

Pedal Press

The Newsletter of the Kalamazoo Bicycle Club, Inc., April, 2001

www.angelfire.com/mi/kbc/

President's Letter

Welcome KBC riders to another fine newsletter from your club. I sure enjoy all the good stuff that comes to me every month. We have a talented bike club, and I would thank all of you who pitch in and make it what it is today.

But I need to say something about my last President's letter. Some words were added or replaced by the Editor. One of them was a word that I would never use, and is not in my vocabulary. (*Oops!! Sorry about that.—Ed.*) Since a lot of you do not know me personally, you probably never thought anything about it. But for those of you who know me, I am sure you knew something was up! At our last meeting we had a lot of good suggestions for some new club rides. Be sure to watch for upcoming time trials, poker runs, children's races, scavenger hunts, and who knows what else.

We are forming a special ride events committee and if you are interested in working with Victor Van Fleet and myself on this, let us know! We are looking for variety and fun! Let us know if you have any suggestions.

I will be out of town this weekend as I will be traveling to Birmingham, Alabama for my first duathlon of the year. There will be 10 of us Hammerhead Spinners going from Borgess Health and Fitness Center. Four of these athletes have never raced before. Wish us all luck and safe travels!

Just a quick word to the Flowerfest Committee. Everything seems to be falling into place for this year's event and I love the brochure and art work. Thank you all for your great efforts and many hours of endless work. You are appreciated.

I am hoping that some of you can help out at the Borgess Run this year and help with our spring membership drive. See the "Wish List" on this page. That is all for now. Hope to see you some of the new faces (and old ones) at the April meeting. Come on out and bring a friend. We are getting a lot accomplished.

- Karen Sue Ouellette

Yee-Ha!! Daylight Savings Time Is Back!

Coming Events

Sunday April 29— 2nd annual W Ave. Ride. Rick Whaley's brainchild. 9:00 am at Vicksburg High School on W Ave. Ride west to the Van Buren County line, then east to the Calhoun County line, then back to Vicksburg High School. 48 miles, and impossible to get lost.

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KBC's Wish List

1) **Volunteers** to work a shift at Flowerfest on Sunday, July 21—Call David Newman at 375-8105.

2) **Volunteers** to work the KBC desk at the Borgess Run-for-the-Health-of It between 4:00 pm & 8:00 pm Friday April 27. Call our illustrious Prez, **Karen Sue**, at 327-5846 or email **IRONMOM98@aol.com**

Meeting Set For KBC Ride Leaders

Ride Leaders please attend a pre-season meeting at 6:30 PM on April 10th at Chuck Jaqua Realty, 414 W. Milham, which is 1/2 hour before the monthly KBC meeting. If you have any interest in being a ride leader, **PLEASE ATTEND.**

Changes For KBC Group Email

Fast, Easy Communication for KBC Members Great for Setting Up Rides.

To facilitate communication between members of KBC, the KBC-general group was established through eGroups.com. Now eGroups has merged with Yahoo. Therefore, YahooGroups is the new location for the KBC-general group for electronic communication. **Members of the group can e-mail all other members of the group by sending to KBC-general@yahoogroups.com. Members of the group can receive the e-mail messages with their Yahoo ID or select an alternate e-mail address to receive the e-mail messages.** This useful system is a fast and free way to communicate, especially for setting up rides, and it continues to be free and is available for all KBC members.

KBC members can join the group by selecting the electronic communication link from our website www.angelfire.com/mi/kbc/ and following through the steps of registration with YahooGroups. Also, please edit your profile to indicate your real name and indicate you are a KBC member. This information will aid approval of your registration, since only KBC members are eligible.

People that joined KBC-general through eGroups.com can convert to YahooGroups. Conversion will require the use of a Yahoo identification, which can be an existing identification or the identification can be created. **The conversion is not required to receive and send e-mail to the group, but the conversion is needed to access the group information at the YahooGroups internet site.**

Any problems with the KBC-general electronic communication should be e-mailed to **Larry Kissinger** at kalamazoo.b.c@juno.com.

Browse the KBC Website

Great online home page and lots of cool links

Since February 22, 1999, KBC has had a website at www.angelfire.com/mi/kbc. Angelfire provides service for websites at no charge, but generates income from advertisements that are put onto computer screens each time a website is accessed.

As of March 11, 2001, the KBC website has been accessed 5874 times, or 8 hits per day. The number of hits is shown at the bottom of many of the KBC pages. Some of the primary KBC website pages (hits) are regarding KBC rides (495), KBC Flowerfest Tour (315), photos (277), other KBC information (107), joining KBC (78), nearby tours (251), local bicycle shops, and bicycling links.

The KBC website was setup by Larry Kissinger and he serves as the webmaster. If you have suggestions regarding the KBC website, please e-mail them to kalamazoo.b.c@juno.com.

April Birthdays

Christopher Barnes
Kathy Barrett
Laura Cosgrove
Rhonda Cross
Thomas Cross
Ann DiJulio
Cindy Gippert
Cynthia Hapman
Bob Hoffman
Raymond Kennedy
Ed Mazurkiewicz
Will McWhorter
Nathan Meyer
Carol Meyer-Niedzwiecki
Amber Rewalt
Rollin Richman
Karen Watt
Jeff Webster
Molly Wells
Tyler Wetters

New Members

Luanne Cali
Kristin Miller
Aaron Kirk
Lee Kirk
Kate Kirk-Greenberg
Teresa Liedtke
Michael McKee
Christine Raible

Expiring Memberships

Jack Baldwin
Beth & Jeff Davis
Kay Eddy
Ronald Eichaker
Bob Hoffman
Cody Johnson
Marcia Johnson
John Johnson
Ed Mazurkiewicz
Bill Strome
Jeff Wetters
Libbie Wetters
Tyler Wetters

KBC Offering Paceline Riding Class

KBC is offering instruction in group riding skills—especially riding in a paceline. The classes will include 20 - 30 minutes of general instruction, demonstrations, and answering questions before heading out to practice group riding skills for about 20 miles at a moderate pace. We don't intend to leave anyone behind, but participants should be capable of riding at least 15 mph on their own.

The ideal participants will be triathletes who have limited or no experience riding in close quarters, and other riders who are either uncomfortable or lack experience with group riding. The classes will be April 23 and April 30 at 6:00 PM at Texas Drive Park on Texas Drive—same location and time as the Monday Night Ride—but the class will ride separately. Additional classes are possible depending on turnout.

- Doug Kirk

Classified Ads

2000 Serotta Atlanta (steel) frameset, 60cm. Less than 100 miles!!! Serotta F1 carbon fork, Stronglight Delta headset, American Classic seatpost. Serotta's premium "Cha-Ching" green color (cost extra \$\$ and is really beautiful). Asking \$1,100.

If desired can also be sold as a complete bike equipped with Ultegra components and Mavic Open Pro wheels.

Selling because I need a larger frame. **John Thome**, 353-5812.

The Devil Is In The Details

TEA-21 is the new federal law for transportation funding. A huge percentage of the money for most transportation programs flows through this law, which replaced ISTEA, now expired. TEA-21 has some specific provisions which should impact design considerations for bicycle access. Below is a summary of some of those provisions. I've highlighted the really important and useful provisions.

"Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State." (Section 1202(a) of TEA-21) "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction and transportation facilities, except where bicycle and pedestrian use are not permitted." (Section 1202(a) of TEA-21)

"Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians." (Section 1202(a) of TEA-21)

"In any case where a highway bridge deck is being replaced or rehabilitated with Federal financial participation, and bicyclists are permitted on facilities at or near each end of such bridge, and the safe accommodation of bicyclists can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." (23 U.S.C. Section 217)

"The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." (23 U.S.C. Section 109(n))

While these sections stop short of requiring specific bicycle and pedestrian accommodation in every transportation project, Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes. "Due consideration" of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design, and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision to not accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.

-Fred Dore

(I don't know who Fred Dore is, but he put this on the LMB group email, and I thought it was worth printing. Of course, it's great that the law says these things. But these words obviously are subject to very different application in the real world. The trick is getting results at the local level. A few of us try to do our best around here, but there's always a need for more help. Come to a Board meeting, or give me a call. The number is on the back page.

-Doug Kirk

The Imperial Palace Century

by Rick Whaley

Editor's note: Though Rick edited this before submitting it to us, unfortunately we had to edit it a bit more to get it to fit. Sorry, Rick.

Author's note: I spent the about four months living and working in Tokyo last year.

Picture, if you will, an elementary school in Chicago, circa 1962. A fifth grade class is studying Japan. Teacher: "All right, children, during the last week we've been learning all about Japan. Would anyone like to tell the rest of the class why they would like to visit Japan? Yes, Becky?"

"I would like to visit Japan, so I can be become a geisha!" Teacher: "That's very nice, Becky. Any-one else?"

Tommy: "I'd like to visit Japan, so I can fight like a samurai warrior. Teacher: "Now, Tommy, I'm sure that isn't why ALL of the boys in this class would like to visit Japan. I see that you're waving your hand, Ricky. Why would you like to visit Japan?"

"I'd like to visit Japan so I can ride my bicycle 100 miles around the Imperial Palace grounds!"

Forty years later, Becky works as a waitress at an IHOP. Tommy is a security guard at a Wal-Mart. And Ricky? What became of this obviously troubled young boy?

Some men dream of climbing Mt. Fuji. Some men dream of eating poisonous food. I, too, have had dreams such as these, some achieved, and some never to be realized, but yet another dream that continued to grow inside my mind like mold on bathroom tile was the dream of doing a century ride around the Imperial Palace grounds. And not one of those 37.9% devalued metric century rides, either. It had to be the full 100 miles, 32 five kilometer laps through 480 stoplights. I knew that anything less would leave me hollow inside, just a shell of the man I knew I could become if I could only see this dream through to its fruition.

So the question was never "If?" or "Why?" The

question was "When?" And what more appropriate day than Thanksgiving Day, a day to give thanks for the opportunity for our own very particular American dream, even if it is in Japan?

Well, actually, I decided that Thanksgiving would be a good day because it was also Japanese Labor Day, a holiday in Japan, so the traffic might be lighter than usual. Even so, I knew that even with a very early start, I would be riding past noon and traffic can get rather heavy around the palace by 10:00 AM. I did my planning and began my day in the predawn darkness of 5:00 AM.

Fueled by a breakfast that included a Power Bar from Kalamazoo I'd saved for this ride, by 5:45 AM, I was riding the mile-and-a-half to the Imperial Palace grounds. I rode past the Iidabashi train and subway station, past the barber shop that advertises "Hair Pit Cook 1200 Yen," past the controversial Yasukuni-jinja Shrine dedicated to the Japanese war dead since 1853. Shortly before 6:00 AM, I arrived at the northwest corner of the grounds and began my ride.

Now, it is hardly the case that this 5 kilometer loop is pancake flat. After about a third of a mile on a flat straightaway going south to the 1st stoplight, the road curves steadily downhill through 4 more stoplights in a generally southeast direction for about the next mile. A moat runs parallel to the road and is quite scenic, but a cyclist who concentrates on the view does so at his own peril.

After a 90 degree left turn at the 6th stoplight (traffic travels on the left side of the road in Japan), the road crosses a moat and there's another flat straightaway that goes north through 3 more stoplights by the east edge of the Imperial Palace grounds.

About two-thirds of a mile later, at the 10th stoplight, the road turns northwest and begins, almost imperceptibly, at first, to go uphill. The road once again is bordered on the left for a while by a moat, and an entrance to the East Garden of the Imperial Palace.

About a third of a mile and 2 stoplights later, the road curves at the 13th stoplight and for the next third of a mile, the curving uphill grade is no longer almost imperceptible. This is also the portion of the loop where a cyclist has to ride across two lanes of traffic to avoid

April Ride Calendar

Wear the appropriate clothing and let's go for a ride. If anyone would like to lead a weekend ride in April, give me a call or send me a description of the ride via e-mail or KBC-general eGroups.com (See April Newsletter article). If the roads are dry, there will be riders ready to ride. I have a lengthy e-mail list of riders, so the ride information can be transferred quickly and on short notice. If any of you would like to be added to the e-mail list, send your e-mail address to me (sterling.r.putt@am.pnu.com).

We plan to continue the Monday, Tuesday, Wednesday, Thursday, and Friday rides for the 2001 season as well as four special weekend rides. KBC is open to other ideas for rides as well. Send your ideas to any KBC officer or to me. **ALL WEEKDAY RIDES START AT 6 PM IN APRIL.**

The Monday Ride at Texas Drive Park will consist of three ride groups in April:

15-20 mile group at 10-12 mph (will start in May or June),
15-20 mile group at 12-15 mph (will start in May),
25-30 mile group at 16-18 mph,
25-30 mile group at 19-20 mph,
25-30 mile group at 20+ mph.

The 10-15 miles groups will generally ride the same route as will the 25-30 mile groups. The 10-15 mph groups are recommended to new riders. For more experienced riders who are new to the club the 16-18 mph groups is recommended. Ride leaders are needed for all the ride groups. The ride leaders try to keep each group together although the 20+ mph group may not stay together.

The Tuesday Ride starts at Breakaway Bicycles on Romence Rd in Portage and **will start in May**. The ride is led by Paul Wells and consists of one group that rides 25-30 miles at 16-18 mph. Check this ride out. It is a friendly group.

The Wednesday ride meets at the Kal-Haven Trail Parking lot. We have three rides:

10-15 mile fitness group at 10-15 mph on the Kal-Haven Trail (to start in May, **need leaders**),
25-35 mile group at 16-18 mph (**need leaders**),
25-35 mile group at 20+ mph led by Zolton Cohen.

The fitness ride at 10-15 mph on the Kal-Haven Trail is a new ride and will start in May or June.

In addition, it's a good bet that the Wednesday night Hammerfest will also start at Kal-Haven Trail Parking lot at 6 PM. The pace of the ride is typically greater than

by Ride Captain Randy Putt

20++ mph and the route goes to Bloomingdale and back (about 46 miles). Since the route is well known to most of the regular riders, no maps are available for this ride. This group consists of racers and other strong, experienced riders. There is no designated ride leader. The group typically fragments into smaller groups and the riders usually do not finish together. This ride is hard and is not suitable for inexperienced riders.

Thursday night is Ladies night at Texas Drive Park led by Kathy Barrett. Women of all riding abilities are welcome. The pace and distance depends on the riders who show up. **This ride will start in May.**

The Friday Tour de Gull meets at Billy's Bike Shop in Galesburg for a ride around Gull Lake (27 miles). This ride typically consists of two groups:

16-18 mph group (**need leaders**)

19+ mph group led by Randy Putt and others.

There has been some interest from club members in establishing a 13-15 mph group for this ride. If you are interested, please contact me.

Meet at the KVCC parking lot on Saturdays at 11 AM and Sundays at 1:00 PM for 30-60 mile rides. There will be no designated ride leaders. Those riders who show up will determine the route, distance, and pace. Come on out to ride with old friends and meet new friends.

Mark your long range calendars for some special weekend rides this summer. Several rides are being planned for the summer months.

April 29th at 9:00 AM is the 2nd annual W Ave. Ride (48 miles) from Vicksburg HS. (See page 1.)

June 9th or 10th is the 3rd annual Old Car Festival Ride (about 60 miles) from Vicksburg HS.

Mid July is 4th annual ride to South Haven with a stop at the beach (100 miles).

Mid-August is the 4th annual Ride Around Kalamazoo County (100 miles).

The dates and pace for the summer rides are not firmly established. Mark your calendars and stay tuned for further details. If you have comments about these rides or have suggestions for other rides, contact Randy Putt at 649-1814 or e-mail sterling.r.putt@am.pnu.com.

Check out the KBC web page (www.angelfire.com/mi/kbc/) for the ride calendar and for any last minute changes.

April

After much angst, we decided to leave the Sunday ride at 1:00 pm for another month (rather than noon) since we got no clear consensus from club members, and with daylight savings time just starting, mornings will be cooler due to the late sunrise.

2001

<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
1 KVCC-1:00 Riders present decide pace and distance. Multiple groups likely.	2 Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 20+mph	3 Breakaway Ride Breakaway Bicycles 6:00 17-19mph	4 Wed Night Ride Kal-Haven Trail-head 6:00 20+mph 6:00 10-15mph 6:00 16-18mph	5	6 Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	7 KVCC 11:00 am. Riders present determine pace and distance.
8 KVCC-1:00 Riders present decide pace and distance. Multiple groups likely.	9 Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 20+mph	10 Breakaway Ride Breakaway Bicycles 6:00 17-19mph	11 Wed Night Ride Kal-Haven Trail-head 6:00 20+mph 6:00 10-15mph 6:00 16-18mph	12	13 Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	14 KVCC 11:00 am. Riders present determine pace and distance.
15 KVCC-1:00 Riders present decide pace and distance. Multiple groups likely.	16 Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 20+mph	17 Breakaway Ride Breakaway Bicycles 6:00 17-19mph	18 Wed Night Ride Kal-Haven Trail-head 6:00 20+mph 6:00 10-15mph 6:00 16-18mph	19	20 Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	21 KVCC 11:00 am. Riders present determine pace and distance.
22 KVCC-1:00 Riders present decide pace and distance. Multiple groups likely.	23 Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 20+mph 6:00 Paceline Riding Class	24 Breakaway Ride Breakaway Bicycles 6:00 17-19mph	25 Wed Night Ride Kal-Haven Trail-head 6:00 20+mph 6:00 10-15mph 6:00 16-18mph	26	27 Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	28 KVCC 11:00 am. Riders present determine pace and distance.
29 KVCC-1:00 Riders present decide pace and distance. Multiple groups likely.	30 Recovery Ride Texas Drive Park 6:00 10-15mph 6:00 16-18mph 6:00 20+mph 6:00 Paceline Riding Class	1 Breakaway Ride Breakaway Bicycles 6:00 17-19mph	2 Wed Night Ride Kal-Haven Trail-head 6:00 20+ mph 6:00 10-15mph 6:00 16-18mph	3	4 Tour de Gull Lake Billy's Bike Shop 6:00 18-21mph	5 KVCC 11:00 am. Riders present determine pace and distance.

The Imperial Palace Century (continued)

by Rick Whaley

entering the entrance ramp of a toll road by the 14th stoplight. (I learned about this on my very first lap around the grounds in August, when the toll taker ran out of his tollbooth waving his arms and signaling that it would really be in my best interest if I didn't continue to ride onto the expressway. It was hard to argue with his visual logic.)

At this point, the road turns southwest, downhill, then uphill, and then finally slightly downhill to complete the loop by the 15th stoplight. The process can be repeated over and over and over. I had ridden this loop many times even before this day, and believe me, familiarity breeds familiarity.

It was dark during my first lap, but dawn began breaking during my second lap, and by my third lap, the sun was up. After sunup, I began to get into the somewhat tedious rhythm of the ride, following the contours of the road up and downhill all alone, pushing the pace on the straightaways when possible, and running stoplights whenever I could (but politely, this being Japan, after all). Several laps into the ride, I began to notice a headwind from the north and northwest, which meant that I would have the wind in my face as I rode uphill. I had never ridden more the 10 laps around the grounds before, so at the start of the 11th lap, I began my journey into The Unknown.

I took my first break after the 14th lap. I still felt good, and after eating a delicious and expensive (in Japan) banana, I began to ride again. Unfortunately, during the next several laps, I began to realize that I was going to pay for my lack of riding mileage while in Japan. The "just get through it" stage of the ride was hard upon me. I became fixated by the number of laps I had to ride until the 24th lap, when I took my second and final break.

As I munched on another Power Bar and removed my windbreaker in order to show off my KBC cycling jersey to an uncomprehending public, I resumed my fascination with numbers, beginning with the number 8, then 7, then 6, and so on. The uphill became longer and longer each lap. Finally, about 12:33 PM, I completed my 32nd lap. I was done.

But was I? A sense of elation was strangely lacking. Those of you with a calculator may have already figured out that 160 kilometers is only 99.4 miles, and you're probably saying to yourself, Well, what about the remain-

ing 0.6 miles, you cheater? As a matter of fact, my odometer read 100.11 miles at the end of the 32nd lap. But, in order to silence those doubters (and you know who you are), I rode to the first stoplight on the loop and rode back to the start. Then I rode home, a different, slightly shorter route, past the Ichigaya train and subway stop where I catch the train or subway to work each morning.

Late that afternoon, it was time to dine on a traditional Thanksgiving turkey dinner, Tokyo style. For me, that meant walking to a Subway, then another Subway, as the first was closed. As I ate my delicious Thanksgiving dinner, I reflected upon the fact that I could be thankful for at least two things. First, that even though I wasn't in the best of shape, I was still able to complete the Imperial Palace Century Ride. And, second, that I would never have to do it again.

MDOT Non-Motorized Planning Groups Begin

Last month's *PedalPress* had an article about planning workshops for non-motorized transportation being held through MDOT for nine counties in southwest Michigan. The meetings have begun, and we attended one of the first ones on March 21, 2001. MDOT is working with a consultant, T. Y. Lin International (from Chicago) on the plan.

The best thing we heard was that MDOT recognizes that they have a poor record of planning for non-motorized transportation needs (bicyclists and walkers) and want to do better. The other side of it falls under the category of "yes, buts" like limited funding, and planning being YEARS in advance.

Since the "T" in MDOT standing for Transportation, everyone I talked with realized that the big need is for improvements to existing roadways, not dedicated trails like the Kal-Haven Trail, which sure have their place, but do little to foster alternatives to motor vehicles. The planning is apparently going to be quite a process, and more meetings are planned.

We were saddened at that only 4 KBC people took the trouble to attend. We're likely to write a scathing editorial next month castigating your laziness. Or don't you care where you'll be riding in a few years?

KBC Board Meeting Minutes for March 13, 2001

Location: Chuck Jaqua Realtor office building, 414 West Milham Road, Portage. Time: 7:00 PM. Present: Zolton Cohen, Doug Kirk, Paul Stevens, Karen Sue Oulette, Steve Secondi, Greg Bouwman, Randy Putt, Rand Loga, Rick Whaley, Kathy Barrett, Victor Van Fleet, Gerry Blohm, David Newman, Bryan Lewis.

John Johnson submitted, through Karen Sue, maps with some proposed time trial routes near Vicksburg. These routes appear to range in length from about 7 to 10 miles. KBC is considering putting on organized time trials approximately 2 times a month. Dates and times for these events will be announced at a later date.

Greg Bouwman called the company that provides KBC with accident insurance to get some information on how liability waivers and accident reports should be handled. KBC members will be required to sign the waiver only once a season, while non-members riding in club rides or other KBC events will need to sign each time they participate. Zolton will copy the insurance company-provided accident report forms and will give them to the ride captain, Randy Putt, for distribution to ride leaders. Zolton will start a file for completed accident reports.

The Board approved an expenditure of \$30.00 for extra LMB bike tour event calendars provided to Club members free of charge in the March *PedalPress*.

While there are photographs available for the new Flowerfest poster, the committee needs to find a graphic designer to do the work of putting the poster together. David Newman, from the Flowerfest committee, reported that the giveaway prizes for the tour will include 4 - \$50.00 gift certificates from the local, sponsoring bicycle shops in the area.

Bryan Lewis gave a detailed report on the situation concerning a proposal to flatten and remove the hilly areas on R Avenue in Texas Township. As this designated Natural Beauty Road is part of one of the Monday night rides, this issue is of concern to KBC riders. There have been several unfortunate vehicular accidents on this road recently, primarily, it appears, due to excessive speed. Although safety is paramount with all of us, The Board decided to support the residents of R Avenue in fighting this proposal in order to preserve the unusually beautiful road in its present state, and to push for better enforcement of speed limits in this area. After reviewing materials Bryan

will provide, Zolton will draft a letter to send to the Kalamazoo Gazette, state representatives, and others on behalf of the KBC Board.

Zolton and Karen Sue continue to work on the new membership brochure. Zolton e-mailed proposed membership brochure verbiage to the Board and other interested members of KBC earlier in the week and provided copies at the meeting. There were several suggestions made for changes, since incorporated and sent out once again for review. Karen Sue is designing the brochure. She has secured a table for KBC at the Borgess Run for the Health of It, and the new membership brochures need to be available for this event.

Victor Van Fleet proposed that KBC sponsor or get involved in bicycling events related to children and people who may be overweight "getting off their duffs" and onto bikes in order to lose weight. There were several suggestions relating to this issue, including the possible organizing of "poker run," "scavenger hunt," "24-hour," or "ride for cancer" type rides. As several people pointed out, such events need leadership to start up and keep going.

Rick Whaley announced the time and date for the "W Ride," Sunday, April 29th, at 9:00 AM, Vicksburg High School. This is a 48-mile ride on one road, W Avenue, that crosses the county.

Doug Kirk announced plans to organize and put on several road riding skills and paceline classes aimed at people who might be interested in learning how to ride in groups.

The meeting adjourned at 8:40 PM.

- Zolton B. Cohen, KBC Secretary.

KBC Meeting April 10th

The next KBC monthly meeting will be held the second Tuesday of the month, as usual, April 10th, 2001 at 7:00 pm at the Jaqua Realty office located at 414 W. Milham Ave. in Portage. This location is about two blocks west of Westnedge. Anyone and everyone is cordially invited to attend.

Classified Ad

For Sale: Cannondale R1000 road bike, size 56 cm. All Ultegra components, Industrial Glaze (black, gray & white) \$1,200. Gently used, well maintained. Call Terry evenings 342-4608.

Yin & Yang

by Axel Kleat

Tomorrow's the first day of spring, pretty early for much riding yet around here, but the last two days I've experienced rides at opposite extremes of the spectrum. Both were road rides, and both were beautiful days for March—sunny and 50 degrees. Both were great rides, lots of fun in completely different ways.

Two days ago—Sunday—seventeen carefully dressed card-carrying usual suspects showed up for the Sunday ride. Dressing for long rides this time of year is tricky business, and very individual. If you under dress, you freeze. And if you overdress, first you soak everything with sweat, and then you freeze. If you dress to ride alone, you'll be soaked real quick riding in a pack.

But I digress. 60 miles was the general idea, and bleatings from old codgers like me that this time of year we ought to just spin in the small chainring in nice, smooth pacelines fell flat in the face of youthful exuberance after a long layoff. The suspects ranged from sort of fast to really fast, which usually means some folks get blown out the back.

Sunday was no exception, but the hammerheads at the front were uncharacteristically willing to soft pedal from time to time, so the stragglers caught up and the group stayed vaguely together. Everyone got in a big, long group ride. Once we got back to familiar roads, things fragmented into smaller groups, and we were really flying at the front. By the end my tongue was hanging out over lips showcasing a big, fat grin.

No matter how many thousands of miles I ride in fast packs, I still live for the thrill, danger, effort, and self-generated speed of really flying on my bike. The synergy of the group invariably means I work harder, go faster, go further and spin more than I would alone. I simply cannot motivate my psyche to charge the hills and spin the flats when there's no one else to share the effort.

I shape a good deal of the rest of my life around finding the time for rides like this, and staying fit

enough to hang in. Nothing else I've found keeps me young, strong, and healthy like suffering with the fast guys for two or three or four hours, grimacing at the front, recovering at the back, then spending the rest of the day doing as little as possible.

But the next day was Monday. With days still too short to fit in group rides in the evening. So I slipped out by myself at lunch for an hour, all alone. Had a nice, quiet time with my own thoughts, almost as though I was meditating out there on the tarmac amid the fossil fuel guzzlers. Honestly, I doubt I rode half as fast as I did the day before. I didn't just stay in the little chainring, I only used the four lowest gears. I never panted, my legs never screamed. I'd shift down at the mere suggestion of an incline. I caught myself yawning as I rode. My heart rate never climbed as high as the low point on Sunday's ride.

Back at work, I felt great all afternoon. Relaxed, but not tired, just along with the flow, and not hurrying in order to go home since I'd already gone for a ride.

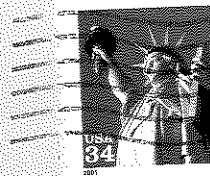
Maybe it's because all my blood goes to my legs, but the effort of a long, hard ride clears my head like nothing else, and leaves me with a sense of inner peace. The easy, all alone ride lets my mind wander wherever it wants to go. The bike may not cover much ground, but the mind goes all sorts of places, and I generally find myself relaxed and at a very pleasant peace with myself. I suppose I'm meditating out there. My legs feel great afterwards, and I don't have to eat everything in sight, either.

A few months ago, I wrote that pack rides and solo rides are two different sports. Actually, they are two different endeavors entirely. Physiologists now understand such completely different levels of energy output use completely different energy systems in your body. I know for myself that these two sorts of rides work my head completely differently.

I think what we have here is the yin and yang of riding. Left brain versus right brain. Artistic versus physical. Hard versus easy. Internally focused rather than externally focused. A difference that's hard to put in words, but those of us who go out expressly to hammer one day and go slow the next intuitively understand.



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ADDRESS CORRECTION REQUESTED

2002/02

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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

Rider Category: Fitness () Casual () Competitive ()

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