



President's Letter

Well, today (October 15) I was involved in my first official bike club event outside of the club meetings. I spent the afternoon helping out with the Portage Bikeway Color Tour (*See story page 2—Ed.*) Hats off to everyone for a very successful event!

We had 122 riders ranging from toddler all the way to age 101! I was proud to represent the Kalamazoo Bike Club at this fine event. It was nice meeting some of the club members.

A special thanks to Paul Stevens for chairing this event, and his crew, and an extra special thanks goes to the Borgess Hammerhead Spinners (*with a name like this I expect to see these folks pulling at the Wednesday Night Rides next year—Ed.*) who handled registration and did course sweeps. Thanks Joe Creek, Charlie Broberg, Steve Secondi and Diane Place. Hope to see you at future club events!

Now to get down to business. This is your personal invitation to attend our next club meeting and annual election. We will be electing officers and having a pizza party afterward. We would like your input in the voting process and would like to hear your comments on the future of the bike club. This is your time to be heard.

Bring your ideas, comments, and constructive criticism. Bring a friend! I am looking forward to meeting all of you! And if someone thinks of it, maybe they could bring a bag of chocolates!

In closing, I want you all to be rooting for me as I am getting ready to head to Panama City, Florida for Ironman Florida. I am going a week early to acclimate to the warmer climate, and test out the water! Should be a fun course! Wish me luck!

If anyone wants to talk, email, write, please do so! I am one who loves correspondence. I am pretty easy to talk to, so don't be shy!

You can contact me any time at: Karen Sue Ouellette, 8943 Waruf Avenue, Portage MI 49002, 327-5846, ironmom98@aol.com.

KBC General Meeting and Election

KBC's annual general meeting and election of Board members will take place on Tuesday, November 14th at 6:30 pm. at the office of Chuck Jaqua Realty, 414 W. Milham, a few blocks west of Westnedge Ave.

There will be **PIZZA**. There will be **DRINKS**. We intend to have a little informal **PARTY** after the meeting. Please come and bring your input, votes, and stories and good humor!

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Unfortunately, **ALL KBC Weekday rides end when Daylight Savings Time Ends!!**

KBC's Wish List:

That Everyone Vote—in KBC's election, for OLN and TCBA (see page 2 and page 8) and in the general election.

Portage Bikeway Tour

We had a great day on the 15th of October! The weather held up just fine, we had plenty of riders, great support from volunteers, and awesome food! Turnout this year was up from last year. About 125 riders came out to ride the bike routes (9 or 15 mile routes) in the City of Portage.

The City did a great job marking the course. Paul Wells of Breakaway Bicycles worked hard making last minute adjustments on bikes. The Borgess Hammerhead Spin Group took control of the registrations. KBC members assisted fellow bicyclists along the routes and at some of the intersections.

Great job by everyone involved. A special thanks the volunteers! The Borgess Spin Group: Charlie Broberg, Diane Place, Steve Secondi, Joe Street, and Karen Sue Ouellette (KBC President) for taking the time to come out and support this ride. KBC members Zolten Cohen (KBC Secretary), Terry O'Connor, Dave Newman (also did a patch job for one biker on the route), and Ron Dorrington. Also, the City of Portage, Barry Bacon and his staff.

Also great job by Borgess at Woodbridge Medical Center for their security camera picked up a group of bikers breaking into a vehicle. These pictures will help in identifying the individuals responsible! JUST KIDDING!!!

Paul Stevens (KBC Treasurer)

Vote! Vote! Vote! Vote for OLN!!

Desperate Times Call For Desperate Measures

Tired of the same old Status Quo? Tired of never being offered any REAL choice? Then be sure to exercise your right to vote. Yeah, it's a good idea to vote in the election this month, but I'm really talking about letting Cablevision know that they'd better get Outdoor Live Network (OLN) in their lineup before next year's Tour de France.

You see, OLN is going to carry SIX HOURS or more of the Tour de France each and every day of the Tour next summer. Pretty neat, huh? But ESPN, which has provided 1/2 hour (occasionally full hour) daily coverage for several years is DROPPING it's coverage of the Tour entirely because of OLN's plans.

So if we don't get OLN around here, we won't get any television coverage of the Tour at all. What could possibly be worse? So we here at KBC are starting a massive call-in campaign to Cablevision and we need each and every biker you know to call in—not once, but lots of times—to let Cablevision know what the public wants. They've been laying new cable all over town so they can provide lots more channels than ever, but OLN's not on the new list.

So call up Cablevision at 323-1500 today, and keep calling. Get all your friends to call. Be real nice, but let 'em know that you want OLN, and you want it BAD. And vote in the general election too.

- Doug Kirk

November Birthdays

Betsy Barnes
Kate Beauchamp
Louise Boulding
Beth & Jeff Davis
Bruce DeDee
Diana Degen
Kathy Hutchins
Sheri Jones
Julie Lawford
Dan Van Sweden
Kevin Vonderfecht
Libbie Wetters
Ron Wrege

New Members

John Abbey
Linda Adamcz
Tony Ariles
Emil Berro
Joseph Corbett
Melissa Corbett
Jeff Corbett and Family
Scott Freer
Steven Kuntzman
Maynard Oberlin
Amber Rewalt
Austin Rewalt
Kathy Rewalt
William Rewalt and Family
Matthew Seaman
Jack Shook
Rick Updike
Richard Wolf

Expiring Memberships

Clayton Gallup
Paul Guimond Family
Bryan Lewis
Will McWhorter
Greg Petty
The Scribner Family
The Paul Stevens Family

Critical Mass Rides Continue In Kalamazoo

Yes, we have Critical Mass rides in Kalamazoo. Riders begin congregating in Bronson Park at 4:30 - 4:45 pm and ride two similar loops through the downtown area starting at 5:00 pm. The ride itself goes roughly from the park east on Michigan Ave. to Pitcher, north to Kalamazoo Ave., west to Westnedge Ave., south to Lovell St., west to Stadium, then right, around on to Michigan Ave. again, and then repeats on largely the same route. The pace is definitely leisurely.

Turnouts so far have been variable, and should increase as the word gets around, and also once the students return in the fall. The riders obey traffic control devices, and take up one lane, not the whole road like in the BIG Critical Mass rides in major cities. Though invited, Kalamazoo's bike-mounted police have not yet partaken.

This is not a KBC-sponsored ride. The only thing this ride has in common with KBC rides is that we all ride bikes. The word I have is that these rides will continue until winter arrives in earnest.

I urge you to check it out and decide for yourself. There's much to be said for solidarity—and for being informed.

- Doug Kirk.

October, 2000 KBC Meeting Minutes

Location: Chuck Jaqua Realtor, Inc. office building, 414 Milham Road. Time: 6:30 PM

Present: Zolton Cohen, Paul Stevens, Karen Sue Ouellette, Jinny Ahrens, Steve Secondi, Greg Bouwman, Denny Morrison.

This meeting began with discussion of the ongoing Nick Morin KBC donation issue, which involved a last-minute request from Nick Morin, a young endurance racer from Kalamazoo with several very fine results, for a contribution to help him attend an international championship 24-hour mountain bike race in California. *(Nick's own story can be found on page 4—Ed.)*

Karen Sue passed around photographs of Nick at the California 24-hour mountain bike race at which he placed 2nd. Zolton submitted Nick's thank-you note to Karen Sue that had come in the KBC mail. There was discussion about the necessity of setting a KBC policy dealing with requests for donations from individual riders.

Karen Sue suggested this, as well as some other KBC issues, might best be discussed during a Board-only meeting in the future. Paul brought up the necessity of informing the KBC membership of the donation to Nick via a Pedal Press notice or article. Zolton said he would e-mail Doug with this request. *(Nick's story does not indicate the amount of support which KBC provided, which was \$250.00.—Ed.)*

There was discussion about the location of a suitable venue for the Recovery Party. The party will most likely be scheduled on the 2nd or 3rd Saturday night in January. Possible locations might include a clubhouse at an apartment or condominium complex, the thinking being that the Party participants might like more room, less smoke, and fewer noisy bar patrons than had been found at previous events.

All present felt that a firm date and location should be determined by the next meeting, which will be Tuesday, November 14 (see Coming Events, page 1) in order that this information can be included in the December *Pedal Press*.

Zolton B. Cohen, KBC Treasurer

Wednesday Winter Workouts On Tap

Alfred E. Bike will be hosting Wednesday Night Trainer/Roller Sessions starting 11/08/00. Time will be 6:15 PM. Alfred E can supply up to 4 trainers for those who do not own one. Everybody else needs to bring their own.

A quick check with Alfred himself revealed that these workouts will be held to professional quality bicycling workout training tapes originally developed for use with serious trainers like Computrainers, so you'll be able to get in as hard a workout as you want.

The location is Alfred E. Bike, 320 E. Michigan Ave. in downtown Kalamazoo.

Call Alfred E. Bike for more details

24 Hours of Pain

By Nick Morin

On September 30th and October 1st, 2000, I raced in the 24 Hour Mountain Bike Solo World Championships in Idyllwild, California. Without the support of the Kalamazoo Bike Club, the Michigan Mountain Biking Association and Breakaway Bicycles, I would not have made it to this event. I ended up winning a surprising 2nd place while racing against 40 of the best ultra endurance mountain bike racers there are.

The way my luck was going 2 weeks before the event, my goal was just to finish, not to be racing for the lead. On September 17th I crashed in a mountain bike race and got a bone contusion on my right kneecap. I was forced to take 7 days off the bike one week before the race. I left for California the Sunday before the race not knowing if I would be able to even ride my bike. I decided to drive 2,200 miles with only one hour of sleep and stopping only five times. 35 hours later I was in southern California. I had been awake for 48 hours—not the best preparation—but I had four days to rest.

I rode for the first time in a week on Tuesday. My knee felt okay, but I felt like I'd left my legs in Michigan. I was very stiff, and felt slightly out of shape. Each day my legs loosened, and they felt decent on race day. But while pre-riding the course on Wednesday, I crashed head first into a thornbush. I got a big, sharp thorn stuck deep into my left shin. I had to go to the hospital and have them dig it out. Worse, I felt like I had a touch of the flu, which did in fact hit me like a ton of bricks the day after the race.

Once the other racers started to show up, I felt a little out of my league. They all had two top-of-the-line bikes, mechanics, and all of the accessories. I had two bikes, but only one that I wanted to ride, and no mechanic. My mom flew out to crew for me, you just can't be competitive in these races unless you have a crew.

I woke up on the morning of the race and felt okay, but still wasn't even thinking of a top-5 finish. I had decided that I would go out hard and make my pit stops very fast, usually under a minute for the entire 24 hours. I figured I had nothing to lose and that I figured I would set a fast pace and see if I could hold it.

The race started with a nearly one-mile run. I did pretty

good considering I hate to run. Then we grabbed our bikes and headed out into the hills. There was nearly 1,500 feet of climbing every lap. I did 21 laps, which equals over 30,000 feet of steep, rocky climbs. After the start I was in the top twenty and everyone was close. I moved up slowly each lap, keeping a steady, hard pace. My legs felt good but I had excruciating back pain ever since lap one. I have had back problems all season long and this was no exception. I was in absolute misery for 24 hours, but I told myself I just had to deal with it and I promised myself I would not stop.

After a few hours lots of racers were getting sick. It was in the mid-90's, but there was no humidity so the heat didn't bother me too much. I stuck to an all liquid diet and kept taking my electrolyte tablets which I feel gave me a big advantage. By the time it got dark, I was in second place. Wow! This was not supposed to happen. I was just some no-name kid with holes in his shorts, no bike sponsor and no money. I love riding at night, so I stayed focused and kept a good pace. I actually came within about four minutes of the leader in the middle of the night.

With about 6 hours left in the race, I really started to deteriorate. I got really tired and my legs were gone. It was also very dusty and all the dust I'd breathed was starting to affect me. I felt like I was hyperventilating. I stumbled around the course those last 6 hours. I started to take in 800 - 1000 calories an hour to try to regain energy, but my energy was gone.

I had to dig deeper than I ever have and endure more pain than ever to hold on to my second place. After 24 hours and over 200 miles of tough mountain bike racing I was done. I ended up 30 minutes ahead of John Stamsted, in second place, and about one lap down from Chris Eatough, who won. I could not believe my race. It was the hardest thing I have ever done, but also the most satisfying.

My back was so mess up after the race, I would not bend over at all. It almost hurt just to walk. Over a week later, my back still hurts and it is numb. But I plan to see a specialist over the winter and have a very strong 2001 season!

Thanks Ride Leaders and Riders

by Ride Captain Randy Putt

I'm sitting at my computer writing a note about the 2000 ride season coming to an end. The weather is very autumnal, to say the least. I just returned home after riding the Hilly 100 in Bloomington, IN over the weekend. You owe it to yourself to do this ride sometime. The hills there are like nothing in Michigan, or even the Rockies. They're just different, and very beautiful.

The trees are approaching peak color and the weather is just right to ride casually and enjoy nature's splendor. The attendance at the regular weekly club rides exceeded my expectations and many new people have become regulars at the rides.

I would like to thank the ride leaders again for the great job they have done this year. The following people led rides for most or all of the season: Kathy Barrett, Zolton Cohen, Mike and Sherri Higgins, Larry Kissinger, Terry O'Connor, Randy Putt, Bill Strome, John and Bev Thome, and Paul Wells.

I would also like to thank Mike Jones, Doug Kirk, Dale Krueger, Rose McKenna, Rollin Richman, Paul Stevens, and Steve Vonderfecht for leading rides several times during the year. Thanks also go to those conscientious riders who filled in at the last minute when no ride leader could make it. One last thank you to all the riders who attended the rides and made them a success.

Besides asking you to come back next year, I have a request. If someone you know is attending the rides and is not a member of KBC, please apply a little gentle pressure to get them to join the club, but remember that you get more flies (or should I say riders?) with honey than you do with vinegar.

The fact is that bicyclists face plenty of problems out there, and we need to be as organized as we can be. The fun of participating in our rides makes the price of membership very small. KBC members such as Chris Barnes put lots of time into racing events. Others, like Terry O'Connor do yeoman service putting together Flowerfest every year. Still others, like Steve Vonderfecht, spend time working with government agencies and writing letters to the editor.

The bicycle routes and bicycling events we have here are directly attributable to the efforts of KBC members. They—and we—are deserving of the support of all bicycle

enthusiasts. So please encourage your friends to join KBC.

There are no regularly scheduled weekday rides in November since daylight savings time ends at the end of October, but the weather will allow lots of weekend rides yet. It's generally pretty cool in the mornings, so rides will usually start around noon, generally from KVCC.

If you would like to lead an impromptu weekend ride, give me a call or send me an e-mail (sterling.r.putt@am.pnu.com or srbike@aol.com) and I would be more than happy to forward information about the ride to my biking e-mail list. There are always riders ready to go. If you would like to be on the list, send me your e-mail address. You can also send an e-mail or call riders and have them pass the ride details along to others.

Ideas? Suggestions? Please contact me at the email addresses above or call me at 649-1814.

Possible KBC Future Events

A Poker Run: (summer 2001) This consists of biking around to different predetermined locations and receiving a playing card. At the end of your ride, you pool your cards together and see who can come up with the best poker hand. Prizes would be awarded.

Climb Kalamazoo: This would be a family outing. They do group rentals and have great rates.

Spinerval Nights: Does anyone have a large area where bike club members could meet once in awhile to do an indoor group ride to Spinerval tapes??

Winter Blues Party Night: Meet once a month during the winter to hang with your biking buddies! A different place each month would work best!

IF ANYONE WOULD LIKE TO JUMP ON BOARD AND TAKE ANY OF THESE IDEAS AND FLY WITH THEM, LET A BOARD MEMBER KNOW (SEE BACK PAGE FOR NUMBERS)!

- Karen Sue Ouellette

Pedaling Dynamics, Part 2

by Steve Cox

The first article in this series discussed how a poor pedal stroke can result in sub-optimal cycling performance, not just for racers, but for all cyclists. Cycling is an activity that can be performed by young and old alike, but contrary to what you might think, most people need coaching in order to pedal with style, strength, power, and efficiency. The first step in the process of improving your pedal stroke is an evaluation of your cycling position. Some riders may have a bad pedal stroke, in part because their position on the bike is not conducive to smooth pedaling. This article briefly discusses riding position on a classical bicycle (not a recumbent) for a road rider, some mountain bikers, but not a tri-geek. Although road positioning guidelines may apply to many mountain bikers, and smooth pedaling can be extremely important when mountain bikers are trying to minimize torque on the rear wheel, pedaling position may be compromised for some riders in order to maintain optimal distribution of weight between the front and rear wheels. In triathlons and duathlons, many contestants use a non-optimal, choppy pedal stroke in order to maximize aerodynamics and save the hamstrings, which are needed for running. If such a pedal stroke were used by contestants in cycling time-trials, however, without the need for any extra running or swimming, poor pedal biomechanics could offset any gains in aerodynamics, particularly on a long or hilly course.

When the cycling position is poor, especially if the saddle is too far forward, unfavorable biomechanics may result in weak or nonexistent forces on the pedals for both the forward push near the top of the pedal stroke and the backward pull near the bottom of the pedal stroke. When this happens, most of the cyclist's propulsive force is less efficiently generated from simply mashing down on the pedals. Other factors (e.g. saddle height, distance from nose of the saddle to handlebars, position of cleat on the shoe, etc) can also influence how force is applied to the pedals. A good first step in improving your pedal stroke is therefore to evaluate your cycling position, and this can be done through the use of the Fit Kit (available at some local bike shops), by comparing your position to published guidelines (see, for example, books by Hinault, LeMond, Borysewicz, or Burke), or by soliciting advice from experienced coaches, cyclists or shop personnel. Consider reviewing your cycling position at least annually, because your form and style may evolve and slight modifications to your position could help you become a more efficient

pedaler. Changes in cycling shoes or pedals should also necessitate a review of your position.

The most important determinants of a good cycling position are saddle height, cleat position, and saddle set-back (the distance of the saddle behind the bottom bracket). In my opinion, cyclists are more likely to do a reasonable job in selecting saddle height and cleat position, but are less likely to have proper saddle set back. A common mistake is to not prioritize saddle set-back, but instead to adjust the saddle in order to provide a comfortable reach to the handlebars when using the stem that came with the bike. To get a good cycling position, however, it is crucial that the saddle is positioned first, and that the stem is then selected to provide proper reach to the handlebars.

In many positioning methods, saddle set-back is determined by having the rider sit on the bike with horizontal cranks. The bike must be on a level surface, and the rider might lean against a wall or the bike might be held upright by a helper. A plumbline is then dropped from around the forward kneecap (e.g. front of the kneecap or the tibial tuberosity, depending on the method), and proper fore-aft position of the saddle is obtained for a road cyclist when the plumbline either bisects the pedal spindle or is up to 2 cm behind the spindle. This procedure is ideally done before a frame (or bike) is purchased, because most frames have no adjustability, and seats have a limited amount. There are some seats with extra adjustability (e.g. Fizik Pave).

There are several methods for selecting an initial cycling position, but your best position may not come from blindly adhering to any one method. Deviations from the guidelines may be better for you if certain of your body proportions differ from the norm, if you have biomechanical problems, or if you lack coordination or suppleness. To paraphrase Bernard Hinault, "the guideline proposes but the rider disposes." The quickest route to a good position is by following the guidance of an experienced coach. If you lack a coach, perhaps the best way to select a good cycling position (and convince yourself of its merits) is to start with the position from one of the published methods, and then to systematically evaluate several small modifications from it. Keep in mind, however, that any major change in your cycling position is best accomplished through several small changes over a period of weeks, if not months.

(This article continued on next page).

Mike Walden Velodrome

The construction of the Mike Walden Velodrome in Rochester Hills' Bloomer Park is underway.

It will be a 200m x 6m, 12 degree - 45 degree velodrome built with a steel undercarriage and a wood/resin surface using the same design principals used in the 1996 Atlanta Olympic Games & the EDS Superdome in Plano, Texas.

Using tax-deductible donations, the initial construction money is being raised from the cycling community: individual cyclists, clubs, & bicycle shops. All assembly is by volunteers. Current status: another \$50,000 - \$70,000 is needed depending upon the final cost of the surface.

We are accepting donations from anyone in any amount, but for a donation of \$1,000 your name will be listed on a plaque permanently affixed to the velodrome.

All donations are made to the Mike Walden Velodrome Fund established by the Community Foundation of Greater Rochester (CFGR). CFGR is a 501 (c)(3) tax-exempt corporation. The Velodrome Non-Profit Corporation has an agreement with CFGR to utilize this fund for the construction of the velodrome. All contributions are tax-deductible.

To make a contribution, checks should be made out to the Community Foundation of Greater Rochester. Include Mike Walden Velodrome Fund on the memo line of your check. Send any donation to Community Foundation of Greater Rochester PO Box 431, Rochester, MI 48308-0431

To arrange a tour of the site or for further information, contact Leonardo Gianola at (248) 541-8019 or leonardo@globalbiz.net or visit our website for a completion schedule & a list of volunteer items needed: www.lmb.org/velo

Steve Cox's Pedaling Dynamics, Part 2

(continued from page 6)

My experience is that the published methods will keep the saddle from being set too far forward, but even more saddle set-back may be optimal for long road rides or races, especially for riders who are relatively uncoordinated or who have relatively long thighs. With greater saddle set-back, it is easier to pull back with the hamstrings near the bottom of the pedal stroke and to push forward with the quads near the top of the pedal stroke, thus permitting a smoother pedal stroke. An added advantage of having the saddle pushed farther back is that the back can be stretched more and the thigh-to-trunk angle can become more acute, resulting in easier recruitment of the gluts during the downward, power portion of the pedal stroke. A cycling position with proper saddle set-back will therefore more easily allow a smooth and powerful pedal stroke.

A thorough discussion of cycling position would require far more space than that available in the newsletter, so please consult with a coach, an experienced rider, or the books listed below for full details of how to determine your best cycling position. The next article will focus on ways to evaluate your pedal stroke and on drills to improve it.

Selected Bibliography

Bernard Hinault and Claude Genzling, *Road Racing Technique and Training*, Translated by Georges Herzog and Veronica Brelsford, Velo-News, Brattleboro, VT, 1988.

Greg LeMond and Kent Gordis, *Greg LeMond's Complete Book of Bicycling*, Perigree Books, NY, 1988.

Edward Borysewicz, *Bicycle Road Racing, Complete Program for Training and Competition*, Velo-News, Brattleboro, VT, 1985.

A Timely Proposal

By the time you read this, daylight losing time will have returned for another dreary, dark winter. I don't know where the notion to call this time "standard" time came from, frankly.

I propose a simple, easy-to-implement change. Instead of letting the clocks fall back, why not turn them forward another hour in the fall? Double daylight savings time. Remember the concept, folks, you heard it here first. I should patent the idea, don't you think?

Think of it—we'd have daylight till 6:00 or 6:30 pm in December and January, and enough light after work in February and March to do some real rides after work on nice days.

There are three main groups who might object—the same sorry group of fuddy-duddys that whine about daylight savings time in the first place. But none of their concerns withstands even casual analysis.

First, there are the farmers, who point out that the sun ought to be directly above at noon. But there aren't many left, and they can still get up and hit the fields at the crack of dawn no matter what time the clock says. The corn doesn't care, most the animals can't tell time anyway, and just keep the clocks away from the smart ones!

Then there are the drive-in movie operators, who complain that they can't start the movies till it's dark. But these places are all defunct—you can't find an open one—and besides, who goes to the drive-in in the winter. Anyway, it'd still be dark at 9:00 at the absolute latest.

Then come the parents who complain that about their children having to go to school in the dark. Well, isn't that just what they do every September, October, February and March right now? It's mid-October as I write this, and it's not light until nearly 8:00 in the morning.

There's so little daylight in the winter around here that we ought to arrange it so that we can at least enjoy a little of it when we're not working. (Oops! Bet I hear from the second shift people for that line. But to heck with 'em. We've got them out-numbered big time, and I bet third shift people wouldn't complain a bit.) So break out the petitions, folks, it's a win-win situation for bikers, and most everyone else too. Double daylight savings, the time is now!!!

- Doug Kirk

Party! Party! Party!

The KBC Board wants to get members out to vote, so there will be a wee bit of a party, with pizza, drinks, etc. after the November 14 KBC meeting/election. See page 1 for details.

Vote for TCBA!

Alert KBC member Allen Cergol has written to point out that page 95 of the latest issue of *Bicycling* magazine indicates that they are planning to give the *Bicycling* van to one of three deserving outfits that their Metal Cowboy discovered on his travels around the country this past year.

One of the three finalists is the Tri-County Bike Association, in Lansing, MI, the club that sponsors Dalmac, the Women on Wheels Ride, and the 100,000 Meter Ride each year. This is one great club, and they donate so much back to the community—including in excess of \$35,000 to the Kal-Haven Trail, that we all ought to vote early and often!

Your trusy editor longs for the day that KBC is as large, financially solid, and community-oriented as TCBA. So log on to www.Bicycling.com before November 15th and Vote, Vote, Vote!!

Borgess Health & Fitness Center Bike Club Spin Class Update

I have been getting some response in regard to starting a bike club spin program at Borgess this winter. I need more interest and then we can get the ball rolling.

At this time I am kind of looking at these dates/times: Tues/Thur 6:20 - 7:20 PM; Friday 6:30 - 7:30 PM; Sat 10:30 - 11:30 AM. The cost would be somewhere around \$3 per class depending on the size of the class.

We can accommodate up to 15 people at each time slot. Sign up may have to run on a 4 week schedule. I am still working on more details. Contact me if you are interested @ ironmom98@aol.com. Or my phone number is on the back page.

- Karen Sue Ouellette

A Thin Line

by Axel Kleat

Pain, suffering, whatever you call it, it's pretty complicated.

When I was a toddler, any little injury would make me cry. Crying got me attention, which was often a good thing. As I got older, crying became mostly unacceptable, especially for a guy.

So growing up meant learning to tough things out, whether it's a skinned knee, stomach flu, or a broken heart. Anthropologically speaking, this stuff is programmed pretty deeply. You know, survival of the fittest. And the fittest learn to suffer a lot—that's how they got to be so fit. Still, I do try not to hurt myself. Mostly I'm pretty good at it. I keep my thumb out from under hammers most of the time, and I really try not to fall down the stairs anymore.

Which makes my love affair with bicycling pretty hard to figure, since I do things that hurt regularly and on purpose, and I keep right on going back for more. No, I don't mean falling, which I haven't done much of for a couple of years now. I mean plain old riding. Sometimes my butt hurts, sometimes my neck or my wrists hurt, and sometimes my legs hurt. Any cyclist has had these sort of problems, but that's still not the pain and suffering I'm talking about.

No, I'm talking about the suffering of working absolutely as hard as I can, pedaling for all I'm worth—cranking a big gear uphill as the pack slowly drifts ahead, or spinning like crazy in some sprint that's worth nothing to anyone but me and whoever else is crazy enough to go for it. I'm talking about the pain of pushing my body just as hard as I know how, and looking inside my soul to see if there's any more suffering lurking around in the corners.

I know the symptoms just as well as I know the adjectives—burning thighs, cramping calves, aching knees, screaming lungs, and side stitches so sharp I

can't inhale. And all this on top of that nagging back pain and that nasty stinger that hides between my shoulder blades the last few years.

Sometimes it doesn't hurt so bad, like when I have to dig just a little. Maybe I've got to pull through at the front of a fast paceline, the effort's intense, but after a few seconds the next guy pulls through and everything's okay. Or the hill is steep but short. Other times, it's the duration, not the intensity, that makes the pain so bad, like a huge headwind that beats down every bit of morale I ever thought of and I've still got ten miles to go.

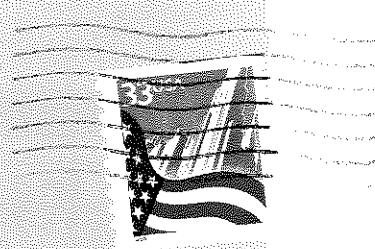
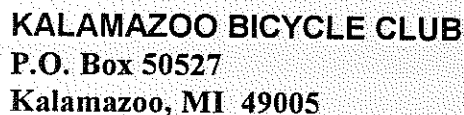
Other times I curse myself as I cannot answer another rider's move even though I'm drooling and blacking out from the effort. Or the group disappears yard by yard up the road as your legs simply rebel against working any harder.

Why do I subject myself to this kind of suffering? Why do I ride when my legs are cement and I feel like crap? Why do I plan my entire Wednesday so I'll be at my strongest in order to go suffer like a dog trying to hang with the hammerheads? Why did I strap on a brace and go riding two weeks after I broke my collarbone?

There's something completely different about pain I *choose* to subject myself to. I do, after all, get to decide when enough is enough. And until I cave in, I think that which does not kill me makes me stronger. And of course, only the strong survive.

I don't quite think this sort of Darwinian theory holds true in my coddled, American world, but I haven't entirely given up on it either. I do know that I remain enamored with growing stronger and faster, even though I can't figure out how all the suffering this entails benefits me one whit.

Except for the fact that hard rides provide frequent, powerful reminders of one of the great lessons humanity offers—that the fine line between pain and pleasure is very thin indeed.

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