



OCTOBER 2001 NEWSLETTER

SVBC OFFICERS

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

UPCOMING MEETINGS

October 8 7:00pm Monthly meeting at Luigi's. (Note the new time!)

SEPTEMBER MEETING MINUTES

Two riders whose legs were not wasted from the previous day's century went out for a pre-meeting ride. Afterwards, they were joined by another two Club members for the monthly meeting at Luigi's. Most of the discussion revolved around the century. Art had a preliminary count of 173 riders, one of our best years

ever. Neups brought up an issue of Club bike cases, much as we now have a Club Burley trailer. Marcia reported \$6,278.79 in the treasury, which is prior to century proceeds.

Neups

WELCOME NEW MEMBERS

| | |
|----------------|--------------|
| Cliff Garstang | Staunton |
| Meg O'Brien | Harrisonburg |
| Bill Wightman | Harrisonburg |

WELCOME BACK RETURNING MEMBERS

| | |
|----------------------|---------------|
| Steve Hottle | Harrisonburg |
| Bill & Ellen Painter | McGaheysville |
| Hank Schiefer | Harrisonburg |
| Zack Perdue | Harrisonburg |

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

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 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 | | |
| | <u>Web page</u> | http://svbikeclub.homestead.com/ | | | |

SHENANDOAH VALLEY CENTURY RECAP

Our 19th Century is now history and a great one it was. But first, many, many thanks to the volunteers who made it happen - Brent, Neups, Alice, Sharon, Marcia, Marshall, Sarah, Greg, Mary, David H., Jim, Judy, Dave F., Dan & Betsy, and to the others who helped out in ways before and/or the day of the ride. Many thanks also to those who brought goodies - they were plentiful & delicious. A special thanks to Alice for sponsoring the Century on WMRA on Friday.

173 bicyclists turned out September 9 for riding on a near perfect day. All went well, from the park gates being open on time (thank you Rec Dept.), to the drizzle deciding to wait until all were in. Although our records are not 100% complete, 62 riders finished the century, 75 did between 50 & 100 miles, and 36 finished at least a quarter century.

Again, thanks to all - helpers and riders. It was fun.

Art Fovargue

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: 1998 Mongoose Omega road bike. Steel frame, 54cm, dark green with black bar tape. Shimano RSX STI shifting, three chainrings, Mavic wheels, toe clips. Very good condition. Complete overhaul January 2000. Ridden 4,200 miles. \$200. Call Scott or Diane at 540-248-5810 or e-mail saripley@yhaoo.com.

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 Len VanWyk (432-0138).

WANNABES

Are you a C-pace rider (10 to 12 mph) who would like to become faster, smoother, and/or more efficient but you're not really sure how to accomplish your goals? Have you just gotten into cycling and want to see what cycling with a small group is all about? Then come out and join these rides. Together we will work, train, and have a good time on our bikes and hopefully, help you meet your cycling goals. We will talk about some of the ways that may improve your riding skills and your speed--techniques that have worked for leaders and that they continue to use. We will share with each other our experiences and help each other to become better riders. The rides will start at a C-pace with a distance of 10-15 miles. At a later date, the speed and/or distance will gradually increase (along with a more challenging terrain) based on the needs to the group. These rides are learning/training rides but also FUN rides and at no time will anyone be dropped. So come out, train, learn, and have fun!! We promise that everyone will learn at least one new way to improve your cycling skills. Check the monthly Ride Schedule for the dates/location/time. Call Alice Stecker (564-1611) or Marcia Lamphier (432-3312) for more information.

TIME TRIAL RESULTS

September 11 Somber night, 86°, 11-12' corn, very light breeze, cloudless

Male

| | | | |
|----------------|-------|------------|-------|
| Paul Templeton | 25:51 | David Frye | 28:20 |
|----------------|-------|------------|-------|

Female

| | |
|-----------|-------|
| Jody Hess | 30:37 |
|-----------|-------|

September 25 Cool, 64° and dropping, no corn, West winds at 10-20mph, partly cloudy

Male

| | | | |
|---------------|-------|--------------|-------|
| Neups | 25:50 | Steve LeDrew | 26:56 |
| Bill Wightman | 27:33 | David Frye | 30:42 |

PEDAL the PEAKS

On Saturday, June 23rd, I flew into Grand Junction airport, enjoying the view of the mountains and looking forward to my bicycling odyssey with my brother John. We set up our tent on the school grounds and had some supper. John had troubles getting his bicycle from the airline, but it finally showed up about 9pm. While searching for his bicycle, he found out we had 350 participants and 50 staff to support us. A light night rain fell as we slept.

Our first day out took us to Delta. But to get there, we had to climb up and over Grand Mesa. What a way to start! A total of 87 miles, with a 20-mile climb to the top of the mesa, which peaks at 10,389'. And this was 20 miles with no let up. This tour is somewhat different than most I've done in that you get fed at lunch (in the middle of the ride) instead of at the end of the day. And I mean FED! Our meals during the day consisted of spare ribs, baked potatoes, hamburgers, chicken, salad, sodas, and desserts. It's not too bad when the rest of the riding is mostly downhill, as it was on our first day, but when you've got to do more climbing, you've got some adjusting to do. On the way to the mesa, we met Greg LeMond's sister. She was there with a fairly large contingent from Minnesota. On top of the mesa is where we had our lunch break. Just before leaving the break, it started to rain. I mistakenly told my brother before the start that we wouldn't need our raingear, as even if it rained, it would have a nice cooling effect as it was going to be so hot during the day. Well, it was hot during the day (some people ran out of water climbing the mesa), but coming off the mesa in the rain was VERY cold. We stopped about two miles down because we were shaking so badly from the cold and found shelter until the rain let up. Then we continued the 30-mile downhill into Delta. Our total vertical climbing for the day was 6300'.

Day two took us over more mountains into Montrose by way of the north rim of the Black Canyon of the Gunnison National Park. Though the map told us we'd have a 30-mile climb this day, it was more a series of

climbs with ample (for me) breaks. But again, we had some rain at the top of the mountain, though this one wasn't as long lasting as it was on the first day. While the first day had a lot of desert-type views, this day turned greener. The total mileage for the day was 115 miles. But I like to say it was a century with a 15-mile coast to the end. I regained my breath this day. The first day had me feeling only slightly the effects of the elevation. Today I felt strong on the last climb, and John let me enjoy it by letting me take off and wait for him at the last rest stop. We had been joined on the first day by a rider from the Boston area named Russ. As my brother now lives in (flat) Minnesota, he wasn't as ready as I for the climbing. The addition of Russ meant that I wasn't abandoning John. After all, he got me on this trip to help him celebrate his 40th birthday, and my job was to keep him on the saddle and get him over the climbs. Having Russ along allowed me to have a little bit of fun on the climbs. Total vertical climbing for the day was 7900'.

We were told that the third day would be a ride into the mountain. And all day we were pointed into it, but never seemed to get there. Ouray was the destination. For the most part, we got on Route 550 and didn't turn off it. This was a different sort of ride. It was a short ride, with an optional 13-mile climb on the "Million Dollar Highway" to the summit of Red Mountain AFTER getting to our destination. Most participants did opt for the extra miles. John and I got in to Ouray about 11am and first set up camp. Then we rode into town to lunch. After lunch, though we had decided to ride the climb together if the rain held, John decided to wait for Russ before tackling the ascent. That left me alone to tackle the mountain. We had been warned of the narrowness of the road and to watch for traffic, but I thought it none worse than the climb up 33 West. The climb had some spectacular views, some of which I stopped to photograph. But headwinds picked up and rain started falling about one mile from the summit. These summit rains were beginning to get to me. Though I

missed the view over the other side, I was fortunate to have caught up with an earlier rider at the top. A third joined us and we all quickly snapped each other's pictures at the summit marker of 11,018' in the rain. With my rain jacket on, I started my descent back into Ouray. I generally like descending, especially after putting in so much work to get to the top, but the rain, coupled with a bumpy road that I hadn't noticed at my speed while climbing, and very tight switchbacks had me looking just to get down off the mountain. I passed John and Russ about two miles from the top and was surprised they were continuing their ascent in the rain. I later found out they received a ride back down in the support van. I made it back down without incident and was glad for the portable hot showers at the campsite. I totaled 65 miles for the day. Afterwards, we all went into town for supper and sightseeing. Ouray is a very nice town nestled in the mountains. It's called Little Switzerland. It was worth the day's efforts of 5500' of vertical climbing.

We had some night rain again, but the morning broke clear and cool. This 72-mile jaunt with 3200' of vertical climbing to Naturita was our first day on the road without any rain. We started out of Ouray with cold weather gear on, but shed them as we climbed over the Dallas Divide. Then we had a good amount of time along the San Miguel River. We had some wonderful views on this road through the San Miguel River Canyon. After a while we got to climb Norwood Hill. Then it was a slight downhill to lunch. After lunch, we were back to the desert area. The first sight of Naturita was quite unimpressive, looking very rundown and 19th century. But after supper in Nucla and some walking around, it didn't seem too bad. We went to the local museum and found out that the filming of Thelma and Louise took place nearby. We actually would be passing through the town of Bedrock tomorrow, where they filmed the "shoot the truck and blow it up" scene.

Our next day started with a quick, cool ride into Nucla again for breakfast. The ride out of Nucla sent

us through a canyonland-like topography, which we were glad to have ridden (some skipped breakfast and took the shortcut out of Naturita to meet up with the route). The views of the San Juan Mountains were wonderful, and the two climbs up Paradox Hill and Sidewinder Hill were tough. Though Colorado's climbs were long and shallow (never marked, but none more than a 6% grade), Utah seemed to revel in telling us that their climb was at 9%. It was 4300' of vertical climbing, but most of the ride after that was a downhill into Moab. The heat was getting oppressive by this time of day and John and I were eager to get to camp, so we skipped the visit to the "Hole 'N the Rock", a 5000 square foot home carved out of a natural cliff face. We finished the 88 miles and looked for shade and cold water.

Our sixth day was a "day of many options". John and I had decided to rent a jeep for the day. Our morning was spent driving to Arches National Park for some hiking and sightseeing. This is truly a magical place, even with the heat of late June. We visited most of the arches and then headed back to town for some lunch. After lunch it was time to do some true four-wheeling, which neither of us had ever done. I started the driving towards Canyonlands National Park via the Colorado River road, following the route given us by the jeep proprietor. This road turned to dirt after about ten miles. Then the fun began. We had

views of the river and formations not many people get. John took over the driving and I began holding on. We went deep into the heart of the park on roads we never thought we'd get through, but did. There were climbs and drop-offs you really don't want to know about. We were glad for the lack of other vehicles, as some of the roads were much too narrow even for just our jeep, and having to reverse to let another vehicle by would have been terrifying. Yet at the same time we were concerned should we get stuck. Would anybody ever happen upon us and take us to safety? We finally emerged on the paved park road and made our way to a scenic view. The short hike took us to another arch at the edge of the canyon, which I was able to climb onto. Nice view, but the fall would have been a killer. Our trip back to Moab had us missing a turn and entering Dead Horse Point State Park. After getting directions from the ranger at the gate, we found our road back to Moab. Still under impressive heat, we had supper and found ice cream for the second day in a row to be quite a welcome treat.

The last day started with a scenic ride along the Colorado River Road. The 1200' canyon walls were all around us. Then we broke out of the canyon and the heat started. We rode towards the Fisher Towers area, where Bon Jovi filmed a video. I was just about out of water when we reached the first rest stop; it was that hot

already. After the stop we had to get onto Interstate 70 to make our way back to Grand Junction (it's legal to bicycle on interstate in some western states). Our lunch break was off the interstate and down a little bit of gravel road - and way too hot. After lunch we were back on the interstate. Coming into Utah we had stopped for a picture, as the scene was so nice. Now, while entering back into Colorado, we decided to push on. We wanted off the interstate and out of the heat, plus the sign wasn't as nice as was the sign into Utah. When we were finally able to get off the interstate and onto a side road, it didn't seem any better. It was a road with the longest straight section I had ever ridden, with no shade, and a crosswind that wouldn't stop. We finally made it to Fruita for the last rest stop, again with little water. From there it was just a few more miles, past the base of the Colorado National Monument, and back again into Grand Junction. Another 105 miles and 2500' of vertical climbing completed. That gave us over 530 miles for the week with 29,700' of vertical climbing.

I took quite a few pictures with a digital camera and have posted them on the internet. If you'd like to see some of what I saw during my week out west, go to

<http://photos.yahoo.com/mneups>.

Neups

TIDBITS

An idea was brought up at the last Club meeting on purchasing two bicycle hard shell cases. They should have casters and be able to hold a bike sized up to 24" (61cm). These would be available to Club members for no charge when they went on trips. A deposit would be required, which would be returned upon return of the cases. Responsibility for damage or loss would be on the person(s) borrowing the cases. If you have any thoughts on this idea, call Neups at 434-1878 or e-mail him at svbc-nl-editor@att.net.

There's a new web site with lots of information for roadies, along with a weekly e-mail newsletter. It's www.roadbikerider.com. Subscribe to the newsletter and get the free eBook, "29 Pro Cycling Secrets for Roadies". Neups met one of the partners of the site, Ed Pavelka, in Altoona at the LAB Rally this past summer. His bicycling accomplishments are quite amazing. He and Fred Matheny (his partner) have a lot of knowledge to impart to us. And they're doing it for FREE!

TRAIL WORK DAYS!!!

When: 9:00am Saturdays for the month of October.

Where: Meeting at the Food Lion parking lot on Route 42 South. Be back around 1-2 p.m.

What to Bring: Good attire for hard work - boots, gloves, long pants, water and a snack!

More info: Call Thomas at 434-9943, e-mail at TJ@shenandoahbicycle.com or go to www.shenandoahbicycle.com.

OUT OF BOUNDS CENTURIES

I did some other centuries this year and thought I'd give you some of my thoughts in case you are looking to do some of them yourself next year.

The first was in Reston. It's tough when there is not a mass start if you are not from the area and going alone, as I did for these three rides. But luckily, I left the same time a group took off. I was just hoping they would be riding my pace. As it happened, they weren't, but a guy in the front of the group seemed to be pulling away so I moved up and followed him. Funny thing was, he never wanted me to pull. Though I thought this was rather strange, I wasn't about to complain, as we were cruising along about 24mph. But we stopped at the first rest stop, only thirteen miles in. While he lingered, I took off, confident he would soon catch me. He did, pulled ahead of me, and then pulled me to the next rest stop. Again he lingered, again I took off, and again he caught up to me and took the lead. This go round he showed his weakness as we started to get some hills. But he stayed in front until the third rest stop at sixty miles. Again he lingered and again I took off. But he never caught back up. I met up with a group of three and we rode together for until the fourth rest stop. But they lingered and I started up again, to be joined by one other rider. We stayed together until the end. The last fifteen miles, it was good to not be in a big group as that stretch was on the W&OD trail. It was nicely paved, but all the stops at every intersection and all the other users, mixed with the narrowness of the trail, reminded me of why I don't quite care for them. The other complaint I had was a lack of signage. Reston's century is marked with paper arrows on posts. But this usually gives you no warning arrow and no confirmation arrow. Not too conducive to a faster

ride. And I don't quite remember checking in at the finish – did they care if I made it back? But the finish had plenty of food (Papa John's was a sponsor) and a live band, with massage available.

The next century was in Berryville, run by the Potomac Pedalers. It was a beautiful ride, but again, no mass start. I did ride some with Marcia and Marshall, but split with them after the first rest stop. Again, I met up with others to ride with, but again, the markings (this time painted on the road) were not quite adequate. I missed at least four turns due to no warning arrow. Though the rest areas had tons of food, and the 75-mile stop had delicious tomato or hard-boiled egg sandwiches, the finish, there was little food when I arrived, and I'm sure none when others after me arrived. No check in to see if I made it in safely. No massage. You could take a shower, but the school's water heater was broken, so it was a cold one!

My last century of the year, the Gap Gallop, was back in Pennsylvania near where I grew up. The weather was just perfect for a ride. No mass start, but I started and was quickly caught by two local riders. And they went my pace! The roads and scenery were great. Again, more markings would have helped, but just a few warning arrows were missing. I was glad to have had the local company to keep me honest. They checked us in at each rest stop and at the finish, just like we do for our century. Rest stops had some good treats. Though no massage or showers at the end, they did have a Subway sandwich for everyone. I'd recommend this ride to anyone.

Neups

SCHEDULE OF EVENTS

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

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|-------------------|--|
| Mondays | 7:30pm. Mountain Bike Night Rides. Chill-paced rides for beginners to experts. Leaves from the Shenandoah Bicycle Company. Call Thomas Jenkins at 437-9000 for more information. |
| WEDNESDAYS | 5:15pm. 1 1/2 to 2 hours at a B-pace. Meet at the parking lot at Harrisonburg High School. Call Marcia at 432-3312 for more information. |
| SATURDAYS | 10am. We will continue the Saturday Rides throughout the season when there are no other scheduled rides on the calendar. Call Marcia (432-3312), Marshall (434-1609), or Bill T. (828-6635) for location and other details. |
| SUNDAYS | Rides leaving from Bridgewater College at 9am. We ride 2-3 hours (30-45 miles) to have fun! Please contact Rich Harris, 828-2380, e-mail harrisra@jmu.edu or Marcia, 432-3312, e-mail marcialamphier@hotmail.com each Saturday for latest ride information. |

- October 6** **Autumn Coffee Mouse Ride. 8:30am. Meet at the Food Lion Parking Lot/ RT 42 North (Park View). 45-50 miles. We'll ride towards the Timberville/New Market area with a stop for coffee, etc. More details, contact Marcia (432-3312).**
- October 6 2nd Annual Bicycle Tour of Clarke County, Berryville. 25-or 50-miles. Call 540-955-4200, visit www.clarkechamber.com, or e-mail them at info@clarkechamber.com for more information.
- October 6-13 3rd Annual Cycle North Carolina. Begin in the Blue Ridge Mountains and cycle nearly 400 miles to the beach. Call 919-361-1133, e-mail them at cyclenc@mindspring.com, or visit them at <http://cyclenorthcarolina.org> for more information.
- October 13** **Adopt-A-Highway trash pick-up and ride. Come join us for a quick pick-up of trash on our section of county roads. We'll meet at the Penn Laird Post Office at 9am. Once finished we'll gather at the Montevideo Middle School at 10:15am for a 35-mile ride. Contact Neups (434-1878).**
- October 13-14 Shenandoah Mountain Bike Festival. Stokesville. Contact Thomas Jenkins at Shenandoah Bicycle Company, 434-9943, e-mail at TJ@shenandoahbicycle.com, or go to www.shenandoahbicycle.com for more details.
- October 13 4th Annual Family Fun Day on the Bay Bike/Walk Event. Free! Walk 3-1/2 or 7 miles. Bike 8-1/2 or 17 miles. Call Neups for more information.
- October 13 13th Annual Sea Gull Century. Optional rides on Friday and Sunday. Registration deadline is August 31st. NO late or ride-day registrations. Call 410-548-2772, e-mail seagull@ssu.edu, or visit them at www.seagullcentury.org for more information.
- October 19-21 Shenandoah Fall Foliage Bike Festival. Staunton. Call 540-885-2668 or visit them at www.ShenandoahBike.org for more information.
- October 19-21 34th Hilly Hundred Weekend Bicycle Tour. Register online at www.hillyhundred.org or call Neups for more information.
- October 24** ****please note --LAST WEDNESDAY EVENING RIDE--****
Please join us at the last Wednesday Evening Ride for the season. After the ride, we will be going to the Bravo Italian Restaurant to celebrate another great year of Wednesday Evening Rides. Plan to join us!!! More details, contact Marcia (432-3312).
- October 27 Historic Halifax Halloween Hoot'n'anny. 100, 63, and a Historic tour of Halifax. The century will be 20 miles of rolling terrain followed by 80 miles of FLAT terrain. The metric will follow the Century route for the first 39 miles with the remainder being flat. The Historic tour will be an out and back route of family friendly flat route of 25 miles. All rides will be fully sagged with rest stops spread out around the route. Watch out for ghouls and goblins that inhabit the rural parts of Halifax County. Check out their website at www.aceracing.com for all the info. Click on the road ride 411 link on the opening page. Call Kenny at 252-537-5794 for answers to other questions.
- October 27 Between the Waters Bike Tour, Nassawadox. Also a free fun short ride on Friday afternoon and a self-guided tour on Sunday. Call them at 757-678-7157, e-mail them at cbes@esva.net, or visit them at www.cbes.org for more information.
- October 28** **Wannabe Ride. 12:30pm, Wildwood Park, Bridgewater. Contact Alice (564-1611) or Scott (248-5810) for more information.**
- Jan 26-Feb 12, or Feb 19-Mar 6, 2002 Cycling the Most Scenic Parts of Vietnam. More information can be garnered by calling Hans Krausche at 1-800-613-0390, going to their web site at www.discovervietnam.com, or e-mailing them at hkrausche@aol.com.

STEM LENGTH

Let's start by saying there's no foolproof method of determining proper stem length, but here are some bits of advice. Importantly, the rest of your road bicycle has to be properly set up first before determining the stem length. We'll explain why in a moment.

1.) Place your elbow or the back of your arm against the nose of your saddle and, with your arm pointed forward, your outstretched fingers should be within about an inch of the back of your handlebars near the stem. Simply put, this is too quick and dirty. A determination of stem length should take into account your arm length, trunk length and flexibility. I think the "flexibility factor" is why there is no hard and fast formula for proper stem length based on morphological measurements. Anyway, the above only takes into account the length of your arm.

2.) After cycling for several minutes to loosen up and get your body's natural riding position, with your hands on the drops of your handlebars, your eyes, handlebars and front hub should be in alignment. Sometimes it has been stated that you should sight down to your handlebar and the front hub should be obscured. This is a good place to start. Be aware, however, this method depends on how you are positioned at that particular moment, (e.g., is this the normal bend in your elbows?) and the rake of your fork. This should get you in the ballpark, or say within about 2 centimeters of what will work well for you. If the front hub appears ahead of the handlebars, the stem is too short. If the hub appears a little behind the bars, you are probably still OK. If it appears well behind, the stem is definitely too long.

3.) With your hands on the curve of the drops and your elbows bent to accommodate a flat back (or the lowest position in which you might normally ride), your elbows should be an inch or two from your knees when pedaling. If you have an average build, this again, will put you in the ballpark. However, if you have a relatively long torso and shorter arms, or vice versa, this is not going to work for you. You will either end up too "bunched up" on the bike, restricting breathing, or too stretched out, resulting in strained muscles. This leads us to...

4.) On long rides, if you develop soreness in your shoulders and upper back, your stem is too short; if your upper arms become sore, your stem is too long. This is, of course, an after the fact evaluation, rather than which length should I try first approach. Nevertheless, putting all these things together you will find...

5) Experience is your best guide. If you have a position that works for you, consider using it again. However, when you apply it to that new or different road bike, remember it is not the stem length, per se, that you are after, but rather the total length from the saddle to the end of the handlebars, i.e., the reach. Besides the stem length, the frame size of the brake levers, plus the amount of stem insertion into the frame determines this distance.

Variations in stem length should allow you to achieve this distance. If you own only one bicycle, by all means write this reach distance down, along with frame size, saddle setback and all other relevant measurements. Then if your bicycle is lost, stolen or, worse, crunched in an accident, you can skip the trial and error portion of getting a bike that fits you. Finally, some people change stem length to accommodate changes in position. For example, if you want to fit aero bars you need to reconsider the stem length relative to the reach you want to achieve. Also, sometimes riders start with a slightly shorter stem during the winter and early spring, switching to a slightly longer stem as their flexibility improves.

The bottom line..., do not order that exotic, high zoot stem until you know that it will work for you. Bike shops often have an array of used stems tucked under the workbench, and it may be worth your time, effort and a few bucks to see what length will be right for you before you part with the big money.

>From the Springfield Bicycle Club newsletter. Website: www.spflocycling.org

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 OCTOBER/November-December

| | | |
|--|----------------------------------|-----------------------------|
| <u>BETSY DUNNENBERGER</u> | <u>HARRY GLENN, JR.</u> | <u>DENNIS HERR</u> |
| <u>BRUCE JOHNSON & FAMILY</u> | <u>BOB MCGOVERN-WAITE</u> | <u>STEVE PURCELL</u> |
| <u>MICHAEL WEAVER</u> | | |
| Eric & Kristy Aschenbach | Debbie & Brian Bauer | Robert Brookshire |
| Judith Freudenthal | Sue Gier | Marshall Hammond |
| Stin Lenkerd | Tamer Moumen | |

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 **SVBC-NL-editor@att.net** or fax articles to 564-9505. You may use the Club's P.O. Box 1014 for regular mail. Thanks.