

## January-February 2006 NEWSLETTER

Volume 24, Issue 1

### SVBC OFFICERS

President:

Vice-President:

Secretary: Marshall Hammond 434-1609

Treasurer: Marcia Lamphier 432-3312

### UPCOMING MEETINGS

*Meetings are in Luigi's (Original Rt. 42 location) back room. If closed, we'll meet at El Charro on S. Main St.*

**January 9 6:00pm**

Annual Pot Luck. This year's festivities will be held at the residence of Neups and Robin. Bring something to share and enjoy pictures from their recent bicycle tour of New England. Note the time. They live at 501 Hartman Drive. It's on the west side of town near Waterman Elementary School and Red Front Supermarket. Call 438-1488 if you need directions. The Club will provide plates and utensils, drinks and ice.

**February 13 7:00pm**

Monthly meeting. Back to Luigi's. Come join us.

### NOVEMBER MEETING MINUTES

The November 14<sup>th</sup>, 2005 meeting of the SVBC was held in the back room (thank goodness) of Luigi's 42S. There were three members present (whoa folks, bad sign). The Treasurer reported a balance of \$5,648.46.

Business discussed, but in no specific order included:

Robert Cone asked for web page comments. Don't forget the SVBC now has its own domain and web site. Go to [www.svbikeclub.org](http://www.svbikeclub.org) to check it out. Discussion concerning what should be posted on the site and links to other sites was held. It was agreed that there should be a ride policy statement and description of ride categories. Robert will send meeting participants a few suggestions from other clubs.

The newsletter for January-February will be going out early this year, so if anyone wants announcements or articles in the next newsletter, submit them to Neups ASAP.

There were several suggestions for rides the Club could sponsor such as a single speed/fixed gear ride,

tandem rides, and generally-anything-goes winter ride. The Sunday rides are happening all year from Bridgewater College. Check the web site for changes in time or check with Rich Harris. For December the rides will leave at 10am.

One ride that is coming up is the Annual Ice-Cycle Ride on January 1, 2006. The ride leaves Wildwood Park in Bridgewater at noon. Depending on the weather it may be a road or gravel road ride. More details on the web site as the date approaches.

Thomas reported on SMBC activities including trail work on the SMT near Bother Knob.

Sorry everyone else missed the meeting, the pizza was delicious, the drinks cold and refreshing, and the conversation delightful. Get your sorry butts out to the next meeting in December, second Monday, December 12<sup>th</sup> at 7pm at the original Luigi's 42S.

Not So Respectfully submitted,  
Marshall Hammond  
Secretary SVBC

### DECEMBER MEETING MINUTES

The December 12<sup>th</sup>, 2005 meeting of the SVBC was held in the back room of Luigi's 42S. There were ten members present (whoa, recount, yep ten) for the regular 7pm meeting and Chris for the Chris-time

meeting (that a boy!). Anyway, a grand total of eleven members. The Treasurer reported a balance of \$5,538.46.

Business discussed, but in no specific order included:

Robert Cone distributed free reflectors and spoke reflectors he received from VDOT. These safety items can be requested for larger groups and special events. Thanks, Robert. The Club will look into asking for these items to give away at our special events or other cycling events around the area.

Robin was able to book the Wildwood Park pavilion in Bridgewater for the 2006 Century rest stop so the rest area will revert to Wildwood. (We think she has an inside source at the town office). Thanks, Robin.

A huge, huge thank you to our newsletter editor, who in addition to getting the newsletter published, has scanned nearly all the archived hardcopy newsletters dating to the founding of the SVBC. All documents are available to be viewed on the club web site. The last batch from 1990-1996 will be scanned and available ASAP. This represents a wonderful library of news articles, pictures, trip commentaries, and general cycling activities for 25 years. The only thing that hasn't changed is Art, as the group regaled in Neups's reading of old articles and trip stories. An attempt will be made to contact a few of the "lifetime members" to invite them to upcoming rides, centuries, etc. "Lifetime membership" was, at one time, given to members who left the area. Great fun, and anecdotally, Neups read each issue after scanning.

The Club voted to sponsor, as we have done for the last couple of years, one entry fee to the National Bike Summit. The participant will then report to the Club on issues, agendas, and advocacy programs at a future meeting.

Upcoming elections are scheduled for March with the announcement in the January-February newsletter and the ballot in the March issue. Since the Club has been headless for some time (Jack for President) and other "officers" simply volunteered, now is the time to guide the Club in a specific direction. Your nominations, willingness to be an officer and input is greatly welcomed. Change what you don't like or help direct the Club for the future.

Speaking of Club volunteers, Neups has been the newsletter editor for quite some time, possibly 10 years or more. He is relinquishing this duty in 2006. If the newsletter seems a valuable addition to the benefits of Club membership then PLEASE, PLEASE someone step to the plate and take the editor position. Neups will

assist the new editor with anything needed and guidance before he turns to other items (mapping). The sooner someone is on board the easier for that person to seamlessly continue the newsletter. Don't let 25 years be the last of this fine publication.

The Club purchased a BURLEY trailer a few years ago for use by members and non-members alike. As of now no one in the Club knows its location. Look in the back of your garages, basements, or on the back of your bike (no wonder you were so slow on the hills) and let someone in the Club know it still is around. No lashes or rebukes, we just would like to find it.

HATR - Harrisonburg Area Tandem Riders - announces a monthly tandem ride beginning the first Sunday in April. Time and meeting place will be announced via e-mail and newsletter. Beg, borrow, or (don't steal) a tandem and come out for one of the sweetest riding experiences you will ever do. Tandem riding is a culture, not just a bike ride.

Speaking of bike rides, don't forget the IceCycle Ride January 1<sup>st</sup> at noon. Meet in Wildwood Park. Type of bike and gravel or pavement will depend on the weather. Contact Bill Taylor, Marcia, or Marshall for questions.

SMBC news: Chris Scott announced that VIRGINIA is ranked number one in the nation in IMBA's ranking of states for mountain biking, knocking last years number one WEST VIRGINIA out of the top spot. Thomas, Chris, Rich, and all those hard working trail crews made this happen. Congratulations to VIRGINIA mountain bikers who made us NUMBER ONE!!!!!! Look for announcements on the SUPER BOWL SUNDAY RIDE on February 5th, Harri-Roubaix in April, and the next Alley Cat Scavenger hunt in February.

Heads-up. The January 9th meeting will be a potluck at Neups and Robin's, 501 Hartman Drive, Harrisonburg. The festivities begin at 6 and the Club will provide plates, utensils (not serving, so bring big spoons), ice, and non-alcoholic drinks. If anyone has really cool cycling related videos let Neups know if the Club can borrow them to show as entertainment.

Way to go, folks. A GREAT meeting because you came. Thanks.

*Respectfully* submitted,  
Marshall Hammond, Secretary SVBC

## WELCOME BACK RETURNING MEMBERS

Rich Harris (for 3 volunteering activities) THANK YOU!

Woody Strawderman

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

All the area shops contribute to the Club.  
Thanks to Mark's Bike Shop, Mole Hill Bikes, Shenandoah Bicycle Company, and East Coast  
Bicycle Academy.  
Please support these local shops.  
(Also underwritten by R.R. Donnelley Company)

## SVBC ACTIVITY COORDINATORS

<u>Century</u>	Art Fovargue	433-9247	<u>Newsletter</u>	Neups	438-1488
	<u>Advocacy</u>	Len Van Wyk	432-0138		
<u>Web page</u>	<a href="http://www.svbikeclub.org">www.svbikeclub.org</a>	<u>Message group</u>	<a href="http://groups.yahoo.com/group/svbikeclub/">http://groups.yahoo.com/group/svbikeclub/</a>		
<u>Ride board</u>	<a href="http://www.websitereactions.com/Rideboard">http://www.websitereactions.com/Rideboard</a>				

## EDITOR'S COLUMN

I haven't written an editor's column for quite some time now. If you've started reading at the beginning of this newsletter, you'll already know that I have decided to complete my tenure as newsletter editor by the end of this year. Though it's not a huge drain on my time, I've been doing this now for almost ten years and I'd like to use my time for different endeavors. One of those will be creating maps and cue sheets for our web site. This has been in the back of my mind for quite

some time and it's now time to make it a reality. So we need one or more members to step up. Robert has been kind enough to step up and take over the web duties (yeah, I've been doing that too, since 1998). Please call (438-1488) or e-mail me (news\_editor@svbike.org) so we can start making the transition. Thanks.

Neups

## SMBC NEWS AND HAPPENINGS

Meeting on the third Tuesday of every month at 8pm at Dave's Downtown Taverna.

## CLASSIFIEDS

**FOR USE:** Performance Hard Shell Bike Case. The Club now owns a bike case for loan to members (it should fit a 60cm, 24" bicycle). Neups will store it and loan it out on a first-come, first-served basis. If you would like to loan it (FREE), call Neups at 438-1488.

**FOR USE:** Burley Trailer. The Club now owns a Burley Trailer for loan to members (it is a 2-seater). The first person to borrow the trailer will also store it until the next person wants to loan it. It is currently in the possession of someone. Please let the Newsletter Editor know.

**FOR SALE:** Make me an offer – 25" 1993 Cannondale T700 bicycle. Total bike or frame only. Shoes – Avia size 10 men's road; Specialized size 43 (European) men's mountain/touring; Performance size 9-1/2 men's road. Pedals – MKS mountain/touring; Sampson racing with spare cleats; Sampson racing old-style (non-rotating until you're clipped in). Tires – 27 x 1-1/4 (3); 700 x 28 Tri-cross knobby (2). Call Neups at 438-1488.

**ROOMMATE WANTED:** Quiet country living 15 minutes from Harrisonburg. Use of house and all utilities included (includes AOL). \$350/month. Call Barb at 234-8539. 11-05

## TIDBITS

The Margaret D. Palmieri Rural Health Scholarship Fund has sent a letter of thanks for the Club's donation of \$100 this year.

## 2005 VOLUNTEERS

A big THANK YOU to the following who volunteered their time to the Club in 2005. Those in boxes have volunteered at least three times during the year and have already or will have another year added to their Club memberships for free. Please let Neups know if his records are in error.

Cowles Andrus	<span style="border: 1px solid black; padding: 0 2px;">Mary Atkins</span>	Barbara Carson-Campbell
Carl Droms	Dan Finseth & Betsy Hayes	<span style="border: 1px solid black; padding: 0 2px;">Art Fovargue</span>
Dave Frye	Chris Hamilton	<span style="border: 1px solid black; padding: 0 2px;">Marshall Hammond</span>
<span style="border: 1px solid black; padding: 0 2px;">Rich Harris</span>	<span style="border: 1px solid black; padding: 0 2px;">Dennis Herr</span>	Jody Hess
Thomas & Julie Jenkins	<span style="border: 1px solid black; padding: 0 2px;">Marcia Lamphier</span>	Barbara Martin
Brent & Judie McNett	Bruce Miller	<span style="border: 1px solid black; padding: 0 2px;">Neups &amp; Robin Neupauer</span>
Zack Perdue	Connie Peterson	Tim Richardson
<span style="border: 1px solid black; padding: 0 2px;">Scott Ripley</span>	Sharon Rose	Lorendia Schmidt
Woody Strawderman	Terry Ward	<span style="border: 1px solid black; padding: 0 2px;">Guy Wolf</span>
Steve Zumbro		

## DUTIES OF OFFICERS

- President:** Shall coordinate and supervise total club program; preside at club and Executive Committee meetings.
- Vice-President:** Shall assist president in carrying out the club responsibilities and shall serve in his/her absence. It is recommended that he/she serve as chairman of one of the appointed committees.
- Secretary:** Shall take minutes at club and executive meetings; issue minutes, general notices, and announcements.
- Treasurer:** Shall keep and prepare all club financial records and transactions; make necessary reports.

## 2005 WEDNESDAY EVENING RIDES

The Wednesday Evening Rides continued to be a huge success in 2005. We saw the return of many regular participants as well as the introduction of a lot of new cycling friends. As we rode our bikes down Garbers Church Road on Wednesday evenings, we certainly made our presence known.

Here are the numbers for 2005 (April 6 - October 26)

TOTAL CYCLISTS: 650

TOTAL MILEAGE: 761

LARGEST GROUP: 41

SMALLEST GROUP: 11

RAINED OUT: 0

Significant Notes:

--In July, the ride location changed to Garbers Church Road (new HHS).

--In September, a broken wrist created a slight challenge for the "ride leader", which brought about the introduction of the "M&M tandem team".

--Special thanks to Connie, Carl, Guy, etc. for graciously leading the rides in my absence.

Thanks to everyone for their continued support of the Wednesday Evening Rides. Mark your 2006 calendars for APRIL 5TH. Come join the FUN!! Looking forward to SPRING 2006!!!

Thanks!

Marcia

## EL TOUR DE TUCSON XXIII

On 6 August this year, I rode in the Pan-Massachusetts Challenge with 3,384 other riders. That wasn't enough. So on Saturday, 19 November, I rode for the first time in a real bike race with 7,800 riders. This is the classic El Tour de Tucson sponsored by Perimeter Bicycling Association ([www.pbaa.com](http://www.pbaa.com)) of Tucson, AZ. There were actually four separate races of varying lengths in this event: 109, 80, 66, and 35 miles. My friend, Warren, and I rode in the 66-mile race. Warren lives in the suburb of Oro Valley, just northeast of Tucson.

I got to Tucson the prior Tuesday so I could get fitted and test ride a new Specialized Allez that Warren had just acquired. The weather was perfect for biking - sunny skies with temperatures in the mid 70's. After a 32-mile ride around Oro Valley on Wednesday, I was ready to race!

But there were a few things we had to get out of the way before race day. First and foremost was my introduction to riding a recumbent. Warren bought it for his wife, Kathryn, so they could ride together. Of course, my being chased by a big dog interrupted my first try at it - this after Warren said that he had not seen a loose dog in all five years he has been in Arizona.

Next on the list of stuff to do was play tourist! Thursday we drove to Tubac, AZ – about twenty miles from the border of Mexico, for some souvenir craft shopping. Friday we went to the Tucson Convention Center where we registered for the race and got our race numbers and personal electronic transponder for time recording. Then we browsed the many vendor booths and stocked up on all the freebies they were handing out. Riders were here from all over the US. I even talked to a lady from Australia. After registration we rode up Sabino Canyon in the Catalina Mountains on a tram and walked back down, marveling at the desert fauna and flora and taking some great desert photos.

Saturday was the big day! We started the race at 10:30am with 1,100 other 66-mile racers. After about five miles, I was amazed that the race was routed over a half-mile of dry riverbed of sand and gravel. Most of us carried our bike to prevent dust and dirt getting into our chains. After that the route took us on perimeter roads north and west of Tucson, the foothills of the Catalina mountains and, coincidentally, through Oro Valley. The few hills we had to climb were in the first half of the race and were long and gradual. The rest of the route was very flat with some long gradual downhill that made it easy to cruise at times up to 25 mph. Warren and I decided we would stay together the whole way, but with the masses of bikers around us, that was difficult. We got separated at about ten miles out, but met up again at our planned rest stop at twenty-three miles and stayed together for the remainder of the race. We stopped once more at forty miles for bananas and water where we saw a beautiful maroon cruiser bike with a great homebuilt stereo on the back and a stationary bike converted to powering a blender that was turning out lemonade crushed ice – or maybe margaritas.

We crossed the finish line in downtown Tucson to the cheers of many well-wishers plus music, food, and gold medal awards just for finishing. I looked around for Floyd Landis, former US Postal rider and teammate of Lance, but did not see him. Later I learned that he had come in 5<sup>th</sup> out of 3,992 starters in the 109-mile race with a time of 4:22:03 and an average speed of 25.0. My numbers are below:

Placed #557 out of 884 finishers, 65% of finishers finished ahead of me

Race time 5:02:42, Race average 13.1mph / Riding time 4:25:00, Riding average 15.3mph

Other numbers of interest:

Ages ranged from 7 to 84, 154 tandem riders finished the race.

Scott Ripley

## MT. WASHINGTON DOUBLE CHALLENGE

Mount Washington is a monster of a mountain; steep, abrupt, long and with some of the most demanding weather in the world. The average grade up the only 7.4 mile road is 12%. The road is paved, mostly, with extended sections of hard-packed dirt at 18% and a 50 yard finishing ramp of 22% torture.

Of the 6 men and 4 wives who met for dinner on Friday night in a pleasant pseudo-Swiss chalet, 5 men would ride up the mountain the next morning. Three had done it before. I would watch.

We drove up the mountain under partly cloudy skies that seemed no threat. The clouds on the summit were a flying white blanket 75 feet off the ground, the effect was unearthly. At some point, a thin, unbroken layer of clouds rose from the western slope of the mountain and dove down the other side on a steady 35 mph wind. The gusts were just above 40 mph.

The view from the base of the finishing ramp was good. You could see the 200 yards of 10% pavement that would bring the racers from the last corner to that impossibly steep finish. Down the mountain, 2 miles

away, the last cars and media vans could be seen slowly rounding the apex of Cragway Turn, the only other piece of road visible from the summit.

The air smelled of change. Change happens quickly on top of Mt. Washington. A bank of fog rolled up over the rocky summit, driven by an increasing wind. In minutes the visibility dropped to 15 feet and the winds were gusting closer to 50 mph.

Spectators down on the corner yelled "A biker!" and Tyler Hamilton appeared out the fog. He was seated, stroking the pedals

smoothly, easily. He didn't look happy; he wasn't on the record breaking pace he had hoped for. The wind hadn't allowed it. The 200 or so gathered at the finish cheered the local hero up the remainder of the mountain and the road fell silent.

I waited a couple of minutes and started walking back up the road. Just before a large, carved outcrop of rock, where the road actually dropped for 3 or 4 feet, the next 3 finishers raced out of the mist, all standing, thrashing the pedals. They were arriving 5 minutes after Tyler but each knew only two of them would join him on the podium.

The next racers would be another 5 minutes back. They would be the first of an almost continuous line of bikers, maybe 500 of them, finishing this grueling climb over the next 2 hours. By now the rain was coming steadily and the wind was blowing hard. Down the road many of the bikers rounding the switchback where the road changed (finally) back to pavement were being blown off their bikes. It would take some, including the top woman finisher, up to 5 minutes to remount their machines and get turned back up the hill.

If the riders that had finished up to this point were suffering it didn't show, but on the faces of the riders arriving now was agony, numb relief, tears. They attacked the final wall with only their pride, their legs barely able to turn the pedals. Some screamed at the road; to psych themselves up or just from the pain. Their speed was so slow and the hill so steep that any groove or bump in the asphalt would catch their wheel. They couldn't steer back and forth across the hill or they would run into another rider.

I never saw my friend Hank ride by. I was watching the time; I knew his goal was to complete the ride in 90 minutes and I paid extra

attention around that time so I could cheer him up the last bit of mountain. Eventually I figured he must have really bonked or had really overestimated his fitness. It was probably at the two hour mark that I turned and started to move past a biker standing behind me when I realized it was Hank! He barely looked familiar; his face was drawn, eyes sunken. He had one of the blankets that the helpers at the finish line had wrapped around him over his jersey, but the blanket was soaked with rain. He was shivering. He could barely talk.

I ran up the road looking for his wife, Claudia; she had his summit bag with dry clothes and Gatorade. I couldn't find her. I went back down the road looking more carefully, calling her name. I went to the car, up and down the stairs that went from parking lot to finish line. I never thought to go over to the Visitor's Center where she was waiting. She had seen Hank ride by and had gone to the finish to meet him. She had searched for a while and then gone to The Center thinking he may have headed there for the warmth and to get out of the wind.

But Hank wasn't doing much thinking when he got off his bike; he was exhausted and freezing. He got caught up in the flow of bikers moving down the steps toward the parking lot; carrying their bikes, still in their cleats, in a howling wind, on wet, slippery steps.

We figured out later why I had missed Hank's passage. Right about the 90 minute mark, some guy had biked off course through the line of spectators on the outside of the corner at the base of the finishing ramp. Some others had gotten him turned back up the hill and I pitched in to help give him a good push back into the action. Unfortunately, a woman was struggling by just as we let go of him and they nearly collided. We then steadied her bike as she clipped

back in and gave her a good push up the ramp. When I related this to Hank later he remembered seeing those two bikers= close call. He had gone by while I was occupied with that and he had only missed his goal by a little over a minute!

Eventually we all found each other and Hank got warmed up while we waited for the last of the bikers to finish and drove down the mountain. There was lunch and an awards ceremony and Tyler signed autographs and smiled for pictures and shook hands for what must have been a couple of hours. I was very much impressed by the way he interacted with the fans; he was at ease, happy to be there, happy to oblige.

Back at the motel Claudia hugged us goodbye and drove back home to Portland. Hank hopped on his trainer to warm his legs down a little. We talked about the 100 miles we would ride the next day. We made dinner plans. We checked The Weather Channel for the Sunday forecast, the weatherman said it would rain; it did.

It was raining when we woke up and when we finished breakfast and when we started The Mt. Washington Century and for the first 40 miles. By that time we had gone up and over Pinkham Notch and were at the start of the rise to Crawford Notch. The rain hadn't depressed us; we were riding well and did all but the last, steep 100 feet of Crawford on the big ring. The sun came out on the descent and we were dry by the second rest stop.

On the ascent of Crawford Notch we had hooked up with a younger guy doing his first century; the three of us were sharing the front and having a great time. By mile 60 our average was over 18 mph; in the mountains! I was thrilled! But I hadn't eaten enough and was really starting to feel the hills. But I had done half a dozen centuries to prepare for this and

Hank hadn't done a 100 for many years and had ridden up Mt. Washington the day before; I felt certain the other two would be slowing down soon. But with the hills coming at us more and more frequently, they seemed to still be breezing up them. At 80 miles they were waiting for me at the tops of all the longer or steeper hills.

The last 6 miles or so was a gentle, very steady 1 – 2% grade back up the lower section of Pinkham Notch. The other two were doing all the pulling but I was beyond hope. Our partner got bored with the ridiculously slow speed I was able to muster and took off. Hank and I rode to the finish together. The sun was shining. The

winds were calm. Lunch was waiting. We had ridden around the tallest mountain in the East.

Online information can be found at [www.tinmtn.org](http://www.tinmtn.org).

Mark Eckroth

## NEW ENGLAND, part 3

**August 13** – We awoke to a lot of moisture on the tent. After leaving the campground, we encountered about a mile of gravel on the Kangamangus due to some roadwork. Then came the turnoff to head up Bear Notch, which turned out to be not a bad climb to do at all. On the way down we finally saw some other bicyclists climbing the other side on road bikes. At the end of the downhill, we took a break and ended up talking to one of those bicyclists about the area.

On our way up Pinkham Notch, we passed a triathlon that was in progress at Wildcat Ski Area. After cresting the Notch, we stopped at the entrance to Mt. Washington for a break and caught some of the 24-Hours of Glen Falls race. It would have been a beautiful day to climb Mt. Washington, though we did not opt to do so. After that it was downhill to our night's destination. But as before, a food store was not to be found (and there really hadn't been one since starting the climb up Pinkham Notch). Since we had only 42 miles in our legs so far that day, we had no problems setting up camp and then riding into Gorham for some supper. When we finally finished riding for the day, we had another 5:08 and 55 miles behind us.

**August 14** – Our camp neighbors had quite a loud party going last night, so sleep took awhile to overtake us. Then around 5:30am there was a light rain shower – and this was the first night we didn't use the rain fly! So I rushed out to attach that. It was just a portent of things to come. We climbed an 8% grade out of Gorham and had some good views at the top. At 9:15am we had a little spit of rain. By 9:30 I was beginning to think we would skirt around it, but then it really started coming down. After descending a nice hill, we took shelter in Twin Mountain on a country store front porch while the clouds drained themselves. By the end of our early lunch, the rain had stopped and we were glad to be able to continue without it.

We were headed for Franconia and the rain came back about a half hour before we arrived there. This was as we climbed a grade of about 10% by my reckoning. We had already decided that this was our "hotel night", so we weren't too concerned about the wet conditions. Once we had checked in at the motel, though, we found out there was no laundromat in town – the closest was about

sixteen miles away! But the owner was kind enough to dry the bagful of items we handed him.

On the porch we picked up some tourist brochures and found out that Robert Frost had had a home in Franconia. As he is one of Robin's favorite poets, she decided we just had to go, regardless of the rain still falling. Hey, we were already wet! So we rode about a mile to the gravel road that worked its way up to the gravel driveway that worked its way up a path to this historic house. After watching a short video on Frost, we toured his house.

On the way back to the motel, we stopped at the grocery store and picked up some supplies for a morning breakfast as we had a small refrigerator in the room. Then we watched a little TV and settled into a real bed for some real rest. With the excursion to the Robert Frost House, our total numbers for the day were 4:28 and 50 miles.

**August 15** – We've seen a lot of kayaks and canoes on tops of cars in New England. They really like their outdoors up here. They also really like their Dunkin' Donuts, seeing how they were in remote places we wouldn't have thought to see them. This morning's ride went past a lot of motels and cabins. It was cool, so a vest went over the jersey. We had a nice, fairly easy climb up Kinsman Notch. The downhill was a sweet 12% for two miles. Following that we had some lunch in North Woodstock and continued towards our campground for the night, where our campsite was right beside a brook. This was just outside Ashland. From within this campground, we could see the top of Bridgewater Mountain. We were getting our fill of Virginia names on this tour of New England. The day was another short one with 4:32 and 53 miles.

**August 16** – It's finally getting a little cooler and we awoke to some fog. The office thermometer noted it was 65°, so we started with the vest AND some warmers. We rode back into Plymouth and then headed west, heading out of New Hampshire, but we lunched in Orford just before the bridge into Vermont. Just as we were getting ready to leave, my front tire leaked all its air out. So we had a delay while I fixed the flat.

The ride along the Connecticut River was nice, fairly flat, quiet in terms of traffic, and had some headwinds the entire way. But in East Thetford we had to turn away

from the river and ended up climbing a 10% grade towards our night's destination. We then had to climb another 1/10-mile into Thetford Hill State Park, where we had an ever so quick shower while we checked in.

We had 49 miles when we hit camp, but Robin was adamant about having at least 50 for the day, so we rode towards Thetford Center, where we were told they had a store. This entailed an 8% 1-mile grade, which meant we had to ride back up this grade to get back to the park. I got some ice cream out of it, so I think it was worth it. And we ended the day with 4:46 and 54 miles.

**August 17** – It was definitely a cool night. Fog rolled in in the morning before leaving. We wore jackets and leg warmers, knowing we'd be going down that 8% grade to start the day. Right after that we hit a steep hill through a very wooded area. I noticed orange salamanders along the way. Then we were on Route 132. Here we started to climb. It got harder and harder for us as we made our way up this grade. On top I found out why – we had come up a 13% grade! (I have the picture to prove it.) We were not rewarded for our efforts on the downhill. There was construction being done and the road surface was very bad. Robin even fell and came close to being hit by a pickup truck.

Once we reached the bottom, we stopped at a corner store in Sharon for a break. While there we saw several cyclists heading up the same road we just came down. Some stopped at the same store and we found out they were part of the Adventure Cycling Northern Tier group. We talked with a couple from England. We also met a girl that had on a JMU cycling jersey. She was on the Montreal to Boston AIDS ride and knew our own Annie Michner. It's a small world!

We had another climb to go before we ended the day. This one was on Route 73 climbing Goshen Mountain and Robin's tire blew out so loud and so bad we had to replace the tube and the tire. I had to believe some glass caused this, which was ironic as Vermont has a bottle bill (5¢ deposit).

We found a store at the turnoff to our destination and picked up ample supplies. Then we headed into the wind towards our lakefront campsite at Branbury State Park, a beautiful place to visit if you ever get the chance. Our camp neighbors lent us a hammer to pound in our tent stakes and related that they had done some bicycle

camping in the past. We ended the day with 6:22 and 69 miles on the bikes. But we also did a little hiking around Lake Dunmore and up a little ways into Mt. Moosalamoo.

**August 18** – We had a windy night, probably from being on the lake. It was quite chilly, about 50° when we awoke. We rode into Proctor, where the Vermont Marble Company was located. They had marble sidewalks in town! The only other item of note was we got a taste of our first creamees. We were in Hydesville, just before our destination for the night at Bomoseen State Park. Creamees turned out to be soft ice cream, but instead of the normal 2% or 5% butterfat content, creamees have a whopping 10% butterfat content. And they tasted very good because of it. The main road towards the campground was closed and we were detoured up and around through some more heavy gravel. But it was again worth it as the campground was fine, showers were great, and the lake was nice. This was our second day under fifty miles, with just four hours in the saddle and 45 miles.

**August 19** – Again it was quite cold when we awoke. It was good to have that hot oatmeal for breakfast. The chill stayed in the air for some time, as it was still only 64° when we reached Whitehall, NY at 8:30am. US 4 in New York had a bike lane for almost its entire route back to Troy. It was nice to have, though there were several places the macadam was too broken to ride on. Though it looked like a relatively flat day on the profile map, it ended up being very slightly uphill. And the headwind didn't help much. I pulled pretty strong for most of the route, but I needed Robin to take over once we hit the outskirts of Troy as I had worn myself out (it somewhat looked like rain and I wanted to finish before it hit). My thinking was since it was a flatter day, we could handle a longer distance. The original plan had been for a 100-mile day. As it was, we ended with 6:02 and 80 miles.

We arrived back at the hotel and found the car still there and our reservations still good. I had a total of 787 miles and Robin had 759 (I did a few extra rides for food). We had a good shower, some rest, and then had a fantastic meal in a converted theater to congratulate ourselves on a great tour.

Neups

## 2005 MILEAGES

If you have your 2005 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.



## SCHEDULE OF EVENTS

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

<b>JANUARY 1</b>	<b>ANNUAL ICICLE BIKE RIDE. 12:00.</b> Bring in the New Year with the Club's first scheduled ride. We will leave from Wildwood Park in Bridgewater for an approximately two-hour ride on paved/gravel roads. Bring your mountain, cross, or bigger-tire road bike. Route choices will be influenced by the weather. (True road bikes may be an option if unseasonably warm.) If cold enough, a stop for hot cocoa at the end of the ride may be an option. For more details, or if weather is questionable, call Bill at 828-6635. You may also contact Marcia or Marshall (432-3312) for details.
<b>SUNDAYS</b>	<b>SUNDAY WINTER RIDES</b> leave from Bridgewater College at 1pm. Spend a couple of hours riding backwoods with good company. This is a great way to keep in shape for spring. Road or mountain bike depending on the weather and temperature. If it is raining we stay by the fire and drink hot beverages. If it snows we go to the mountains and ski. Contact Rich Harris (828-2380) or Marcia Lamphier (432-3312) on Saturday for details for that week's ride. If you would like to be added to the Sunday ride e-mail distribution list send your e-mail address to <a href="mailto:harrisra@jmu.edu">harrisra@jmu.edu</a> .
<b>APRIL 2</b>	<b>TANDEM RIDE.</b> More information to follow, but we're looking to have this be a monthly ride on the 1 <sup>st</sup> Sunday of each month.

February 5                      \*2006 Annual Super Bowl Sunday Ride\*. Join the masses with Fat Tires on the Annual Super Bowl Mountain Bike Ride. The ride usually travels up the pavement of Reddish Knob then heads towards Flagpole Knob (Highest Point in Rockingham County). Expect extreme winter conditions, a lot of people, funny outfits, snow, ice and anything else February can bring. Ride leaves from Briery Branch between 10-11am (more leisure pace leaves at 10am, hammer heads closer to 11am) and lasts between 4-7 hours, depending on your route. Stay tuned to [www.shenandoahmountainbikeclub.com](http://www.shenandoahmountainbikeclub.com) for other cycling festivities throughout the weekend. For more info call Thomas Jenkins at 434-9943 or e-mail [tj@shenandoahbicycle.com](mailto:tj@shenandoahbicycle.com).

### MEMBERSHIPS EXPIRING JANUARY/March

<b>THOMAS &amp; JULIE JENKINS</b>	<b>TERRI PRODOEHL</b>	<b>ROWLAND SHANK</b>
Deborah Austin Armstrong	Mike & Jake Bowen	Jack & Mary Broaddus
David Duke	David U. Fitzwater, Jr.	Judith Freudenthal
Sue Gier	Robert Hill ***	
Kay Lynn Lehman & Roger Williams ***		Deb Lung

\*\*\* Denotes membership in SMBC as well.

Don't forget that volunteering with three events earns you a free membership with the Club for the next year. Help out with the trash pick-up, Festival, Century, Wannabes, or any other Club activity to earn points towards this program.

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 [news\\_editor@svbikeclub.org](mailto:news_editor@svbikeclub.org) or fax articles to 564-9505. You may use the Club's P.O. Box 1014 for regular mail. Thanks.

# Shenandoah Valley Bicycle Club Membership Application

Please Type or Print

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

Annual Dues Individual \_\_\_\_\_\$10.00 Family \_\_\_\_\_\$15.00 Send Newsletter by e-mail? \_\_\_\_\_

joint Shenandoah Mountain Bike Club membership: Annual Dues: Individual \_\_\_\_\_\$5.00 Family \_\_\_\_\_\$8.00

I am interested in (one or more of these activities):

\_\_\_\_\_Commuting/Utilitarian Riding

\_\_\_\_\_Touring

\_\_\_\_\_Mountain Biking

\_\_\_\_\_Riding for Fun & Fitness

\_\_\_\_\_Racing

\_\_\_\_\_Ride Committee

\_\_\_\_\_Time Trial Committee

\_\_\_\_\_Century/Festival Comm.

\_\_\_\_\_Newsletter Committee

\_\_\_\_\_Advocacy

\_\_\_\_\_Others (list) \_\_\_\_\_

## INSURANCE RELEASE

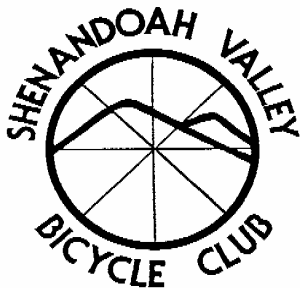
In signing this release for myself, or the named entrant, I hereby agree to absolve and hold harmless the Club, the Club officers, the members, and any other connected with events sponsored by the Club in any way whatsoever, for blame or liability for any injury, misadventure, harm, loss, or inconvenience suffered. I understand that the Club is not responsible for, and is not an insurer of, my personal safety. I also hereby consent to and permit emergency medical treatment in the event of injury or illness. I shall abide by traffic laws and practice courtesy and safety in bicycling, including wearing an approved helmet at all times.

\_\_\_\_\_  
Member Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of parent/guardian (under 18)

**Send to Shenandoah Valley Bicycle Club, P.O. 1014, Harrisonburg, VA 22803-1014**



P.O. Box 1014  
Harrisonburg, VA 22803-1014



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