

JAN-FEB 2004 NEWSLETTER

SVBC OFFICERS

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

UPCOMING MEETINGS

January 12	6:00pm	Annual Potluck at the house of Neups – 117 N. Willow, Harrisonburg Bring a dish to share. The Club will provide drinks and ice.
February 9	7:00pm	Monthly meeting at the Shenandoah Bicycle Company , downtown on Main Street. We'll have a "What's New?" talk by Thomas Jenkins.

NOVEMBER/DECEMBER MEETING MINUTES

These minutes will combine the last two SVBC meetings. The November meeting was held on the 10th and the December meeting on the 8th (of December, obviously). Both meetings were held in the back room of Luigi's. The November treasury balance was \$9,000.85 and the December balance is \$8,543.85. Attendance for November was eight and December TEN, yes girls and boys, TEN!!!! The word must be getting out about how much fun these things are. Shhhhhh!!!! We may have to put tables together.

New business from November has Thomas working on a mutually supportive agreement between the CAMBA (Charlottesville) and SMBC (SVBC's sister organization) to gain the most leverage across both localities. Neups reported on his participation in the VDOT Six Year Improvement Plan meeting. Discussion was centered on starting a user group web site where members can post messages for the Club. Carl Droms will look into starting this group.

In the December meeting Carl reported the user group has been started. If you didn't receive an invitation to join, go to www.yahogroups.com, search for svbikeclub, and go to the svbikeclub user group page where you can sign up. You will need to register as a Yahoo user; however you can limit spam and unwanted e-mails by choosing appropriate limiters. Neups would like to encourage all members to sign up for the group. He can then make one posting to the site

without numerous e-mails to many lists. Thanks to Carl for setting this up!

The Club agreed to donate the SVBC's portion of the SMBC dual membership dues to the SMBC for all their work on trails and advocacy. Thanks, Thomas and the SMBC.

Chris Scott would like people to start thinking of May's Bike to Work Day. There are plans to have numerous "refueling" stations around the city to provide refreshments and support for this very important show of cycling participation. There will be more on these plans at future meetings.

The January meeting will be our annual pot luck supper at Neups's (thanks again, Neups) beginning at 6pm January 12th. Bring something good to eat. Drinks (non-alcoholic), plates, and utensils will be provided by the Club. BYOB if you wish. For directions, call Neups or Marshall at 424-1609.

The February meeting will be at the Shenandoah Bicycle Company where Thomas will conclude the meeting with a presentation of the 2004 bikes and other new items. Thanks, Thomas! This meeting will begin at 7pm at the shop, which is in the area of Dave's Taverna off Main Street.

Respectfully submitted,
Marshall Hammond
Secretary SVBC

WELCOME NEW MEMBERS

Rich and Brenda Freykar
Rowland Shank

McGaheysville
Harrisonburg

WELCOME BACK RETURNING MEMBERS

Sue Gier

Thomas & Julie Jenkins

Chap Womack

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	434-1878
<u>Rides</u>	Bill Taylor	828-6635	<u>Bike Festival</u>	Dan Finseth	438-8063
	<u>Advocacy</u>	Len Van Wyk	432-0138		
	<u>Web page</u>	http://svbikeclub.homestead.com/			

CLASSIFIEDS

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 Van Wyk (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: Contact information: Jeremiah at 540-442-8696 or e-mail erinnorth@yahoo.com. 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: 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.

FRANCE (part 4)

July 11 – Day 7 – l’Alpe

This is the day I’ve wanted for a long time. It’s my chance to climb **l’Alpe-d’Huez** (1972m/6468’). (13.8km, 9% average, 11.5% maximum) Aside from a rooster crowing about 5:20am, I’ve had a restful sleep. As we’re staying in the town at the base of this famous climb, we started with a little spin of fifteen minutes to warm up the legs. As soon as you turn off the main road, the climb begins with an overhead banner announcing it. l’Alpe is a mix of single and double chevron climbs through twenty-one turns, each marked with winners from prior years. Many cyclists are climbing this slope today. I saw an old woman working her way up the mountain on an almost equally old bicycle. Some were old men, one getting a helping hand from maybe his son. Other people had foregone the bicycle and had driven their campers and cars up early to secure a spot for the Tour’s ascent. I went up feeling fresh; passing others, but never getting passed myself, never stopping for pictures. It felt a lot like our climb up Reddish Knob, without the little dips near the end. I finished the climb in just over an hour, humbled to know that the fastest Tour riders climb almost twice as fast as me, and that after over 100 miles of racing!

The street on top was crawling with vendors and tourists and we had to walk our bikes through it all. A few of us decided to continue the loop and climb the **Col de Sarenne** (1999m/6557’). Almost immediately leaving d’Huez, the road turned bad, with some gravel sections and large granite “cobblestones” and water over stream flows. The view on top, though, was good. The downhill fared better for us, but again the rims heated up terribly from all the braking. We hit one straight section of 15% grade and let it fly, but abruptly came upon a switchback that two of us almost didn’t realize was there. Scott and I were going over 42mph at the time. Scott slowed and I came right up on him and the guardrail, but missed each.

Trying to catch a little rest, we decided to take the low road back to the hotel. We crossed a dam and dropped several miles into town. This gave us a preview of the next day’s start. We had done 34 miles and 6600’ of climbing. After our showers we caught the Tour on Channel 2, which is France’s public station. Imagine watching the Tour with no commercials! And I thought we had it good with OLN. The sleep would have been better if my room didn’t face a skateboarder’s park, where they skated until late at night. And the yelling around 1am from an argument didn’t help, either. The ankle seems to be hurting a little bit now, but still no swelling.

July 12 – Day 8 – Stage 9 mini-preview

Today is another heavy day of climbing. Leaving the hotel we climb to the dam we crossed yesterday. This is no col, but yesterday we noticed it was a 7% grade. We’re seeing a lot of campers that must have arrived late yesterday, all getting ready to go up l’Alpe for the stage finish. After we reach the dam we start towards the Category 1 **Col du Lautaret** (2058m/6750’). (28.5km, 3.9% average, 7% maximum) This is a fairly easy climb, but I’ve brought my red flasher, as we’ll be passing through a lot of tunnels today – sixteen in all. There is quite a bit of traffic and too many diesel vehicles, which really pervade the tunnels. The van is stationed at the top of the Lautaret and our group gets refreshments. From this summit we turn onto the road up to the Above Category **Col du Galibier** (2646m/8679’). (8.2km, 7.2% average, 9% maximum) This is the highest point on the Tour this year, and also for our tour. It’s quite busy at the top with many cyclists and tourists scrambling for pictures. The road is packed with cars parking on the road that is already barricaded. I’ve brought a vest and warmers for the descent, and I’m glad I did. I’m also glad the van driver is still on the Lautaret, and I hand off the extra clothing.

Though not the steepest nor fastest descent, coming off the Lautaret gives us our best downhill, as there are no real bends in the road. My shoulders and hands are starting to hurt from all the required braking in the Alps. After Briancon we start the climb up the Above Category **Col d’Izoard** (2360m/7741’). (19.6km, 5.7% average, 9% maximum) This is another long climb that starts easy, goes through some meadows and a small gorge, then kicks up for the last three kilometers. I can feel what the racers will feel in a couple days. The downhill to start is a tease, as there is a short climb again before the final plunge. The switchbacks are many again, not made any easier by the fresh tar on the road in a short section. My wheels were hopping there. Halfway down the road straightens and we pick up speed.

Upon reaching the Guil River a funny thing happens. We’re going downhill but there is a terrific headwind that keeps us pedaling towards our hotel. No rest for the weary. Then to add insult to injury, our hotel is situated up a short steep road. And it only has a hand shower. But it feels good to finish the 85 mile, 10,000’ of climbing day.

July 13 – Day 9 – Rest

Not everyone needed a break, but I sure did. In the last seven days I’ve ridden 422 miles and climbed 49,800’. They say a tough ride is 100’ of climbing for

every mile. We're above that. My heart rate feels a bit high this morning, though I don't really track it. I slept as long as I could, had a nice breakfast, walked down to town, caught up on my e-mail in an internet café, read, ate, and watched the Tour on TV. It's the stage to l'Alpe-d'Huez. Tomorrow is our day to watch it live.

Some musings on the past week: people all over seem to ask cyclists for directions. I was taking a break on the Roselend day when a van stopped and a woman got out asking for directions. Maybe they believe we really always know where we are. Maybe we just look approachable. Maybe I'm that cute. I also got asked in town while walking back to the hotel. No air conditioning means open windows, but they have no screens. Even so, there seem to be few insect invaders. There don't seem to be a lot of garbage containers for the public in towns, yet the towns all stay clean. There are a lot of sticks stuck into the side of the roads. I've found out that these are for the snowplows. I hadn't noticed the lack of reflectors along the road as we have here. Scott actually flatted inside the tunnel, a fairly long one, just before the Lautaret. That's not good in any country. The racers name you see on the roads must be done mostly the night before or morning of that stage. During our climb up l'Alpe we didn't see nearly as many names as we did two days later on TV. A lot of hotels here provide towels, but no washcloths. And if you stay overnight your bed is made, but usually with the same linens. Because of our latitude, it's light out until 9:30pm. No wonder the French eat late suppers. Church bells chime the time, and then immediately do it again in case you missed it the first time. Yet they turn the bells off at night so you can get your rest.

July 14 – Day 10 – Stage 9 live

A bright, full moon woke me up last night. In the morning I had a sore back from the mattress. And I've developed saddle sores. The rest day did nothing to lessen them. Most of us decided to climb back up the **Col d'Izoard** (this time 26.3km, 5% average, 11% maximum) to watch the Tour today. We climbed it this time from the other side. I left a little after 9am and by the time I reached the road to the summit, traffic was getting dense. The police had already blocked off the climb by 10am (or before?), but we wheeled around the barricades and continued up. I saw a father riding with his son tethered to his bike. The mother was pushing her daughter with her hand on her back. I'm not sure how long she was able to keep that up. Many fans had earlier parked in the camping areas and were walking up. Our van was positioned here since Saturday night and we had a spot about 100 feet from the summit. We could see the Tour coming from two miles away. A few clouds passed by before the racers, but overall it was a good day to be up there. The caravan comes

through a good hour before the race and passes out swag for the fans. I collected chocolate milk mix, licorice, gummy bears, a deck of cards (not full, but for a French card game I don't know), a Champion KOM vest, a bottle of Aquarel, and a few other items. It's quite a show watching everybody trying to catch all they could. Some people were still scratching names onto the road with rocks. The police tried to keep everybody off the road as the racers passed. They did an admirable job; it wasn't like l'Alpe-d'Huez. I wasn't in a great position to see, so I had a lookout on top of the van telling me when Lance's group was rounding the last bend. Just before Lance came Richard Virenque, but what surprised me was that just after Lance's group came Erik Zabel. My look at Lance was through my camera's viewfinder. They were too quick for me to get a second shot.

The racers continued to pass for another half hour or so, and then we tried to leave, along with so many others. As we were on the front side and needed to get to the back side, we had to go back over the summit. For some reason, though, the police had blocked it off again. We scrambled to the sides and went through the rough, arriving on the other side. As not many cars had been let up the mountain, the descent was between the pedestrians and us. We again hit the patch of new tar, but made it through and continued down. When the road came to the stop sign there was a line of cars, but we simply passed them on the left. The police were directing traffic there and we continued when directed. My legs felt dead, maybe from sitting too long on top. The ankle, though, is feeling pretty good and I can stretch it out pretty regular now. Again we rode through headwinds, and many groups of pacelines passed me on their way home. We made it back to the hotel with a total of 39 miles and another 4500' of climbing in time to watch the end of the day's stage on TV. That gave us a preview of some of the roads we'd be on tomorrow.

July 15 – Day 11 – The longest day

Yesterday was Bastille Day and the band that played in town went until 2am last night. It was already warm when we started. We took a back road that took us high above the river, giving us some great views. On a quick downhill I had a bit of chain suck and lost the ability to get into my large chainwheel. Better than not having the small chainwheel. After we crossed the river, we started uphill towards the Category 2 **Cote de St. Apollinaire** (1253m/4110'). (6.7km, 7.4% average) This was a 6.7km climb at an average of 7.4%, but the ending, as most other climbs, went up drastically. It was said to be 18%! When Erik caught up to me at the top of the climb, he mentioned he had a noise. We looked for its cause and I thought it was the

rear wheel rubbing his chainstay. But after an adjustment the noise remained. Michael caught up to us, took Erik's wheel off, and found the hub extremely hot. It winds up Erik road up the climb (and maybe the previous miles) with a frozen hub! Luckily the van wasn't far away and Erik got a spare wheel to finish the day (and the tour). Michael also had an allen wrench and tightened my front derailleur so I had my large chainwheel available again.

We then dropped into Chorges and proceeded towards the **Col de Manse** (1268m/4159'). The van was on top of this climb and we were able to have a nice snack. The descent was nice, though my left hand was falling asleep from the constant pressure on the bars. We then had to do a short double chevron to our next road. And the day just kept getting hotter and hazier. We passed through towns that had painted crosswalks, even though we were in the middle of nowhere and there were maybe twenty people in the whole town. Then came the **Col du Noyer** (1664m/5458'). This one surprised most of us with its steepness near the summit, about 14% with 2km to go. The heat and lack of shade didn't help. The summit had a restaurant, as most summits did, though not much else. Then we were treated to what I was hoping for – a good, fast downhill. We blazed down the slope at 75kph (46.5mph). After that it was rolling hills and valleys, with headwinds in the valleys.

We weren't done yet, though, as we climbed the short **Col St. Sebastien** (926m/3037'). The shade helped here. After dropping past Mens we had a long, slow climb to Clelles. On the map it looked like a moderate-sized town, but I arrived and found no ice cream shop. I really wanted something cold besides water. I went through without stopping. But as soon as I crossed the main highway, I saw a public pool that advertised a snack bar. I rode through the gravel parking lot and had two ice cream bars, even though I was only just over two miles from our hotel. The last section was slightly uphill and our hotel was at the base of Mont Aiguille, making the setting quite beautiful. I never thought I'd do 96 miles and not go the extra four to make it a true century, but I was hot and tired and just wanted to stop. The pool beckoned. 7500' of climbing was enough for today. Even the mosquitoes, the first time we encountered them this trip, didn't bother me.

July 16 – Day 12 – Rain?

My resting heart rate, before rising out of bed, was down to about 40bpm, so I must be holding my own. Breakfast consists of only one croissant, hot cocoa, orange juice, and some bread. The owner believes we don't want to fill up, as the first thing we do is climb. I'd rather make my own decision in that regard. I ate a

lot of bread. The first climb is pretty gentle, and we actually reach the **Col du Prayet** (1197m/3926') before continuing up the **Col de Menee** (1457m/4779'). Through the tunnel at the top of the Menee, I talked with a couple of French bicycle tourists. All of us are wondering about the clouds and the possibility of rain. The descent is fairly fast, with some switchbacks, but I still have time to notice that the hedges are trimmed square, though we seem to be far from any real town.

After passing through Die, we were on the climb to the **Col de Rousset** (1254m/4113'). They have some concrete and some steel telephone and electric poles in this area. It was then on to the **Col de St. Alexis** (1222m/4008'). I broke from all the route options of the day and decided to go over the **Col de Proncel** (1100m/3608') in order to get to la Chapelle-en-Vercors. The downhill on this was fine, except for the group of children on mountain bikes taking their own tour. One was climbing on my side of the road during a left-hand curve. Thankfully he stayed put and I came around him without incident. Once in town I heard rumbles of thunder as I filled my water bottles.

I continued on and decided on the out-and-back look at Les Grandes Goulets. The narrow road wound through several small tunnels carved into the rock and then opened to a breathtaking view of this canyon like area. It was then back on the main course, climbing into St. Martin-ev-Vercors and St. Julien-en-Vercors. The clouds still hung over me and I actually got about three drops of rain here, but I descended through some nice cliffs and then along the river. Our last climb to the hotel was one of three chevrons, thought it was only about three kilometers. As I hadn't really stopped for a lunch, I reached the hotel at 2:15pm with 71 miles and 8000' of climbing behind me. Another fifteen minutes and we had the rain that had threatened all day. It ended up being just a ten-minute shower, but it was enough to catch others out on the road or get them wet via the wet roads. Dinner at the hotel didn't start until 8pm, when all the guests ate at once the main course of rabbit. A beautiful view of reddish mountains ended the evening.

July 17 – Day 13 – Rencurel revisited

Breakfast can't begin around here until 8am because the bread truck doesn't arrive until 7:30. I've noticed all the women's names on the tour begin with the letter "J". It was a cool, cloudy morning as I started riding this route alone. Many cyclists don't seem to wave, maybe because there are so many over here that you'd be waving your whole ride. Like on the Skyline Drive, there are cement kilometer markers on the road that make it easy to figure the kilometers to the next town or the top of a col. There were street sweeper

machines on D531 this morning – imagine them on Route 33 or Route 42 around here! I like the traffic calming features that are in the cities. They also show up outside the cities, probably just to keep the drivers honest. The opening miles went through the Gorges de la Bourne, which gave another good set of views alongside cliffs. Today was a day of headwinds as I cycled north towards the **Pas de la Cle** (1400m/4592'). I couldn't tell if I were warm or cold today. At the top of the Cle there was the Tunnel du Mortier, but it was closed with an earth berm. I cyclocrossed the berm and rode through the tunnel to get a view of the Isere Valley below. I then returned through the tunnel and took to the ridge road that went over and across the tunnel. This road turned into the worst of the trip. Even the

water flowing from a fountain was unpotable. I was glad to finally exit this road at the **Col de la Croix-Perrin** (1220m/4002'), which was the only col I reached by going downhill. My feet were hurting from standing so much, trying to absorb all the shock. My hands had also gone numb.

The run after that into Lans-en-Vercors was fast, and the miles from there to Villard-de-Lans were filled with one huge postcard view. I found Ted and Dave at a café in town, and we proceeded to lunch once Charlie arrived. After lunch we did some shopping and then headed back to our hotel in Rencurel. I had done 49 miles and a relatively easy 3200' of climbing.

Neups

TIDBITS

The Bridgewater Rescue Squad has acknowledged our contribution of \$100. Thankfully, we don't have need of their services often during our Festival and Century, but it's good to know they'll be ready if we do.

The Rockingham Educational Foundation has acknowledged our contribution of \$500 in memory of Joe Hiney.

Speaking of risk: According to the American Sports Data's study of sports injuries in the U.S., we cyclists are only half as likely to be injured as a golfer. Cycling is as safe as yoga, but twice as dangerous as bowling.

SCHEDULE OF EVENTS

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

JANUARY 1

ANNUAL ICICLE BIKE RIDE. 12:00. 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 bike. 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 for details.

SATURDAYS

WINTER TRAINING RIDES. 12 noon. This winter we will bring back a regular series of rides for those of you who will not let a little bad weather interrupt your cycling enjoyment. We will meet on a weekly basis for rides of one to two hours in length--weather dictates the distance. Ride leaders will include Marcia, Bill, and Marshall. Be sure to call beforehand. Major snowfall means cancellation of the ride and cross-country skiing instead. Call Marcia (432-3312), Bill (828-6635), or Marshall (434-1609) for location and other details. Shake off that winter feeling of blah & join us!

SUNDAYS

SUNDAY WINTER RIDES leave from Bridgewater College at 1pm in January and February. 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 harrisra@jmu.edu.

- January 31 Movie: 2003 Shenandoah Mountain 100. Court Square Theater. This video will be unveiled in addition to showing other outdoor videos. Check www.shenandoahmountainbikeclub.com for more information.
- February 1 Superbowl Sunday Ride. Meet at Briery Branch to ride up Shenandoah Mountain to Flagpole Knob and return. Be prepared for snow, rain, cold, sun, and/or wind. Check www.shenandoahmountainbikeclub.com for more information.
- June 5-6 Choo Choo Challenge. Cancer fund raiser. Day 1 - 102 miles - 11,210 ft. climb. Day 2 - 85 miles - all downhill with a tail wind. Check it out at www.choochoochallenge.org.

2003 MILEAGES

If you have your 2003 total, call, e-mail, or fax Neups to have it listed in the March newsletter.

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 JANUARY/March

SCOTT NAIR

Deborah Austin Armstrong
Dennis Herr
Zack Perdue
Bill, Jodi, & Forrest Taylor

LEONARD VAN WYK

Betsy Dunnenberger
Jeff Landis Family
Chris Scott

Art Fovargue Family
Brent & Judie McNett
James E. Shuke

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 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.

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

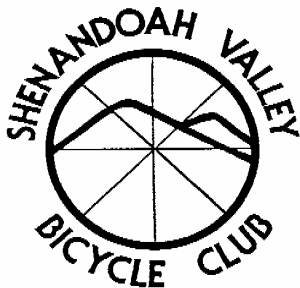
In signing this release for myself, or the named entrant, I hereby agree to absolve and hold harmless the Club, the Club officers, the members, and any other connected with events sponsored by the Club in any way whatsoever, for blame or liability for any injury, misadventure, harm, loss, or inconvenience 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



printed on recycled paper