

“Bicycle Face”

Plagiarized by Deborah Cox

The modern bicycle — originally called a “safety bicycle” because it wasn’t as treacherous as a big-wheel penny farthing — was invented in the 1880s, ushering in the 1890s bike craze in America. Cycling was especially popular with women, as it offered a freedom they didn’t have before, such as easier means to travel where they pleased. Female cyclists also began wearing bloomers under skirts, which, in the eyes of some who disapproved, were a little too close to pants. The popularity of cycling (and its implications for women’s empowerment) caused something of a moral panic. Causing some medical authorities to claim that cycling, for women caused a new condition called “bicycle face.”

Which I sincerely hope I have!

Check out this article.



Once upon a time, the main danger associated with bicycling had nothing to do with being hit by a car.

Instead, some late-19th-century doctors warned that — especially for women — using the newfangled contraption could lead to a terrifying medical condition: bicycle face.

"Over-exertion, the upright position on the wheel, and the unconscious effort to maintain one's balance tend to produce a wearied and exhausted 'bicycle face,'" noted the Library Digest in 1895. It went on to describe the condition: "usually flushed, but sometimes pale, often with lips more or less drawn, and the beginning of dark shadows under the eyes, and always with an expression of weariness." Elsewhere, others said the condition was "characterized by a hard, clenched jaw and bulging eyes."

It's hard to find the very first mention of this "condition," but in an 1897 article in London's National Review, British doctor A. Shadwell claimed to have first coined the phrase a few years earlier. He went on at length about the dangers of bicycling, especially for women, describing how "cycling as a fashionable craze has been attempted by people unfit for any exertion."

Descriptions of bicycle face varied: some implied it could be a permanent condition, while others maintained that given enough time away from a bicycle, a person's bicycle face would eventually subside.

Explanations of the root cause of bicycle face also varied. Shadwell, for one, argued that the particular difficulty of keeping a bicycle balanced caused it, but that the accompanying overexertion also played a role. Some other publications felt that violating the Sabbath by riding bicycles on a Sunday was ultimately to blame. Most agreed that bicycle face could strike anyone, but women were disproportionately affected.

Obviously, bicycle face isn't a real thing. Which brings up an interesting question.

Why were doctors so worried about bicycle face?

In 1890s Europe and America, bicycles were seen by many as an instrument of feminism: they gave women a measure of increased mobility, began to redefine Victorian ideas about femininity, and were eagerly taken up by many women active in the suffrage movement.

Bikes helped stoke dress reform movements, which aimed to reduce Victorian restrictions on clothes and undergarments so women could wear clothes that allowed them to engage in physical activities.

As Munsey's Magazine put it in 1896: "To men, the bicycle in the beginning was merely a new toy, another machine added to the long list of devices they knew in their work and play. To women, it was a steed upon which they rode into a new world."

All this triggered a backlash from many (male) doctors and onlookers, who cited all sorts of reasons to dissuade women from riding bikes. In general, they argued, bicycling was an excessively taxing activity, unsuitable for women. It would lead to not only bicycle face, but also exhaustion, insomnia, heart palpitations, headaches, and depression.

The women who did ride faced a huge list of rules. Among the New York World's 41 rules for female cyclists printed in 1895 were "Don't refuse assistance up a hill" and "Don't emulate your brother's attitude if he rides parallel toward the ground."

Toward the end of the 1890s, though, many doctors began to publicly question the idea of bicycle face, noting that people concentrate when riding or driving any sort of vehicle without it causing lasting facial damage. In 1897, the Phrenological Journal quoted Chicago doctor Sarah Hackett Stevenson putting the issue to rest: "[Cycling] is not injurious to any part of the anatomy, as it improves the general health. I have been conscientiously recommending bicycling for the last five years," she said. "The painfully anxious facial expression is seen only among beginners, and is due to the uncertainty of amateurs. As soon as a rider becomes proficient, can gauge her muscular strength, and acquires perfect confidence in her ability to balance herself and in her power of locomotion, this look passes away."

Findlay Subaru Prescott

By Deborah Cox

Share the Road? I am not sure anyone expects car dealerships to support cycling clubs so next time you ride out Willow Creek Road on your way to or from Chino Valley, give our new Bike Prescott sponsor, Findlay Subaru Prescott, a friendly wave. It is especially meaningful that they are willing to support us at a time when cyclists and drivers of automotive vehicles are struggling to work out ways for us all to safely navigate public roads. It will be a powerful statement to the community to see the Findlay logo on our official club jerseys, vests and jackets.

Bike Prescott has always relied on a small group of local businesses for financial support. And, as the Prescott area and Bike Prescott have grown, so have our costs. So, a huge shout-out to Findlay Subaru Prescott.



SUBARU

Upcoming Special Events

We have quite a few fun events on our calendar for 2024. Below are the dates so that folks can add these to their calendar. All events are also on the Events Calendar on the Bike Prescott web site.

- April 19 Membership Meeting at the Mountain Club
- April 20 Stream Clean Up and Bike Ride
- May 11 Poker Ride
- May 15 Ride of Silence
- June 1 End of the Road Ride
- June 29 Pie and Ice Cream Ride
- July 13 Strawberry Shortcake Ride
- August 1 - 4 North Rim Trip
- October 5 Membership Meeting / Octoberfest Ride
- October 19 Bike Prescott Band Performance
- November 2 Membership Recognition Ride
- December 8 Annual End of Year Party / Membership Meeting and Elections

Bike Prescott Trip to the North Rim of the Grand Canyon

By Andrea Tesch

As most already know, Bike Prescott will be returning to the North Rim of the Grand Canyon again this summer. This is an incredible riding opportunity through beautiful country with limited traffic on the

roads. For those who haven't previously visited the North Rim, they will find that it is **MUCH** less busy and less crowded than the South Rim. It is also more rustic (think fewer amenities).

Our park service permit limits us to 50 riders. As of this writing 25 riders have signed up, so there is plenty of space left if others are interested. There is no limit of non-riding friends and family.

Riders must be current Bike Prescott members. We will meet in Jacob Lake August 1, ride the 45 miles to the North Rim August 2, and return to Jacob Lake August 4. Details on lodging, schedules, and related activities are found on the Bike Prescott Forum.



Rotating Paceline Workshop

by Wayne Wright

I will be leading a rotating paceline workshop on three Saturdays in June. The workshop is designed for riders who are new to rotating pacelines and for those who have paceline experience but want to hone their skills.

The workshop will focus on the specifics of paceline riding and on good group riding skills in general. We will not be trying to speed ahead as fast as possible or drop other riders in the group. Instead, we will learn how to use a rotating paceline to share the workload on a group ride by riding smoothly, predictably and safely.

If you're not sure about how a rotating paceline works, read Brian Lyons' article on the subject in this newsletter.

Some details regarding the workshop:

- The workshop will be held on three Saturdays: June 8th, 15th and 29th
- The workshop will be limited to 8 participants
- You must be able to attend all three sessions to participate
- Previous pace lining experience is helpful, but **no prior pace lining experience is required**
- You must be able to ride at a cruising speed of 15 mph on a flat road to participate
- You must have a Garmin or similar cycling computer so that you can monitor your speed while riding with the group
- Use of Tri or Aero bars will **not** be permitted

If you've ever wanted to ride in a rotating paceline but weren't quite sure how to get started this workshop is for you.

If you've ridden in a paceline but feel you could improve your skills this workshop is also for you.

If you have questions, please contact me by email: wayne.carlin.wright@gmail.com.

Iditarod Trail Invitational Bike Race

By Andrea Tesch

My friend, Chuck, recently undertook an event that many might consider a bit crazy. He attempted the Iditarod Trail Invitational bike race, 350 miles across the Alaskan wilderness.

This is an annual event where participants must ski, walk/run, or bike either 350 or 1,000 miles. All participants must be fully self-sufficient and carry necessary survival gear with them.

For the 350-mile race there are six checkpoints which provide food, and limited sleeping quarters, including two locations where participants can pick up drop bags. The fully loaded bikes weigh in the neighborhood of 80 lbs.

Most years the high temperature during the day is around zero Fahrenheit, and the nighttime low can be 20 – 40 degrees below zero Fahrenheit. Winds and drifting snow are not uncommon.



The official description of the event from their web site says: "A true test of human endurance, adaptability and mental fortitude, competitors travel 350 miles on the historic Iditarod Trail under their own power while hauling all of their survival gear with them."

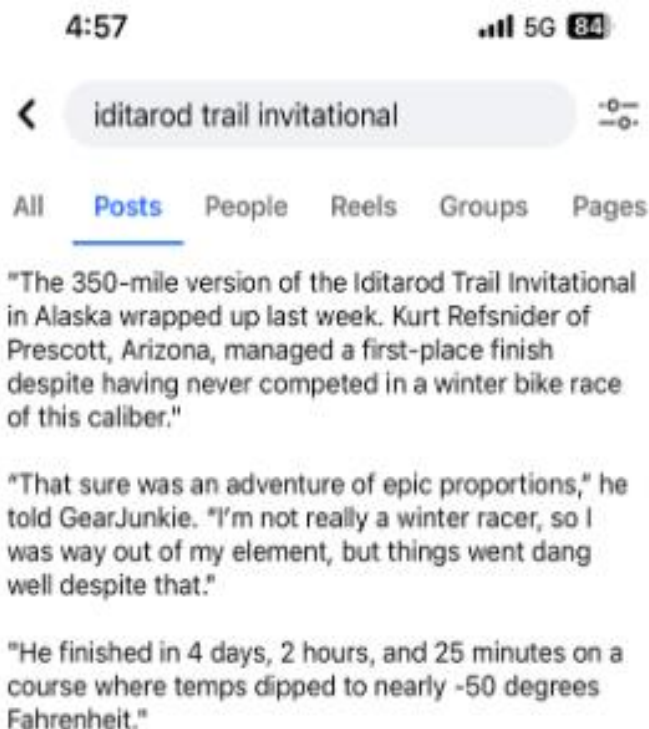
<https://gearjunkie.com/rookie-wins-itarod-350-oldest-us-olympic-marathoner-adventure-news>



In case you think that this is strictly an event for folks living in and embracing cold weather winter riding, consider that in 2020 the 350-mile event was won by Kurt Refsnider of Prescott, Arizona!!! Kurt completed the 350 miles in a bit over four days. Each year the times required to complete the event vary significantly depending on the weather and trail conditions of the year.

My friend's goal was to complete and enjoy the 350 miles. He had no illusions of being one of the first to cross the finish line. While he ended up not completing the entire 350 miles this year, his narrative is a great example of being prepared, maintaining a positive attitude in trying conditions, and knowing when to quit. I find myself thinking of him when I consider not riding because of a light wind or rain here. Below is my friend Chuck's narrative, lightly edited for this newsletter:

"Two of my favorite sayings these days are "Life is a participation sport, gotta be in it to win it." and "If you're grinnin', you're winnin'." Over the course of this event, I had the pleasure to embrace these to the fullest. While my time on the Iditarod Trail Invitational ended well before the endpoint of McGrath, it was truly a



wonderful journey through amazing scenery with a great group of like-minded folks. To say I am disappointed at the moment is an understatement. Since I began following the Iditarod sled dog race in the early 90's, passing through Rainy Pass, going down the Dalzell Gorge and traveling through the Farewell Burn have always seemed like the ultimate Alaskan adventure. Though never did I think that I would actually be able to do so. Then, when I began fat tire biking and participating in distance events, thoughts of trying began to form.

I am proud to have gotten to the start line well prepared and better trained than ever before. With the exception of a last-minute rookie move, swapping batteries of a bike light, all my gear worked. Even the bike light issue was overcome due to back up light options. Despite cold temps and high winds, I was warm and comfortable all the time.

The first few days of travel were magnificent with a firm trail across the relatively flat swamps of the Susitna Valley then up the Yentna and Skwentna Rivers staying nights inside road houses with hot meals and warm beds. On the third day a group of similarly paced riders headed out before day break toward the Shell Hills and to Finger Lake. The moon before day break and amazing trail had everyone in high spirits reaching a cabin at Shell Lake for lunch. However, the reality of fat biking in the winter and fickle trail conditions set in as the wind picked up to 20-30 mph and blowing, drifting snow soon closed in the trail which made riding impossible and pushing over drifts an arduous task.

All participants face the reality that as much as there is safety in numbers everyone travels on their own in events like these. Stronger riders/skiers/walkers cannot stand around cooling down waiting for the slower ones to

catch up. So invariably a group gets spread out and all plod ahead at their own pace.

Finger Lake checkpoint is a wall tent on a plywood platform tucked up against the bank in an attempt to be out of the wind. The flapping of the tent sides and the racers coming and going at all hours unpacking, eating and packing gear does not make it a restful place. It was here that last year I scratched due to high winds and breathing issues. Even though this year I was more diligent in using medication prior and during the race while sleeping that night I could feel my lungs begin to close up a bit.



The twenty-seven miles from Finger Lake to Puntilla Lake is considered the toughest section of the trail for the total elevation gain, steep climbs and exposure to wind both leaving Finger and coming into Puntilla. A group of nine left at 4 AM in 30-40 mph winds on a soft rerouted trail due to a rider having fallen through the snow-covered lake ice to mid-thigh deep water when pushing his bike the day before on the official trail. The absurdity of nine people pushing bikes through knee deep snow in the night with winds that catch and knock you over was not lost on anyone but no one suggested turning back. After a mile the main trail was reached and travel became easier but not rideable. Even when rideable, the head wind and sudden side blasts that knocked one over were difficult to overcome. Slowly but surely a more protected trail was reached in the trees, but due to the spruce bark beetle, freshly downed trees across the trail were frequent. By this time the group had spread out. The steep hills require pushing the bike up an arm's length, squeezing the brakes then taking a step up and doing the same over and over or grunting up until rest is required.

While I don't have a problem maintaining a positive outlook in these situations, I often fail to keep up with the caloric intake needed to maintain the solid effort even though I carry way too much food. A loss of appetite is common during endurance events. So, the longer I go, the less I eat, and the slower I go. The fallacy is the closer I get to the next checkpoint, the more I think I can make it, but the slower each mile gets. Some think it is better to pull over, cook, bivy, rest then move on refreshed. By the time I reached the point of considering this option the trail leveled, was without drifts, and had few rolling down hills. So, I pushed on to Puntilla. The stronger riders in the group arrived at Puntilla 6 hours before I did.

Although feeling fatigued on the trail and wheezing some, I was not yet overly

concerned. However, that changed after reaching the warm cabin just after midnight, eating dinner, and laying down to go to sleep. My breathing quickly became labored and I needed to use albuterol to gain some relief. In the morning, the walk over to the main lodge for breakfast was an effort due to dead legs but more so to breathing. Throughout the rest of the day, I ate multiple meals and drank as much water as I could.



After an adequate rest, a few of the stronger riders from the day before set out mid-day for the 10 to 12 hour effort to Rainy Pass. Most people try to time reaching the pass and the ride down the Denzal Gorge in the daylight. So others, like myself, planned to head out at midnight. The trail to the pass is 18 miles of moderate incline through an open broad valley where the wind scours and drifts the trail. The wind was strong enough through the pass in the days before that many people turned back and returned to the lodge. About a dozen riders and walkers set out in the darkness across the lake. I was feeling rejuvenated after 24 hours of feasting and resting, but was still experiencing labored breathing. As a result, my legs tired quickly and I was unable to keep up with the rest of the group. I settled into my own pace and watched headlamps disappear ahead. Through slow plodding and frequent rest breaks I made progress. Yet, the reality of my pace set in and the distance not only to the pass but to McGrath with compromised breathing had me questioning the rationality of continuing. Accepting the situation, I adjusted

my goal to go for an outing and be in an amazing place at sunrise.

The early part of the trail is protected through trees and around the bend from the long valley leading to the pass. I could hear the wind roaring above on the mountain tops. The stars were out and there was a feeble band of Northern Lights providing enough light to illuminate the valley. If I moved too quickly or the incline increased, I would soon be panting which gave me a new appreciation of what it must be like to be a climber at high altitude in the thin oxygen environment. Breaking out of the trees and rising up the valley the wind increased to about 15-20 mph and I soon saw a light heading back down.

A rider said the wind was much stronger ahead and he was not equipped with appropriate eye protection, feared frostbite, and had decided to turn back. I put on an extra wind shell top and bottom and continued on. The yellow tint of my goggles and the blowing snow illuminated by my headlight made for interesting visuals across the trail. After a time, another light was returning down the trail.

I had ridden with this rider the day before and even though she was strong enough to continue, the increasing wind speed had caused her to struggle to keep her bike upright and had put her out of her comfort zone. By now I had realized that at my slow pace I would start to have difficulty generating enough body heat to keep my hands warm. I still had another big puffy top and bottom layer so was not worried about my wellbeing but after consulting the GPS to learn I had covered three and a half miles in an hour and a half and dawn was still six hours away I realized I needed to accept my current limitations and that I had reached the end of my trail. After a few long moments of contemplation and appreciation of the beautiful scenery, I turned around and

enjoyed the downhill ride with the wind at my back and a grin on my face.”



If anyone wishes to know more about this event the website is: ITI (italaska.com). So, think of my friend Chuck and the other participants in this event the next time that you are hesitant to ride in our cool temps and wind. We are very fortunate to be able to live and ride here in the Prescott area 😊

Pacelines

by Brian Lyons

Earlier this year, we began a “Paceline Ride” to help hone team skills on this advanced group bicycling technique. It’s not easy, nor for everyone, but it can improve riding aerodynamic efficiency by as much as 25 percent according to real experts. To begin, we decided to rely on recommendations provided by USA Cycling, posted below. In addition to providing an opportunity for experienced riders to get more paceline practice, we wanted to make sure we follow recognized/ubiquitous processes, inform and educate experienced and newer paceline riders, and help create a safe environment in what can at times be a rather uncomfortable setting. Once you get used to riding in a paceline, you’ll enjoy and appreciate riding as a

team, and the increased speed with less effort that results.



We meet on Mondays at Fry's on Willow Creek Road; times vary depending on the season. We align our start time with McCarver's ride and can combine the two rides if that makes sense. We have three routes in mind, that are flattish and can be connected for additional miles and are out and back. Fry's to 89A, to 89, to Kalinich Lane, to Old 89, to Depot 89. Fry's to 89A to Viewpoint north, stay on Viewpoint to the end. Fry's to 89A to Viewpoint north, to Pronghorn Range, to north Antelope Meadows, to north Coyote Springs, to the end. The Viewpoint and Coyote Springs routes can be combined. The rides are 30 to 40 miles long. So far, the paceline rides have had mixed results, but they are mostly successful. We're learning how to ride with each other in close quarters, maintaining consistent speed, rotating lead riders with efficiency and calling out obstacles. Please give it a try sometime, paceline riding can be done at any speed. A couple of notes regarding the information provided by USA Cycling.

I don't know how to "flick an elbow" to signal you are coming off the front of a paceline. We tap our right hip with an open right palm, which means "it's your turn to take-over".

1. We seldom, if at all, ride in two lines. If we do start, there's a bunch of other things we need to do to maintain speed and safety. Single file is easier, more predictable, and safer.
2. We rotate counterclockwise. So, when coming off the front, tap your right hip, then slide over to the left. The paceline will pass you on the right, and the last person in the paceline will tell you they are at the end of the line. Then you can slide in behind them. Sometimes you'll be invited to slide back into the paceline to fill an intentional or unintentional gap.

From USA Cycling:

Pacelines are a lovely thing. They allow a group of cyclists to share effort and move more quickly than a single rider could on their own. They also require skill and the ability to stay alert.

So, what is a paceline? A formation of riders, usually a double or single line, sharing the work at the front of the group, and sharing rest among the riders in the draft. The higher the speed the more the riders benefit from the draft and the higher the skill required. Rotation is often based on speed or wind direction.

A bit about Paceline etiquette

- Don't jump into a group's paceline without asking. And when permission is granted join from the back. Note: this also applies to solo riders. Never just grab the wheel of somebody without asking.
- Be careful when blowing one's nose or clearing one's throat. The nice people behind you don't want to be on the receiving end of that gift. Best to do these things when on the back or out of the line.
- Don't wear headphones in a paceline. Being able to hear both your fellow riders and cars is key to safety.
- Calmly call AND point out obstacles in the road, no need to shout. Do this regardless

of where you sit in line. Sometimes snapping fingers and pointing is helpful.

- If you have aerobars, do NOT ride in them. This is extremely dangerous and there is no real aero advantage in a pack. The risk is not worth the reward (because there really isn't any reward).
- Ride at the back if you are unable to pull through at the same speed as the rest of the group. When you are recovered, you can join back in the rotation.

And now for the how-to and safety part:

- Ride in a straight line and avoid overlapping wheels.
- Avoid abrupt braking when trying to control your speed. Instead scrub speed by moving slightly out of the draft of the rider in front of you; sit up and catch more wind; "soft pedal"; or even brake slightly while continuing to pedal. Abrupt braking causes a lot of anxiety in the line as well as creating an accordion effect that nobody appreciates. It's also quite unsafe.
- When riding on the front, always be looking ahead for road hazards or obstacles so you can anticipate them and move around them gradually and smoothly. Avoid swerving and keep the group safe!
- Only ride as close to the rider in front of you as feels safe. If you do let a big gap open, speed up gradually to close it smoothly and steadily.
- Always signal when slowing, braking or turning.
- Watch for road hazards by looking ahead - not at the rear wheel in front of you. You can try to look at the front hub of the rider in front of you. This should help you see any hazards that lie ahead.
- When your turn at the front is done, signal to the rider behind you that you are coming off by flicking an elbow indicating it's their turn to come through. ALWAYS check to be sure it's safe to pull off before you do.

- When you pull through to take your turn on the front - maintain a steady pace – do NOT surge! This is not the time to accelerate and drop the rest of the riders in line.
- Know your place in line - know who has been riding in front of you in the rotation. This can help you when you know when you've reached the end of the line when dropping back. BUT always make sure you are clear to pull back into line before moving. Somebody may have gotten out of order.
- Keep it smooth and have fun!

Fun Times at Moab's Skinny Tire Festival

(Or: A Four-Day Road Biking Event in the Mecca for Slick-Rock Mountain Bikers)

By David Price



Moab, Utah, is a uniquely breathtaking town, set on the Colorado River and surrounded by amazing sandstone formations, with soaring mountains in the near distance. Two national parks – Arches and Canyonlands – are located

nearby. All good reasons that the area is a major tourist attraction, bringing in visitors from all over the world.

But what makes it even better (at least from the perspective of road cyclists) is the four-day event every spring that takes riders on four completely different and completely spectacular routes. A Moab road-riding couple founded the "Skinny Tire Events" organization in the early 2000's as a tribute to the husband's brother, who had died of cancer. The Skinny Tire Festival, a fundraiser for cancer survivorship programs, has grown from that beginning to become the major event that it is today. As the website claims, "[t]wo days follow the mighty Colorado River corridor, both upstream and downstream. The other two days climb the beautiful canyon roads into Dead Horse Point State Park and Arches National Park."

Day 1: Dead Horse Point State Park

We started the morning of this 64-mile sightseeing cruise in just-over-freezing temperatures, riding out a dedicated paved bike trail to our first rest station. From there, it was up, up, and up to arrive at the state park and a stunning panorama overlooking Canyonlands National Park and the confluence of the Colorado and Green Rivers. The route itself had amazing views that constantly changed as we climbed (and later descended), and to make matters even better, it turned into a beautiful sunny day. As an added bonus, Pam and I ran across Jeff and Betsy Macy along the route, who were also taking part in the festival.



Day 2: (Upstream) Colorado River Corridor

Another chilly morning to start, riding out, as advertised, along the really quite-mighty Colorado River for 24 miles. We were surrounded by imposing red sandstone walls for much of this ride, although the river corridor had broadened somewhat by the time we reached our turnaround point. The return trip served as an in-your-face reminder as to how awe-inspiring both the river and the canyon that it had carved over the eons really are.



had been previously. This provided the unique opportunity to tour some of the most amazing scenery in the country by bicycle, riding past formations that most people may be familiar with from books. We once again met Betsy and Jeff at a rest station and rode with them for most of the day's ride.



Day 3: Arches National Park

The temperature on the morning of the third day, which would take us into Arches (and which ride was limited to 250 cyclists), was a bit milder than it

Day 4: River Portal (Potash Road)

Forecast as a possibly wet day, the last day of the festival was unexpected nice and took us 19 miles downriver along the Colorado River. Once again, we rode along massive rock walls that the river had carved, passing petroglyphs and rock climbers along the way. Officially turning back at the point where the road turned to gravel

(although Pam and I – and a few other random cyclists – actually went out a little further on the dirt), we returned to the starting point in Moab and happily completed the festival's final tour.



Registration for the 24th annual Skinny Tire Festival, which will be held Saturday, March 8th through Tuesday, March 11th, is currently open for both the limited 4-day event and the unlimited 2-day option. (There is also a 2-day "Moab Century Tour, which will be held September 21st-22nd.) You can find the website for the Skinny Tire Events at: <https://www.skinnytireevents.com/>

Fun times in Moab, indeed!



Insect stings and how to be prepared, on and off the bike

By Brian Lyons

In January, I went on a Bike Prescott ride from Kirkland to Pat's Cattle Guard and Hillside, and back. Liz and I started at Skull Valley, for extra credit. On the return trip, about half-way between Hillside and Kirkland, I was stung on the right-side of my neck by a flying insect, presumably a bee or wasp or? It hurt like heck, and I tried my best to

remove the stinger while riding and wearing long-finger gloves.

Not long after, my inner right ear felt like it was closing shut, and the palms of my hands started to itch intensely. I knew I was having an allergic reaction and was concerned it could lead to Anaphylaxis, with breathing complications. Although I don't remember the last time I was stung, I do know there was no reaction.

According to the Mayo Clinic: "Anaphylaxis is a severe, life-threatening allergic reaction. It can happen seconds or minutes after you've been exposed to something you're allergic to. Peanuts or bee stings are examples. In anaphylaxis, the immune system releases a flood of chemicals that can cause the body to go into shock. Blood pressure drops suddenly, and the airways narrow, blocking your breathing. The pulse may be fast and weak, and you may have a skin rash. You may also get nauseous and vomit. Anaphylaxis needs to be treated right away with an injection of epinephrine. If it isn't treated right away, it can be deadly."

Thankfully, I was riding with Jim Sloan, who carries both children's and adult Benadryl. I took four children's Benadryl in Kirkland, my itchy palms and the inner ear swelling subsided, so I rode back to Skull Valley. Liz was already on her way there.

Liz, Jim and I met at Skull Valley Station for hotdogs, pie, and soft-serve ice cream. I won't say who had what. OK, I had two hotdogs. Anyway, while sitting there, my arm pits and waste-line began to itch, my hands were fine. I lifted my jersey to see my waste-line was bright red and swollen. I was now experiencing hives in the warmest, sweatiest areas of my body. So, I took two adult Benadryl from Jim, and we left.

Once at home, I took a long and extremely hot shower, which seemed to help. I got fully dressed and ended up in bed about an hour later. The Benadryl kicked my arse, but probably made things much better. I felt better later that night and by the next morning, the hives were gone.

A couple of days later, I went to the doctor, and she prescribed an Epi-pen and Methylprednisolone. I had a severe allergic reaction, not Anaphylaxis. But now I'm at increased risk of Anaphylaxis. If I am stung again, I'm to

take the Methylprednisolone for six days, even if I don't have an allergic reaction. I also need to carry an Epi-pen in case of Anaphylaxis. I can also take Benadryl for immediate and temporary relief. I am now officially allergic to bee stings.

To the point of this article. I recommend riders, hikers, runners, walkers, anyone who spends a significant amount of time visiting with nature, carry children's Benadryl, at a minimum. If not for yourself, for someone else. As in my case with Jim. Children's Benadryl is widely recognized and recommended because it quickly assimilates in the body.

Of course, consult with your doctor.

I carry four tabs of children's Benadryl in my saddle bag(s), four in a Camelback for mountain and gravel, and four in a mini first aid kit that is always with me. That kit also has an Epi-pen. Feel free to stab me in the thigh with the Epi-pen if I looks like I can't breathe. Ride safe.

If you'd like to learn more, please visit: [Bee sting - Symptoms and causes - Mayo Clinic](#)

Membership Update

By Kris Parsons

Please welcome our 7 newest members:

- Mark Armstrong
- Steven Baker
- Darrell Carlyle
- Bill Feldmeier
- Joe Galope
- Bobbi Good
- Karen Schonfeld

We're looking forward to meeting you!

Apologies if I have missed anyone, I am still learning to use our new database.

Newsletter Article Submissions

We'd just like to make sure that *everyone* in the club is aware that they can participate in the newsletter too.

Simply contact the Editor to arrange for submitting your article for the next publication.

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