

Editor's Letter

As many of you know, our esteemed Prez, Karen Sue, bestowed the title of **KBC Ambassador** upon me at the Recovery Party, much to my surprise. This is definitely a good thing, as I now have diplomatic immunity from any slanderous or defamatory journalistic offerings you may come across in this or future issues.

I think Karen Sue was planning ahead at the time, realizing the need to curry my favor since she went skiing without performing her solemn duty to send me a President's Letter this month. I guess that, in view of my new title, I'll forgive her for dashing out of town and fill this space with a few miscellaneous ramblings of my own.

As most of you know, the Recovery Party was just great, by far the best ever, and with the biggest turnout. Karen Sue, her husband Terry, Jinny Ahrens, Kathy Barrett, Seve Secondi, Diane, Meghan Reynolds, and Greg Bouwman did one hell of a fine job. The food was the best ever, with lots of variety.

Breakaway Bicycles and **Alfred E. Bike** deserve another big thank you again this year for donating lots of great schwag—nearly everyone got something. Thanks also to **John Meyers** and the **Cliff Bar** people for the case of **Cliff Shots**.

We had Tour de France videos showing on the big screen, a computer display of possible designs for new KBC T-shirts, all sorts of awards, Mexican food, a keg of Killian's, a huge cake, homemade caramels, the works. Screwed up my winter diet for sure, but what a great time.

I truly think KBC is going to really grow this year. Karen Sue is helping the club reach out in new directions to attract a larger and more varied group of riders, some of whom are already giving back to the club. In this regard, I extend my own thanks to **Jinny Ahrens**, who is not only filling **Jeanette Holm's** shoes as database manager, but has volunteered **Jaqua Realty's** facilities for KBC functions.

Please come to the February meeting (see page 3) and help us plan to grow. Spring's not too far away.
- Doug Kirk

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Bike Maintenance Class Offered at Breakaway

The technical staff at Breakaway Bicycles will once again be holding a basic bicycle maintenance class, on Saturday, February 24 from 9:00 am to 11:00 am at the store located at 185 Romence Road, just west of Westnedge Ave. in Portage. You are invited to attend, but please RSVP by calling 324-5555.

Biker Logic

"If you can't beat them up the hill, you'd better beat them on the way down."

"Bikes don't win races, racers do"

- Steve Hegg

KBC Establishes Group Email List

Email List Will Allow Fast, Easy Group Communication for KBC Members Setting Up Rides Or Desiring To Share Information Of Interest to KBC Members.

Another system for exchanging information regarding KBC has been established through eGroups.com and has been named **KBC-general**. Several functions are available with this system, but the main use of the system will be to send email messages to all members of KBC who register with KBC-general.

With this new feature, you can use a single e-mail address to send a message to all members of the group. This is a free system and is available for all KBC members. Larry Kissinger is the moderator of KBC-general and will be approving requests to join KBC-general.

It's easy to join the list, and takes only a couple of minutes once you are online. Just go to the KBC website: <http://www.angelfire.com/mi/kbc/>. Then select "Click here to register for Free" and complete the online registration. After completing the registration, please go to 'My Profile' and edit your profile to include at least your real name and indicate in the Remarks field that you are a KBC member.

eGroups will request and e-mail confirmation of registration. Then, the moderator of KBC-general will be notified and your subscription will be subject to approval by the moderator (primarily to make sure all applicants are KBC members). Once approved, members of KBC-general can send e-mail to **KBC-general@egroups.com** and the message will be delivered to all members of KBC-general. Members will also be able visit <http://www.egroups.com/group/KBC-general> and look at information including a list of group members, and also view messages that have been sent to the group.

In short, we'll all be able to tell everyone who registers about any ride that is coming up, or quickly spread any other information to the entire group. If you decide to do a ride on short notice, you will be able to spread the word quickly and efficiently.

eGroups.com is having some growing pains and the service has some bugs. For example, when you log onto eGroups.com, it may display an error page and not go to the proper page. If so, you can try again at eGroups.com and it will generally take you into the system and it will indicate your e-mail address on the yellow banner near the top of the page. If your attempt to join KBC-general fails, please try again at a later time.

Several KBC Board members are already registered, and we hope you will do so soon. This system ought to be a real boon for communication within KBC.

Some members have related having difficulty getting registered. If you have trouble, email me, the KBC webmaster at kalamazoo.b.c@juno.com

- Larry D. Kissinger

February Birthdays

Dale Scott Aldrich
Zolton Cohen
Doug DiJulio
Clarissa Gaff
Matthew Grevenstuk
Ruth Grevenstuk
Terry Hutchins
Celine Keizer
Jody Meyers
David Sluyter
Ann Thomas
Mark Uggeri
Jarrett Wetters
Mary White

New Members

Benjamin Suarez-Platt

Expiring Memberships

NONE!

Classified

2000 Serotta Atlanta (steel) frameset, 60cm. Less than 100 miles!!! With Serotta F1 carbon fork, Stronglight Delta headset, American Classic seatpost. Painted in Serotta's premium "Cha-Ching" green color (cost extra \$\$ and really beautiful). Sacrifice for \$1,100 or will consider reasonable offer.

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.

Classified Ads

For Sale: Kreitler rollers with PVC drums. \$65 or make offer. Call 353-5812 and leave message. *(Your Editor guarantees the use of rollers will improve your form and make you a smoother rider.)*

For Sale: Gary Fisher Joshua 24 Dual Suspension

The finest commercially available 24" children's bike.

This bike is just one year old and in excellent condition. Features:

Front 24" RST shockRear adjustable shock

21 speed grip shiftTEKTRO

"V" brakes
Aluminum bars

Aluminum bar ends

Quick release front wheel

Quick release seat post

This bike has been expertly maintained and has been outgrown by the current owner.

First \$200 offer takes this bike home!! Contact Marian or Chris Barnes at 327-8972

Next KBC Meeting Feb. 13th

The next KBC monthly meeting will be held the second Tuesday of the month, as usual, February 13th, 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.

Wednesday Winter Workouts On Tap

Alfred E. Bike is hosting Wednesday Night Trainer/Roller Sessions. The time is 6:00 PM. Alfred E can supply up to 4 trainers for those who do not own one. Everybody else needs to bring their own. Call ahead to reserve one of Alfred's.

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 at 349-9423 for more details

BMX Club Possible

Chris Barnes and his son Steve-O want to hear from everyone who might have an interest in BMX riding or racing. BMX is off-road riding for kids roughly age 6 - 12 conducted on a closed off-road course with bumps, berms, and sharp turns.

There are currently courses in Wayland and Lansing, and the racing generally goes on one or two days a week. BMX riding is terrific experience for kids, teaching competition, bike handling skills, fitness, and sportsmanship.

Call Chris or Steve at 327-8972.

KBC Race Team Possible

Long ago, racing was the primary purpose behind KBC. But interest in racing, especially road racing, flagged, and so did KBC's involvement—and sponsorship.

Matt Kern appeared at the December KBC meeting to sound us out about interest in re-establishing a road racing team for men and/or women, something both he and his wife are quite interested in developing.

Matt has even been talking to potential sponsors. PLEASE CALL Matt if you are interested at 567-3257 (home) or 833-5566 (work).

Winter Riding

Many of you know KBC member Richard Neumann, wrench-turner and all-around fountain of bike wisdom for more than ten years at Alfred E. Bike and, more recently, Breakaway Bicycles. You may not know that Richard is one of a hardy community of riders who regularly bikes to work year 'round. Not a big deal if we're talking about, say, Phoenix, but we do get our share of rotten weather around here. We spoke with Richard recently to get the facts and pick up a few tips.

Richard's biggest point is that regular bike commuting only works out if you get out of bed every day assuming you **WILL** ride your bike. Your car, the bus, Mom & Dad, or other options have to be shoved 'way back to the furthest corner of your brain. Otherwise, it's too easy to pick some convenient excuse and use the four-wheeler. If bike commuting is just going to be an occasional option, fine. But if you're serious about it, don't even think about the car, Richard says.

Most any bike will do, but Richard's is what I'd call a city bike—a mountain bike with no suspension and fat road tires. Front fenders are optional since most road crud hits the frame tube (Richard foregoes one), but some sort of rear fender is pretty important unless you want everything on the road surface sprayed on your backside.

Dressing for the ride is crucial, and one big factor is how long the ride takes. Richard's commute takes 20 minutes on a nice day. On an ordinary Kalamazoo winter day, Richard's "base layer" (gotta get those technical terms in when I can) is actually the clothes he'll work in—a cotton shirt and jeans. Then add a sweatshirt and a fleece jacket, lycra headband and very warm gloves like "lobster" gloves.

For the feet, Richard generally wears wool socks and worn, medium weight riding shoes—no booties, he says, because the steel cleat on the bottom of the shoe is what radiates the cold into his feet the fastest, and booties don't make any difference. If it's real wet, though, he will wear toe covers. He's got other shoes at work.

I was surprised to learn that most days, the legs get no special treatment at all—just the jeans. But something's gotta go over the top if it's raining much unless you've got spare pants at work. Exactly what you'll need is up to

you, but remember you'll be generating body heat out there, and you likely won't need as much as you might think if you just stepped out the door. What matters is how you'll feel after you've been riding ten minutes or so, and also just how long you'll be out there.

Which brings up the matter of carrying stuff. Not many of us go to work with nothing but the clothes on our backs. Saddlebags and panniers are all fine and good, but Richard isn't the only person I know to swear by a messenger bag. These bags are made specifically for urban riding, and are an outgrowth of the bike-messenger services in big cities. Usually about 12 by 15 inches, these bags go over the shoulder with an extra strap that fits snugly around the torso to keep the bag snug and comfy against you. Richard swears by his, and having used one myself on occasion, I concur. They hold more than any pannier, and there's no fooling around hanging them on the bike. Plus, the bike stays uncluttered and light for unladen rides. You get where you're going, leave the bike wherever, and the bag comes with you, with enough room to carry shoes, clothes, wallet, a meal, and more.

Now for tips on pedaling in the slippery stuff. First and foremost, shift your weight to the back, Richard begins. Keep the bike as vertical as possible in corners, and all inputs, especially pedaling, should be really smooth. Still, it's slippery out there, so be prepared to pull a foot out and take a dab at the pavement if you have to. Do not, repeat do not, stand up unless you're sure you've got good traction.

Before long, you'll get the idea of what sort of traction and control you have on different surfaces—wet pavement is generally fine, but new snow, freshly packed snow, hardpack and various sorts of ice all feel different. Confidence comes with practice. The key to winter riding is to be as smooth as possible, which is a skill that pays dividends all year around.

If it's really slick (we're talking ice and snow here, not just rain), your brakes might decide to hibernate, not just take a nap like they do in the rain. Use them frequently. Still, they might go away anyway, so be prepared to use your feet if you have to. Some riders may find they need to ride with the saddle a bit lower in order to get both feet down *(continued on next page-Ed)*

Winter Riding *(cont'd from page 4)*

Richard adds that the hardest part is that you have to be pretty darn comfortable riding in traffic. The roads get thinner—this year a lot thinner. In addition, if there's fresh snow you'll find the going much better out where the car tires have packed down the snow, but this means you're riding out where the cars are. It's nice if you can arrange things so you're out when traffic is light, but especially when commuting, this isn't necessarily possible.

One other point. Snow and water can cover the road surface so you cannot actually see the surface of the road. If the road is one you ride regularly, you'll likely know where the potholes, manholes, and other hazards are, but you have to be really careful when you can't see the road surface, which might have just broken up entirely under that puddle dead ahead of you.

You'll want to be seen. Get a blinking red light for the back, and a decent headlight for the front. Use your hand to wipe them off if it's snowing. Wear clothes that stand out.

So just how realistic is it to commute in a winter like we've had this year? Richard admits he's taken the car to work twice this year, both times when we were getting BIG snowfalls. Otherwise, he's ridden every day, and has ridden nearly every day for several years.

Richard doesn't think all that much about it. It's not a big deal to him. He's ridden in six to 10 inches of fresh snow (depending on how wet the snow is), or even more if there are car tracks to follow.

Folks, it could be you out there. Think how much money you'd save, how much extra riding you'd get in, and how much fun you'd have. There might be some hurdles like needing to do too many errands some days, or needing to use your car at work sometimes. Maybe you can't handle the snow, like Richard. But what's stopping you the rest of the time?

Kalamazoo and Portage are relatively bike-friendly, and it really and truly isn't as hard for most of us as you might think. Be like Richard and push that urge to drive to the back of your brain. Look for ways to make bike-commuting work, not for excuses why it won't.

- Doug Kirk

What Kind of Rides Should KBC Sponsor This Year?

It's time to give some serious thought to the rides KBC will be promoting this year. I think it's safe to say that the weekly Monday, Wednesday and Friday night rides will go on largely unchanged. But there are lots of other possibilities. What are you interested in?

Time trials? Karen Sue, triathlete that she is, has spoken of reviving a club time trial. I suspect the best night (if we're going to do it weekly) would be Tuesday. Or we could just hold a few TTs on weekends early or late in the season. The best location I've heard is at Vicksburg High School going east on W Ave. Interested?

I've thought of offering a ride where the entire focus is on teaching and practicing paceline skills. I know from personal experience that a paceline is intimidating until you learn the technique, and that it's frustrating as can be to get spit out the back. How many people out there would like to attend some rides where we first talk about where and how to draft, how to come around, and what to look out for, then go out and practice riding well together? Seems like some triathletes might be interested, don't you think, Karen Sue?

The past few years, the only KBC ride which includes a group averaging less than 16 - 17 mph has been the Monday night ride. Is there interest in other rides at more moderate paces?

Anyone want to have a group mountain bike ride? When? Where? Is there interest in rides that start earlier—even mornings—on weekdays? Kids' rides? Kal-Haven trail rides?

It's the information age folks, and especially with our new group email, KBC members ought to be sharing their ideas of what kinds of rides they'd like to do, and what kinds of rides they'd be willing to lead.

Please give this whole subject some thought and then communicate your thoughts to any KBC Board member. Our phone numbers and email addresses are on the back page, or get on the group email service (see page 2) and send the whole group your thoughts.

- Doug Kirk

2000's Lemonade From Lemons Award Recipient Speaks

Well, I think someone said "be careful of what you hope for, it might come true!"

I had been working at Kellogg's for 13 years, most recently as Vice-President Strategy. I had been looking for a new adventure for my life (turning 40 in April). I had hoped to find a role in general management utilizing my business skills, in an industry I was passionate about (cycling would be ideal), and in a great location to raise our kids (Colorado would be ideal).

Well God works in amazing ways! After breaking my neck in 4 places, fracturing 5 ribs and 1 collar bone, and puncturing and collapsing 1 lung (8 days in hospital), during a criterium in Detroit, Doug Stevenson of Alfred E. Bike told me about an ad in the *Wall Street Journal* for Chris Carmichael's company. To make a long story short, I'm Colorado bound!

I will be the CEO of Carmichael Training Systems (CTS) which is the leader in custom coaching services to professional endurance athletes. Chris Carmichael, the most decorated and recognized coach in US Cycling, founded the company.

The primary focus has been the cycling & triathlon markets where our top coached athletes are Tour de France winner Lance Armstrong, Hawaii Ironman winner Peter Reid, and under-23 World Mountain Bike Champion Walker Ferguson, among others. Our intent is to offer similar coaching services to the broader population (such as me) who want to become faster, achieve a goal, etc.

The company is very small (start-up) at this point, with run rate sales of just under \$1million. We first spoke in September, I then met with Chris in November. The process of interviewing has been a bit of a hassle from the travel perspective across the Holidays, but it worked out. I met the acting Chairman of the Board and main investor in New York. They essentially made me the job offer at that point.

Then they had me fly to Austin, Texas to meet Lance Armstrong. Pretty exciting (being a cyclist and all). I

spent about 1-½ hours with him at his home. He is quite down to earth, just extremely gifted.

We are now scrambling to be in Colorado by January 22. We have all sorts of things to take care of what with kids changing schools, packing, moving, and house buying/selling.

I will deeply miss all of you from the summer rides. In that sense I don't believe Colorado will be the same. Racing Tom C. up the Kendall hills, drafting Doug K. and Eric S. (Eric was always ticked, I think. Doug was too but didn't say it!), Zolten helping me with my bi-weekly flats, Richard W. encouraging me to race, Bill D. making me look good in sprints, towing Joan up hills, watching & setting up cyclocross with Chris & Greg, admiring Daniel's speed, Mike J. spanking Aaron-the-Hammer and I in the sprints,

I also want to thank Doug Stevenson at Alfred E. Bike for introducing me to the only color a real bike can be (its Celeste Green in case you didn't notice; the license on my car says "Bianchi."). And thanks to Richard Neumann for ensuring my bikes were awesome (he even let me watch him assemble the Bianchi Pantani special on my birthday). Many other memories will be hard to beat!

- Jeff Webster

Editor's Note:

At the Recovery Party each year, Kathy & I give out the annual Al Cergol Memorial Lemonade From Lemons award, so named for Al's resourcefulness when the derailleur hangar broke off his beloved Trek on the first day of DALMAC (Al rented a car and drove home to fetch his spare bike, and didn't miss a mile of the ride.) But when we received the this email from Jeff shortly after the New Year, Kathy & I realized that there was absolutely no question that Jeff had ridden off with this year's edition of the award, lapping all other contenders several times over. In fact, we're renaming the award in your honor, Jeff.

What an absolutely stunning development! Talk about seizing life by the horns! Jeff, I think I'll remember you best riding the tandem with your 10 year old son stoking on the Friday Night Ride, taking your pulls with the hammerheads. We're jealous of your gifts, as well as your guts!

- Doug Kirk

Why Not Ride Across America?

by Randy Putt

Regular readers will recall that this is our 3rd installment of Ride Captain Randy's report of his cross-country ride last summer—Ed.

Challenge 4: How do you feed riders with different nutritional requirements and eating habits? Of course, the food provided for us did not satisfy everyone all the time. A number of riders stopped for breakfast, lunch, and/or dinner for a change of pace at various times. We all learned to supplement meals with yogurt, bagels, fruit, soy milk, and of course, an occasional sweet roll since we were burning a lot of calories every day. Karen, a nutritionist, suggested some changes in some of our eating habits to help us meet our dietary needs. This was necessary because of the large number of calories we consumed and the dry and hot conditions. While in the desert, we bought out the stock of V-8 juice and dill pickles from numerous convenience stores in CA and AZ. Sometimes Gatorade was just not enough.

Challenge 5: How do you cope with living habits of total strangers for 38 days? We learned to adapt. For example, the early risers ate first and got started riding early and often took longer and more frequent breaks. The result was shorter lines at breakfast in the morning. The faster riders typically left later and caught up to other riders sometime during the day. It was amazing how we all became a family and learned to tolerate those little irritating habits we all have.

Challenge 6: How do you cope with climbing for hours at time? Pacing and the realization that the climb is not a race is the key. Everyone climbs differently. Some wanted to get to the top as quickly as possible while others take their time. It is important to find a climbing rhythm and stay focused. Do the climbs in small chunks. It can be discouraging to look at your computer and realize that you are working as hard as you can and are rolling along at 7 mph. Hey, we had all day, so why not take your time.

Challenge 7: How do you cope with the cold, wind, heat (both dry and humid), and all day rains? Be prepared and adapt your riding to the conditions. In the hot and dry areas of California and Arizona it was critical to drink plenty of water and sports drinks to replace lost electrolytes. This is one area we stayed in groups. It was important not to ride alone in the desert because of the

extreme heat and dry conditions. In the first couple of weeks the cold and rain were not a concern.

It was a different story in the mountains. It was important to carry rain and warm weather gear because the weather can change dramatically and unexpectedly at higher elevations. Of course on plains and in the mid-west it was always a good idea to carry some rain gear.

Challenge 8: Routes with heavy traffic, both cars and trucks, on highways and in cities. We rode on our share of busy highways and densely populated areas that had heavy traffic. It was important to be predictable and obey traffic laws. We looked out for each other during heavy traffic. If the suggested route was too heavily traveled we learned to seek less busy alternate routes by the end of the ride. The traffic was much busier and more dangerous in the east. The drivers tended to be tolerant in the east, also.

In spite of all the rigors of the ride, the difficulties of loading and unloading baggage everyday, meals that did not always suit everyone, sleeping on the floor or camping most nights, and not enough showers from time to time, the riders became a family. We looked out for each other. We learned from each other. It was indeed an experience of a lifetime.

Responding to the challenges of this trip resulted in many rewards for me. I successfully completely a long term personal goal, developed new friendships, learned that mutually shared goals can overcome personal differences, gained strength from the group to overcome adversity, learned new cycling techniques from others, shared my life experiences, gave people ideas based on my cycling experience, and overcame physical adversity.

I continue to benefit from this trip. Every day something reminds me of some moment on my ride across America. I look forward to the day when I can participate in another such trip.

Want to get Faster?

"Don't buy upgrades, ride up grades."

- Axel Kleat

Flowerfest 2001 Update

The Flowerfest 2001 leadership met January 18, 2001 at 7:00 PM in the Portage Public Library Heritage room. Present were Tom Keiser, David Newman, Cliff Mueller, Greg Bouwman and Terry O'Connor. The following remarks summarize the evening's discussion.

1. Cliff Mueller provided a sample DRAFT registration brochure for committee editing. An e-mail confirmation space will be added. As in the past, each rider must sign the registration form for insurance purposes. Cliff will follow up with Chris Barnes regarding online registration possibilities and Karen Sue and Jinny for KBC T-shirt ideas.
2. David Newman reported Dave Mix of Nextel Grand Rapids is willing to sponsor KBC with six digital phones for staff use during the Flowerfest day event. David will obtain the Nextel logo by Feb 15 and provide Dave Mix with route maps. David indicated he will be visiting the local bicycle shops for SAG Support commitment and the possibility of one or all to donate a bike for pre registration prizes. David is contacting WMUK for possible promotion opportunities. Finally, David is preparing a Pedal Press KBC coverage article for KVCC, Briar Patch and Alamo Little League rest stop volunteer opportunities.
3. Zolton Cohen is investigating the possibility of a free Flowerfest 2001 poster. Hopefully, he will have a report by next meeting February 15.
4. Terry O'Connor has confirmed KVCC and Briar Patch facility use July 22. Terry is to contact Don Miller for Alamo Little League use.
5. Larry Kissinger has our KBC website updated with Flowerfest 2001 information.
6. Flowerfest leadership reviewed a Flowerfest Master Time Line. Individual committee leadership will develop a checklist for their specific responsibilities to simplify deadline alerts.
7. Tom Keiser indicated Fetzer Institute had provided a \$250 donation. Saturn will provide another professional rider for our Flowerfest event. Tom will also follow up with PHP, Flow Serve for additional sponsorship.

- Terry O'Connor

KBC Helps Sponsor 'Lost Boys of Sudan'

Bethany Christian Services of Grand Rapids has sponsored 100 young high school age teens from Sudan to come live in our area. These kids have been in refugee camps since they were four and five years old. They escaped rebels who invaded their village, but their parents and younger siblings were not as fortunate. Eventually they were placed in a camp run by the Catholic Church.

The kids arrived Grand Rapids in early November and have been excited and astonished by many things. Can you imagine seeing TV for the first time, watching your clothes agitate in a washing machine, or shopping at Meijer? KBC donated four bikes, numerous T-shirts, sweats, sweaters, shirts, athletic equipment and more. These kids arrived with little more than the clothes on their backs.

Many of the kids have been placed in foster care but six of the older boys have been placed with a social worker in an independent living situation. The youths start high school January 22. What an exciting time for these six guys.

These youngsters still need more clothing, bikes, coats, shoes, etc. They are generally quite tall and thin. So go through your drawers and Terry O'Connor will see to it the 'Lost Boys of Sudan' receive your donations. Phone Terry at 342-4608.

Next Flowerfest Planning Meeting Set for Feb 15th.

The next Flowerfest Meeting is Thursday, February 15 at 7 PM in the Portage Public Library Heritage Room, which is downstairs. Agenda items are: logos, route management follow up with CB Radio Club, sponsorship update, and Database Management.

Flowerfest is KBC's primary funding source, and also our best exposure to the community. As it grows, so does the need for people to help assure its success. Everyone is encouraged to attend.

- Terry O'Connor

Ski, Spin, Shovel, Swim, Squat and Suffer

by Axel Kleat

Another winter, another can't-fail Axel Kleat winter fitness plan. This year it's the 6 'S's. I've finally concocted a plan that can't fail. Only got to do two things—lose fat and gain muscle. Maybe I'll write a book and get rich.

Face it, you can only lose so much weight during riding season and still ride worth a damn, no matter that even in August your love handles are suitable for Samsonite's finest. Gotta eat a lot of food to ride a lot of miles. The old body needs plenty of nutrients to replace everything you're using up.

I don't know about you, but if I try cutting back on the calories much once the mileage ramps up, I drag all day like I just finished a hard session in the weight room after a five hour century ride. It's a big effort just to get down into a chair, never mind getting back out. I'm whapped and feel just awful.

Since I never do quite manage to get rid of the extra *avoirdufois*, every summer I grumble to anyone within earshot that if I could lose a few worthless pounds, I'd climb better, go faster, not get dropped, spend more time at the front, and possibly even win something. But no, instead winter adds a few pounds more, and I spend each spring trying to get back to only being as overweight as I was complaining about the summer before.

So part one of this year's plan isto lose the weight now, during the winter.

But, folks, I've got to warn you. Bodies aren't designed to lose weight in the winter, that's all there is to it. In fact, this seems to prefer the opposite approach. Unlike bears and squirrels, I have holidays to contend with. All those sweets to avoid, not to mention the big meals with kindly folks foisting extra helpings on you. There's parties with kegs and chips, and the goodies that show up at work.

Losing weight in the winter is as hard as climbing 6th St. hill with one foot unclipped. Less activity, more cold, more goodies. What's a guy to do? Maybe turn fat into muscle—part two of this year's plan.

That's where the other five 'S's come in. Start with skiing. I sure did, as soon as that big snow hit. Spent a few hours churning out-of-practice arms *and* legs when it's crispy cold out. Terrific workout. And afterwards? Might be just a tad hungry. And—*ouch!*—feet and legs need a break from *that* after a few days. Besides, the driveway's knee-deep in white stuff. Shoveling snow—especially the yards of the stuff we've had this year—guarantees two results. A sore back and a hollow gut.

What's next? Squats. All the racers swear these are an absolute must. Ah, the weight room. Some quality sweat in this aptly named hell-hole will certainly build bulging glutes, hamstrings and quads as I hoist ever increasing poundage. And I'll lose weight in the process, right? Seems a trifle counter-intuitive. Without fail, each trip to the squat rack produces a sore back, sore legs, and an aching stomach. Too bad stretching and massage don't seem to help with the stomach ache. Too bad I know what does!

How about a nice spin? Can't have the legs getting too leaden. Gotta keep those fast-twitch muscles firing once in a while. Maybe a swim. We're supposed to be cross-training this time of year. Besides, I ate too much after I did those other workouts, so I'd better work it off with a nice, easy swim or I'll never lose any weight. And this time I'm just going to eat a nice, sensible, low-fat, healthy, light meal afterwards. Not like yesterday, when I kind of lost control at dinner time, even worse than the day before.

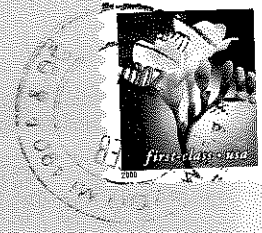
Which brings me to the key to the whole thing. Yes indeed, I've finally got it. When the old stomach screams, when the appetite's up, that's when I've got to remember the final S in my plan. The key to the whole thing. Doesn't matter if I'm stepping up to the weight bar, the tow bar, or the beer bar. It's winter, so get ready to suffer.

You may recall that last month Axel was extolling the virtues of overhauling his bike each winter. The following quotation subsequently found its way to our desk, and seems on point. Axel was unavailable before presstime for comment—Ed.

"There are two ways you can get exercise out of a bicycle: you can overhaul it or you can ride it. On the whole, I am not sure that a man who takes his pleasure overhauling does not have the best of the bargain."



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



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 ()

SEND TO: KALAMAZOO BICYCLE CLUB, PO BOX 50527, KALAMAZOO MI 49005