

KBC PedalPress

www.angelfire.com/mi/kbc/

The Newsletter of the Kalamazoo Bicycle Club

December 2002

President's Letter:

At the November KBC meeting, I was elected your fearless leader for the next twelve months. Which means you'll have to decide whether to waste your time reading whatever drivel I send the Editor each month.

It could be worse. You could have a front blowout going 40 mph, or your second flat tire 20 miles from home when it's 40 degrees, you're tired, cold, and hungry, and it's getting dark. I've survived both these events, by the way, and I'm suspicious that the vast majority of you would rather risk having to read a few paragraphs about your favorite sport, even if the author is yours truly.

Many of you know me, some do not. So a little introduction is in order. I've been riding 20 years after enjoying the almost obligatory fifteen year sabbatical which began immediately upon receiving my driver's license. I have previously served KBC as Vice-president, Secretary, and *PedalPress* Editor. I also ride lots of miles.

My wife Kathy is every bit as nuts about bicycling as I am, and is also KBC's database manager. We counted up our bikes the other day and came up with 14. Road bikes, mountain bikes, beater bikes, tandems, commuter bikes, even a bike we gave away that came home again. The vast majority of our riding is road riding due primarily to a perception that my personal mix of decent speed, rapidly advancing age, and mediocre off-road skills is a sure recipe to hasten my demise.

Kathy & I manage to survive the Wednesday night Hammerfest, and are usually at the Tour de Gull on Fridays. We go on at least one bike tour a year, and a strong argument could be made that we tend to be, shall we say, a bit *overtrained*. We're glued to the TV when the Tour's on, and even for the Giro and the Vuelta, and dream of riding in THE peloton.

Yes folks, your new President is a biking fanatic and proud of it. And while I might be preaching to the choir a bit here, I figure the world would be a far better place if everyone rode a bike. What's this fanatic got in mind for KBC? I'll think about it and get back to you next month.

Doug Kirk Kirkdoug@aol.com

KBC Wish List

Next KBC Meeting – Thursday, December 12th, 7:00 PM, Borgess Fitness Center on Gull Road.

There are still things going on at KBC this year that could use some planning help and input from you – in particular the annual **Recovery Party**.

And there's the entire season next year to prepare and plan for; the regularly scheduled weekly rides, annual rides and tours, Flowerfest, the Tuesday Night Time Trial Series, bike give-aways, parties and get-togethers. The mind reels with possibilities. Won't you join us at a meeting to see what is going on in your bike club?

Community Resource Coordinator:

This is the third time this notice has appeared in the *PedalPress*, and we still need someone to step up and take on this enjoyable position. As it is now, we have no one to comprehensively coordinate the community projects KBC is involved in.

With a number of community projects on the yearly agenda (bike giveaway programs, Portage Bikeway Tour, etc.), KBC needs a "point person" to organize and administer various bike related community projects.

KBC's Community Resource Coordinator would also facilitate programs concerned with child safety, bike helmet giveaways, bike rodeos, and other community events. This would be a good opportunity for someone interested in more episodic volunteer work, as each project could be handled as it came up.

If you've got a community bent (and I'm not talking recumbent), why don't you give this position a bit of your time? Contact any KBC board member if you're interested, using the contact information on the back page of this newsletter.

Upcoming KBC Event: Big Recovery Party

Mark your calendars now: **January 18th, 2003**, is the date of the **KBC Recovery Party**. Time? **7:00 PM**. This year, **Dave Newman** has generously volunteered his house to be the party site. Dave's address is 9754 Sunnywood Drive, in Oshtemo. Sunnywood is located east off 2nd Street, just south of M-43, about five miles west of Kalamazoo. Check here next month for more details...

Last year the Recovery Party was one of our best-attended events, with food, beer, prizes, awards, and lots of good cheer to go around. This year KBC will provide soft drinks and beer, utensils, cups and napkins, plus a few catered foods (pizza anyone?).

How about you pitching in with some potluck foods? **Members with last names beginning with the letters A – G, please bring a salad or appetizer; those with H – P last names bring an entrée; and you R – Z people, how about some dessert?** Adhering to this request will ensure a good mix of foods – and a nutritious, well balanced party.

For those of you who haven't yet seen the **Tuesday Night Time Trial and 31st Anniversary Party photos**, **Dave Newman** has volunteered to set up a slide show on his laptop computer at the Recovery Party. Come and see your fellow bikers fighting through pain – and get geeked up to participate in next year's Time Trial yourself.

So come one and come all. You're all welcome at this party. And get those cookbooks in gear (53x16 works just fine for me).

December Birthdays

Taylor Birmann
Billie Ann Blake
Al Cergol
Keith Eyre
Judah Gesmundo
Mike Jones
Dan Kallewaard
Dale Krueger
Wyatt Messenger
Jeff Miller
Donald Mitchell
Jason Rutgers
Karen Sue Mackaluso
Evan Spaulding
Reese Spaulding
Paul Stevens
Tyler Tompkins

Expiring Memberships

Jill Stewart & David Sluyter
Mark Uggeri Family

KBC Website and Electronic Communications Information

Some of you may have noticed lately that KBC is trying to get people more involved in the electronic side of the club. We're talking specifically about the website and the KBC electronic communications group.

There is a lot of good information on KBC's website, thanks to the unstinting and timely efforts of member **Larry Kissinger**. Besides downloadable maps of bike routes in the area, links to other sites of interest to bikers (Kalamazoo County Road Commission, for example, for roadwork updates), there are photos on the site - Flowerfest and some Tuesday Night Time Trial shots at present - as well as other KBC and regional biking-related stuff. The KBC website was started in February of 1999, and it has been visited more than 16,000 times. Although the site is accessed more often in the summer, the average is 14 hits per day. Feel free to make suggestions for the website, such as links to good bicycling sites, to Larry at kalamazoobc@yahoo.com.

In November 2000, Larry also created an **electronic communications group - KBC-general at YahooGroups**. If you're a KBC member you can sign up for this service and get and send postings from and to the group. These communiqués may include notices of upcoming non-regularly-scheduled rides, private sales of bikes or bike parts, or requests from people wishing to buy bikes or bike parts. It's also a forum where bikers can discuss biking related topics - riding protocol and behavior, etiquette, training and techniques. If you're a member, you can sign up to be on this list and take part in the discussions and goings-on. Since its creation, more than 470 messages have been posted to the group by KBC members.

For people who are already members and wish to take part in the electronic communications group, visit the KBC website at www.angelfire.com/mi/kbc/ and sign up. The process may seem a bit tricky, but read all the instructions and you'll soon be posting and receiving away. Approval from the webmaster may take a few days, as he needs to check the master database list to make sure only members are granted access to the site. We've taken this precaution to ensure that no unwanted advertisers or spammers hit our email boxes with items we have no desire to receive. And be assured; KBC does not sell, rent or otherwise distribute your email address to other parties.

So far, the YahooGroup has only 40 members, out of KBC's approximate membership list of 200. To make it easier for new or renewing members to get onto the electronic communications group, we've included a checkbox on the membership application form on the back of each PedalPress. Just check the box when you send in your application and you'll automatically be signed up and approved. If you decide later that you don't care to receive automatic email postings you can easily decline membership in the YahooGroup and unsubscribe at the YahooGroups website or by e-mail.

OUR LONG WHITE LINE

By Dave Sluyter and Jill Stewart

Several bike club members have taken a good part of the summer to bike across the U.S. Because of our careers, we need to do it in shorter segments. A few years ago we biked from Michigan to Bar Harbor, Maine, so this summer we decided to do the segment between Stillwater, Minnesota and Michigan. We chose the **Adventure Cycling** route, which heads south through Minnesota, and then through Iowa following the Mississippi River, crossing at Muscatine, Iowa, traveling east through Illinois and Indiana. We created our own route north through Indiana back home to Michigan.

The highlights of the summer of 2002 trip were the people. We met a father and daughter who were biking from Portland, Oregon, to up state New York. They were on singles pulling a "bob." Their attitude kept them going. The father said anyone could do this trip. They were not athletes; but each day they climbed on their bikes and pedaled along at a steady, moderate pace. If they were tired, they only did 20 or 30 miles, or they would take a rest day. They seldom went more than 80 miles in a day; they were the tortoises and they succeeded in their goal.

Another time we met a wonderful group of retirees at a restaurant in Indiana. They were totally enchanted by our adventure and we spent 3 hours having breakfast with them. One gentleman insisted on paying for our breakfast. As we climbed on our trusty tandem, they all waved good bye and wished us well. Our moment of glory was wonderful.

Of course we were faced with some exercises in problem-solving in planning this trip. The initial question was how to get a tandem and 2 adults to Minnesota? We only had 10 days to do the trip, so that eliminated the "out and back" option. Luckily, we have a good friend who had a few days off and who loves to drive. Loading the pickup with the tandem and gear and heading to Minnesota was a thrill. We laughed all the way out, and within 11 hours we were in Stillwater, Minnesota.

Our friend waved good bye to us at 6:00 a.m. the next morning and we headed into a very warm headwind, which continued for 7 of the 9 days. We had no rain, but lots of sun, heat, and humidity.

The order of the day was to be on the road by 6:00 a.m. loaded with lots of water and food. Finding places to eat in small towns in Indiana and Illinois was a challenge. Jeff Newman warned us of this. We tried to finish most of our biking by 3:00 but some days we were on the road until 5:00 or later. Minnesota and Iowa were very hilly as we followed the Mississippi south. The river could be mighty, or timid and shy as it wove

through deltas and around islands. It is definitely the muddy Mississippi.

When we crossed into Illinois the terrain changed dramatically. It became flat and straight with corn on the left and soybeans on the right. For variety, the corn would be on the right and soybeans on the left.

There was very little shade as the big deciduous trees were replaced by cash crops. Indiana proved a welcome relief, although a pesky northeast wind plagued us for the last 3 days of the trip. Here the large shade trees appeared and we had a delightful ride through a lake area around Warsaw, Indiana.

We arrived in Quincy, Michigan, two days early on a hot and humid Friday afternoon. It was fun to arrive home knowing that our entire mode of transportation had come from the power generated by 4 strong legs and a wonderfully engineered bike.

We traveled 901 miles in 9 days. Our daily average was farther than we had planned because motels were few and far between in farm country. So again dear biking friends, the important thing isn't about the miles covered or the hills climbed, but enjoying the scenery, people, and the adventure.

Thrill Ride, Laff Riot

For those of you who thinking biking all summer long is just not enough fun, try this on for size. A company called Winter X-Bike (www.winterxbike.com) makes ski attachments for mountain bike frames. Yes, really.

You first remove all the components from your bike; brakes, cables, cranks, derailleurs. Then you bolt X-Bike's \$300 conversion skis to the dropouts, and their footpegs through the bottom bracket. After that the only thing standing in the way of your winter downhill biking fun is finding a snow-covered hill. X-Bike's video on the website shows lunatic snow bikers carrying their ski equipped bikes on ski lifts on Mount Hood and other western ski areas. Timber Ridge has not returned my call asking if they'd allow such shenanigans at their facility. As if snowboards weren't hazard enough.

X-Bike's website video, in answer to my primary question about this new technology – "how do you stop?" – answered that query in fine fashion by showing snow bikers skidding to snow-spray-throwing "hockey stops" on their ski-bikes. Whoa! And doing jumps and bike tricks – like spinning the front fork 360 degrees while airborne! BMX and trick bikers are going to love this. Many new ways to crash and get injured.

And for you cross country biking fans, X-Bike even sells an attachment for replacing only the front wheel with a ski. Then you can pedal around in the snow - lacking much control of course, but biking still.

I'd be curious to hear if anyone has heard of or seen these ski-bikes in action, or if anyone is thinking of undertaking such a conversion this winter. Zolton Cohen

Editor's Letter: The Season in Review...

This has been a season of "Firsts," both for the bike club, and for me as well.

KBC picked up so many new members this year that we exceeded the 200 mark late in the summer. The primary reason for this increase was the **Tuesday Night Time Trail** series, started and administered by **Tom Cross**, which drew new memberships like flies to roadkill. This necessitated printing up more newsletters, and adjusting the database to reflect all the new addresses.

It also changed the way the newsletter is handled, mailed, and distributed. Earlier in the year several KBC volunteers looked into ways of getting the newsletters out to members less expensively and with less labor. Before the increased membership dictated that we do this assessment, a volunteer had to fold, tab, and stamp each newsletter, and then affix an address label. After that the newsletters were carted to the USPS where Lance and his boys whisked them around to your mailboxes. Well, maybe not Lance, Roberto, and the rest of the team. Local USPS employees did the job in their stead.

We used to print 150 *PedalPresses*, mail 125 or so to all the members, and distribute any "overage" to local bike shops to hand out to their customers. Now we have enough members that it makes economic sense to use a mailing service – saving money and volunteer labor. Due to bulk mailing price advantages, it turns out to be less expensive to send more than 200 pieces in a mailing than it was to send 125. So we're printing 220 copies and mailing any extras over the membership total to the bike shops.

Even with the bulk mail savings involved, the newsletter is still the most expensive item on the KBC budget. It is, however, the primary means of communicating club news, ride schedules, and notices. While use of the KBC electronic communications group has grown, as have the "hits" to the KBC website, the newsletter is expected to be with us for years to come. Enlisting the mailing service was a good idea, and will serve us well in the future.

Big Ride Group Numbers:

As membership in the club has grown, so too has participation in the weekly rides. The more riders who show up, the finer we can "tune" the ride groups to meet the needs of the club's members. On some of the Monday rides this summer there were four or five differently paced groups heading off to the south and west of Texas Drive Park.

That's great, but it also means there need to be more volunteers willing to step up to handle some of the ride leader responsibilities. In the past, and this year as well, there were few who volunteered to lead rides – a situation that must improve if the club continues to grow at this pace.

More members and more riders on the rides also mean that more problems and more complaints crop up. Some of the tribulations we dealt with this year, as we have in years past, were the expectations of first time riders, as well as a lack of general courtesy and common sense on a few of the rides. **Randy Putt, KBC Ride Captain**, intends to address some of these concerns next season by reiterating some of the behavior we expect to see on the rides, as well as better coordinating with the ride leaders the "actual" ride speeds with those listed in the *PedalPress*. Other specific areas that could use improvement are paceline skills and techniques, and not sitting up and waiting for riders at stop signs and red lights.

On the whole though, the regular weekly rides came off very well this year, with only a couple of crashes. Given the number of riders in some of the groups and the mileage many of us rode with the club this year, we're not doing too badly from a safety standpoint. Still, there is always room to improve, so Randy and the ride leaders are always working to make the KBC rides safer and more enjoyable for everyone involved.

TNTT:

As mentioned above, another big positive for KBC this year was the Tuesday Night Time Trial Series. I admit to having had some skepticism about the TNTT at first. My initial impression when I first heard about it was, "who is going to show up for this?" Boy was I wrong on that account. There were nearly 30 participants some nights, and the series even brought out spectators! I wound up volunteering to do some of the timing of the events, as did others who helped out figuring the final times and placement order, and manned the turnaround. Look for the Series to continue next year, but possibly in a different location – some place with less automobile traffic, and closer to Kalamazoo.

Moi:

On a personal note, I put more miles on my bike in 2002 than I have in any other year: over 4500 at this writing. The vast majority of those miles were with KBC sponsored weekly and special rides. I averaged faster speeds than I've ever gone, though I'm six years older than I was when I first started this sport. Not every mile was enjoyable (though most were); especially during the brutally hot and humid summer we had this year. But I learned many new things about biking, my friends, my bike - and myself. It was all worth the effort.

One thing that worked well for me this year was a modified training program of doing longer, slower rides most days (usually solo), and only hammering hard once or twice a week. It's a compromise I made to age - and probably wisdom. Still, when I see riders ahead of me, it's

difficult to suppress my natural desire to chase them down. So I also learned something about discipline this summer; those lessons will help me next year as well.

I had the pleasure of meeting many new riders in the club, and their spouses and children. Many of the newcomers became regulars - fanatics even - and some of the riders who had just started out in the sport last year blossomed into truly excellent bikers this year.

The ride I lead on Wednesdays, the Half Fast Ride, had gratifyingly large, eager turnouts. We must be doing something right there. People keep coming back for more. The usual suspects who showed up did very well riding together. We learned the idiosyncrasies of everyone in the group and managed to overlook the worst of each other's tendencies. It was a source of pride for all of us that whenever one of the regular Hammerfesters sat in with us they remarked that we ride "only a notch slower than the Hammerfest, if that, but it's a steadier pace." However it should be noted that we only ride 30 miles at breakneck speed while the H-Fest is a 46 mile route.

What stands out about this season, to me, are the kindnesses shown each other, through words and acts. There was outstanding help, concern and cooperation after the few crashes; friendship and camaraderie before, during, and after each ride; and good working through the few minor problems that cropped up. We heard compliments after nearly every ride, "You were strong tonight!" "Thanks for pulling us up that hill!" "What the heck have you been eating lately? You're killing us out there!" Typically, one Wednesday night, when I had been dropped from the main pack, Tom Cross slowed enough to allow me to pick up his wheel and lead me back to the group again. Then, one Friday night, after I had taken an ill-advised pull up a hill, Doug Kirk saw me struggling to hang onto the back of the peloton. Without a word being said he tucked his back wheel in front of my bike and pulled me along enough so that I recovered. Thankfully, I was able to return the favor one sweltering day when he had had too much of the heat and the bike (only temporarily, I can assure you!) and needed help getting home. These are memories and bonds that came about through biking.

We only have the opportunity to ride with the club about 87 times over the course of the summer (29 weeks - time change to time change - times three regularly scheduled weekday rides each week). Throw in half a dozen KBC special weekend rides and that's the summer riding season in a nutshell.

I made nearly every KBC ride this year. How did you do? And I'll be out again in 2003 because I like what I'm getting back from biking and from our club; I'm also willing to devote some of my time to making it work. How about you?

November, 2002 KBC Minutes

KBC's regular monthly meeting was held Thursday, November 14, 2002 at 7:00 pm at the Borgess Fitness Center off Gull Road. Present were Jeff Newman, Doug Kirk, Zolton Cohen, Emily Mattes, Tom Keiser, Kathy Kirk, Brad Fry, Matt Siebert, Denny Morrison, Rick Whaley, Paul Stevens, Rand Logga, and David Newman.

The meeting started promptly at 7:00 with the donation of a bike to a deserving young girl named Danielle. The donation through KBC was made possible primarily through the efforts of KBC member **Denny Morrison**, who I personally thank very much for his efforts in this regard.

Next up was KBC's annual election of new officers. The following were elected for 2003: **President: Doug Kirk; Vice-president: Jeff Newman; Secretary: Brad Fry; and Treasurer: Terry O'Connor**. These folks assume their new duties effective as of the December meeting.

Doug Kirk is continuing his efforts to get KBC declared a tax-exempt organization by the IRS, a status that would save KBC money, particularly for postage. There is a problem with just what section of the tax code the IRS might apply, and whether a section other than what we applied for would still get KBC the postage savings. Doug will keep working on this issue.

Matt Siebert spoke about the **WMU Cycling Team**, which has big plans for next season, including sponsoring one or two local races. Matt has lined up some sponsors and is selling jerseys and other cycling clothes. Information was in last month's *PedalPress*, or you can email him at MattSiebert@Hotmail.com. Matt says the WMU club meets alternate Wednesdays at 7:00 at Bilbo's Pizza on W. Michigan Ave., just west of Howard Street. Email him for more information.

Talk turned to finding a more central location for KBC's meetings, the thought being that the present location is not centrally located. After some talk about other possibilities, Zolton volunteered to see if we can hold the meetings at the newly rebuilt West Main School, which is just at the top of West Main hill, very nearly in the center of town.

Jeff Newman noted that Kalamazoo Valley Community College is offering spinning classes this winter; two successive 8-week sessions, starting with January's winter term. The classes are M - W - F at 5:00 pm. Contact KVCC for more information.

Finally, we talked about getting new KBC members automatically added to the KBC listserve (group email). Presently, people have to take specific action to be added to the listserve, a process that isn't easily understood. The result is that only about 20 percent of KBC's members are on the listserve. The KBC membership form on the back of the *PedalPress* will be modified so anyone indicating their interest will have their name forwarded by the database manager to the webmaster.

The meeting was adjourned at 8:00 pm. As a final, personal note, I now hand KBC's secretarial steno-pad to the new man on the job, **Brad Fry**. Unfortunately, this means you'll now find my rants and raves on the **front** page. Thanks Brad.

Respectfully submitted, Doug Kirk, outgoing KBC Secretary

Steve-o Rides the Iceman!

by Chris Barnes

(Editor's note: Say Chris, how did Steve come by the name Steve-o? It seems like everyone knows him by that moniker. Steve was on a few KBC rides this summer on the back of his dad's tandem, doing very well indeed. Here's the story of his first Iceman Mountain Bike Race.)

(The following is the rambling of a proud parent. So be forewarned).

I'm sure most folks have an Iceman story, so here is mine. Last year Stephen rode the 8 mile Slush Cup on a borrowed bike from **Paul Wells**, owner of **Breakaway Bikes**. Just before the start, while putting air in the tube, I pulled the valve out with the pump chuck. Yikes. What a mess that was! I was determined not to repeat the same mistake this year.

This year, Stephen decided to ride the full length Iceman from Kalkaska to Traverse City. For training we have been putting in some serious miles (for an 11 year old) at Ft. Custer and Yankee Springs. After racing BMX all year, anything over 1000 feet was considered a long ride for Stephen, and our one trip to the Kal Haven Trail was considered way TOO BORING. At least he had a new Trek 4900 MT Bike and the clipless pedals that are almost required now for BMX racing.

Stephen was registered in the under 14 category and was scheduled to take off in the last wave at 11:15. I planned to ride along with the extra water bottles and Clif Shot supplies, and make sure that things went OK. I was a little nervous about having an 11 year old on the trail for 3+ hours.

We got to the start line in Kalkaska in good time for the start and Stephen was ready to go in his (HORRORS!) Lycra tights and Breakaway Jersey. As we were riding to the start line, I gingerly rode up over a curb to get to an access road. Stephen was embarrassed that I was such a wimp and said "watch this bunnyhop!" and proceeded to jump the curb. He blew the bunny hop and WHAM! Instant snakebite on his rear tire! I had no spare tube, the car was a quarter mile back, and we had 14 minutes to the start. I did what I normally do in tough situations, I panicked big time!

We rode over the football field to the start line and up ahead---salvation-- the Mavic neutral support tent; at least until the Mavic guys said "sorry we only have tubeless technology." SOL. We were down to 8 minutes and the start line was packed with the 150 or so riders in the last wave. I ran to the announcer and begged that he ask the crowd for a replacement tube while a couple of other guys switched my back wheel with Stephen's.

Stephen was in tears, but at least he was in the race wave with my old wheel. We now had 4 minutes to

the start. My plea to the announcer was successful after he said the tube was for an 11 year old. A guy in the 45+ age group offered up his spare tube to me. Thank you. Thank you. Thank you!

I ran back to the Mavic tent and began replacing the tube in Stephen's wheel. I got the tube replaced, filled it with air and ran back out to the race wave and switched rear wheels back with Stephen's bike. The announcer said, "one minute to go," and I breathed a little sigh of relief since all I had to do was put my wheel back in my frame and get to the line. WRONG! Somehow, when someone had removed my rear wheel from my bike they had screwed up my rear cantilever (remember those?) brake and I had no rear brake tension! Fortunately the Mavic guys had the right wrench and I got the canti arm adjusted as the last wave took off. Stephen was somewhere in the ocean of 45+ Clydesdales, 35-45 year old women, 45+ women, and 14 and under men thundering down the course.

For those of you who have never done the Iceman, I can only compare the first sand pit to the Normandy beach landing on D Day. When you hit the sand your front tire gets squirrely and you lose all momentum. Riders fall and crawl back to their bikes as you're trying to ride through this sea of humanity, all the while praying to stay upright.

Once Stephen got to the sand pits he had recovered his spirit and was slugging it out with the rest of the group. He had started the race at the back of the wave and as far as I could tell he had passed about 5 other kids. I had caught back up to him on the first section of paved road and remarkably, both of our bikes were working perfectly!

After the sand pits and about 5 miles into the race the course becomes single track. Stephen was in his element here, and needless to say I was not. He was moving up through the field of riders and generally holding his own. The weather was OK for the race and a few light snow flurries were blowing in. Around mile eight or nine Stephen reeled in one of the remaining 12 year olds ahead of him. I was having a great time riding the race at a pace where I could afford to look around, encourage Stephen and the other riders, and generally enjoy the experience.

The Barnes support crew, consisting of wife Marian, daughter Betsy, and Tasha the Dog (team mascot), met us at a road crossing at mile 13. WOW! We were halfway there! Stephen was ready for the halfway point to be the finish line, but just as we were stopping for a Clif Bar, here came one of the 12 year olds bearing down on us. Stephen spit out the Clif Bar and said, "Let's ride!" He flew down the trail, and the other kid dropped way back.

About mile 20 the course begins to change from the two track sandy snowmobile route to the VASA →

cross country ski trail. In this area, the route gets much hillier and the course begins to take its toll on the riders. It is pretty common to see riders walking their bikes up the hills and through the sand pits. Stephen kept the speed up and really powered his way up the hills.

As he was riding up "the Wall," weaving in and out of the struggling riders, the folks at the top were cheering him on all the way. Stephen was wiped out at the top, but I could tell he was proud of his ability to climb the hill. At the third water station he passed another 13 year old, but I could tell he was really beat. Our longest training ride before the race had been 19 miles, and the 3 hours in the saddle since the race started was really taking a toll.

As we headed into the final mile, the course turned back to more single track, and Stephen got

pumped up to finish well. He passed the last 12 year old in the final kilometer of the race and finished strong.

After the race he ate a huge plate of stir fry at one of the vendor tents and swore he would never ride the Iceman again. His final time was 3:15, which was good for 1st place in the 12 and under Category. Stephen was the youngest single bike racer (I think there was a younger kid on a trailer bike riding as a tandem) and finished in 1600th place overall.

The next day he was ready to race next year's Iceman with his newfound knowledge of the challenge and effort involved. I think back to what I was like at 11 years old, and I couldn't have ridden two miles! I am very proud of his effort and commitment to the event and thanks to all of you guys that talk and encourage him on our tandem and single bike rides.

Mountain Bike Racing Update

Iceman results have arrived and KBC turned in a fine performance, as always! The ambitious Mike Miles also did the "Bald Eagle Challenge", a 42 mile point to point race in Kentucky. He placed 6th in the Expert 30-39 there. Nice job Mike!

Iceman Race Results

Overall	Time	Name	Class	Class Placement
26	1:49:53	John Meyers	Expert 35-39	3 rd
53	1:52:38	Greg Bouwman	Expert 25-29	2 nd
63	1:53:56	Mike Jones	Expert 40-44	5 th
145	2:01:14	Peter Skellenger	Pro/Expert	33 rd
254	2:07:44	Mike Miles	Sport 30-34	18 th
319	2:10:19	Tom Cross	Expert 40-44	24 th
354	2:12:21	Mike Birmann	Sport 40-44	17 th
356	2:16:21	John Spaulding	Sport 40-44	18 th
459	2:16:31	Rick Updike	Expert 45-54	36 th
800	2:28:25	Rob Nicey	Sp/Exp Clydesdales	36 th
823	2:29:07	Jeff Newman	Sport 25-29	77 th
879	2:31:10	John Howson	Sport 40-44	74 th
916	2:32:36	Scott Hite	Sport 40-44	77 th
989	2:35:14	Terry Hutchins	Sport 45-54	71 st
1027	2:36:28	David Bishop	All men 55-64	20 th
1317	2:51:43	James Stevens	Beginner 40-44	32 nd
1534	3:06:12	Keith Wilkinson	Beginner 30-34	46 th

Upcoming Events

Date	Event	Website
December 8 th	Robinettes Cyclocross	www.altelco.net/~emenaker/cxHome.htm

Changing of the Guard: New KBC Executive Board Officers

A new slate of board officers was elected during the November KBC meeting. Well, not all of them are new. **Terry O'Connor** stayed on as club Treasurer, and **Doug Kirk**, former Secretary, nailed down the President's position. Newcomers to the Board are **Jeff Newman** as Vice President, and **Brad Fry**, Secretary. We welcome these volunteers to the Board, and wish them well in their endeavor to make the organization stronger and even more responsive to the club's needs.

We also at this time must not fail to recognize the many contributions made by outgoing President **Karen Sue Mackaluso**. Karen Sue stepped into the role of club president several years ago at a time when the club had had no President for many months. We were essentially a rudderless ship and Karen Sue brought direction and much enthusiasm to the board.

When **Greg Bouwman** eventually became president last year, Karen Sue agreed to serve as Vice President - and then again became President when Greg's job forced him to move out of town. Due to her work schedule, Karen Sue was not able to put in as much time on the bike, or with the club, as she had hoped. However, her energy and interest provided a pivotal role in getting the club where it is today.

We hope Karen Sue remains involved in KBC, and that she and her husband, **Steve Secondi**, manage to free up enough time from their busy lives to join us on some club rides next summer. They're good bikers - and good people.

Other volunteers (among the many) who deserve credit this year are **Amy Lehman**, **Cheryl Olson**, and **Randy Putt**.

Amy, her work unknown to all but a few, has been the "folder, tabber, and deliverer to the mailing service" of the *PedalPress* for a long time. It's a thankless job - except for today, when she DOES finally get thanks - because it's one of those onerous, yet necessary, tasks that are completely invisible to most people. She's the reason your *PedalPress* was delivered in a timely manner, and she hands off her folding and delivering baton this month to **Randy Loga**. Amy also did a lot of good work at Flowerfest and in other aspects of KBC.

You know the bike racing results that appear in nearly every *PedalPress*? Those come from Cheryl Olson, herself an outstanding mountain bike racer. Cheryl routinely sorts through race results, selects out KBC members and their placement, and sends them (in graphic form, ready to print - THANK YOU!) to the newsletter editor. Outside of the race websites, and stories told at bars and at work, this is often the only mention or recognition some of these racers ever get. Thanks Cheryl, and keep those results coming!

Randy Putt, longtime Ride Captain, is in charge of organizing and administering the ride schedule on a yearly basis, recruiting ride leaders, developing ride routes and special weekend rides, and a myriad of other chores. The man can also turn the cranks on a bike. He also sends a monthly ride schedule to the *PedalPress* - occasionally using as a timepiece the same clock he employs to calculate his arrival at the weekly rides. He does a lot for the club, and the success of the weekly rides is due in large part to his efforts.

These are just a few of the many people working together to make KBC go - and grow. Maybe you'd like to get involved in doing something for your club. Many jobs take only a handful of hours a month. Why not attend a meeting and see what you can contribute to the sport you like so well?

Crassified ad...

Kreitler Challenger rollers, w/killer headwind attachment. Asking \$200 (they are \$450 retail in Colorado Cyclist). J. Scott Steurer Adnet 663-3648 (outside 269 342-3648) Email: jscottsteurer@eaton.com

Out There on the Fringe

By Axel Kleat

Ever wonder just how far out in left field people go in this sport? Then surf on over to www.ultracycling.com and join the Ultra Marathon Cycling Association. Thumbing through the magazine that will appear occasionally in your mail box is guaranteed to leave you thinking that Paul VanSweden and Al Muldoon and any other hardcore riders you know maybe aren't quite as far off the deep end as you thought.

You'll find tales of all sorts of truly epic rides; rides of staggering proportions, often in horrendous conditions. The stories are usually written by one of the lunatics who actually DID the ride, giving the tales a bit of a personal touch. Bear in mind that the participants get no financial reward and suffer in near-total obscurity while partaking in events like—oh, like an attempt to break the 24 hour distance record and coming up with 635 miles—and having to sprint with a fellow competitor at the line for the win. Or a stage race with just three stages, but each one is 200 miles long and features fifteen thousand feet of climbing.

Or you can read about several different 750 mile races. Two that caught my eye were the Rocky Mountain 1200 (kilometers) with conditions ranging from 85 degrees to snow; and Boston-Montreal-Boston (which this year included a nine-hour rain storm during which riders had to descend a steep mountain pass at night on brand new, pitch-black, totally unstriped asphalt). About 100 hardy souls tackled each of these events, and about ninety percent finished.

How about a quick jaunt over to Europe to be one of the 48 zanies who partook in the Race Across the Alps? That's a mere 340 miles, but to keep things interesting, the course included 13 mountain passes totaling 40,000 feet of climbing. After reading about stuff like this, a mere 24-hour challenge doesn't seem quite so daunting even to this wimp, who's never even lasted beyond 12 hours in the saddle.

The quotes offer plenty of laughs. *"I couldn't believe you can be so cold going uphill."* Mmm, boy. I'll bet the downhill was a real fun ride.

On the other hand, *"This was the hottest crossing (of America) ever—it was over 100 degrees every day, and hit a high of 124 degrees in Arizona" ... "I couldn't tell the difference between reality and dream anymore."* Gee, that's a surprise.

My personal favorite: *"A freak mid-March snow storm condemned me to 12 hours on the trainer."* Twelve hours on a trainer? Isn't that a world record? *"You need to be prepared to be in the saddle for long periods of time when you're physically and mentally exhausted."* Well, I guess that comes with the territory, huh?

Plus you can count on at least one article in every issue about ultracycling's Superbowl, the Race Across America. 3200 miles, which the fast folks complete in nine and a half days, with the slower ones taking maybe two or three days more. Hey, the Tour de France is 2300 miles and takes three weeks. Lance is a wimp!! This year's RAAM winner rode the first 700 miles in forty-four hours before stopping to take his first break—2 hours—before remounting.

Amazingly enough, these ultracyclists actually expect to pick up a few new members. Here are a couple of rides I found advertised. The editor of the magazine, John Hughes (whose monthly mantra "relax, breathe, do nothing extra" seems far more useful for couch potatoes) offers the Leadville (Vertical) 100 K ride. Fourteen days, 1400 miles, and 100,000 feet of climbing. Sound a bit too tough? Maybe you're thinking of something a bit shorter to start out? How about the Furnace Creek 508, with 35,000 vertical feet in "just" 508 miles. The ad promises a "life-altering experience." No doubt about THAT claim. Perhaps I'm just getting old, but when I think life-altering, masochism isn't the first thing that jumps into my mind.

KBC Kalamazoo Bicycle Club

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Phil Caruso
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2003 KBC Officers

President: Doug Kirk-----388-5045
e-mail: kirkdoug@aol.com
Vice President: Jeff Newman-----488-2516
e-mail: jeff@newmanit.com
Secretary: Brad Fry-----383-8047
e-mail: bafry@netonecom.net
Treasurer: Terry O'Connor-----342-4608
e-mail: Terry.OConnor@Davenport.edu

Other Important KBC Folks

Database Manager: Kathy Kirk-----388-5045
e-mail: klkirk@ameritech.net
Newsletter Editor: Zolton Cohen-----344-0200
e-mail: zcohen@ameritech.net
Ride Captain: Randy Putt-----649-1814
e-mail: SRBike@aol.com
Social Director: Emily Mattes-----388-9861
e-mail: jedi_tri_girl@hotmail.com

Kalamazoo Area Bike Shops

Alfred E. Bike-----349-9423
Billy's Bike Shop-----665-5202
Breakaway Bicycles-----324-5555
Milwood Schwinn-----349-6384
Parchment Bicycle-----343-8118
Portage Schwinn-----327-3393
Team Active-----962-7688
Village Cyclery-----679-4242
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Kalamazoo Bicycle Club Membership Application

- ☐ Yearly Adult Membership-----\$15.00
☐ 3 Year Adult Membership-----\$40.00
☐ Yearly Family Membership-----\$17.00
☐ 3 Year Family Membership-----\$45.00
☐ Yearly Senior (60+) Membership-----\$13.00
☐ 3 Year Senior (60+) Membership-----\$35.00

Renewal? Yes ☐ No ☐

Please Print:

Name _____

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City _____ State _____ Zip _____

Phone _____ Birthdate _____

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Permission to register your name with the KBC
groupserve list and receive all the group's email messages?
Yes ☐ No ☐

Family Member Names

Birthdates

_____	_____
_____	_____
_____	_____
_____	_____

Signature _____

Parent's Signature (If under 18) _____

Interested in working on KBC Events? Yes ☐ No ☐

Ride Category: ☐ Fitness ☐ Casual ☐ Competitive

Send to: Kalamazoo Bicycle Club P.O. Box 50527, Kalamazoo MI 49005