

KBC PedalPress

The Newsletter of the Kalamazoo Bicycle Club September, 2016
www.kalamazoobicycleclub.org

THE NEXT KBC MONTHLY MEETING IS SEPTEMBER 13, 2016 at 7:00 P.M. at the Kalamazoo YMCA on Maple Street, 1st floor conference room. All KBC members are welcome to attend.

IF YOU HAVE AN ARTICLE, AD, ETC. to submit for the *Pedal Press*, e-mail it to editor@kalamazoobicycleclub.org by the 20th of the month before its intended publication.

KALAMAZOO STRONG/KBC JERSEYS STILL AVAILABLE TO ORDER ONLINE

20% Of Your Purchase Price Goes to Kalamazoo Strong

76 of these jerseys have been sold through August 25, netting an additional \$1,034 for Kalamazoo Strong



Kalamazoo Strong inspired KBC jerseys are now available to order direct from Voler, the jersey company that produced KBC's 2010 jerseys. The design is the club's most recent jersey design with the red Kalamazoo Strong bicycle chain heart replacing the star where Kalamazoo is located on the jersey.

Cost is \$70 plus shipping (or order with a bike buddy and save shipping costs, orders over \$75 ship for free). 20% of the cost of each jersey will be donated to Kalamazoo Strong to benefit families of the June 7, 2016 cycling tragedy.

Jerseys are custom made and ship about 7 days after your order is placed and payment is verified. Here's a link to the online store where you can order the jersey:

<http://www.voler.com/browse/collections/details/li/KalamazooStrong/>

TREASURER'S MESSAGE

President Renee Mitchell asked me to substitute for her this month and focus on the Kalamazoo Bicycle Club's finances, where your membership fees go, and what the Kalamazoo Bicycle Club does with its money.

The Club spends money on the following annual activities: the January Recovery Party (\$1.67 per member); the yearly insurance premium payment covering KBC riders on KBC-sanctioned rides (\$3.63 per

member); Bike Camp (self-supporting); the Kalamazoo Bicycle Club race team (currently named Team Clark Logic after its main sponsor; \$1.39 per member); KalTour (self supporting); sponsorship for the BTR bicycle race (\$2.78 per member); the September Anniversary Ride (\$0.50 per member); and support for AMBUCS and their adaptive bicycling program for individuals with special needs (variable amount).

In addition, the Club also funds various bike-related grants from time to time as approved by its Grant Committee in varying amounts, and 2016 has not been a normal year. Prior to February 2016, the KBC grant committee received a request from the Southwest Michigan Mountain Bike Association (SWMMBA) for financial assistance to aid the creation of mountain bike trails at Markin Glen County Park. The grant committee approved the proposal and recommended that the KBC support this project in the amount of \$2500, which at the time was the largest grant awarded by the KBC.

On June 7, 2016, tragedy struck. The Kalamazoo Bicycle Club organized Finish the Ride and paid for the portable toilets present at Nazareth. We also decided to donate the proceeds from KalTour to Kalamazoo Strong. TriKats and SWMMBA teamed up to provide additional volunteers and financial support (\$1500 each) for KalTour. Pedal Bicycle generously agreed to cover KBC's usual KalTour contribution to AMBUCS in the amount of \$1300. Custer Cycle provided swag to sell. Bell's Brewing paid the \$1.00 per rider fee to the League of Michigan Bicyclists, generating an additional \$485. Feedback Sports donated a bike repair stand to raffle. Several individual donors contributed several hundred dollars. In all, KalTour generated \$11,290 for Kalamazoo Strong, by far the biggest award made by the Kalamazoo Bicycle Club to local bicycling interests.

One of the Club's biggest annual expenses for the Club is also one that we has the least control over the cost of is insurance. The Club's insurance is arguably its biggest member benefit – just ask any KBC member who has been injured in a crash on a KBC ride and made a claim. However, the cost of insurance keeps going up. This year, \$3.63 of your membership fees went to pay for the insurance premium. I would not be surprised to see the insurance premium hit \$5.00 per member in the near future. As the Club also pays for insurance on KalTour, increases in insurance premiums eat into the funds that are raised from KalTour as well.

The Club has had a Certificate of Deposit for many years. The money for the CD came from past surpluses and currently totals around \$11,200. We receive about \$1.00 in interest on this money every month. The bank has informed the Executive Committee there are no higher interest accounts available to us.

Having a reserve of this magnitude is a prudent measure. However, philosophically, this money does not directly benefit bicycling and given the Club's mission to promoting bicycling, how best to use the money has left the Executive Committee with a bit of a conundrum. We have explored options such as the Kalamazoo Foundation, which allows individuals and groups to set up a directed giving fund, which could be used as the vehicle the KBC's grant committee uses to fund grants. Since this is the KBC's money, the Executive Committee is open to input from members as to how it should best be used to promote area bicycling now and into the future.

Thanks to its members and the prudence of our leaders over the years, the Kalamazoo Bicycle Club has the short-term funds to cover its expenses in the near term and the long- term funds to plan for future in its CD. You can see the amounts in all our accounts in the Treasurer's Report in the August meeting minutes, below.

Obviously, the Club has been able to provide unprecedented levels funding support to the local bicycling community this year. Needless to say it has been an exciting time to be Treasurer.

--Mike Boersma, treasurer@kalamazoobicycleclub.org

ANNUAL KBC ANNIVERSARY RIDE SET FOR SEPTEMBER 25

The Annual Fall Anniversary Ride and Party will take place at 10:00 a.m. on Sunday, September 25, at the Kal-Haven Trailhead on N. 10th Street (by the Caboose). Several different routes and speeds will be offered and maps will be available. Some members may also wish to put together a trail ride on the Kal-Haven Trail.

The rides begin at 10:00 a.m. with the goal of returning to the trailhead by noon for a potluck lunch and partying. KBC will provide pizza, drinks, plates, cups, napkins, and plastic silverware.

Please bring a side dish or dessert to pass since we should be all set to replace the calories burned on the ride! Please spread the word to your fellow members and prospective members—the more the merrier. If you have any questions, please contact Kathleen Kroll at socialdirector@kalamazooobicycleclub.org, and check the KBC Facebook page for updates.

--Kathleen Kroll

KVRT & KAL-HAVEN TRAIL CONNECTOR PLANS FINALIZED

On August 15th, the Kalamazoo City Commission unanimously approved a contract for construction of the non-motorized trail connector between the KVRT and the Kal-Haven Trail through downtown Kalamazoo. About three-quarters of the nearly \$1 million cost is funded by grass-roots community contributions and the remainder is from the City of Kalamazoo. Barring major problems it should be open to the public before the end of the year according to City sources.

The route picks up the existing KVRT trail at Harrison St., directly across from People's Food Co-op and next to the railroad tracks. It heads west beside the tracks, crosses Kalamazoo Ave. at Edwards St., passes through the Arcadia festival site, continues west on Eleanor St., then angles north and west to meet the current east terminus of the Kal-Haven Trail near the corner of Westnedge Ave. and Kalamazoo.

--Doug Kirk

AUGUST KBC MONTHLY MEETING MINUTES

In Attendance: Connor Cracium, Terry O'Connor, Dale Krueger, David Jones, Doug Kirk, John Olbrot, Marc Irwin, Mike Boersma, Mike Krischer, Paul Selden, Renee Mitchell, Rick Whaley, Valerie Litznerski

Officer Reports:

President Renee Mitchell reported KBC received a thank you letter from the League of Michigan Bicyclists for our donation to the dollar-per-rider program;

Treasurer Mike Boersma, **Treasurer** reported KBC has the following funds: Bank account: \$18,128.30, PayPal: \$11,160.69, C.D.: \$1,809.91. In addition, total revenue from Kaltour was \$11,290, which will go to Kalamazoo Strong for the June 7th tragedy victims. The Club incurred \$5,855 in expenses for Kaltour, and Pedal Bicycles covered KBC's usual Ambucs contribution for this year (Ambucs is usually where KBC sends a large portion of our profit from Kaltour). Also, TriKats and SWMMBA sent in funds to help offset KBC's costs incurred putting on Kaltour. Further, the reason the Club's cash accounts are so large is that the check to Kalamazoo Strong has not

yet been sent and the Ambucs dinner is August 17th, which is when we will write them the check for the money we received from Pedal Bicycles. We do not know the details of outside organizations that donated to Kalamazoo Strong

Secretary Valerie Litznerski reported we sent out thank you letters to those that supported Kaltour, and Finish the Ride, those that hosted rides, donated time, funds and supplies, and to rides that were held across the country and around the world that were held in solidarity with our events.

The club will donate a tree to Markin Glen Park to honor and memorialize the victims of the Chain Gang crash. It will be a tulip tree and will include the names of all nine cyclists that were involved.

Public Relations Director Marc Irwin reported he will attend the employee Wellness Fair on 10/6 at Parker Hannifin. Marc asked if we can update brochures by that time.

Director of Road Safety, Paul Selden reported the City of Kalamazoo's Complete Streets policy is coming up for a public review. Paul will keep us up to date on the progress. Paul plans to give a presentation at the Winchell Neighborhood Association meeting in April of 2017.

League of Michigan Bicyclists representative David Jones mentioned that complete streets is a framework of how to include all users in streets, but does not mandate that all streets receive become two-way streets, nor does it require bike lanes or sidewalks, contrary to concerns expressed by community members.

Marc Irwin also reported he attended the Michigan Traffic Planners Association convention, which focused on well thought-out plans to accommodate & managed traffic for all users. Several long bicycle commuter routes and installation of bike lanes are actively being planned, funded, and implemented over the next three years. **Paul Selden** mentioned there will be several public meetings to discuss these projects, which he welcomes us to attend.

Insurance Coordinator Terry O'Connor reported insurance is paid by the total membership, one premium per member (individual or member).

KalTour Director Mike Krischer reported the price of KalTour has not changed since 2007, and Mike is proposing a three tiered system and increase. The "day-of" pricing would begin 48 hours before the event and the "day-of" membership discount would be eliminated. The cost per rider at the tour is ~\$14/rider, \$15.50/rider online.

Current:	Proposed:
\$20/individual & \$35/family up to two weeks before (with \$5 with KBC discount)	\$25/individual & \$45/family up to 6-8 weeks before (\$5 KBC discount)
\$25/individual & \$45/family on day of ride (no KBC discount)	\$30/individual \$55/family up to 48 hours before (\$5 KBC discount)
	\$35/individual \$65/family up to 48 hours before (no KBC discount)

Doug Kirk motioned to welcome comments and suggestions to **Mike Krischer** over the next month and to allow him to make a carte blanche decision about registration fees. It was seconded by **David Jones**, who reminded us about the calendar deadline for LMB. Motion carried unanimously.

Paul Selden reported received a call about a club ride that was taking up the whole road, adding that public officials are also receiving calls. Paul wants to support a positive view of cyclists while we are working for more inclusive policies for civic planning. Paul indicated the club's taking a public stance to support safety will go a long way when we ask the community to consider bicyclists in city planning, adding that we already support following the rules of the road, but proposes that we remind riders about this. After some discussion, a motion was

made by Paul Selden and seconded by Terry Butcher and Dale Krueger and the following Resolution was approved unanimously:

The Kalamazoo Bicycle Club encourages all of its members to follow the rules of the road and to keep in mind that showing courtesy to motorists, pedestrians, and other bicyclists goes a long way whenever we are riding.

Old business:

5' Ordinance: Terry Butcher reported a proposed 5' Ordinance is receiving a favorable response in Portage. Information about this rule will be included in the Portage Newsletter and Terry hopes that it will pass. Doug Kirk reported Clyde Robinson, Kalamazoo's City Attorney for Kalamazoo, prefers a 3' rule. Doug will attend a Commission meeting Monday August 15th, and would like to others attend the meeting. It was brought up that there is a city line down the center Kilgore that would cause the road to have different rules depending on the flow of the traffic.

New business:

Should we consider going back to a paper Pedal Press? Many people miss it. Doug Kirk would like us to think about it, and mentioned that it is enjoyed by people who visit the bike shops. Mike mentioned the costs of postage and paper and the extra work involved.

The meeting was adjourned.

--Val Litznerski, Secretary@kalamazooobicycleclub.org

CLARK LOGIC/KBC RACE TEAM RESULTS

MICHIGAN STATE TIME TRIAL, JULY 15, 2016

Ed. Note: All times are for a distance of 40 kilometers (25 miles). Note we have 2 STATE CHAMPIONS!!

<u>Name</u>	<u>Category</u>	<u>Place</u>	<u>Time</u>	<u>Avg. Speed</u>
Sandy Reid:	Women Age 35+	1 st	1:05:31	22.9 mph
Jamie Clark	Men Age 45+	2 nd	1:00:13	25.0 mph
Gabe Rice	Men Age 45+	4 th	1:02:20	24.0 mph
Chris Gottwald	Pro, 1, 2	1 st	0:54:30	27.5 mph
Jesse Kooistra	Pro, 1, 2	4 th	0:56:47	26.4 mph

KBC TUESDAY TIME TRIAL RESULTS FOR AUGUST

August 2nd

Rick Whaley.....28:38, 20.9 mph
Kevin Oostema.....27:04, 22.2 mph
Terry Florian.....30:34, 19.7 mph
Paul Raynes.....29:34, 20.3 mph
Herman Evenboer.....26:46, 22.4 mph
Jillian Bernacki.....36:21, 16.5 mph
Val Litznerski.....27:40, 21.7 mph
Matt Babeitt.....26:24, 22.8 mph
Jim Henderson.....25:47, 23.3 mph
Terry Butcher.....27:39, 21.7 mph
Jamie Clark.....23:38, 25.3 mph

August 16th

Steve Penix.....35:37, 16.8 mph
Jim Kindle.....26:34, 22.6 mph
Rick Whaley.....28:42, 20.9 mph
Kevin Oostema.....26:20, 22.8 mph
Herman Evenboer.....27:28, 21.8 mph
Matt Peterson.....28:12, 21.3 mph
Paul Raynes.....27:04, 22.2 mph
Devin Bloom.....27:23, 21.9 mph
Jim Henderson.....26:23, 22.7 mph
Matt Babeitt.....27:10, 22.1 mph
Tyler Kindle.....28:34, 21.0 mph
Jillian Bernacki.....36:21, 16.5 mph
Chris Barnes.....30:03, 20.0 mph
Jamie Clark.....23:34, 25.7 mph

HOW CAN WE STILL BE FRIENDS?

(Ed. Note: KBC members Tom Noverr, Jim Kindle and Jim Heath recently returned from a 4000+ mile cross-country unsupported bike tour along with Jim's brother-in-law, Bob French. I asked Tom & both Jims to write about any aspect of the ride that might interest us. Tom sent this wonderful piece. Watch for more from the Jims in future issues.)

After finishing our cross-country trip of 4,300 miles and being together 24/7 for over two months we inevitably get the question, "Are you still friends"? Pleased and honored to say YES, but like any marriage there are certainly challenges along the way. Unless you are lucky enough to marry your cycling partner, like our esteemed First Couple of Cycling in AZO (the Kirks), asking someone to cycle across this great nation is the equivalent of a cycling marriage proposal. Here's some advice:

Be Comfortable in Your Own Skin

Bicycling touring is definitely a unique type of bike riding especially if you are doing it unsupported. If you like speed and traveling light you might not be cut out for it. Have you heard the saying on age that "60 is the new 50"? We coined a phrase related to our mph speed that "15 is the new 20". Make sure you enjoy this type of riding before you propose to someone else.

Don't Be a Touring Virgin

Unlike old school parental marriage advice...you need to play around with your partners before you drop the big question. You'll find out how much you like bike touring and it will help determine your compatibility. We previously rode 3-day Make-A-Wish events, did some DALMACs, and also some 5-7 day "shake out" tours.

You'll Probably Have to Search for Someone To Marry

The pool of eligible cyclists that can take the time and have the inclination to ride across the country is rather limited. You're not like a women attending Michigan Tech where you can be more selective of your gentleman suitors. Start looking around early and hopefully this will give some time for the relationship to blossom. For everyone's sake you'll want to make sure there is a basic level of compatibility before you consummate the X-C marriage.

Have a Pre-Nuptial and Pre-Marriage Retreat

Riding across the country together involves a lot of decisions. The more decisions you anticipate and discuss in advance the better your chance of avoiding conflicts and enjoying the journey even more. Here are a few questions to start the discussion:

How long do we each have for the trip? What will our route be? Are we going to camp? Stay in hotels? Will we do both? How much camping vs. hotels? How expensive of a hotel are you willing to pay for? How will we share hotel rooms? How many rest days should we plan? Is it expected that we all stay together when riding? If not, when do we regroup? What time do wheels roll each morning? When and where do we eat? How much site seeing will we do on the way? How long will we stop at each place?

Determine How You'll Pay for Expenses

One of the most cited problems in marriage is finance, so figuring this one out is important. You're really setting yourself up for potential conflict if you use an "I got this one, you get the next one" approach to paying expenses. Usually costs vary and someone could quickly feel they're on the short end of the stick.

We estimated costs on front end, got deposits and had one person pay via a charge card for common type of expenses: lodging, dining (where everyone is ordering approximately the same thing), and commonly used groceries. Another scenario that is more time consuming but insures cost allocation is having everyone pay their own bills.

In Sickness and In Health

I'll guarantee you that over the course of a cross-country journey that you and your partner(s) will get sick one way or another. Over our 8+ weeks all four of us had some type of sinus infections, allergies, headaches, bodyaches, etc. Since it's likely you'll be on some kind of time deadlines a little empathy goes along way. And remember what goes around comes around.

Communication and Flexibility - Two Important Keys

Successful marriages involve good communication, making sacrifices, and the willingness to be flexible. Since you can't possibly anticipate all the challenges or questions that will come up you'll need to communicate, be flexible, and be willing to "take one for the Team".

For the rewards of friendship (and the safety factor) I'd never choose to fly solo on an extended XC trip, but I can certainly understand why some might. The reality is that relationships are tough work. To me the rewards of having friends to enjoy the experience together (both the positive and the challenges) far outweigh the potential negatives especially when those things can be avoided or minimized with developing relationships on the front end.

Good luck in finding that XC riding partner(s). With some planning the odds are good that like me you'll have the trip of a lifetime!

--Tom Noverr

2016 RIDE TO SOUTH HAVEN REPORT

They came by car. They came by bike. They came by...well, actually, 20 riders came by either car or bike and not by dogsled to the KVCC parking lot at 8:00 AM on Saturday, August 6 for the Ride to South Haven. Due to less-than-ideal weather the previous Saturday, the ride was postponed by a week. This proved to be a wise idea, as the weather was much more pleasant (i.e., no pouring down rain) 168 hours later.

The ride started at 8:03 A.M. Within a mile, 12 riders opened a gap on the remaining riders. They regrouped briefly in Mattawan; then the front group opened another gap that proved to be even bigger, mainly because they continued to go straight at an intersection where they should have turned left. They disappeared, not to be seen by the Ride Leader until Lawrence.

The RL group included John and Barb Hart on their tandem, Steve Stapleton, Terry Butcher, Kevin High, Kathy Kirk, and Paul Stevens. Taking advantage of the pulling power of the tandem, they arrived in Lawrence averaging a not-so-pokey 17.6 mph, although well behind the 19.6 mph average of the other group waiting for them at Citgo convenience store, the Unofficial SAG Stop of the Ride to South Haven. It should be noted that this wouldn't truly be a Ride to South Haven unless the RL missed a turn (after all, how could he be expected to know the route that he had designed) and, once again, the RL did not disappoint. This missed turn added another mile to the ride.

After a Gatorade and snack break, the riders continued their journey to either South Haven or back to Kalamazoo. The RL group lost Paul and Kathy, but were joined by Ryan Heidenfeld, Val Litznerski, Steve Cox, and Bruce Withers. Within a couple miles, Ryan, Val, and Steve C. separated themselves from the remaining riders and a few miles later, continued to go straight on CR-215 where they should have turned left. They disappeared, not to be seen by the RL until South Haven. Continuing to take advantage of the pulling power of the tandem, the RL group arrived in South Haven averaging 17.2 mph.

After the usual delicious meal at the Subs 'N More (the RL ate a turkey club sub, the Unofficial Sub of the Ride to South Haven), the riders rode by the beach and headed south. After turning east in Berrien County, Ryan, Val, and the two Steves broke away from the pack. Several miles west of Lawrence back in Van Buren County on CR-372, the other riders had an unfortunate encounter with not-so-ideally-trained dog, a dog that ran into Bruce's bike and ended his ride.

After making sure that Bruce was squared away, the other remaining continued to Lawrence and in an omen of things to come, the other riders separated from the RL, Kevin, and the tandem, repaying John and Barb for their miles of pulling earlier in the ride. After a brief break at the aforementioned Citgo, it was time to finish the ride.

Based on previous experience, the RL knew that CR-374 between Lawrence and Paw Paw was where the frisky riders would come out to play and he was not disappointed (although he actually was, because he is never one of those frisky riders). John and Barb were the first to get dropped followed by Kevin and the RL. Kevin and the RL rode the remaining 18 miles of the ride together and found Ryan, Val, Terry, and Steve Stapleton sitting in the shade of a tree by the KVCC parking lot, Steve Cox having headed home. Even though the RL was unhappy to be dropped, he was happy to see that the early finishing riders had resisted the urge to break into his car for the traditional post-ride Gatorade and pretzels. The RL finished the ride at 4:02 P.M. averaging 17.2 mph over 101.4 miles.

A few minutes later, John and Barb arrived and the riders feasted on pretzels and drank copious amounts of "Fierce" Green Apple, "Fierce" Grape, and "Presumably Docile" Orange Gatorade. Most of the other the other overachieving riders then rode home or back to the Water Street Coffee Joint, while the underachieving RL drove home. And then he didn't even mow his lawn.

--Rick Whaley, Ride to South Haven Ride Leader

KUDOS

Kudos to the Kalamazoo County Commission for overwhelmingly adopting a bipartisan resolution to support and encourage the use of Complete Streets policies by all governmental agencies in the county at its July 5, 2016 meeting. The language in the resolution takes into account the fact that the County does not have direct jurisdiction over the roads in Kalamazoo County. The resolution was introduced by Commissioners Julie Rogers (District 5) and Dale Shugars (District 9). We thank them both for taking the time to gather public input from local bicycling, non-motorized and Complete Streets advocates as the resolution was being drafted.

Kudos to the Parks & Recreation Division of the City of Portage for paving 1.6 miles of multi-use path through the Eliason Nature Reserve. The beautifully smooth, wide, fresh asphalt winds through shady forest between its northern point at the end of Portage Industrial Dr., and Osterhout Rd. to the south (look north just east of the railroad crossing for the entrance). Additions to the Nature Reserve facilities such as an overlook deck and walking trails are planned in the future.

Think an individual or organization (outside of KBC's membership) has helped make our community even more bicycle friendly? Submit a Kudos item to awardscommittee@kalamazoobicycleclub.org

--Paul Selden

Editor's Letter: No Apology Necessary

Last month I wrote we all should work on making friends with drivers in order to emphasize that we are vulnerable fathers, mothers and kids who are easily maimed or killed by the slightest contact with a motor vehicle. Then I ran across a similar (though better written) article by Jason Gay, the *Wall Street Journal* writer who traveled to Kalamazoo to write about the June 7th tragedy. It's a fun read:

<http://www.wsj.com/articles/america-the-cyclist-is-not-your-enemy-1463073268?tesla=y>

So while we're working on convincing the motoring public that we're all on the same team, waving and sharing hugs, let me add it's also time to stop apologizing to motorists for the way we ride our bikes.

Every spring and summer, the club receives a few complaints from disgruntled motorists. We lawless cyclists are 1) Hogging the entire lane, 2) Riding three abreast, 3) Running stop signs or stoplights, or 4) All the above. Road Safety Director Paul Selden tells us he hears these complaints not just from the public, but also from government officials with whom he lobbies for safer, bike-friendly roads.

Sorry, all you drivers out there, but I'm not buying your whining. Neither, kind reader, should you. Don't buy it until they show you how great all drivers are at operating their motor vehicles, how they've all sworn off juggling a burger or coffee or cigarette in one hand and their cell phone and steering wheel in the other—while yakking with their passengers or yelling at their kids. Don't buy it until they show you all drivers (or even most of them) actually focus on driving to the extent we have to when riding. Don't buy it until they show you that all drivers give bicyclists the respect we deserve and are entitled to receive.

Don't buy it until they explain why you are somehow responsible for the riding of other riders, but they aren't responsible for the driving of other drivers. Instead, point out that the only people likely to be maimed by unsafe cycling are the cyclists themselves, but motor vehicle operators routinely kill thousands of pedestrians, bicyclists and other perfectly innocent drivers every year. They kill us. We don't kill them. It's that simple.

You say they complain bicyclists don't stop at stop signs. Well, how many cars don't stop either? Let's put those drivers on bicycles for a while and see how long it takes them to start treating stop signs like yield signs—just like

roughly half the drivers do now. Let's see how long it takes them to get frustrated by computerized red lights that refuse to recognize that you're there waiting on your bicycle.

They claim a pack of 20 Spandex-clad cyclists were riding three abreast? Really? Are they sure? Exactly where were they? Behind them, where their depth perception can't possibly reveal how far in front one rider is compared to another? Or approaching them, where they have the same problem but far less time? Seriously, they can't really tell when looking from the front or the back. If you don't believe me, drop off the back of a pack sometime and see for yourself.

They claim we were taking up the entire lane? The law says we should ride as far to the right as is "practicable" and that we can ride two abreast. Lots of roads here are in such bad condition that cyclists need room to veer around cracks, debris, potholes and generally bad pavement, all of which are worse closer to the shoulder. Just how close to another rider or the shoulder is "practicable"? That's up to you and me—as cyclists—to decide.

Besides, even if we ride elbow to elbow, two bicyclists take up enough of the lane that drivers have to cross into the other lane, so what difference does it make if we're using part of a lane or all of it? You might also politely point out the vast majority of drivers zoom right around us as soon as they can, crossing the yellow no-passing line into the oncoming lane to do so, sometimes when they can't possibly see far enough down the road to do so safely.

Really, these whiners are venting their frustration that we #&%*@ bicyclists slowed them down for a few seconds. Think about that... a few measly seconds! We surely didn't put them in any danger, like drivers routinely do to us. And worse, we're actually having FUN!

Fun, biking buddies, is what their whining is all about. We're having fun and they're not. Want proof? If they were actually having fun driving their two-ton fossil fuel-burners, they'd be glad we slowed them down a bit so their fun would last a little longer. They could, of course, go have some fun riding a bike themselves, but they're too scared to do that. Scared...of each another!

--Doug Kirk, Editor@kalamazoobicycleclub.org

CLASSIFIED AD



FOR SALE

2012 Cannondale EVO 56 cm Carbon fiber bike
with: Mavic Kysrium wheels,
new Continental Grand Prix 4000 23mm tires
Dura-Ace 10-Speed Groupo
New chain & cassette
Sella Anatomica leather saddle
Blue Book value \$3,256, ASKING \$2,500

Call (269) 370-7306

SEPTEMBER KBC STATISTICS

New members: Andrew Graham • Steve Groetsema

September Expiring memberships: Bill Braun • Lindsay Craig • Cara Smith

Renewed memberships: Michael Peterson • Timothy A. Stewart • John & Teri Olbrot Family • Leslie Scheffers Family • Doug Wales Family • Mike Mock • Adam Cefai •

YOUR LOCAL BIKE SHOPS:

They support us so please support them—seriously, what goes around comes around

Alfred E. Bike, 320 East Michigan, Kalamazoo, (269) 349-9423, www.aebike.com.

Billy's Bike Shop, 63 East Battle Creek Street, Galesburg, (269) 665-5202, www.billysbikeshop.com.

Custer Cyclery, 104 North Augusta, Augusta, (269) 731-3492, www.custercyclery.com.

Gazelle Sports, 214 South Kalamazoo Mall, Kalamazoo, (269) 342-5996, www.Gazellesports.com.
Shop our **Women's Weekend** September 23-25! Enjoy outfit giveaways, expert fittings and more surprises in store. We'll have lots of new styles by some of your favorite brands, like Patagonia, Lolë, Toad & Co., Prana and more!

Kzoo Swift, 445 Forest St, Kalamazoo, (269) 929-8053,
www.kzooswift.com.

Pedal Downtown, 611 W Michigan Avenue, Kalamazoo, (269) 567-3325,
Pedal South, 185 Romence Road, Portage (269) 324-5555,
info@pedalbicycle.com and www.pedalbicycle.com.

Team Active, 22 West Michigan, Battle Creek, 1-800-841-494, www.teamactive.com.

Village Cyclery, US 131 in Schoolcraft, (269) 679-4242, www.villagecyclery.com.

Zoo City Cycle, 4328 South Westnedge, Kalamazoo, (269) 552-3000, www.zoocitycycle.com.