

THE DIRT

THE OFFICIAL KAMBA NEWSLETTER – APRIL 2023



PRESIDENT'S NOTE

Hello! I'm honored to be the new president of KAMBA as of January 2023. Thank you for all of your support and votes!

Having grown up in Kenosha and enjoyed the parks/trails at PETS and Silver Lake, I'm really excited to take on this role. Our county parks are such gems in SE Wisconsin - it's hard to not love them for what they have to offer. I look forward to working with Kenosha County on continuing to improve both trail systems.

The official "Grand Opening" for the Pets trails will be June 2, 2023. Watch our website and FB page for more info in the coming month. There will be group rides, games, and of course.. the Biergarten!

Please feel free to email me at steve@kamba.org if there's anything you'd like to discuss. I look forward to seeing you on the trails!

Sincerely,
Steve Janiak
President, KAMBA

PETS GRAND OPENING

June 2, 2023 • 5:30 PM

This event will highlight the new multi-use track that goes throughout PETS, along with several new MTB trails. More info to come this month.



Plans for 2023

This is our first KAMBA newsletter for this year, and we hope to put one out every 2-3 months with news, events, reviews, articles, and member spotlights. If you have any content or ideas you'd like to share, please send them to todd@KAMBA.org.

Here's a rundown of our goals for this summer:

- **SLP** – adding trail to High Line, as well as improving corners and adding rollers and jumps throughout existing trails
- **Tike feature additions** – we will be adding an inner loop to the existing Tike trail that will have progressive skills features (aimed at younger riders) and a viewing/picnic area.
- **Pets Grand Opening Event June 2, 5:30 pm**
- **Pets** - there are 3 new trails nearly complete, and more to come.
- **Group rides** – more of these at SLP, PETS, or other locations. If you'd like to volunteer to lead one, please contact us.
- **Summer events** – fundraising event at SLP and Pets

This warm, wet winter was not good for the trails. There is a lot of erosion that needs to be fixed, downed trees, etc., so please be patient as we get through spring cleanup. Thanks!

Trust a Mechanic, Trust Your Bike

Take care of the little things before they add up.

By Todd Hauser. Todd Hauser is a below average athlete living in Kenosha Wis.

I am back to trusting my bike. I've been kind of a dummy about it over the last couple of years, and I hope you can learn from my mistakes. We take pride in being able to be the grease monkey at the end of the wrench to fix our bikes, but sometimes we really need a helping hand.

My bike is old by mountain bike standards. It is a full suspension 29er, but it is so old it has older geometry. I don't get that rowdy, so I don't really need a bike with slack geometry. Also I am cheap, so I don't want to buy a new bike. It is ten years old, so it has a 2X10 drivetrain. I kept going back and forth on whether to upgrade it to a 1X or leave it as it rolled out of the factory. Someone would tell me how great it is after they converted their bike, but then I would listen to a mountain bike podcast and they would say well, the bike was built for 2X and 1X conversion won't feel the same as a bike built with 1X. What if you mess something up?

Each ride I could talk myself into and out of 1X conversion. I bought the 1X spacers to keep my chain line optimized for the switch. I promptly put them in a drawer so I wouldn't think of them. I spent months waffling between the sizes of narrow-wide 1X chainrings. 30T? 32T? 28T? I'd worry about colors and what would look good on the computer versus what it would look like on my bike. I'd put chainrings in the digital shopping cart and leave them orphaned there for months at a time. I am impossibly cheap, so I spent too much time thinking about rear cassettes and the perfect ratio for my riding style. Should I keep my current 2X cassette and just live with it, or upgrade to something optimized for 1X? If you asked me to describe the process, 'fussing' is the best description I can think of.

(continues)

Trust Your Mechanic *(continued)*

Limping Along

Meanwhile the bike had actual problems to worry about. The last couple of years I've had some issues that kept me from trusting my bike. I had a silly crash in a rock garden during the COVID 19 protocols. It messed up my derailleur hanger, my rear brake and some other things. It took me a year to fully sort out all the things I broke. I have this habit of only remembering what needs to get fixed while I'm riding my bike. It took the rest of that summer and into the next year to get everything sorted out. I would do a brake bleed here, buy a new hanger there, then replace a piece of cable housing that got chewed up in the rock garden. When I finally got all of that done, my rear suspension started bottoming out. Of course I waffled between, it's not that bad and I need to do it now. It was getting late in the season and it had enough hours that it was due for a service, so I sent it in through a Specialized dealer. The front brake was feeling too squishy, so while my suspension can was off for service, the bike shop bled the brake. By this time I had spent a second year of having a compromised bike that I didn't fully trust to stop in time, control my speed on rowdy downhills, or soak up the bumps from roots and rocks.

It wasn't the end of my brake problems. Early last year the front brake started going out again. The brake was old and the hydraulic seals just didn't have it in them anymore to keep air out and fluid in. If you don't know how I handled this by now, then you need to have someone help you with reading comprehension. I spent a month thinking I just had it bled, it should be fine. Then I spent a month thinking it's good enough or forgetting about it until I was riding. Then I spent six weeks wanting to fix it, but remembering I have a spare brake somewhere in the basement I could replace it with. Then I wasted a month not looking for the brake. Which adds up to me wasting most of last year's riding cautiously or badly because I never felt fully comfortable descending or going fast in tight spaces.

New Year, New Me.

So this winter I got serious about what was going on with my bike. Like lots of riders, I had this idea I should be able to do all my own wrenching on my bike. But I gave that up as a New Year's Resolution. Whether or not I could do it isn't the point. The point is I wasn't doing it and my biking suffered because of it. I gave up on finding the brake in the basement. I gave up on the idea I should do the 1X conversion myself. I gave up on taking apart my bottom bracket to find a creak myself. I took the bike to an actual professional who is not only good at working on bikes but also enjoys it. He matched the brakes and they feel great. He did the 1X conversion after taking 30 seconds to recommend which cassette to use. He eliminated the creak and upgraded a whole bunch of pivot bearings that were worn out because the bike is old.

The bike feels brand new. The 1X conversion is exactly what I needed. The pivot bearings are exactly what I didn't know I needed. I feel great about new brakes that work. As mud season slowly turns into actual riding season, I can trust my bike. The same professional who fixed my bike likes to say, the bike can handle it. Maybe you can't, but your bike can handle it. I am finally back in a spot where I think that's true and I hope the same for you.

UPCOMING MTB EVENTS

APRIL – JUNE 2023

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| May 6-7 | WORS-Iola Bump and Jump |
| May 13 | WEMS-9 Hours of Alpine Valley |
| June 2 | WEMS-Jake Lake Crazy Eights |
| June 3-4 | WORS-Battle of CamRock |
| June 17-18 | WORS-ORA Trails Fest |
| June 19-23 | Kids Camp - Brooks Adventures |



KAMBA BOARD MEMBERS 2023

- President: Steve Janiak (2023 – 2024)
Vice President: Todd Hauser (2023 – 2024)
Treasurer: Mike French (2023 – 2024)
Secretary: Doug Herrick (2022 – 2023)
Social Media Coordinator:
Michael Reed (2022 – 2023)
SLP Trail Development: John Londre (2022 – 2023)
PETS Trail Development:
Dustin Llanas (2022 – 2023)