendar, autographed by Saturn Cycling Team professional riders, Karen Kurreck and Julie Hanson. Julie and Karen rode with an enthusiastic group which included our own Axel Kleat. Julie and Karen are real ambassadors of the sport. Those who spoke (or rode) with them will long remember their visit to Kalamazoo. You may have seen Julie and Karen on the TV 3 - 11:00 news. What a pleasure to have cyclists of this caliber visit Kalamazoo.

**Family Ride** Four families, 12 riders total, braved the elements for this first time event. Our objective was to introduce families and those new to the sport to recreational touring, by providing an escorted 20 km tour with a midpoint rest stop. The family ride rolled out on time at 9:30, just after the rain stopped and the roads dried a bit, with Jini and Phil Caruso sharing ride leader

duty. The ride couldn't have gone better. In fact, members from one family enjoyed the scenery on the route to the rest stop so thoroughly that they decided to follow parts of the longer 50 km route back to KVCC.

**Safety** All riders reported having a great time with no mishaps being recorded. The only required "rescue" was a tandem bicycle, whose rear tire gave up about two miles south of the finish.

**Thanks** The Flowerfest Tour would not have been a success without the lots of club members working together on activities such as registration bag stuffing, route preparation/design, event day registration, SAG stop support and the family ride. Our helmets are off to: Marion and Chris Barnes, Gerry Blohm, Jini and Phil Caruso, Tom Cross, Wen Han Teoh, Sue and Dave Goldenberg, Christa Johnson, Rose McKenna, Terry O'Connor, Randy Putt, Richard Walters, Libby and Jeff Wetters, and Jim Wyrick. Photo credits go to Zolton Cohen and Bill Strom. Many other people have been acknowledged in previous Pedal Press issues for their diligence in helping prepare posters, registration forms and brochure display pockets. Thanks again to those club members plus anyone we may have forgotten.

We have begun initial work on forming a 1999 Flowerfest Tour Committee. Our insight, along with your help, could make the 1999 Flowerfest the best tour ever. We even documented all we learned in a "how to" booklet complete with timelines. Our biggest discovery was learning that the Flowerfest Tour committee requires way more than 4 core committee members to add new activities and expand the Tour beyond the 350 to 400 rider level. Joe Camargo and Terry O'Connor have some ideas and mentioned their interest in helping.

By starting now, details for the 1999 Tour will be ready by February 1999, which translates into earlier advertising and increased ridership. Have some fun, help your club plus have a say in your club's premier event of the year. Call any board member or one of the committee co-directors, we look forward to hearing from all interested members.

- Rick Whaley, Paul Stevens, Al Cergol

# Biking Through England

by Donna & Renny Oas

*...continued from July Pedal Press*

## Saturday, July 24

The Limes B&B was unbearably dirty and the milk pitcher had curdled cream in the bottom. We were not displeased when they said they had a reservation for our room for the next night. We moved across town in heavy rain to a much nicer place, Woodville House, with Tom and Anne Toalster. Anne began pressuring us to stay another day. Because of the rain, which Tom said was forecast for the whole weekend, Renny relented and finally said we'd stay Sunday night. The rain stopped and the sun came out by about 2 p.m. Saturday. We decided to bike on Sunday morning.

Anne was furious and threw a temper tantrum. She apologized to Donna before we left, saying she had behaved very badly. We went to mass in Bath on Saturday evening. We enjoyed Bath a lot. It is both Medieval and Roman and shows remains of both. The European kids swarm the streets and it is a typical tourist town. We had cream tea at the Canary, and made a small plate of nachos at a pub, and ice cream cones from Baskin-Robbins suffice for dinner.

## Monday, July 26

We rode after going to the bank, post office, railway station, and castle. We rode into St. Briavels, where the Youth Hostel is in an old castle. There were no available rooms, so we called the farm B&B we had located on our ride in, to reserve a spot. The Youth Hostel would have charged 20 pounds, and the B&B 25. This was a working farm and one of our favorite places to stay.

We had lunch at the George, where Renny thought someone had stolen his helmet. In reality, he had left his helmet on the counter at the youth hostel. We took a circular route suggested in our guide book. This trip took us through the Forest of Dean where the sheep run loose. We walked a little over a mile back to the George from the farm for dinner that night.

## Tuesday, July 27

We rode back to Chepstow from St. Briavels to catch the train to Newport. The conductor never reached us, so our ride was free. We did pay for the train from Newport to Shrewsbury. The ticket seller hassled us a bit about the bikes, saying we could take only one bike on any train.

This part of England charges 3 pounds per bike, regardless of distance, and one must make a reservation for the bike. One area said we could only put one bike at a time on board. It was really up to the guard on the train, and we never did have to separate. We were able to get them both aboard, but got off at Shrewsbury and biked from there to Wem so we wouldn't have to worry about getting the bikes aboard a train again. We had bought tickets to Wem, so the Brit Rail came out even.

Renny added air to his tires as we rode into Wem and had a flat in town. Two men talked with him behind the pub where he changed the tire. One was a driving instructor and the other sold tires. They were staying at a caravan park near town and suggested that we could rent a caravan. We rode out there, but the owners rented caravans for a minimum of two days. We rode further to another institutional looking B&B where no one was present, but a sign on the wall said 43 pounds per night. We stopped at another B&B on our way back to town, but the woman said they didn't have any rooms. We think it was because she didn't want us, maybe because we were bikers.

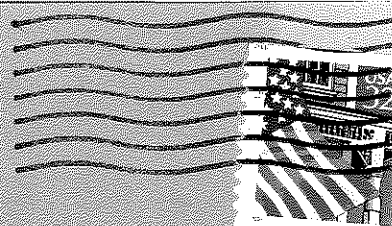
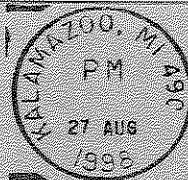
We had stopped at two grocery stores to buy lunch supplies and sherry. Renny thought he'd lost his wallet, but found it in his bags. We stayed at Castle Inn, the pub where Renny changed his tire. It was old and not fancy, but was satisfactory for one night. The people were friendly and we chatted with a man who had recently been to Ontario and Detroit. He had had a bad experience as he entered the US. He also ran swimming pools, and we got information to swim the next morning. We had ridden 29 miles into Wem.

*To be continued...*





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



**ADDRESS CORRECTION REQUESTED**

Expires 99/02

**Phil & Jini Caruso**  
2301 Fairfield Ave.  
Parchment, MI 49004

### KBC OFFICERS

President: Tom Cross ..... 375-0530  
Vice President: Richard Walter ..... 649-1944  
Treasurer: Mike Higgins ..... 327-0387  
Secretary: Angie Richman ..... 353-3752

### OTHER IMPORTANT NUMBERS

Database Manager: Jeanette Holm ..... 385-5052  
Flowerfest Co-Directors: Rick Whaley ..... 329-1285  
Paul Stevens ..... 324-9024  
Al Cergol ..... 375-3786  
Info Line: ..... 343-2288  
Newsletter Distribution: Gerry Blohm ..... 375-8121  
Newsletter Editor: Kathy Barrett ..... 388-5045  
E-Mail: ..... kbarrett@kvcc.edu  
Ride Captain: Randy Putt ..... 649-1814

### 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