



## NOV-DEC 2000 NEWSLETTER

### SVBC OFFICERS

President:	
Vice-President: Bob McGovern-Waite	828-0954
Secretary: Eric Aschenbach	574-2798
Treasurer: Marcia Lamphier	432-3312

### UPCOMING MEETINGS

November 13	7:00pm	Monthly meeting at Luigi's.
December 11	7:00pm	Monthly meeting at Luigi's.

### WELCOME BACK RETURNING MEMBERS

Debbie & Brian Bauer	Elkton
Robert Brookshire Family	Harrisonburg
Sue Gier	Singers Glen
Stin Lenkerd	Mt. Crawford
Tamer Moumen	Harrisonburg
Zack Perdue	Harrisonburg
Mahlon and Alice Webb	Swoope

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

### ADVOCACY

- All Virginia Bicycle Federation articles going back to the Virginia Cyclist's first article in March 1995 are now online on [www.vabike.org](http://www.vabike.org), the VBF web site. The title of that article is "VBF revitalized". To go directly to the archive section, click on <http://www.vabike.org/archive.htm>.
- A good web site about Virginia bicycling laws is <http://www.vdot.state.va.us/info/vabiking/laws.html>
- The first Harrisonburg Critical Mass ride has taken place. Good newspaper coverage. The next ride is scheduled for 1pm on November 18<sup>th</sup>. The ride begins and ends from the upper deck of the Water Street parking garage.

### THANKS

I wish to thank Marcia Lamphier and Valerie Kramer on helping with the semi-annual trash pick-up in October. We had several bags filled by the end of the pick-up. Afterwards, we headed to the Montevideo Middle School to start a post pick-up ride. Valerie supplied some yummy cookies to fuel us on our gorgeous 35-mile ride.

Neups

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)

## SVBC ACTIVITY COORDINATORS

<u>Century</u>	Art Fovargue	433-9247	<u>Newsletter</u>	Neups	434-1878
<u>Rides</u>	Bill Taylor	828-6635	<u>Bike Festival</u>	Dan Finseth	438-8063
	<u>Advocacy</u>	Len VanWyk	432-0138		
	<b>Web page</b>	<b><a href="http://www.math.jmu.edu/~vanwyk/svbc/">http://www.math.jmu.edu/~vanwyk/svbc/</a></b>			

## CPSC, TREK BICYCLE CORP. ANNOUNCE RECALL OF ROAD BIKES AND HANDLEBAR STEMS

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Trek Bicycle Corp., of Waterloo, Wis., is voluntarily recalling about 13,600 road bikes and about 4,700 road bike handlebar stems that were sold separately. The bolts on these bikes' handlebar stems can break, resulting in the handlebars detaching from the bike and causing riders to lose control and crash.

Trek Bicycle Corp. has received three reports of handlebar stems breaking, resulting in two riders suffering injuries, including a concussion and a broken collarbone.

These Icon brand Havana and Bordeaux stems were sold separately and installed on various 1999 model Trek and Klein road bikes. Only Icon stems that measure 0.75-inch or 17mm to 20mm across the front of the top clamp are part of this recall. The following model year 1999 road bikes are included in this recall:

### 1999 Trek Model Road Bikes

520 2200 2200T WSD 2200T 2300 2300T 2500 2501 5000 5000T  
5200 PEAR WHITE 5200 BLUE 5200T PEAR WHITE 5200T BLUE 5500 BLACK  
5500 USPS Y FOIL 66 Y FOIL 66T Y FOIL 77

### 1999 Klein Model Road Bikes

QUANTUM QUANTUM T QUANTUM RACE

Trek and Klein dealers nationwide sold these handlebar stems and the road bikes with these stems from June 1998 through May 1999. The stems separately sold for about \$70, and the road bikes with these stems sold for between \$1,000 and \$4,000.

Consumers with bikes that have these handlebar stems should stop riding them immediately, and take them to a Trek or Klein dealer for a free inspection and replacement stem if needed. For more information or to find the nearest dealer, call Trek at (800) 313-8735 between 8:30 a.m. and 5 p.m. CT Monday through Friday.

Only road bikes are part of this recall. No Trek or Klein mountain bikes or Icon mountain bike stems are included.

To see a picture of the recalled product(s), go to address:

<http://www.cpsc.gov/cpsc/pub/prerel/prhtml00/00192.html>.

## CLASSIFIEDS

**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:** Cross Bike - Specialized Hard Rock 20", like new, \$200.00. Tandem - Santana Elan, 22-1/2 x 19-1/2, with kiddie stoker kit, excellent condition, \$750.00. Burley Lite trailer, model that folds, excellent condition, \$125.00. Call Dave at 289-9074 for information.

**FOR SALE:** 1996 Cannondale R500 Compact road bike. 49cm, built for women or smaller men, on 650C wheels. Shimano RSX Triple chain-ring with STI shifting. Very nice bike, not ridden much at all, maybe 50 miles total. EXCELLENT condition! Paid \$850 new at Rockfish Gap Outfitters. Need to get a good price - the bike is practically brand new - even tires are in decent shape (Continental Grand Prix). (David Taylor at Rockfish Gap is going to tune it up good for the new owner.) Call Andy at 540-234-9095 or e-mail him at [ringgold@cfw.com](mailto:ringgold@cfw.com).

**WANTED:** A solid bicycle suitable for a pre-teen. Call Len at 432-0138.

## WEDNESDAY EVENING RIDE SUMMARY - 2000

The 2000 Wednesday Evening Rides came to another successful close on October 25<sup>th</sup>. Below is a summary (April through October) of our rides. The groups were record size this year! We definitely made a statement as we rolled out of the Harrisonburg High School parking lot each Wednesday evening at 5:15. Thanks again to everyone that participated in the Wednesday Evening Rides.

TOTAL MILES: 829  
LARGEST GROUP: 27

TOTAL CYCLISTS: 547  
RAINED OUT RIDES: 1

TOTAL WEEKS: 30

Looking forward to the 2001 Wednesday Evening Rides. Please join us throughout the winter months on the other scheduled rides. Check the Monthly Ride Schedule for details.

## TIDBITS

### Found in *Bicycling Magazine*

- Only 1% of all trips in the United States is made on a bike.
- In 1896 the U.S. Patent Office had two divisions: One for bicycles and components, one for everything else.
- A human on a bicycle is fifteen times as efficient as a horse in terms of energy conversion.
- The bicycle only wastes 1.4% of the energy put into the pedals to power the rear wheel. A 180-pound person riding 20mph gets the equivalent of 940mpg in terms of caloric conversion.
- There are four million bicycle commuters in the U.S. One lane of roadway can accommodate 40,000 bicycle commuters per hour, but only 3,333 cars.

### Found on the WWW:

Lubricate roller skates, skateboard wheels, and bicycle chains by using a dab of Alberto VO5 Conditioning Hairdressing!

## FOR BIKE MECHANICS

So you work on your own bike? Good for you. Just don't make these common mistakes that will cost you money and riding time.

**1) Using a tire lever (or worse, a screwdriver) to mount a tire.** If you've gone to all the trouble to fix a flat tire, don't undo everything by poking another hole in the inner tube. If you really can't get your tire back on, try dusting the inside of the tire with baby powder or using your palms to push the tire onto the rim. High-pressure road tires are the most difficult. The tool company, Var, makes a special tire lever that will not cause damage.

**2) Using your quick release like a wrench.** Many saddles can be raised and lowered with a quick release lever and most wheels are attached to the bike with a lever instead of lock nuts. When you bought your bike, you were probably given a lesson on how to correctly use and adjust these levers. So you forgot. Lots of people try to tighten them as if the lever was a wrench. Do this and you won't be able to keep your saddle up or your wheels attached - no matter how strong you are. Here's how to do it right: Look closely at the lever. There is an "open" and a "close" position. With the wheel on the bicycle, turn the lever or the adjusting nut clockwise until it takes palm pressure from your hand (that's 43-65 in. lbs.) to close it tight. Can't close the lever? Then turn counter clockwise to loosen it up a bit. Takes less than palm pressure to close? Open the lever, turn clockwise to tighten and close again.

**3) Rounding off nuts and bolts by using improper tools.** If you are going to work on your bike, you owe it to yourself to buy the proper tools. Even U.S. made department store bikes are metric. If you try and use non-metric allen or box wrenches, you will round off nuts and generally make a mess of things.

**4) Reversing the pedals.** The right hand pedal has right hand threads and is marked with an "R" somewhere near the spindle threads. The left pedal has left hand threads. Turn clockwise to loosen, counter clockwise to tighten. If you get then mixed up while mounting a set of pedals, you will strip the threads on your expensive aluminum crank arms and need to replace them.

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Written by Alice B. Toeclips and found in the newsletter of the Helena Bicycle Club, Helena, MT

E-mail: [anne@annewolfinger.com](mailto:anne@annewolfinger.com)

## JERSEYS

We still have two men's large jerseys available. If you'd like to purchase one or both, call Marcia. The cost is \$33.

## SCHEDULE OF EVENTS

Helmets are required on all **club rides**.

### SATURDAYS

**11am. We will continue the Saturday Rides throughout the season when there are no other scheduled rides on the calendar. Call Marcia (289-6712), Marshall (828-2950), or Bill T. (828-6635) for location and other details.**

### SUNDAYS

**Winter bike rides leaving from Bridgewater College generally at 9am. During the winter months these rides vary between road and mountain bikes depending on the temperature. In very cold weather the rides may leave at a later time. We ride to have fun! Please call contact Rich Harris, 828-2380, e-mail [harrisra@jmu.edu](mailto:harrisra@jmu.edu) or Dan Finseth, 438-8063, e-mail [dafinseth@rockinghamgroup.com](mailto:dafinseth@rockinghamgroup.com) each Saturday for the latest ride information.**

January 7-14, 2001

Riviera Mayan Bicycle Adventure. Explore the Yucatan Peninsula from the jungle to the Caribbean. Group is limited to first 100 people. A second week (January 14-21, 2001) is likely to open for this 1st annual event. The price, \$950, includes 1st class private hotels/beach cabanas (see website), most meals, tours by bilingual guides with backgrounds in biology and archaeology, entrance fee to 2 natural theme parks, bus transportation to and from the airport in Cancun, support staff and vehicles, bottled water and refreshments at rest stops. Airfare and bicycles are not included. A hybrid or mountain bike is required as some roads are packed dirt. The route is a loop ride starting and finishing at Playa del Carmen, visiting villages in the interior of the peninsula, approximately 35 – 45 miles a day with opportunity for hiking, kayaking and snorkeling. To register or if you have questions contact: Ride Director: Kenneth Johnson, fax: (98) 84 95 80 or phone: (98) 84 36 67, e-mail: [rmba@cancun.com.mx](mailto:rmba@cancun.com.mx), or visit their website at <http://www.bikeadventure.riviera-maya.com.mx>.

June 22-27, 2001

Bike Virginia: Town and Country Tour. Front Royal-Warrenton-Culpeper-Luray. Call 757-229-0507 or visit them at <http://www.bikevirginia.org> for more information.

July 22-28, 2001

7<sup>th</sup> Annual Bicycle Tour of Colorado. Visit them at <http://www.BicycleTourColo.com>.

August 2-5, 2001

League of American Bicyclists National Rally. Altoona, PA. Call 202-822-1333 or e-mail [bikeleague@bikeleague.org](mailto:bikeleague@bikeleague.org) to get your name on the Altoona 2001 list.

## 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 NOV-DEC/Jan-Feb

**Sandy Brownscombe**

**Larry Kelley**

**Robert Porter**

Al & Susan Clague

David Lorenzen

Betsy Sayre

**Judy Freudenthal**

**Jim & Lynn Mannion**

**Alice Stecker**

Jean Johnson

Matt Madden

Bill & Jodi Taylor

**Marshall Hammond**

**Madison & D McCall**

Marquess Lewis

John Maxfield

Leonard VanWyk

*The Philadelphia Inquirer*

Friday, August 11, 2000

**Cyclists finding the city loves them back  
Once unfriendly to those on two wheels, Philadelphia has begun to share the road.**

By Robert Moran

INQUIRER STAFF WRITER

It wasn't that long ago that a bike ride in Philadelphia was about as appealing as taking a stroll along the turnpike.

The city streets belonged to cars. There was nothing to encourage drivers to accommodate cyclists. And typically, a place to lock a bike was a parking meter or a tree.

Since the mid-1990s, that has changed. As many as 120 miles of bike lanes have been painted across the city. Signs urging motorists to "share the road" with bicycle traffic are commonplace. And there are 1,000 bike racks in Center City and University City. Bus-and-bike lanes and 150 bike racks were part of improvements on Chestnut Street this year.

Moreover, the city has designated about 80 miles of "bike-friendly" streets, meaning they have wider right lanes for safer cycling.

All of which brings the city two-thirds of the way to its goal of 300 miles of bike lanes and bike-friendly streets within a decade.

It is all part of the Philadelphia Bicycle Network - one of the largest envisioned in the nation for a major city.

"I think they're making tremendous progress," said John Madera, regional bicycle programs coordinator for the Delaware Valley Regional Planning Commission. "There are some streets in Center City that could pass for Amsterdam with all the bikes parked."

"All the stuff that's going on in Philadelphia is great," said Bill Wilkinson, executive director of the National Center for Bicycling and Walking, an advocacy group based in Washington.

Philadelphia is among an increasing number of major cities with programs to facilitate cycling as an alternative mode of transportation, Wilkinson said. These efforts often emerge from urban-revitalization planning for older cities, he said.

Seattle and Portland, Oregon are years ahead of other big cities in terms of integrating bicycles into their planning, Wilkinson said. Chicago is making headway, he said, and Philadelphia is not far behind the pack.

"I see Philadelphia kind of poised to take that next step," Wilkinson said.

Still, some bicycle activists insist that more must be done. With traffic congestion steadily increasing, activists say the city needs to get people out of cars and on bicycles. And they say the city must make the streets of Philadelphia safer and more convenient for the cycling public.

The Bicycle Coalition of the Delaware Valley says that cyclists account for 5 percent of all trips made in the city. In a recent report to Mayor Street, the coalition recommended that the city increase that figure to 10 percent within five years.

"It's probably a doable goal," said Thomas J. Branigan, an assistant engineering manager and bicycle specialist in the Streets Department. But he cautions that the city needs to consider the impact on other vehicles. "We have to look at all the users."

The Bicycle Coalition's "action plan," presented to Mayor Street on June 19, calls for the city to complete the Bicycle Network in five years and encourage city workers to commute on bikes. The plan also calls for the city to promote Philadelphia as a bicycle-friendly destination for tourists and hire a "bicycle coordinator" to oversee cycling issues.

With a \$10,000 grant from bike-equipment manufacturers, the coalition has begun a campaign to generate support for bicycling in the city.

"It's about changing people's perceptions," said Jeff Friedman, president of the Bicycle Coalition. "Some of it is as simple as having a city government that's supportive of bicycling in general."

"It's not just about bikes," Friedman said. "It's about creating a balanced transportation policy in the city."

That type of thinking is in place in the city, Branigan said. And the city is now integrating its bike plans into a regional approach, he said.

In the Pennsylvania suburbs, a 200-mile network of 13 regional "county trails" is being developed, said John Wood, chief of open-space planning and bicycle facilities coordinator for Montgomery County.

The Schuylkill River Trail is already in place, allowing cyclists to ride from the Philadelphia Art Museum to Valley Forge. Proposed trails go from King of Prussia to Norristown, Norristown to Quakertown, and Valley Forge to Pottstown, Wood said.

Ultimately, these cycling paths could be linked to the proposed East Coast Greenway to create a bike and pedestrian corridor between Maine and Florida.

In Philadelphia, safety on the streets remains a major concern. The issue is highlighted by tragic incidents such as the death of a father who was riding with his son on Father's Day this year in Northeast Philadelphia.

Police records, however, show that the number of bicycle accidents involving automobiles in Philadelphia has declined since 1995, when there were 321 reported accidents. Last year, there were 56.

Still, riding on city streets "gets a little hairy sometimes," said Police Commissioner John F. Timoney, who rides a bike every weekend.

"This is a great biking town," he said, but it could be better.

On bike lanes, for instance, "I do use them once in awhile, but then they disappear on you. They kind of end abruptly," he said.

Timoney is not alone in his observation.

"I don't think the bike lanes are well-organized at all," said Suzanne Verderber, 33, who lives at 10th and Pine Streets. "I don't trust them."

"There are bike paths, but they aren't anywhere near where people need to go," said Paris Pierce, 29, who lives near Rittenhouse Square and rides to work near 30th Street Station every weekday.

Branigan acknowledged the problems but said the city was limited in what it can do by the narrowness of streets and the impact on car traffic and parking.

He said the Streets Department was constantly evaluating where lanes can be put and adding them as part of street resurfacing and reconstruction projects.

"Bicycles are institutionalized into our design process," Branigan said.

There are other efforts underway to make cycling in Philadelphia more enjoyable.

Earlier this year, the city produced a colorful and detailed map outlining the locations of bike lanes as well as other information for cyclists.

The Streets Department is planning to hire a consultant in the fall to work on bicycle issues, such as installing more bike racks throughout the city.

Branigan said it would be good if more people used bicycles, but he said he believed that many people here were too attached to their cars and viewed bicycles as toys.

Timoney was born and raised in Dublin, Ireland, where the bicycle is very much an essential part of the culture, as it is through much of Europe and Asia.

"When I was growing up as a kid, there were 10 times more bikes than cars," Timoney recalled. "Everybody biked, my father included. He was a construction worker and he would go 10 miles."

In major cities around the world, Timoney said, "it's not uncommon for it to look chaotic, where bikes are right in the middle of large traffic jams, and they seem to coexist."

"But Yanks," he said, "everybody is in a hurry to get somewhere."

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Robert Moran's e-mail address is [bmoran@phillynews.com](mailto:bmoran@phillynews.com)

Read the full story at the address below:

[http://web.philly.com/content/inquirer/2000/08/11/front\\_page/PBIKE11.htm](http://web.philly.com/content/inquirer/2000/08/11/front_page/PBIKE11.htm)

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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@bigfoot.com](mailto:neups@bigfoot.com) or fax articles to 564-9505. You may use the Club's P.O. Box 1014 for regular mail. Thanks.

If you've wanted the newsletter via e-mail but don't have Microsoft Word97, go to the following site and download Word Viewer (wd97vwr32.exe). This FREE program will let you do almost anything but edit files.

<http://officeupdate.microsoft.com/downloadDetails/wd97vwr32.htm>

## MOUNTAIN BIKING TIPS

From the newsletter of the Evanston Bicycle Club, Evanston, IL, [www.evanstonbikeclub.org](http://www.evanstonbikeclub.org)

1. Coast with your cranks parallel to the ground. It may feel more natural and comfortable to rest with your cranks vertical (one up and one down) however you are likely to snag that down crank arm on a rock or a root. This will certainly lead to unfortunate circumstances, especially when hammering downhill.
2. Watch the trail ahead of you, not in front of you. If you can see your front tire while riding, it may already be too late to react. Lift your head up, pick a spot about six feet in front of you, find your line and stick to it.
3. Spin your pedals. You've heard this term for roadies; it's equally useful to mountain bikers. Hammering down on your cranks is less efficient than spinning. The idea is to make a circular motion when you pedal. As you push forward and down on one crank arm, pull back and up with the other.
4. Love your granny. Gear that is. Doing this does not make you less of a man (or woman). Pushing a large ring up a hill simply adds unnecessary stress to legs, chain, rings etc.
5. Avoid downshifting while climbing. Learn what gears you climb well in, and get there before the hill. Bikes don't like to shift under the heavy loads and low RPM that usually occur half way up a hill.
6. Eat right, get lots of sleep, drink plenty of fluids, go like hell.

## SAFETY TIP

From the newsletter of Different Spokes, Los Angeles, CA

If you use clipless pedals, it's important to alternate which foot you unclick when coming to a stop. Most people consistently use the same foot. If you always unclick with one foot, chances are good that you are unpracticed at unclicking with your other foot. This can be a major negative when (not if) you start to fall toward that side. Because you aren't used to unclicking that foot, you won't be able to stick your foot out to stop your fall. Unclick with the "opposite" foot on a regular basis to avoid the pain (and embarrassment) of falling because you can't get your feet out of your pedals.

