

NOVEMBER-DECEMBER 2002 NEWSLETTER

SVBC OFFICERS

President:	
Vice-President:	
Secretary: Marshall Hammond	434-1609
Treasurer: Marcia Lamphier	432-3312

UPCOMING MEETINGS

November 11	7:00pm	Monthly meeting at Luigi's.
December 9	7:00pm	Monthly meeting at Luigi's.

OCTOBER MEETING MINUTES

The October meeting of the Shenandoah Valley Bicycle Club was held Monday October 14th at 7:30 PM in Luigi's backroom. There were three members present at the meeting with two members participating in the pre-meeting ride that left Luigi's parking lot at 5:30 PM.

NOTE: October was the last month for pre-meeting rides until spring.

The Treasurer reported a balance of \$9,346.79, with \$350.00 outstanding debt for event insurance.

There was no old business.

New business:

Discussion focused on the increasing treasury balance and ways to benefit the community as well as promote cycling. One suggestion centered on the need to spread the Club workload among more members or to offer non-profit clubs an opportunity to provide volunteers for club events for a donation to their organization. On a break-even basis to the club (i.e. meet expenses), donations could be substantial depending on the number of helpers provided. If other members have thoughts on how to get more participation in Club activities or suggestions on non-

profit organizations to approach for help, contact Neups or Marshall.

The Club has decided to purchase an in-line filter to put on the end of hoses used for filling water containers. There were numerous complaints about the taste of the water during the Century and Festival.

There has been revised interest from Club members on donating youth helmets to the community. Anyone with information on, or programs to use for this donation, please contact Art.

Every month the newsletter publishes a list of expiring memberships. Keep in mind that volunteering to help on three Club activities gets that next year's membership for **FREE. What a value!** Let's spread the load of running and sponsoring the Club throughout the membership. Hey, usually there is a good ride involved somewhere along the way from trash pick-up to route marking. Riding is always a reward; free membership is icing on the cake.

The next SVBC meeting will be November 11th, 7 PM at Luigi's. **No pre-ride.**

The meeting was adjourned.

Marshall

WELCOME NEW MEMBERS

Joseph & Krista Gisler
Chap Womack

Harrisonburg
McGaheysville

WELCOME BACK RETURNING MEMBERS

Becky Matheny
Bill & Ellen Painter
Hank Schiefer

Bridgewater
McGaheysville
Harrisonburg

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

All the area shops contribute to the Club.
Thanks to Mark's, Mole Hill, Shenandoah Bicycle, Blue Ridge, 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	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/			

CLASSIFIEDS

FOR SALE: SVBC waterbottles. Large, screw top, SVBC logo. Only \$2 each! Yellow, white, red, or gray. Contact Marcia at 432-3312, or e-mail her at marcialamphier@hotmail.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).

FOR SALE: Saris Roof rack. #902 Load Bars (middle size) and 2 Upright Mounts for bikes. Fits a Toyota Camry or similar car style. The product website is <http://saris-products.com>. Load bars are great and easy to use and you get adapter clips for the car you have that are really quite inexpensive. Call Travis Lehman at 574-0204 (home) or 434-7376 (work).

FOR SALE: All the bicycles listed below are for sale by owner. Contact information: Jeremiah at 540-442-8696 or e-mail erinnorth@yahoo.com.

1. Klein Attitude Race, size large, \$800 obo. Very good condition, Klein Team Fade red/yellow/white, Gradient Propriety tubing, hand built in USA, Rock Shox Judy XC fork (4 months old), XT cranks, front and rear derailleurs, Klein Mission Control Stem, Klein pressfit bottom bracket, black Syncros hardcore fork, Flite saddle, SRAM 9.0 brakes, Hutchinson kevlar tires, SPINERGY SPOX wheelset!!!

2. Cannondale R2000 Road bike, \$800 obo. Very good condition, 1999 56 cm yellow, carbon Slice fork, Shimano Ultegra components, Cinnelli Integralter stem and bar (optional), Cane Creek wheelset, Syncros post, Serfas titanium saddle, (Look style) Shimano pedals.

3. Cannondale R800 Cyclocross frame and fork, \$200 obo. 1999 56cm cyclocross frame and fork, champagne gloss, excellent condition, includes Coda V-brakes.

4. K2 Razorback Team Issued Full Suspension, size large, \$1800 obo. 2001 7005T6 series aluminum, Mega Air Noleen Performance suspensions front and rear, SRAM 9.0 front and rear derailleurs, SRAM chain and carbon 9-speed cogset, Thompson Elite post, Serfas Arc titanium/kevlar saddle, truVativ stylo ISIS drive bottom bracket/cranks, Shimano pedals, WTB Momentum C headset, KORE Elite stem, Formula B4 hydraulic disc brakes, Spinergy Xclone disc wheels, Easton riserbar.

FOR SALE: Yakima roof rack. Includes 2 bike trays, 2 front wheel holders, 4 Q Towers, 48" bars and clips for 1993 Saturn. Will fit any small car with right adapter clips. Old style but good condition and works great. \$100 OBO. Also have set of 4 old-style tall Yakima towers, and Yakima fairing. Each \$25 OBO. Also selling AXO Summit ATB shoes, blue/yellow/black size 44 (US 10). Shoes are in very good condition, worn only a few times. Cost over \$100 new but are wrong size. \$25 OBO. Call Drew @ 433-5713 (H) or 568-3245 (W).

FOR SALE: Ski rack, Barrecrafters SR-900. Mounts on roof or hatchback. Locks both skis and rack to vehicle. Holds four pair. Make \$25 donation to SVBC. Call Sue Gier (D) 434-8877x103 or (E) 833-6800 or e-mail suegier@shentel.net.

TIDBITS

Thanks to the trash volunteers – Marcia, Marshall, Alice Stecker, Meg O'Brien, and Valerie Kramer. This was probably the fastest pickup ever. And Marcia found 26¢. So it's not only a notch on the Club's volunteer table, it's also profitable! I really appreciate all your hard work. Thanks! Neups

Speaking of volunteers – As of October 21st, here are the members who have contributed at least three volunteering sessions and will have a **FREE** year added to their current membership: Marshall Hammond, Jody Hess/Les Welch, Valerie Kramer, Marcia Lamphier, Neups, Scott Ripley, and Alice Stecker. Thanks for your support of Club functions! If you think you should be included (our records may not always be right), call Neups at 434-1878 and give him the scoop.

The Massanutten Regional Library has sent a letter of thanks, acknowledging us for subscribing to Adventure Cyclist in their name. It's the magazine of Adventure Cycling. Check it out if you don't receive it at home.

Fifteen cyclists took part in the annual Ice Cream Ride. The ride took us to the creamery in Timberville. Not a bad way to get a free cone and then work it right back off getting home.

VDOT maintenance staff is willing to sweep bikeways on VDOT highways. Please report VDOT maintenance requests to 1-800-367-ROAD (statewide).

Pictures from both the Shenandoah Valley Bike Festival and the Shenandoah Valley Century are available online at <http://Neups.tripod.com/archives.html>. Not all of them make the newsletter, so check them out.

Cliplless pedals can get a little grungy at times. To keep them operating smoothly, wipe them off and try some ski wax on them instead of oil or grease. It won't wash off in wet conditions as easily.

OFF-ROAD SKILLS

O.K. You're ready to go zipping down the trail like a gazelle, barely grazing the trees as you round the corners, you and your bike weightlessly gliding over rocks and logs, legs and lungs limitless in their efforts, right? Wrong!

Take some time to warm up. Find that grassy area and play with zigzagging, stopping, slow riding, wheelies, etc. Get comfy on the bike and make sure everything's in working order (brakes, shifters, etc.). Don't be afraid to work up a bit of a sweat, and when you have, stretch! It's even more important off road to have muscles and joints nice and loose before riding. You use a lot more of your body to move you and your bike around all that stuff out there, and being stiff will make you more injury prone.

Speed. You're going to be traveling a lot faster now. Just as on the road, pay attention not to the ground in front of your wheel, but several bike lengths ahead. Picking a good line will enable you to anticipate upcoming obstacles and react accordingly. Oh, and the thing about grazing the trees – that's for real. If you're hauling down the trail at high speed, you'll be carving corners as close as you can, and that sometimes means rubbing your shoulder or hip on what ever you're getting around. You'll learn to lean the bike one way and your body another to minimize this.

Dips. Small creek crossings or other little ditches and holes present a problem in that you are in a situation where you must maintain momentum to get up the opposite side, but going too fast will cause your weight to shift forward when you hit bottom. This is especially true of bikes with front suspension, since the suspension can dive or collapse when you reach the bottom. Rear suspension compounds the problem because it can unload and catapult you forward at the same time. Keep your weight as far back as possible (depending on how deep the anomaly is) and don't pedal until you reach the other side.

Falling. Again the less you worry about it, the less it will happen. The worst thing you can do is get uptight and lose your ability to be one with the bike. Even if you do fall, being loose will allow you to land without being injured. When you see (rather, feel) an unrecoverable miscalculation happening, pick the best exit route and tuck and roll. Some people also worry about their feet being trapped in cliplless pedals. I happen to keep mine on the tightest setting so I don't pop out in bunny hops. I've fallen many times; my feet have always released. I'm not going to say it's always happened for everyone and always will, but trust me - your feet will come out if they have to.

Practice as much as you can, talk to other people about it, and show up for the rides.

From the Central Indiana Bicycling Association newsletter by Tony Furdock, furdock@midlink.com

FUNNY

I was biking thirty miles a day, but it made me gain weight. I was swallowing five pounds of bugs every trip.

SCHEDULE OF EVENTS

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

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 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.

Jan. 17 – Feb. 2

Bicycling Ministry Across Florida. Tallahassee to Key West. Call 434-525-9552, visit them at www.wheelpower.org, or e-mail them at info@wheelpower.org for more information.

May 19 – August 8

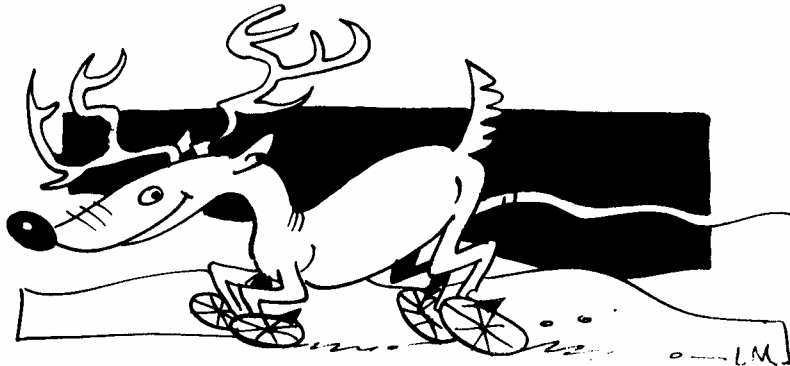
Bicycling Ministry Across America. Seattle, WA to Yorktown Beach, VA. Call 434-525-9552, visit them at www.wheelpower.org, or e-mail them at info@wheelpower.org for more information.

July 20-26, 2003

9th Annual Bicycle Tour of Colorado. The Colorado Springs Loop. Visit them at www.BicycleTourColo.com.

Sept. 27 – October 5

Bicycling Ministry Across New England. Augusta, ME to Hartford, CT. Call 434-525-9552, visit them at www.wheelpower.org, or e-mail them at info@wheelpower.org for more information.



-ADVENTURE CYCLING

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 NOVEMBER/January

ERIC & KRISTY ASCHENBACH

JUDITH FREUDENTHAL

SUE GIER

MARSHALL HAMMOND

BRENT & JUDIE McNETT

MAHLON & ALICE WEBB

Scott Nair

Len VanWyk

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.

PEDAL STROKING

The advantages of an improved pedal stroke are more power, increased endurance and a smoother cadence. The improvements that will give you these advantages are:

- * Maintaining a firm foot platform by not allowing your heel to dip or rise during the pedal stroke;
- * Equalizing the pressure that is felt through the balls of your feet; and
- * Visualizing an ideal pedal stroke.

Maintaining a firm foot platform allows for direct and instantaneous application of power to the pedals from the quadriceps on the down stroke and the hamstrings on the up stroke. Additionally, maintaining a firm foot platform and not allowing the heel to dip or rise, allows for a more efficient 'scraping' motion at the bottom of the stroke and more efficient thrusting motion at the top of the stroke.

Equalizing the pressure that is felt through the balls of the feet is the physical sensation that indicates both legs are working with equal power and a correct pedal stroke is being utilized. The net result is a pedal stroke that is smoother and more powerful. One tip to minimize toe curling is to occasionally raise your toes; this assists in feeling how much pressure is being applied through the balls of the feet and also relaxes the feet.

Visualizing an ideal pedal stroke allows the body to quickly incorporate changes in the pedal stroke. There is a different visualization for the faster stroke used on the flats and the slower stroke used on steeper climbs. For the faster stroke the driving down, scraping back, pulling up and thrusting over the top is one continuous thought. The increase in pressure as the pedals come over the top is a lead-in to the thought of "down-up-and-around". A fluid or flowing thought works well for the faster pedal stroke.

The slower cadence on steeper climbs permits the stroke sensations to be separated into four distinct categories. The top of the stroke starts by thrusting the toes forward with increasing pressure felt on the ball of the foot. On the down stroke, slightly tense the calf muscle and think about the quadriceps driving directly down, through the ball of the foot. At the bottom of the stroke a distinct pulling or scraping motion occurs. The up stroke's pulling motion should be felt in the hamstrings. It is critical to maintain a firm foot platform in all four parts of the stroke by preventing the heel from dipping or rising.

Hope these tips contribute to your cycling pleasure!

From the newsletter of the Sacramento Wheelmen, www.sacwheelmen.org

SEAT HEIGHT

Seat height is the most important adjustment you can make on your bike. Because of the repetitive motion of pedaling, proper leg extension makes the difference between efficient, fun riding, and early fatigue, poor endurance, discomfort and even injury!

Within limits, the higher your seat, the safer your knees. Your seat should be high enough so each leg is almost fully extended when each pedal is at the bottom of the stroke, and the ball of your foot is over the pedal spindle.

Try this test: Position your seat where you think it should be. Hyperextend your leg by flexing your knee back as far as is comfortable. Now, relax your leg. Does your leg flex just slightly? During this test, keep your hips level on the saddle. Also keep your foot level or with the heel slightly higher than the ball of your foot.

So why do so many bicycle seats get positioned too low?

1. The seat-post binder is inadequately secured so the seat post has worked its way down during riding.
2. The seat post is too short and needs to be replaced to allow proper extension.
3. Riders like to have their handlebars higher than their seats, so they lower their seats.
4. Riders have placed the seat too low because they want their feet to touch the ground easily when they stop.

You can secure your seat post more firmly, or replace it with a longer one. If you want to have higher handlebars, all you need to do is purchase a new stem. Higher handlebars are definitely more comfortable, and the new stem costs between \$30 and \$69. This is inexpensive compared to the cost of physical therapy for an injured neck or knees brought on by a poorly positioned saddle.

Riders who keep saddles too low because they want to have their feet closer to the ground when stopping need to remember that most of the time you are cycling, you are pedaling. With some practice, you can learn to step to the ground when stopping.

The last thing you want is not to ride because you are uncomfortable or unsure of yourself.

Find the optimum riding position for you so you can feel stronger, healthier and happier on your bike.

Cycling should be a wonderful experience!

From the newsletter of Self Propulsion Inc., Golden, CO