

KBC PedalPress

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The Newsletter of the Kalamazoo Bicycle Club

September 2002

Editor's Letter:

My friend **Dave DeBack**, KBC member and notoriously strong rider, used to say that whenever you went anywhere on your bike or your skis, you always learned something.

Dave and I used to bike and cross country ski quite a bit together. And during the hundreds of hours we spent sweating, laboring, and wearing each other out, I learned that he's always good for a few quotable items. This; this thing about learning something whenever you go out on your bike or skis, was one of his best. And I've thought about what it means many times over the years.

What do you learn when you go out on your bike? Well, when it's new you learn how to shift it. After a while that becomes second nature – you've learned that aspect of your new bike. Then you learn what seat position is most comfortable for you. And that white cotton underpants really do not belong under bike shorts. (Don't ask how I came across this nugget of information).

On skis, as well as on the bike, you learn what clothing works for the conditions out, and what doesn't. You learn that even though a pair of tights is labeled "bike tights" they can be used to ski in – and vice versa. You learn, after wearing a heavy cotton sweatshirt on skis or the bike, that synthetic fabrics wick moisture away from the skin and keep you warmer when it's cold out. And also that that same wicking action can keep you cooler in the summer – although there is absolutely nothing that can be done to improve your comfort level during the conditions we've had nearly every day this season! But that, too, is something you can only learn by riding in such heat and humidity.

You learn bike riding skills by making mistakes. Then you either crash, nearly crash, or hear from others that you've almost caused them to crash. But you learn. And then you can pass that knowledge on to others. On skis you mimic other, better skiers – the way they step through turns; crouch in an aerodynamic tuck on the downhills; and wax, stow, and tweak their equipment

Some knowledge only comes the hard way; leaving fully pumped-up tires on a bike in the back of a car on a hot day can cause the tubes to burst. I learned that. And that mounting your front wheel backward on the bike means the computer won't work – no matter how hard you pedal. Learned it. That taking a long pull at the front of the pack on the approach to the final sprint on the Tour de Gull is the best known way of getting blown out the back during that sprint. Hey, learned that more than once. Nearly every week in fact.

But the point is that by merely getting out and doing something unusual – riding a bike, gliding on skis – you can learn a whole lot if you keep your eyes open. It's an educational process. Do it and learn – perhaps for a lifetime. I hope to get smarter about these sports in the near future. I look forward to it. *Zolton Cohen*

KBC Wish List

Here's Our First Wish:

That you and your family come out to the **31ST Anniversary Ride and Party** at the Kal Haven Trailhead at 10:00 AM (ride start) on **Saturday, September 14th**. When you get back from your ride at about noon, there will be pizza and soft drinks waiting.

Last year this was one of KBC's best-attended events. The day was sunny and pleasant. The ride routes were creative and suited to every taste. And the food – well, the food tasted wonderful after everyone got back. Many people brought dishes to pass – and we request the same this year – so you could actually get a very well rounded meal out of the deal. Very nice.

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

The "regulars" who attend each KBC meeting during the year like to see new faces, hear new ideas, and don't care how fast you ride a bike, or even if you ride at all.

You can contribute some time and energy to the Kalamazoo Bicycle Club in a number of different ways. A good example would be an upcoming event – the **Portage Bikeway Color Tour** on October 13th, sponsored by the Portage Parks Department.

For the past several years KBC has provided monetary support for this Tour. In addition, KBC has provided volunteers to help with registration and to ride the route as "monitors." Sound like something you could do? It's fun. And with cider and donuts waiting at the end of the ride, it's rewarding too.

At this point we need some volunteers to help staff the registration table of this ride, as well as ride the route to keep an eye on things. Come to the next KBC meeting and find out how you can help.

Upcoming KBC Event:

Don't forget the **31st Anniversary Ride 'n Party** on **Saturday, September 14th**, at the Kal Haven Trailhead on 10th Street (the starting point of the Wednesday night rides)! The plan is to meet at 10:00 AM, ride for a while, and come back to the trailhead to eat at noon. There will be routes - and route maps - for 15, 20, and 35 miles rides, plus a ride on the Kal Haven Trail.

KBC will order in pizza for lunch and will have soft drinks, plates, cups, and napkins on hand. Please plan to bring something to share with others; snacks (brownies are always welcome!), other deserts, fruit, or salads. And bring a chair or two to sit on. This gathering was well attended last year and everyone had a great ride and a great time. It's a good family event.

Coming Soon: The **Portage Bikeway Color Tour** is scheduled for Sunday, October 13th, starting at 2 PM. This is a bike tour geared primarily toward families. It takes place on Portage's fine bike trails, with 9, 15, and 20 mile routes available. Look in next month's *PedalPress* for more details about this ride.

2002 Vineyard Classic TANDEM Invitation

Doug & Kathy Kirk are asking anyone with access to a tandem bicycle to plan to ride it at the **2002 Vineyard Classic Tour Sunday September 8, 2002** in Paw Paw.

They plan a tandem group departure at **9:00 AM** from the start of the tour at the **Van Buren County Human Services Building on Hazen Street**.

They plan to do the 60 mile route, but the important thing is to get as many tandems there as possible; the hope is to get at least 10. Most of the route is pretty flat and therefore good for keeping a group of tandems together.

Single bike riders are welcome to tag along BUT please ride in the very front or at the back so that the tandems can all stay together. If you've ever ridden a tandem in a group of single riders, you'll understand the reasoning behind this request.

PLEASE spread the word, and we hope to see you there.

Recumbent Rallies!

Michigan Recumbent Rally - West

September 7, 2002 (Saturday) 10am - 3pm, Western Michigan University, Kalamazoo

Recumbent bikes and trikes will gather for demos, short rides and swapping stories. Event is free. Held on the Western Michigan University main campus.

For more information visit www.LMB.org/wolbents, contact **Paul Pancella** at Paul.Pancella@WMich.edu or call 616/353-0125. Post Rally 4pm ride on the nearby Kal-Haven trail. Participants can stay overnight and participate in the next day's Vineyard Classic Bike Tour in nearby Paw Paw, Michigan.

Fall Recumbent Rendezvous

September 21st, 2002 (Saturday) 9am-3pm Stony Creek Metropark (northern Detroit area), Recumbent dealers, test-rides, displays.

"Buying your first recumbent" talk at 11am and 1pm. Group ride at 12 noon. Held at the Stony Creek Metropark Eastwood Beach shelter area, on 26 Mile Road just west of M-53. Event is free although there is a \$3 park entrance fee. For more information visit www.LMB.org/wolbents, e-mail wolverbob@cs.com, send a stamped, self-addressed envelope to Bob Krzewinski, 706 Dwight Street, Ypsilanti, MI 48198, or call 734/487-9058

September Birthdays

Lee Anderson
Eric Bekker
Mary Cohen
Cathy Doan
Kirsten Hemmy
Martin Horn
Fred James
John Looman
Ashley Mitchell
Rick Schmalzried
Tim Stewart
James Wyrick

September New Members

Ross Barker
Bruce Caple
Carl Clatterbuck Family
Steve Cox
Tom Gushurst
Joe Kucharski
Joe Kucharski Family
Dave Malivuk Family
Mark Murry
Erin Paske
Scott Powers
Jim Ross
Matt Siebert
Linda Tompkins Family
Gary Wank Family
Sandy Wyant

September Expiring Members

Chet & Jo Arnold
Herb Boven
Marjorie Coates
Bob Davidoff
Bruce DeDee
Mike & Sherry Higgins
LaDawn Showers
Peter & Andrea Thannhauser

Database Manager **Kathy Kirk** informs the *PedalPress* that membership in the Kalamazoo Bicycle Club has now topped the 200 mark. This is a 25% increase in the last year. Much of the increased membership can be traced to the **Tuesday Night Time Trial** series, where you must be a member to ride.

Kelli Emmett Revisited....

I took Axel Kleat's good advice a few weeks ago – the advice about watching bicycling events on TV while eating corn chips. My brother-in-law from Detroit, Joe Griffin, had sent me a couple of tapes of the Tour de France on OLN, and I was enjoying the action shots and expert commentary immensely.

When I was finished with one tape I popped in the next, but the Tour didn't start on that tape right away. Joe had inadvertently taped a mountain bike race before that day's Tour stage began. The race was at Alpine Valley in Wisconsin, and the course was a tough one. In addition, it had rained the night before and the trails were muddy and slick.

I'd never seen a mountain bike race, either taped or live, and didn't know what to expect. But I watched and learned, gaping in horror through much of it.

This is one brutal sport. I had always wondered about the number of cuts, bruises, and slashes I had seen on the arms and (especially) legs of some of the mountain bike racers who show up at KBC club rides. After having seen this tape I can understand where those injuries all originate. To me, riding up, down, and through some of the stuff these people were ramming around in looked positively insane.

There was one "chute" area that was an embankment to a streambed. The racers would point their bikes down this 12 foot tall, slick, muddy chute, lock up their brakes (or so it seemed to me), and hope for the best. At the bottom of the streambed were, guess what? Rocks! Big rocks! Most the size – and, I'm sure, the consistency – of concrete blocks. But that appeared to be of no consequence to the bikers who eagerly slid onto, and were vaulted over the handlebars into, big piles of these immovable objects. Bicycles in this environment looked, at least to my untrained eyes, utterly out of place.

And then the competitors got to a section called the "cheese grater." This featured a stretch of trail with, again, concrete block-sized boulders spaced in such a way that the bikers had to precisely thread their bikes through them, or get scraped off. Many simply picked up their bikes and ran through the boulder field, not wishing to break anything on bike or body. Wise choice.

I was sweating pretty heavily by the time the finish line came around. In fact, I had to watch the tape again in order to get over my astonishment at what I had seen the first time. When I did, I discovered something interesting. **Kelli Emmett** was in this race, and she was doing very well indeed.

Some of you may remember Kelli, a young woman who rode with KBC on the roads several years ago. She lived here in town back then, worked in a coffee shop, and harbored dreams of becoming a mountain bicycling pro.

In the years since, Kelli moved to Arizona and was chosen to ride on the **GT** (now **Luna Chix**) team. Her teammate, and roommate, is **Alison Dunlap**, the winner of these two (XC and short track) Alpine Valley races. Dunlap

is one of the top mountain bikers in America, and in the world.

During an interview at the post-race press conference, Dunlap stated that she owed her victory in the short track event entirely to her teammate, Kelli Emmett. It was Kelli, Dunlap said, who attacked at one point in the race, tiring out the competition and allowing her a little breather before she began her own attack.

So, good for Kelli. And also good for **Cheryl Olson**, current KBC rider, who also did the race. Kelli finished in 6th place, Pro class, Cheryl 8th in Expert.

When contacted by the *PedalPress*, Olson said that the Alpine Valley course was "torture." She went on to say, in response to a question about the difficulty of the course, "Yes, this is what mountain bikers do. The NORBA courses are quite extreme. They are usually totally rideable for an expert or pro rider if the course is dry; but they're still very technical."

"The average person would not attempt to ride some of the technical sections and I am always amazed that we are able to ride them. Staying upright not only requires good technical ability, but a bit of luck at times as well! If wet, all of the courses have lots of what we call hike-a-bike sections (you're running, carrying your bike). That particular chute at the streambed in the Wisconsin race was most easily accomplished by sitting down, holding your bike out in front of you and sliding down on your butt. Alison figured that one out and we all followed."

That's all well and good. But I think I'll stick with Axel's advice about the couch and chips. And I'll be cheering - from afar - the brave souls who engage in this sport. Racking yourself up on rocks and trees holds little appeal for me. But I respect the technical skills and ambition of those who do these events.

Zolton Cohen

A Good Use for Old Biking Gloves

Nicole Newman contacted the *PedalPress* recently with an unusual request. She's after your old, discarded biking gloves.

It seems she and Jeff have a neighbor who is wheelchair bound. He wheels around the neighborhood wearing gloves (work gloves, garden gloves, whatever) to protect his hands. Jeff gives him his old cycling gloves, for which he is very grateful, but they wear out before Jeff is through using up another pair.

So, if anyone has old, unwanted gloves in a large men's size, Nicole would be happy to pass them on to her neighbor. Get in touch with Nicole at justnicole@hotmail.com.

NOTES FROM THE RIDE LEADER

As I write this note the temperature is hovering in the mid-70s with clear skies. This year has been excellent for cycling with great weather. Attendance at KBC rides, both weekday and special weekend events, has been outstanding.

With the weather so nice it is sometimes difficult to take a day or two off the bike. I have found that it is important to take a few rest days. Doing so has improved my riding fitness. I just returned from a week's vacation and no bike riding, so I am ready to get back on the back on my bike. I spent some time visiting Smokey Mountain National Park and did some driving on the Blue Ridge Parkway. Both places offer outstanding bike riding opportunities. The Blue Ridge Parkway has a speed limit of 45 mph and I found it difficult to drive even that fast. Traffic is light, the road is good and the scenery is fantastic. Jenny and I saw numerous bikers on the road with happy faces on the down hills and not so happy faces on the climbs. I hope to ride the Parkway one of these days. At 469 miles long, stretching from the Smokey Mountains in the south to the Shenandoah Valley in the north, it would make a great week of cycling. It provides all the climbing and descending any cyclist could want.

The ride calendar is starting to wind down for the fall season. But there is still a lot of great riding left in the next couple of months; DALMAC over the Labor Day Weekend; the Wine and Harvest Festival Ride on Sept 8; Apple Cider Century on Sept 29. For you hard core riders who like a challenge try the Columbus Fall Challenge on Sept 28 and 29 in Lancaster, Ohio just south of Columbus. The Turning Leaves Century in Dowagiac is typically nice (Oct 13). The Hilly 100 in Bloomington, IN on Oct 5 and 6 is a great way to end the touring season. *Randy Putt, KBC Ride Captain*

SEPTEMBER RIDE SCHEDULE

The year 2002 KBC riding season is reaching another successful conclusion. Summer can't be over yet!! Riders, if you have not tried a KBC ride yet this year, time is running out, so bring your bike and let's go. When the weather cooperates, the attendance at the Monday, Wednesday, and Friday has been fantastic, up to 40 riders each night. The large groups are a mix of veteran KBC members and new members.

Riders and especially ride leaders bring your cell phones for emergency use. It is desirable to have at least one cell phone per group. The maps for the Monday, Wednesday, and Friday rides can be found on the KBC website (www.angelfire.com/mi/kbc/). Maps are also available from the ride leaders at the start of each ride.

NOTE: WEEKDAY RIDES START AT 6:00 PM IN SEPTEMBER.

In October all weekday rides will start at 5:30 PM.

The **Monday** Ride at Texas Drive Park will consist of five ride groups in August, which should provide a pace to suit riders of all abilities:

- 15-20 mile group at 10-12 mph, need leaders
- 15-20 mile group at 13-15 mph, led by **Mike and Sherri Higgins**
- 25-35 mile group at 16-18 mph, led by **Terry O'Connor and Fred James**
- 25-35 mile group at 19-20 mph, led by **Randy Putt** with **Rick Whaley** and a host of others filling in as needed
- 25-30 mile group at 20+ mph, no leader yet

The 10 - 13 mph group will generally ride the 15-20 mile route to Schoolcraft and back. The 13 - 15 mph group may ride the 15 - 20 route or the 25 - 35 mile route depending on the makeup of the group. These two groups are recommended for new riders. For more experienced riders who are new to the club the 16-18 mph group is recommended. The 16+mph groups ride the 25-35 mile route. The ride leaders make every attempt at keeping each group together although the 20+ mph group may split up from time to time.

The **Tuesday** ride meets at **Breakaway Bicycles** on Romence Road for a 25 - 30 mile ride at 16 - 18 mph on the 2nd, 4th, and 5th Tuesdays of the month. **Paul Wells, Steve Johnson** and others lead the ride from the bike shop. Also, on the 1st and 3rd Tuesdays, KBC is running the **Tuesday Night Time Trial** series at the Vicksburg High School, starting at 6 PM.

The **Wednesday** ride meets at the Kal-Haven Trail Parking lot. KBC plans to offer three ride groups:

- 10-15 mile group at 10-15 mph on the Kal-Haven Trail, need a leader
- 25-35 mile group at 16-18 mph, led by **Bill Strome**
- 25-35 mile group at 21+ mph, led by **Zolton Cohen**

The **Wednesday night Hammerfest** starts at the Kal-Haven Trail Parking lot at 6 PM. The pace of the ride is typically greater than 22++ mph and the route goes to Bloomingdale and back (about 46 miles). Since the route is well known to most of the regular riders, no maps are available for this ride. This group is typically large (more than 15 riders) and consists of racers and other experienced riders. There is no designated ride leader. The group typically fragments into smaller groups and the riders oftentimes do not finish together. This ride is hard and is not suitable for inexperienced riders. Some riders can be expected to be dropped from the main group.

Thursday night is social night at Texas Drive Park. **Beth Davis, Amy Lehman, and Kristen Gray** plan to share leader duties. Others are welcome to help lead. Riders of all riding abilities are welcome. The pace and distance depends on the riders who show up and is typically about 15 – 16 mph. This ride has been successful in July. Come out and enjoy the fun. Please contact Beth Davis at 343-0052 or Amy Lehman at 353-6477 with any questions concerning this ride, especially if the weather looks marginal.

The **Friday** Tour de Gull meets at Billy's Bike Shop in Galesburg for a ride around Gull Lake (27 miles). There are now two routes available. The traditional route is a great route with rolling hills and numerous views of Gull Lake. The new alternative route heads south out of Galesburg and rides through Climax on quiet roads. We hope to offer three ride groups this year.

- 15-16 mph group (need ride leaders),
- 17-19 mph group (need ride leaders),
- 21+ mph group led by **Randy Putt, Rick Whaley, Doug Kirk** and a host of others filling in as needed.

All groups follow the same route. We need ride leaders for the 15-19 mph groups. The routes for this ride are well established so the ride leader job is easy. Give it a try. If you are interested, please contact Randy Putt.

LAST SPECIAL WEEKEND RIDE

- The **31st KBC Anniversary Ride and Picnic** on **Saturday, September 14**, starting at the **Kal Haven Trailhead**. Rides start at 10:00 AM; eating to commence at noon. 15, 20, and 35 mile routes, and route maps, available. Plus, a trail ride for those interested. The various ride routes will likely be similar to last year, KBC will supply pizza and soft drinks, and perhaps you could help fill in around the edges with some potluck food. There have been many requests for brownies....

If you have questions about the above-mentioned ride or have suggestions for other rides, contact **Ride Captain Randy Putt** or **Social Director Emily Mattes** by phone or e-mail.

IMPROMPTU WEEKEND RIDES

Meet at the KVCC parking lot on **Saturdays at 9 AM** and **Sundays at 12 PM** for 30-80 mile rides. There are no designated ride leaders on Saturday or Sunday. Those riders who show up will determine the route, distance, and pace. Come on out to ride with old friends and meet new friends.

Check out the **KBC web page** (www.angelfire.com/mi/kbc/), and/or join the KBC-general e-mail group (join via the KBC website) for the ride calendar and for any last minute ride changes.

A Most Important Accessory - and a Good Safety Tip

by Zolton Cohen

On the **Ride Around Kalamazoo County** we were screaming down a large hill on D Avenue, passing over a bridge on the Kalamazoo River. There were big ruts on the bridge and as I hit one I heard a metallic clatter down around my bottom bracket. As we rolled out onto the flat area someone came up alongside me and said that my beloved Zefal HP frame pump (**Alfred E. Bike**, circa 1977) had fallen off, and that a car had already run over it. What a loss!

Later in the ride someone related a similar incident - one with more dire consequences - that happened on a recent Wednesday night Hammerfest. It seems **Dan VanSweden's** frame pump, again knocked loose by a road bump, fell into his rear wheel. It broke four spokes, stopping the wheel dead and causing the tire to smoke from friction with the road. Dan fell hard as the result of this mishap, screwed up his bike, and nearly took **Mike Jones** down along with him.

What is the solution to the problem of loose and falling frame pumps? A simple Velcro strap that secures the pump to the bike's frame. They're available for next to nothing at any bike shop, and they add less than an ounce to the overall bike weight. Cheap and lightweight insurance. You can bet my new Zefal HP4 has a strap around it, and I'm going to encourage everyone I see with a frame pump to get one as well. It's like a safety belt for your pump; it could save you too.

And speaking of safety, Mike Jones reminds everyone to point your bike's rear wheel quick release skewer handle toward the front of the bike, preferably in the small triangle created by the chain and seat stays. That way it can't snag on anything, and if someone happens to poke his front wheel alongside your back tire it can't open the skewer accidentally.

Ride Around Kalamazoo County Report

by Zolton Cohen

My dad used to say that there are no dumb dogs, only dumb dog owners. And the 24 people who participated in KBC's 5th Annual **Ride Around the County** on August 10th would surely agree with that sentiment. A dog/bike accident at about the 25 mile mark of that event marred an otherwise quite enjoyable ride.

The KBC contingent was headed east on Owen Drive after a thrill ride down steep 7th Street when a small, gray dog ran into the middle of the peloton. **Nicole Newman**, unfortunately, could not avoid the confrontation and went down hard on her side and back. She suffered road rash, cuts and bruises, and also had the wind knocked out of her. The major damage to her bike seemed to be a scuffed saddle.

The dog ran back to its house; day complete. He had sufficiently disrupted the calm and goodwill that had been present in the group since the early morning start on this sunny and pleasant day. His cowardly owners peered out their house windows at the crash scene, neither offering to help or offering up any apology for their negligence in allowing the dog to run free on the road.

After a brief recuperation period Nicole got back on her feet, brushed off the sand and gravel and, not surprisingly, decided to abandon the rest of the ride and head home by the shortest route possible. It was a sad incident in an otherwise promising ride.

But those of us who waved goodbye to Nicole on Owen Drive hadn't counted on her pluck and spirit. As the group rode on and reached downtown Richland, everyone was surprised to see her zipping around a corner up ahead — back on the bike and doing just fine! It seems that, after she recovered a bit more on Owen Drive and got back in the saddle she started to feel better, and she and her husband, Jeff, decided to take a shortcut in order to meet up with the group again. It was a real lift to see her.

Before they returned to the ride, however, Jeff and Nicole knocked on the door of the house where the dog lived. They spoke to the inhabitants, got their name and address, and received, in turn, a taste of the bizarre thought patterns of these particular dog owners. Instead of inquiring after Nicole's well-being, as any reasonable human beings might have done, they advised the two that they should be riding

on the Kal Haven Trail, "like normal people." They also asked if bike riders didn't have to have a special license to ride on the roads. And their primary concern, of course, revolved around their dog's health.

I won't editorialize much at this juncture, only to say that incidents like this drive me berserk. The irresponsibility and callousness of some dog owners when it comes to confining their animals (as is required by law) is astonishing. And it does little good to direct anger toward the dogs themselves. They are only doing what they are allowed to do. It is the dog owners who are responsible for the actions of their pets, and it is they who must bear the brunt of the consequences of those actions.

Nicole and Jeff contacted the County Sheriff's Department about the incident and received not much help. The accident, they were told, didn't involve a motorized vehicle and was therefore not much in the Sheriff Department's purview. Their next call is to Animal Control.

But back to the ride. The group rested and fueled up in Richland, where Doug and Kathy Kirk and Dan Kalleward enjoyed potato salad sandwiches on the village green. They had ordered egg salad sandwiches at Serafino's, but their server had some trouble differentiating eggs from potatoes. "Oh well," said Kathy, "more carbohydrates to burn through!"

Rollin Richman joined the peloton in Richland, sporting some wild, open toed sandals with cleats on the bottoms, and very soon thereafter the pace of the ride picked up. The route took in some of the familiar roads of the Friday Night Tour de Gull, and there were some sprints at the appropriate places. After this point the ride broke up into a couple of different groups. Heading west again the pace in the lead group picked up substantially as Dave Heintz stoked at the front, maintaining a steady 23-25 mph into the wind, up hills, and down dales.

Some riders, having had enough for the day, split off for home at the Vicksburg rest stop. Others, including Nicole and Jeff, continued at their same pace to complete the ride.

Aside from Nicole's accident, the ride was not without other "incidents." There were several flats along the way and a couple of chain fall-offs; a lost frame pump. But in general things went reasonably well. As well as can be expected, anyway, when you throw 24 bike riders, a gray dog, and thoughtless dog owners into the mix.

Self-Massage: Yes, We Know it Sounds Weird

For a lot of people, one of the chief highlights of Flowerfest this year (and also in years past), was passing over the finish line. It was at that point that you could get off your bike – and get a massage!

The masseurs from **Kalamazoo Center for the Healing Arts (373-1000, www.kcha.com)**, who had set up their massage tables on the site, had just the right touch on our tired, hot and sore bodies. Anyone who neglected to take advantage of this opportunity to get a (too brief!) professional massage certainly missed a lot. It was a great way to relax after hard physical activity. Some of us, in fact, attempted to sneak into the massage tent for a second go-around.

The massages were so welcome and refreshing that several bikers asked if they could take the masseurs home with them. That would be nice, of course, but somewhat impractical. Lance and his USPS team can afford full time, on-staff masseurs; we can't.

But that doesn't mean we're entirely without massage resources. If you've got a spouse or a close friend willing to knead and pummel you after your biking efforts, you're very lucky. If you don't, well, there's still something you can do to get the benefit of this relaxation and healing technique. It's called self-massage.

The *PedalPress* interviewed **Kathleen Beauchamp**, a massage therapist in Ann Arbor, for her views on post-biking massage. Beauchamp responded by relating some techniques, specific to muscles used in biking, that can speed recovery and ease soreness after a workout.

PP: What can bikers do through self-massage to help recover and to avoid sore muscles after a workout?

KB: There is value in moving lactic acid and other waste products out of the muscle tissue. That's the basis for sports massage: bringing circulation to the affected muscles to get rid of toxins.

PP: At Flowerfest, CHA did "compression massage." Is this the best type of massage you can give yourself after a workout?

KB: Compression is a Swedish massage technique that is used a lot in sports massage. A basic definition is a rhythmic, pumping action where the goal is to spread muscle fibers—thus increasing circulation to the muscle and helping to flush out toxins, such as lactic acid. It is probably one of the easier techniques you can do on yourself. You simply press on your leg. You would want to do this from a comfortable sitting position and you want the muscles you are working on, say the quads, to be relaxed. So sitting in a chair with feet resting comfortably on the floor would be best.

Other helpful techniques are vibration—taking your hand, positioning it on top of your quad and

shaking the muscle; *petrissage*—or kneading and lifting the muscle tissue (basically scooping your quad up with two hands and then letting it go...); and *tapotement*—rhythmic tapping of the muscle. You can make your hands into fists and beat on your thighs, along all different parts of the quads—it doesn't have to be very hard, but everyone has a different level of pressure that feels good to them.

The goal of all of these techniques is to increase circulation to the targeted muscles, which will flush toxins out of the area, hence decreasing soreness and recovery time.

PP: How soon after the workout should you do the massage? Immediately? Or later, after you've showered and cooled down?

KB: You must always, ALWAYS do a complete cool down before doing anything else. Massage is not a substitute for a cool down. In the long run, doing a complete warm up and cool down is the best way to prevent injury.

You could do massage post-event anywhere from right after your cool down to a day afterwards. You will probably receive the most benefit if you do massage within an hour to two after your event. It's best not to do too much massage right after an event though. About 15 minutes is all you should do right afterwards because your muscles are still quite fatigued and somewhat warm (even with the cool down) and doing more massage than about 15 minutes will usually add to the toxins your body has to deal with.

PP: Can massage be combined with stretching to reduce the time you're doing your post-ride cool down and recovery?

KB: Yes. Stretching is often used as part of typical sports massage. I would recommend doing stretching first and then massage. Stretching usually feels better right after a workout and, to many people, is an automatic part of their cool down. For bikers, do basic quad and hamstring stretches to your own comfort level.

PP: In biking we're mainly dealing with the quadriceps muscles in the thighs. But after a century ride we often have sore shoulders and arms. Any special techniques for those or other areas?

KB: The area around the knee has all the inferior attachments for the quads. It is a good idea to pay some attention to this area—ringing your thumbs around your knee, kneading the lower quads all the way down to the knee. And make sure to continue all the way up to the crease in the leg for the superior attachment.

(“Massage” continued on page 8)

(Massage continued from page 7)

The hips and gluts could be sore too; they're quite closely related, fascially, to the thigh muscles. I would recommend simply taking your fists and beating on your hips and butt for a short while. It's about all you can do on yourself and it does bring circulation to the area.

Because of the biker's position astride the bike the shoulders are forward and the arms are usually tightened. It would be good to incorporate some shoulder rotations and pectoral stretches into the cool down as well (stretching the shoulders back either one at a time or bilaterally).

A cyclist friend of mine who does massage told me that muscular impingements of the brachial plexus occur a lot in cyclists. That means the nerve trunk that supplies the arm is pinched somewhere, usually at the shoulder, but sometimes at the forearm. What that usually feels like is a tingling or numbness somewhere in the hand or forearm. It would be good to do some compression and kneading on the muscles of the forearm and upper arm, especially the brachioradialis (the biggest muscle in the forearm; you can grab it at the elbow) and the deltoid (near the shoulder) and the tricep (on the back of the arm). But you don't have to be that specific. If you just grab and knead the entire arm, paying special attention to the shoulder and forearm area, you'll automatically hit all the pertinent muscles.

PP: Should you knead the muscles directionally so that you're moving the blood back toward the heart?

KB: That is a good concept to keep in mind. But really, this comes into play only when you're doing deeper, long strokes (*effleurage*). These strokes are hard to do on yourself. Some people may be tempted to do long strokes down their quads toward the knee, but that's not really a good idea unless the pressure is quite light. Massage does affect circulation and when you're pushing blood away from the heart it puts pressure on the little one-way gates in your veins. These gates are there to prevent oxygen-deprived blood from going the wrong way down the veins. So sticking to compression, vibration and kneading when working on yourself (direction is not important with these techniques), is probably the best idea.

So there you have it; massage advice from an expert. If you can't get someone else to work on your muscles, massage them yourself. It's no substitute, of course, for a professional massage (highly recommended, and there are several good masseurs here in town, including those working at Center for Healing Arts), but just a little effort spent post-workout can pay big dividends in reduced recovery time and less soreness.

KBC Monthly Meeting Minutes

KBC's regular monthly meeting was held on August 8th, 2002 at the Borgess Fitness Center on Gull Road. Present were regulars Zolton Cohen, Karen Sue Mackaluso, Steve Secondi, Paul Stevens, Emily Mattes, Tom Keizer and Doug Kirk. Also present were newcomers Tim Buese, Ray Murphy and Diane Place, and Barry Bacon, Assistant Director of Parks and Recreation for the City of Portage.

We talked about several matters we aren't going to tell you about here, dearly hoping that curiosity will prompt a few more KBC members to attend. In addition:

Zolton brought up the idea of David Newman's (Dave was off rafting the Colorado River) that we ought to consider adding new members to the KBC email list serve automatically. The idea was generally well-received, and Zolton will check with KBC's webmaster, Larry Kissinger to see if he envisions any problems with this proposal. We encourage all members to contact any Board member with thoughts on this subject, as we plan to vote on the idea next month.

Next up was the **31st Anniversary Ride**, scheduled for Saturday, September 14th at the Kal-Haven trailhead on N. 10th St. We will ride at 10:00 AM, and party at noon. KBC will provide pizza and beverages, and members are asked to bring a snack or desert and CHAIRS.

Barry Bacon, from the City of Portage, asked that we continue our monetary and personnel sponsorship of the **Portage Bikeway Color Tour**, which is Sunday, October 13th, from 2:00 pm to 4:00 pm. We agreed to continue our sponsorship.

Tom Keizer gave proof that he's a tough guy, showing up in bandages after a nasty fall the day before, in order to give a report about **Flowerfest**, which came off very well indeed, and once again KBC made a profit. There was some discussion about coming up with a good way for KBC to thank the key volunteers for their efforts, which we recognize are truly substantial. We decided to mull this over until next month.

Ray Murphy brought up the subject of new KBC jerseys. Actually, this is not a new idea, Kathy Kirk and Karen Sue Mackaluso having tossed about the same thought previously. Two issues about club jerseys exist, and are closely intertwined: finding a good design and determining how many people would buy one. All agreed that this is the right time of year to get to work on the idea if the jerseys are to be done and available next spring. Anybody got a good jersey design they want to share? Contact a Board member (see back page.)

The meeting was adjourned at 8:00 pm.

Respectfully submitted, Doug Kirk, KBC Secretary

T-T Trouble *by Axel Kleat*

Yes, sir, that's trouble. With a capital "T", and that rhymes with "P", and that stands for... well, we'll get back to that. I knew that T-T Trouble was just down the road a piece when Tom Cross pulled off his plan to revive the Tuesday Night Time Trials.

For the youngsters out there, or the oldsters whose memories tend to repress truly painful experiences, a little history lesson is in order. Twenty years ago, KBC and the BCBC (Battle Creek Bicycle Club) held Tuesday night time trials. The out-and-back course began by the entrance to Fort Custer, just east of Augusta, and went east five miles on Dickman Road to the first turn-around in the median by the concrete factory, then back again.

My friend Paul, then the erstwhile Sultan of Spin but now the Cranker of 11 Tooth Cogs, talked me into giving it a whirl when I was barely into toe-clips. Sandy, a long-suffering woman from Battle Creek, ran the affair with an iron fist. It was well organized; someone even held you up as they counted down the seconds to your start time. On my first try at the event I promptly double-faulted by pulling out of a toe-clip, then reefed down hard enough to pull my rear wheel crooked in its horizontal dropout. Third time's the charm, though. I hyperventilated, spun, wheezed, cranked and generally suffered my way to a 26-minute-plus-change time for 10 flat miles; a terrific time, I thought, until I found out the fast folks were doing low 22's. Unbelievable.

I rode my bruised ego home, and though I kept vowing to return, perfectly good excuses kept materializing even after the time trial moved to Climax for a couple of years. Eventually, the Tuesday time trial faded away, and none too soon. My one experience was enough—I knew exactly why *cognoscenti* refer to time trials as Races of Truth.

So I had some psychological baggage ruminating around all these years. Enough that I had no trouble finding reasons to miss Tom's first two T-T's this year. Geez, I can't be trashing my legs the night before the Wednesday Hammerfest. But oddly enough, several otherwise sane people were heard to remark what fun the time trial was, and that I ought to come on out.

I weighed the pros and cons. I've spun tens of thousands of miles since my first T-T go around. Gotten a lot older too. Horizontal dropouts and toe-clips are things of the past, so at least I would be able to get started without too much drama. And I could

always whip out my advancing age, cranky back, and iffy knee as excuses for poor results. So one Tuesday I propped up my ego, showed up way ahead of time, rode a good, slow warm-up with a couple of hard efforts, and was unceremoniously slotted 9th of about 20 riders.

I rarely really race, so the adrenalin rush began while four or five people still preceded me at the start. The seconds crept by, then suddenly Tom was counting down the last five seconds.

The real pain began at about a mile—right after I had hyperventilated completely after a really stupid opening sprint through the gears. Then it was time to catch my breath just a bit, find the right gear and get to work. Real hard, steady work. Not like Wednesdays, when I bust my butt for a little while, then get a break until the next hard effort. There's no letup allowed in a T-T. The clock tells no lies, and I wanted a good time. There were people there I figured I ought to beat, and there was no telling just how fast they were going. My knees threatened total rebellion and my thighs actively planned a military *coup d'état*. My offer of chocolate and massage later bought very little peace. I tried to stay low and block out the pain. It was only ten miles...only ten miles. Focus, dammit, focus.

Finally the end was in sight. So I dug a little deeper. As I crossed the line I realized I was wheezing and my throat felt numb and tickly. I vaguely recalled passing two riders and getting passed once. It was all I could do to pant deeply.

Eventually life as I knew it returned and my fellow sufferers and I milled around groaning and telling stories. Suddenly Tom cleared his throat and, to my horror, began reciting everyone's time and place overall. Dang! It's bad enough that it's the race of truth, but did we have to broadcast the truth for all to hear?

My time was a third of the way down. Not nearly as bad as I'd feared, but a llllooonnnnggg way from the top two or three. I paused to think how much faster I'd have to go to knock a couple of minutes off my time to be competitive, and how much further down the road the top guys would be if we'd started side by side—two minutes at their 26 mile per hour pace is nearly a one mile advantage after ten miles. Ouch!!

Yes, Time Trial does start with 'T', and that does indeed rhyme with 'P', and that stands for Pedaling...and Panting...and Pain...and if you go really fast, well...Puke!

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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

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Interested in working on KBC Events? ☐ Yes ☐ No

Ride Category: ☐ Fitness ☐ Casual ☐ Competitive

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