

# SHENANDOAH VALLEY BICYCLE CLUB NEWSLETTER

OCTOBER 1988

OFFICERS:	David Lovegrove	President	434-8051
	Jack Foster	Vice President	828-4047
	Art Fovargue	Secretary	433-9247
	Julie Drinkard	Treasurer	879-2649
	Pat Ulik	Touring	433-0756
	Marcia Dickenson	Publicity	432-0419
	Donna Werner	Newsletter	433-8977
	Jack Foster	Racing	828-4047



## OCTOBER PRESIDENT'S CORNER

The summer miles have really added up for many of our riders this year. The Lung Association rides, Time Trials, Skyline Drive rides, Ladies rides races and Pat's many other organized tours made for a high mileage year.

All that cycling whipped many people, including myself, into good shape for the finale of the summer, the SVBC Century on September 11. Fifty, seventy-five and even one hundred miles were covered more easily than expected. The fact that Art provided excellent weather, fuel and baked goods certainly aided us in our journey. The century ride turned out to be icing on this summer's cake.

Coming up we still have the Historic Triangle ride, a McGaheysville ride, a mountain bike ride in Timberville, the Moonlight Midnight Madness ride and not for the "faint of leg", the No Quiche ride on October 23.

The October meeting of the SVBC should be most interesting. Our world-traveling friends Joelle, Les and Jody will spin tales (and freewheels) and show slides of their European bike trip from this summer. We hope to get started with the club business at 6:30 PM, followed by goodies and the slides at approximately 7 PM. That will take place at the WELLNESS CENTER on Monday, October 10.

I would also like to personally thank all those who rode and raised money for the American Lung Association Colonial Virginia Bike Trek, September 16-18. The riders raised hundreds of thousands of dollars for the Lung Association of Virginia, ate quite well and had incredible amounts of fun.

SEE YOU ON THE ROADS AND TRAILS.

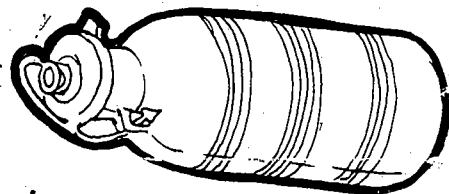
DAVID

## Century SUMMARY



It appears we picked the right weekend in September for our century as our "usual" weekend, the fourth, was rained out this year. Perfect weather graced the 6th Annual Shenandoah Valley Century on September 11, attested to by the 92 riders who enjoyed the day. Our new offering of bagels was well received along with the donuts, especially by the neighborhood bees.

A couple of statistics for the numerical minded. Forty riders finished the 100 miles, three finished 100 km, twenty-three completed 50 miles, twenty-five finished the 25 miles (coincidentally) and one at 12 miles. Again the number of riders from the greater Harrisonburg area remained quite constant. In our six years with total riders ranging in number from 58 to 131, the number of riders from Harrisonburg has stayed between 41 and 48. The percent of male riders has steadily increased from 60% in 1983 to 73% this year - What's the story ladies?



Two new records were set this year; Craig Mauck scorched the 100 mile route in 5 hr 36 min, and Julian Hickman rode the 25 mile route in 2:08. (Note also that Craig's time for loops 1 & 4, constituting the 50 mile loop, was 2:30 as compared to the record for the half century at 2:47).

The coveted chipped tooth award this year goes to Serena Benson for her early Olympic tumbling routine on Loop # 2. We all wish Serena well and congratulate her on her determination in finishing the century.

Much thanks to all of you who help out in the planning, producing, & staging of this ride. You know who you are and I fear I might forget someone if I try to list all your times. Your efforts are truly appreciated; you have performed a service for the SVBC and for bicycling in the Shenandoah Valley.

OCTOBER 1988 RIDE CALENDAR AND EVENTS CHART AND MILEAGE CHART						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
	Ladies Only Ride 6 pm	Time Trial 6:00 pm				HISTORIC TRIANGLE RIDE Weekend
8	9	10	11	12	13	14
HISTORIC TRIANGLE RIDE Weekend	MEETING! Ladies Only Ride 6 pm	?Time Trial 6:00 pm				Tour de McGaheysville
15	16	17	18	19	20	21
	Mountain Bike Ride 1:00 pm	Ladies Only Ride 6 pm				Moonlight Midnight Madness 11 pm
22	23	24	25	26	27	28
	"NO QUICHE"	Ladies Only Ride 6 pm				
29	30	31				



SVBC RIDE SCHEDULE AND EVENTS

- Tuesday, Oct. 4 Time Trial, 6:00 pm; meet at the intersection of Routes 257 and 738 west of Dayton. Approx. 10 miles. Rider send off at 30 second intervals.
- Sat. thru Mon. Oct. 8 to Oct. 10 "HISTORIC TRIANGLE RIDE" by reservation only  
Info: Norm Gulliksen, 434-2692.
- Monday, Oct. 10 MEETING - Valley Wellness Center. 6:30 Business Meeting approximately 7 PM, tales and slides of Joelle, Les and Jody's European bike trip from this summer.
- Tuesday, Oct. 11 ???TIME TRIAL???, Could there be enough light? Come see!
- Saturday, Oct. 15 "TOUR DE MCGAHEYSVILLE", dual ride with variable pace. You can pick your distance and your pace because this ride is two rides from one location. Meet at the McGaheysville Elementary School at 9:30 AM. You can choose distances of about 15 or 30 miles. For more information call Tom Mayer, 289-9496.
- Sunday, Oct. 16 "MOUNTAIN BIKE RIDE", 15 miles, 1:00 PM, meet at the Jamesway Shopping Center on Hwy 42 in Timberville. Info. Ray Ritchie, 896-2913.
- Monday, Oct. 17 LADIES ONLY RIDE, 6:00 PM, Cool Breeze.
- Saturday, Oct. 22 "MOONLIGHT MIDNIGHT MADNESS" a 20 mile ride on Skyline Drive beginning at 11:00 PM - that's right, it's an evening ride. Bring flashlights and meet at Swift Gap (junction of Hwy 33 and Skyline Drive). Info: Don and Debbie Ritchie, 298-1129.
- Sunday, Oct. 23 "NO QUICHE RIDE", A pace ride. (Sorry the editor did not have more information about this famous ride at the time Ride Leader Tom Harbeck 433-8091.
- Saturday, November 5 REVERSE ROCKINGHAM ROAD RASH, Info. Jack Foster 323-4047

HELMETS ARE RECOMMENDED ON ALL SVBC RIDES.

RIDE CODE

- Class A For strong, experienced riders, 25 to 100 miles at 14 to 22 mph average. Few, if any stops. Expect difficult terrain.
- Class B Consistent pace, 15 to 68 miles at 12 to 16 mph average. Some hills likely. For the competent cyclist. Some stops.
- Class C For average riders - ride 10 to 35 miles at an average pace of 8 to 12 mph. Stops definitely included - hills kept to a minimum.
- Class D A ride of 5 to 15 miles on any type of wee-maintained bicycle. Frequent stops, mostly easy terrain, less than 10 mph average.
- Class E Leisurely, slow paced, family rides. All ride together as a group.

No classification scheme is perfect. If you ever have a question about a ride, feel free to contact the ride leader.

A.L.A.V.:



The 2-day, 100-mile "wild weekend with a bunch of bikers," sponsored by the American Lung Association of Virginia was a blast! I heartily recommend everyone's participation in next year's fund-raising event, because a lot of FUN-raising went on, as well!

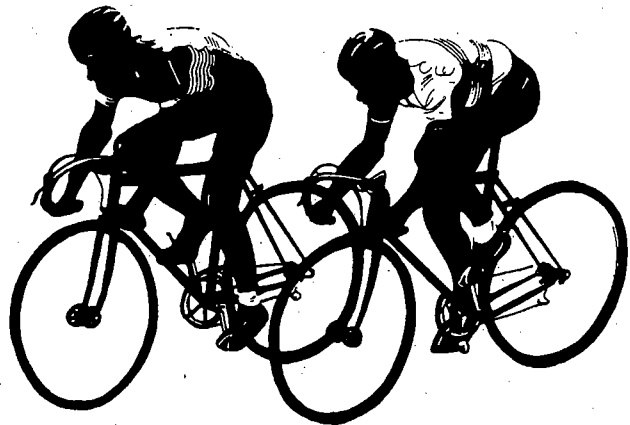
We stayed in the regularly-\$120/night Williamsburg Hilton and the Jacuzzi welcomed us back from our first, fast, flat fifty miles to Yorktown and back Saturday. The sky was overcast, but most of us 294 cyclists got in before the gentle rain fell. The breakfasts were great and Saturday night's Italian feast was unbeatable - Eggplant Parmesan, Lasagna and spaghetti with your choice of tomato or "killer" Alfredo sauce. Awards were presented after dinner, including "most money raised," which was accomplished by a woman (hair stylist) for gathering contributions of over \$3,000! The 294 of us raised about \$108,000 for the A.L.A.V.!!!

The lunches and frequent snack stops were abundantly stocked with all the good things we like to eat, on the road. Coors kept a beer keg handy, in our "rec room" at the hotel. Saturday night, seven students and graduates from the Virginia Beach Massage School showed up with their tables, and offered us leg (or whatever) massages, for \$5! Put us right OUT! Sunday, the ride took us to Jamestown, and onto a ferry to Surry Island and back. By 4 PM Sunday, most of us were heading out for the 3-hr. drive home.

Andrea Butler, the A.L.A.V. director of the trek, Rose Garrison, member of the SVBC and of the Shen. Valley branch of the A.L.A.V., Pam Maddox, also of the Shen. Valley branch and the thousands (seemed like) of volunteers who made this event run smooth and silk deserve the highest commendation in the world for their efforts and subsequent success with this project. I only hope that more SVBC members participate next year, and that the A.L.A.V. raises twice as much money! Don't miss this fun, rewarding ride next year.



Julie Drinkard



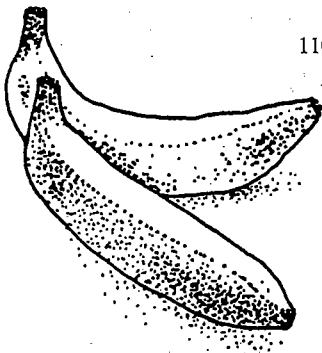


### SEPTEMBER DRY RIVER TIME TRIAL RESULTS

	<u>9/6</u>	<u>9/13</u>	<u>9/20</u>	<u>9/27</u>
Susan Arnold	27:32			26:45
Allen Aronovic		22:41		
John Baxter	25:00			
Serena Benson	26:25		26:40	
John Bower	23:17			
Jennifer Cain				27:45
Jim Carpenter		29:31	27:00	
Al Clague	23:49		24:04	24:06
Sue Clague	27:54			
Kim Clark	25:34	25:36	25:54	25:19
Marcia Dickenson	31:08	30:16	30:46	29:30
Mike Downey				23:39
Rob Fast		23:56	25:43	
David Frye	26:35		27:49	27:05
Sean Galang	25:11	24:32		26:25
Rob Gough			27:57	
Ted Harris		28:20		
Johlene Hess		25:09	26:01	25:45
Julian Hickman		28:36		
David Hilton			28:49	
Jonathan Kaplan		27:15	29:02	
Gene Lagomarsini		23:18	24:25	
David Lovegrove	25:16	26:04	26:02	25:34
Brian Manning	29:24	28:27	28:37	27:19
Mike Mayer	26:19			
Tom Mayer	27:00			
Erin Murray	29:23	27:52	28:50	
Larry Nuckols	28:02			
Sue Rippy			25:44	
Winston Shifflett	26:27	26:42	25:52	24:59
Steve Slaubaugh	24:31			24:27
Bill Taylor			29:01	
Katy Thomsen	30:33			27:39
Will Toft	24:52	25:33	25:58	25:04
George Trimble	25:16			
John Vaughan	24:10			
Les Welch		27:29	27:09	24:43
Tim Wolters	25:14			26:28

PI03  
110M-7/88

Department of Motor Vehicles  
P.O. Box 27412  
Richmond, VA 23269



## Bicycles

A bicycle is a vehicle. As a cyclist, you are entitled to the same rights as motorists and subject to the same regulations as drivers of other vehicles. You must obey all traffic signs and signals, yield the right-of-way to pedestrians, signal left or right turns, and use the rightside of two-way roadways. Bikes are not allowed on interstate highways. Check with local authorities for community regulations about bicycle licenses and riding on sidewalks.

## THE ONE MINUTE SUMMARY

- You need a helmet whether you ride a bicycle on streets or bike paths.
- Excellent helmets meet the Snell helmet standard. Good ones at least meet the ANSI standard. Look for a sticker in the helmet telling which one it meets.
- Buy white or yellow for visibility.
- We recommend the following models (within groups, by alphabet):

### EXCELLENT

Bell V1-Pro, Stratos  
Ciro  
Kimi K-25  
Lazer LZ-1, Eddy Merckx  
MSR  
Nava  
Pro-Tec Breeze  
Most helmets meeting the Snell 1984 standard.

### GOOD

Avenir  
Bailen  
Bell Tourlite  
Brancale SP-4  
Cycle Products Co.  
Targa  
Vetta Corsa  
Most helmets meeting the ANSI Z90.4 standard.

- Fit is important for safety. With the straps adjusted you should not be able to get the helmet off no matter how hard you try.

If you have six more minutes, please read inside!

## PRICES AND WHERE TO BUY

Helmets are available in bicycle shops for \$25 to \$70. A good shop offers help in fitting. Mail order from magazine ads may be less expensive if you already know what you need. Wherever you buy, helmets are cheap for the benefit you get, often costing less than a jersey or derailleur. Do not wait for a sale. Cost is no excuse to delay. Your brain is priceless!

### WHEN SHOULD YOU REPLACE A HELMET?

Based on Snell crash tests of eight-year old Bell Bikers donated by WABA members, we think that most helmets with Lexan shells are good for more than the five-year life some manufacturers recommend. Fiberglass should be even better. We have not tested ABS shells in actual use. Replace any helmet if it is crashed, damaged by solvents, or so scuffed up and grubby it is clearly time for a new one.

### CHILDREN'S HELMETS

A child's head needs protection, but a small child's neck structure may not be able to support the weight of a helmet. If there is any doubt, take child and helmet to a pediatrician for advice. Impact test results for children's helmets track closely with similar models of adult helmets of the same brand. Look for a standards sticker inside.

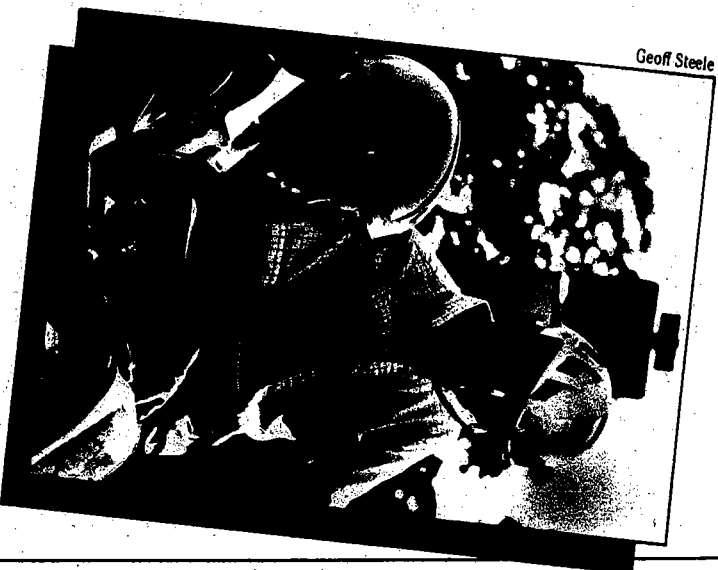
### THE WASHINGTON AREA BICYCLIST ASSOCIATION

Founded in 1972, WABA is a local non-profit advocacy organization working to improve bicycling conditions in the Washington, D.C. area and to encourage the use of bicycles for transportation. WABA is a League of American Wheelmen affiliate. We test helmets and produce this pamphlet because our members need the information and no other source provides it. In December 1987, we moved to 1015 31st Street N.W., 3rd Floor, Washington, D.C. 20007, (202)944-8567. WABA dues are \$15 per year. We welcome your tax deductible donation to support our testing.

March 1988

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## A CONSUMER'S GUIDE TO BICYCLE HELMETS



Compiled by the  
Washington Area  
Bicyclist Association



## THE SIX MINUTE ANALYSIS

### Need One? Yes!!

Hard experience among bicycle riders has shown that accidents do happen to even the most careful. When one happens it is essential to have head protection, since 75% of the 1,400 annual deaths from bicycle accidents are due to head injury. Road rash and broken bones do heal; scrambled brains may not. There are other benefits. Car drivers see you better and give you more respect. But the main reason to wear a helmet is to prevent brain damage in a hard impact.

### What to Look For

A bicycle helmet must absorb energy from an extreme impact to prevent brain injury. This requires a layer of stiff, non-springy foam to absorb shock by crushing, and then not bounce back at your head. Every good bicycle helmet does this with expanded polystyrene, a stiffer version of the white beer-cooler foam used to protect eggs and stereo equipment. Springy foam is added inside for comfort, but absorbs little of the crash energy.

The helmet must stay on your head even when you hit more than once -- usually a car first, and then the road. So the helmet needs a strong strap, normally made of nylon. The fastener must be equally tough. Look for D-rings or a top quality buckle with a positive action which cannot be jiggled open or made unsafe by bending a retaining tab. With the strap fastened you should not be able to get the helmet off your head by any combination of pulling and twisting. Keep the strap snug when riding.

Finally, most helmets have a hard outer shell to spread impact energy if you hit a sharp object, to hold the polystyrene liner together after the first hit, and to protect the softer liner from damage by solvents or the wear and tear of daily use. New models appeared in 1987 without shells; some of them are very protective. We do not know if they will be as durable in daily use as the hard shell helmets, or how well they will hold together for a second impact in an accident. Shell-less helmets should appeal mostly to racers, who require the lightest possible equipment.

## Performance Standards -- Snell or ANSI

The best bicycle helmets meet the Snell Memorial Foundation 1984 standard, giving superior protection. Helmets we rate "Excellent" should meet it. Well below that is the American National Standards Institute ANSI Z90.4 standard, met by the "Good" helmets below. WABA does not recommend any helmet which does not at least meet the ANSI standard. New helmets should have a standards sticker inside.

### Comfort Requirements

Coolness, ventilation, fit and sweat control are critical comfort needs. Air flow contacting the head determines coolness. Sweat control requires a brow pad or separate sweatband. Good fit with no chafing insures correct position on the head in an accident. Surprisingly, weight is less important. Riders easily adjust to the 16 oz. weight of most helmets.

### Crash Testing

The Snell Memorial Foundation, which conducts helmet research and promotes improvements in head protection, crash-tests bicycle helmets in their labs. Their tests show that the models below provide high levels of protection.

### EXCELLENT

**Bell V-1 Pro** Easily meets standards for this group, although we dislike the 1987 "Aero" buckle design. Cool.

**Bell Stratos** Dramatic aero shape. We do not like the buckle. Ear holes whistled.

**Giro** Styrofoam with nylon cover. Passes all tests for this group. Light. Reasonably cool. May not last as long as a hard shell helmet.

**Kiwi K-25** Nicely made, but cloth inner liner makes it too warm in hot weather.

**Lazer LZ-1 and Eddy Merckx** Solidly made helmets, nice interiors, somewhat warm.

**MSR** Cool. Net suspension helps airflow. Reliable D-ring buckle. Easily meets impact standards for this rating.

**NAVA** Nicely made, reasonably priced. Barely meets impact test for this rating.

**Pro-Tec Breeze** Best yet from Pro-Tec. Average comfort, smoked visor.

### GOOD

**Avenir Bell V-1 Pro copy.** Impact protection is excellent but strap strength needs upgrading.

**Bailen** No vents, but air circulates underneath for reasonable cooling. Needs a stronger strap to be excellent.

**Bell Tourlite (1987 Model)** Well made, but we do not like the buckle. Previous models had excellent impact protection.

**Brancale SP-4** Comfortable helmet with average ventilation and nice interior.

**Cycle Products Co.** Sold at a discount in department stores. Below average comfort.

**Targa** Nicely made with fiberglass shell, average ventilation. Expensive.

**Vetta Corsa** Cool, light, but protection falls just short of excellent.

### PROBABLY GOOD OR MAYBE EVEN EXCELLENT

Many more helmet models are now on the market for which we do not yet have Snell test results, but the manufacturers state that they meet the ANSI Z-90.4 standard. If so, they should rank in the GOOD section above. If they meet the Snell standard they might even be rated EXCELLENT. While we await test results, one of those helmets may be a reasonable choice if its features meet your needs.

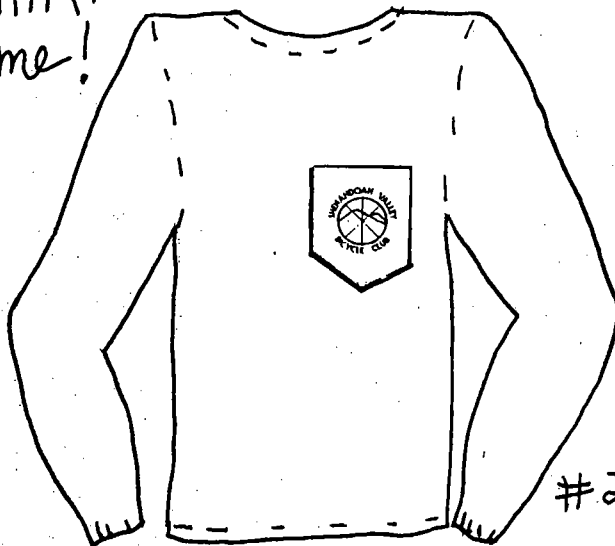
## SUMMARY

When you pick up a helmet, look for a sticker inside to see what standard it meets. Put it on, adjust the straps, and try hard to pull it off. Wear it for 30 minutes to see if fit problems develop. Look at vents and sweat control. Look at the buckle for positive action. Compare the price to the cost of a hospital emergency room visit. Buy a helmet and ride home with good head protection. No rider ever regrets buying a helmet--but crash victims who needed one always regret not having had one on.

Its  
T-SHIRT  
time!



#1



#2

It's been about five years since the SVBC had T-shirts printed, so here's your chance to order one (or more) from the upcoming edition. We're hoping that all 115 of our members will fill out the preorder form and send it to Julie, the Treasurer, before October 20th. We've chosen a grass green, 100% cotton, short-sleeved, "Hi-crew" T-shirt (#1 above) that will have an enlarged version of our name and logo printed on the back. The very reasonable price for these shirts is \$7.00 each, and they will be ready to pick up or have mailed to you around November 15th.

After we have sold at least 53 of these club T-shirts, we will place an order for long-sleeved ones. These will be silver-gray, 100% cotton, "Hi-crew" T-shirts, with a front pocket on the left side. Our name and logo will be reproduced in spruce green ink - tres chic! (#2 above) There will be an order form for these in the November newsletter -- just \$12 for this elegant shirt. And they will be ready in time for Christmas presents!

Cycling in the American Lung Association ride 2 weeks ago, I wished us SVBCers had had our shirts then, to represent the club! So don't hesitate even a minute...fill out the preorder form below, and let's all show off our club's name (and nice logo!).

\*\*\*\*\*chop off here\*\*\*\*\*

(Mail this form and your check to: Julie Drinkard, P. O. Box 694, Dayton, VA 22821)

Order now!

Your name \_\_\_\_\_ Phone # \_\_\_\_\_

Address \_\_\_\_\_

Sizes and # of each:  
(XS, S, M, L, XL, XXL  
or any child's size) \_\_\_\_\_

\_\_\_\_\_ Here is a check for \_\_\_\_\_ short-sleeved shirt(s) @ \$7.00 each. Please call me when the shirts arrive and I will arrange to pick it/them up.

\_\_\_\_\_ Please mail my order to me. I have added a postage and handling fee of \$1.00 per shirt to my check amount.

\_\_\_\_\_ I can't WAIT to order a long-sleeved shirt! Here is \$12 for each one I want. I understand that these will not be available until around December 1st, but I want the club to use my money to help place the order.

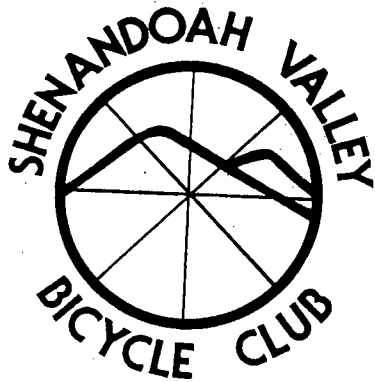


NEW MEMBERS

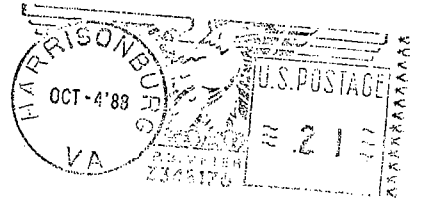
Bill Bascom	P. O. Box 475	Charlottesville	804-971-9658
Paul Bender	308 E. College ST.	Bridgewater	828-3485
Scott Hansen	Rt. 2, Box 269	Elkton	289-9586
Allen Hard	P. O. Box 87	Batesville	804-980-6200
Ted & Eleanor Harris	306 E. Wolfe St. Apt #2.	H'burg	433-3049
Julian Hickman	Rt. 1, Box 589	Churchville	337-7004
Kathleen Logan	20 South Old Glebe Rd. # 106	Arlington	685-6073
Mary & Ted Miller	Rt 2, Box 26 B	Woodstock	459-3439
Erin Murray	Mary Baldwin College Box 781	Staunton	887-8899
Neal Paxson	754 Exton Ct.	Charlottesville	804-973-5818
Cheng Tang	9021 Piney Grove Drive	Fairfax	280-2215

WELCOME!

ARTICLES FOR THIS NEWSLETTER ARE WELCOMED. SEND TO: DONNA WERNER, 1450 CRAWFORD AVE., HARRISONBURG, VA 22801 OR CALL ME AT 433-8977. Deadline is the last Monday in the Month.



PRESORTED  
FIRST-CLASS



P. O. Box 1014  
Harrisonburg, VA  
22801

MEETING:  
MONDAY, OCT. 10  
VALLEY WELLNESS  
CENTER 6:30 pm  
Tales and slides  
of European Travel  
of Joelle, Les and  
Jody

Julie Drinkard  
P.O. Box 694  
Dayton VA 22821

\*\*\*\*\*  
MARK'S BIKE SHOP &  
COOL BREEZE CYCLERY contribute to the cost of the monthly newsletters..  
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