



APRIL 1999 NEWSLETTER

SVBC OFFICERS

President:	
Vice-President: Bob McGovern-Waite	828-0954
Secretary: Eric Aschenbach	574-2798
Treasurer: Marcia Lamphier	289-6712

UPCOMING MEETINGS

April 12	6:00pm	Pre-meeting ride starting at Luigi's.
	7:30pm	Monthly meeting at Luigi's.

DOWN THE ROAD - March

If you read any one of the daily newspapers or listened to a any news broadcast, you might have discovered that Punxsutawney Phil (alias "The Groundhog") failed to detect his gray companion on February 2nd. If you happen to believe in old American folklore, we'll have four more weeks of winter weather. Many of you may be saying, "so what." I agree. With the winter that we have experienced, I do not think that Phil ever escaped into his winter-time slumber. Outside of a few cold days, the weather has been fantastic.....except for those who love to ski.

Once again, our Club started the another new year in a cycling type of fashion. Believe it or not, Bill Taylor organized his fifth annual Icicle Ride for New Year's day. Unfortunately, I could not join in the ride due to another commitment. Moreover, I have

not had the opportunity to cycle very much during the months of either January or February.

Since I was off from work on President's Day (bankers love holidays), I grabbed Randy Porter's Mountain Biking book and my mountain bike, then headed off to do one of Randy's rides. I chose Ride #72 - Fenwick Mines.

From the description, it appeared that I was in for a serious outing because the description reminded me of the Catherine's Furnace ride (in Rockingham County). After hopping on my bike, the Fenwick Mines ride quickly started with a 2-mile climb. The grade made my legs burn after a short distance; but, I kept going. After a short, and I mean short, leveling-off stretch, the forest development road, again, turned into another serious 2-mile climb. I'll just say that the climb was worth it.

Riding on the ridge of Bald Mountain was breath taking. Then came the 6-mile downhill, white-knuckle ride. Even though I was riding on a forest development road, it somehow had a way of changing into a single track (not an often-traveled FDR). The final leg of the journey took me on an abandoned railroad spur. The old C&O used it to carry iron ore out of the Fenwick Mine. I have discovered that around the turn of the century, the area around Roanoke supported quite a few iron/coke mines. I loved the spur section because it was rather flat and lead me through areas that were quite beautiful.

March's weather can be so unpredictable. I hope that March's weather will be at least good for weekend riding.

Until next time, keep those pedals spinning.

Knically

Mark's Bike Shop, Blue Ridge CycleWorks, and Mole Hill Bikes
all contribute to the cost of the monthly newsletters.

Please support these local shops.
(Also underwritten by R.R. Donnelley & Sons Company)

DOWN THE ROAD - April

I have always believed that one of the major responsibilities of being involved in any club is to help motivate and inspire other club members. Life is like that, too. Yet, how do we get inspired when the task is overwhelming? Mark Twain once wrote, "The secret of getting started is breaking your complex overwhelming tasks into small manageable tasks, and then starting on the first one." Now that does not seem to be an earth shattering idea, does it? So, with that thought and idea in mind, lets embark on the promising day ahead.

During the last week of February, First Citizens Bank sent me to Marlinton, West Virginia to work out of the local branch. Looking at a map, I noticed that Snowshoe Resort and Elk River Resort were close to the town. So while packing my car, I also packed my x-county skies, mountain bike, and hiking boots. After arriving at the bed and breakfast, Jeannie, the inn keeper and (now) friend, told me about the town and the many activities. It sounded like an explorers' town, waiting to be explored. Since the Greenbrier River Trail ran through the middle

of town, I rode almost every day after work. I got in a total of 45 miles on the trail. After finishing my hour-long rides, I felt refreshed and ready to take on other small manageable tasks. It was (and is) a good way for me to feel good about myself. Once daylight savings time begins in April (clocks ahead an hour), there will be more evening daylight hours to cycle. So go out and join a group of excited and motivated cyclists.

Until next time, keep those pedals spinning.

Knically

MARCH MEETING MINUTES

Neups talked with VDOT about obtaining a different section of highway for the Club to adopt. Apparently there was some confusion between the Richmond office (who sent us our certificate) and the local office (who assigns us our section of road), because we still have another year to go at our current site before we can switch. For all of you out there that submitted suggestions for a new section of roadway to adopt, we will have to wait until next year. In the meantime, there will be another work detail along our current section of road on April 10th at 9 a.m. There may be a ride after the work is done, so check the calendar.

The VDOT Bicycle Guides that I mentioned in the last newsletter are here. If you have not been able to acquire one, and are just dying to know where to go cycling in other parts of the state, please contact me.

The Treasurer's Report was \$2,717.09. Few additional suggestions have been received since our last meeting as to whether our budget surplus should be saved, spent (how?), or both.

A very important question was brought up: "Do we want to have a Bike Festival this year, and if so,

what would be the true reason?" The Chamber of Commerce will not be putting a bike festival on this year and we are wondering if there is enough interest among club members to organize a similar event? A preliminary idea would be to scale it back to something that is manageable given the time constraints. Please contact a club officer immediately with your opinion, because if we want to put on a show we have to get the ball rolling yesterday.

We apologize for not having the ballot in the last newsletter. This edition should have the ballot, so please get out and vote. Ballots can be mailed in to the Club's P.O. box, or dropped off at the next meeting. The next meeting, by the way, will be back at Luigi's. There will also be a pre-meeting ride, so check the calendar for the date and time. One final note is that the starting location for the Wednesday evening rides will initially be scheduled for the parking lot at Harrisonburg High School. See you there!

Eric

TRASH TIME

We'll be doing our semi-annual spring trash pickup on April 10th at 9am. Meet at the post office in Penn Laird. It shouldn't take but about an hour. Thanks!

Neups

WELCOME NEW MEMBERS

Bruce Miller

Dayton

WELCOME BACK RETURNING MEMBERS

Al Clague Family

Harrisonburg

Dary Erwin

Harrisonburg

Art Fovargue Family

Harrisonburg

Scott Ripley

Mt. Sidney

Thanks to all the above for your continued support of the Club.

SVBC ACTIVITY COORDINATORS

<u>Century</u>	Art Fovargue	433-9247	<u>Newsletter</u>	Neups	434-1878
<u>Rides</u>	Bill Taylor	433-7154	<u>Time Trial</u>	needed	
	<u>Advocacy</u>	Len VanWyk	432-0138		
	<u>Web page</u>	http://www.math.jmu.edu/~vanwyk/svbc/			

WEDNESDAY EVENING RIDES

Due to circumstances beyond my control (my job at First Union Bank was eliminated March 5th), we are changing the location of the Wednesday evening rides this year. We will meet in the parking lot of Harrisonburg High School at 5:15pm.

I will be out of town until April 19th. However, I have left word with various regular Wednesday evening folks to lead the rides in my absence. If you need further details, please call me at 289-6712 or Bill Taylor at 433-7154. Looking forward to seeing all of you in April. Please pass the word on the location change. Thanks.

Marcia

'CROSS CULTURAL EXPERIENCE

It all started last spring...I was looking for a new bike to replace the aging French steed that I had purchased in high school. My initial search was for a road bike, but that desire morphed into a quest for a real multi-purpose machine. Something with road geometry, rack mounts, two or more water bottle mounts, and chainstay spacing that would accommodate wide tires and fenders if need be. It looked like I was heading for a modified mountain bike. I scanned catalogs, websites, and magazines until I was almost crazy. Just when my eyes were about to glaze over, I

found what I was looking for-- a cyclocross bike. The style and features of the frame fit my desires, but there was one problem...I did not race cyclocross. No matter, I thought, I could learn the techniques if I wished and until then it would be my multi-purpose "road bike." Little did I know that this was only the tip of the iceberg!

I purchased the frameset and had the bike built to my specifications. After one minor setback due to a manufacturing error, the frame took the stand and quickly became a bike. The initial test of the bike's usefulness came only a few days later on a trip

down the Blue Ridge Parkway. With a rack on the back, and very little experience at loaded touring, I quickly found that the double chainring up front was inadequate gearing for this type of task (or perhaps the engine had inadequate power?). The gearing choice was made to decrease weight slightly, and to keep the bike in the true sense of its cyclocross genes. I was beginning to wonder if I had made the right choice in parts, however. Luckily for me my trip was sagged by a family member, and some of the more potent mountains of southern Virginia and

North Carolina were viewed from the car.

After the trip, I stripped the bike down so that it resembled a road bike rather than a tourer. Gone were the rear rack, bags, gear, lighting system, and much of the weight. It felt like a new ride, and I started to enjoy the bike even more. There was one peculiar aspect to the bike though, the road tires barely filled any of the space between the fork and chainstays.

As fall drew closer, the rumor that there was going to be a cyclocross race series in Virginia became a reality. There were twelve races scheduled between Richmond, Charlottesville, and D.C. over the fall and winter. I was curious what a race might be like and decided to enter the inaugural event. But first, I had to prepare the bike and myself.

I sought advice from people that had raced cyclocross, seen cyclocross, and even heard of the word cyclocross. It was politely suggested, with a sheepish grin, that it would be painful fun. I did not think that those two words were synonymous. I put some knobby tires on the rims – now the bike was starting to look ‘normal’. Next I removed the water bottle cages so that I could better grab the bike to lift it over the 14-inch high barricades and shoulder it for the run-ups. I practiced a few sessions of dismounting the bike, running barriers, shouldering the bike, and remounting. However, I was hoping that my general fitness from riding all year would get me through the race. Boy, did I ever underestimate the amount of suffering I was about to endure!

The day of the first race was warm and sunny – highly abnormal conditions for cyclocross racing, which typically involves inclement

weather due to the months the season covers. I checked the course layout and warmed-up before settling in to place at the starting line. I was nervous, but tried to channel that energy into positive thoughts. The starting gun went off, and the 12-15 participants in my division drag-raced down a parking lot towards the first barricade. The majority of us converged on the narrow obstacle at the same time; and there were collisions as we all dismounted, lifted our bike, and then swung our legs back over the seat. Some of the swifter racers passed through unscathed and quickly put distance on the main pack as we headed into the singletrack. It could have been worse.

The first run-up section was on an open, grassy bank. It went up at about a 60-degree angle, but luckily was less than 15 feet long. By the time I had remounted at the top, however, my heart was in my throat searching for a way out. The race continued on and we entered another section of singletrack. The pack was still together and racers were jockeying for position on the narrow trail. I was bumped sideways and immediately encountered a log on the side of the trail, ending up with my back on the ground. I quickly jumped onto my bike and reestablished contact with the pack. It could have been worse.

The second run-up was more difficult. The barricade at the bottom was set at a harsh entry angle on off-cambered terrain. After I heaved the bike onto my shoulder and cleared the barrier, I still had about 60 feet of hill to run. Upon reaching the top, I encountered a new level of pain that I am not sure I ever achieved

before. Not only was my heart screaming, but my legs and head were making an equal cacophony. Things could have been better.

The next sections consisted of "fast" road and grass. I felt like I was going as "fast" as a turtle. There was a double set of barriers and a short climb back to the starting line. When I reached the line, I had completed one lap of just over one mile in length in about seven minutes. I still had around 38 minutes of racing left, or so I thought!

After several more laps, I crossed the line at around 42 minutes. The object was to complete as many laps as possible in the 45-minute time limit. The cruel twist was that you had to complete one additional lap after the 45 minutes had expired. When I crossed the line again at 49 minutes, I still had one more lap to go. ‘Survive’ and ‘finish’ became my new objectives.

When I finally did finish, I returned to my car to patch my pride and evaluate my sanity. Finishing that race was winning. I had raced bikes before and I had run competitively for over eight years, but never had I combined the two in such an extreme set of self-imposed stressors. I was certain I would never enter another cyclocross race in my life. However, several days later I realized that despite the temporary suffering, it had been a fun format of racing. Since then, I competed in four races in the Virginia Supercross Series before it ended in late February. I guess pain and fun can occasionally be synonymous!

Eric

CLASSIFIEDS

FOR SALE: Two bike roof racks. A bit aged with a bit of iron oxide, but still functional for that second car, or where cosmetics don't matter.

#1 - Barrecrafters Spoke Tote (BR-20) - Was last on a '72 Capri (was necessary for structural integrity of auto). Connects to rain gutters (remember those?).

#2 - Convert-A-Porter (No. 1002) - Was last on a '76 Datsun hatchback. Connected to an inverted rain gutter (designed to keep water on road from splashing your roof - never caught on).

Both carry two bicycles. Best offer or for-the-taking (before I'm forced to throw 'em out). Call Art Fovargue at 433-9247.

FOR SALE: Serotta Frame, 60LCM with a 60cm top tube. Titanium. Kestral fork. Call Marc at 269-8903 to work out a price.

FOR SALE: GT Pro Freestyle Tour, Cro-Mo frame, perfect condition, \$375 to start. Call 248-5810.

FOR RENT: Tricosports bike case/carrier. Good for transporting your bike on plane, train, or bus anywhere in the world. Contact Dick Wettstone at 434-9430 (work) or 433-4884 (home).

FOR SALE: Trek 501 18-speed bicycle. Grey, Reynolds 501 cro-moly butted frame. Avocet gel seat, Dia-compe brakes. 27 x 1-1/4 alloy clincher rims, rear luggage rack. Toe clips and straps. Suntour AR front and ARX rear derailleurs. QR hubs. 18" frame. Excellent condition. \$100. Call Waltine Begoon at 828-6602.

BOB'S PLACE

Time once again for another rambling.

Things I hate about cycling. There are a number of things I really dislike about cycling. There are your standards like a strong wind in your face, especially when you're only going about 10 miles per hour. Then there are dogs. I really dislike them, especially the ones who sneak up behind very quietly until they are right at your heel, then bark their head off. Notice how those kind usually catch you as you're going up hill sucking major wind? Don't like to get caught out in the rain. Not a lot of fun. Flat tires. Broken spokes. Don't really even want to talk about hills. I don't like them and they don't like me. It's a mutual understanding. I guess I really should qualify that. It's the up part of the hill I dislike. When you are as big as me, going downhill is major fun. All of those

things I dislike. But there are a couple of things I really dislike. Like going uphill, sucking major wind and you think, "Well, at least I have a couple of more gears before I reach the bottom." Then you realize, you're already in your bottom gear and only halfway up the hill. Argh! How about people you are riding with you that say, "This is the last hill!" Of course, they are lying. And you know they are lying. Then there are those who you are riding with and they suddenly sprint ahead. You are sitting back there wondering why they did that at the same instant one of those dogs I mentioned before lets loose. Oh, how about when you can see the dog from a distance, and he sees you and he takes off, and you think, "No problem, he'll never catch me." Right about then you come around a corner (which turns you into him) and see the 20% rise (engineers

call those things vertical curves) in front of you. Yep, you're dead meat. So you may ask why I keep riding. I'll tell you. Tradition. Exercise. The chance to see some of the great sights in this and surrounding counties. You have to admit that usually at the top of one of those long climbs, there are some gorgeous views. Then there is the camaraderie. Much as I hate to admit it, even the people I mention above are fun to ride with. Not only that, but I have a captive audience for some of my latest jokes. Matter of fact, just talking about riding makes me want to get back out there. And with the days getting longer, it's getting easier to do that. Hope to see you out there. Just remember, if you do see me out there and I'm laboring up a "vertical curve, please don't tell me it's the last one!

Bob

ADVOCACY

On Wednesday March 10, Art Fovargue attended the Harrisonburg Planning Commission's meeting at which they mapped out some transportation goals, among other things. Two of the goals which were adopted were (1) encouraging the development of roadways in the Harrisonburg Area Transportation Study (HATS) in cooperation with Rockingham County, and (2) looking into ways to implement the Harrisonburg-Rockingham Bicycle Plan (HRBP), which was adopted by the Council on July 26, 1994. The Committee also agreed that the HRBP should be reviewed this year, and they are in the process of determining appropriate members for the review committee; representatives from the SVBC, JMU, EMU, Rockingham County, local bike shops, and the Planning Commission itself were all suggested. Also, they of course encourage getting ISTEA and TEA-21 funds for more costly bicycle improvements whenever possible.

Call or write your favorite member of the Planning Commission in support of the HRBP and its review. See the City of Harrisonburg web page, www.ci.harrisonburg.va.us, for information.

On Friday March 19, Cliff Lind and I attended the Virginia Department of Transportation (VDOT) pre-allocation hearing in Verona. The purpose of this public meeting, the first of its kind apparently, was

to receive comments and suggestions on VDOT's Revised Six-Year Improvement Program (for fiscal years 1998-99 through 2003-04), which is basically the transportation budget allocation for the Staunton district (which includes Rockingham County). Unfortunately, after 2.5 hours of political speeches followed by county-by-county (alphabetically!) comments, the VDOT officials decided to break for lunch; Cliff and I couldn't stay any longer, so I was unable to speak. However, I did introduce myself to a couple of choice officials on the way out, and sent off a letter the very next day (written comments were accepted up to 10 days after the meeting) making the bicyclists' case. Two specific road improvements I petitioned for were Route 33 east of I-81 (the "maul" area) and Route 42 between Harrisonburg and Bridgewater.

Based on the amount of noise some other people are making about their pet transportation projects, we bicyclists are far from the critical mass needed to catalyze change in the current VDOT philosophy. So send your pro-bicycle comments and suggestions to Dennis C. Morrison, Staunton District Administrator, VDOT, P.O. Box 2249, Staunton VA 24402.

Len VanWyk
Advocacy Coordinator

SCHEDULE OF EVENTS

Helmets are required on all club rides.

TUESDAYS

5:45pm Time Trials in Montezuma. Starts again April 6th.

WEDNESDAYS

5:15pm. 1 1/2 hours at a B-pace. Meet at the parking lot at Harrisonburg High School. Call Marcia at 289-6712 for more information. Starts again April 7th.

THURSDAYS

6pm Road Ride at Keezletown Elementary School. Fast and furious. Starts again April 8th.

April 17

Great Cookie Bike Rally. Harwood, MD. 15-, 30-, and 50-mile options. Call 1-888-226-7433, or e-mail info@cyclexmd.org for more information.

April 17

Ocean to Bay Bike Tour. Bethany Beach, DE. 20 or 50 miles. Benefits area fire departments and EMS. Call 1-800-962-7873 or e-mail info@bethany-fenwick.org for more information.

April 24

Tar Wheel Century. Flat! Contact David Copley at 252-330-4514 for more information.

May 2-4

Virginia's first GOVERNOR'S CONFERENCE ON GREENWAYS and TRAILS.

Workshops, field trips, and exhibits. Roanoke. Call 804-798-0045 or e-mail VAGwayConf@aol.com for more information.

May 15

Tour De Chesapeake. Call 757-229-0507, or e-mail bikeva@bikevirginia.org for more information.

May 15-16

Clean Air Challenge. Little Rock to Hot Springs and back, AR. Call 1-800-880-5864 for more information.

- May 29-30 The Wilderness Road Ride (20, 50, or 70 miles) and the Mountains of Misery Challenge Century (103 miles and 14,000 feet of climbing). Christiansburg. Portions of the proceeds will go to benefit the Lance Armstrong Foundation. Neups has registration forms.
- June 4-6 ALA Chesapeake Bay Asthma Ride, Salisbury, MD. Six ride options. Eastern Shore Crab Feast. Call 1-800-642-1184 x312 for more information.
- June 4-7 LAB National Rally South. Louisville, KY.
- June 9-13 The Penn Jersey Jaunt. Loops the Delaware Water Gap. Optional raft/canoe trip. Call 410-356-4644 or e-mail bikeknable@aol.com for more information.
- June 13 Knotts Island Century Rides. Three ride lengths. Century includes a ferry ride. Post-ride cookout. Contact Tom Adler at 757-482-5587 for more information.
- June 18-21 LAB National Rally North. Saratoga Springs, NY.
- June 20 14th Annual Bay to Bay Ride, Betterton, MD. Five mileage options. Call 410-778-4881 for more information.
- June 25-30 Bike Virginia James River Odyssey. Richmond, Franklin, Hampton, and Williamsburg. Call 757-229-0507, or e-mail bikeva@bikevirginia.org for more information.
- July 1-5 RiverRide in the Hudson Valley, Mount Kisco, NY. Supports the Juvenile Diabetes Foundation. Call Norman Fulton at 914-245-7174 for more information.
- July 3-10 Cascade Peaks. Starts and ends in Redmond, WA. An Adventure Cycling tour. Call 1-800-755-2453 or e-mail tours@adv-cycling.org for more information.
- July 10 The Navigate Indy This Evening Ride, Indianapolis, IN. Call Neups for more information.
- July 17-23 Lighthouse Tour. Starts in Bar Harbor, ME. Call 207-743-9018 or e-mail Moosa@Megalink.net for more information.

1998 MILEAGES



Marcia Lamphier	6,533	David Knicely	2,888
Neups	5,554	Eric Aschenbach	2,835
Bill Painter	4,015	Ellen Painter	2,670
Mark Eckroth	3,356	Hank Schiefer	2,103
Mahlon Webb	3,202	Larry Grossman	1,750
Zack Perdue	3,168	Alice Webb	1,580
		Scott Ripley	667

If you have your 1998 total, call, e-mail, or fax Neups to have it listed.

DUES

Remember to pay your dues when the date on your mailing label is either highlighted or marked through. The newsletter deadline is the third Monday of each month, so have your check in before then.

MEMBERSHIPS EXPIRING APRIL/May

Mark Eckroth

Dan Funkhouser

Marc Stecker & Kay Huskins

Mike & Ann Wenger

REMEMBER that the Newsletter is available for delivery via e-mail, fax, or regular mail. The same can be said for articles submitted for the Newsletter. The deadline for articles is the second to last Monday of the month. Just e-mail to Neups at neups@shentel.net or fax articles to 564-9505. You may use the Club's P.O. Box 1014 for regular mail. Thanks.