



LAGRANGE HAS 2 NEW BIKE LANES

If you missed the article in the LaGrange Daily News, visit this link online:

http://www.lagrangenews.com/view/full_story/10091454/article-LaGrange-adds-bike-lanes?instance=home_news_lead

Our cycling friend and writer for the paper, Sherri Brown, wrote a wonderful article about the new bike lanes on Young's Mill Road and Country Club Road. Sherri graciously included the West Georgia Flyers into this article by writing about the past accomplishments of raising money for "Share the Road" signs, a quote from our President (Patrick Wilson), a picture of one of our members (Shane Shaddix) riding one of the bike lanes and then included the names of the popular roads we ride. What an exciting time for LaGrange!



AJ NELSON SHARES A STORY

I have no idea what the rules of the road are in SC but I am assuming they are similar to GA codes. It will be interesting to see how this eventually washes out. - AJ Nelson

A crash involving an SUV and a group of cyclists near Augusta has led to a cultural collision between people who want to use the roads for exercise and others who just want to get where they're going.

Daniel Johnson, 41, was driving near his home on rural Beech Island Avenue in South Carolina last week when he ran into a group of recreational cyclists from Augusta.

The crash injured five of the bike riders, sending one to the hospital with a brain injury.

Matthew Burke, 37, an orthopedic surgeon from Fort Gordon who survived a tour of duty in Iraq in 2009 and became a father this year, was fighting for his life after the recreational ride.

While he lay in the hospital, proponents and opponents of cycling were clashing on the radio and on the Internet. Many noted the inherent danger when cars must share the road with slower-moving bicycles. Others pointed out that drivers are obliged to control their vehicles and give cyclists wide berth when passing.

It's gotten downright nasty, with people from Beech Island complaining that the Augustans should stay in their own state: "The bike riders broke the law and this poor driver is paying the price. If I was on the jury working this case I could not find him guilty. No way in hell," one person wrote in an anonymous post on the website of The Augusta Chronicle. "I live in Beech Island and I love this place, I can understand why people want to ride here yet, I just can't bring myself to care about bike riders."

Beech Island Avenue is curvy in parts and straight in others. Johnson's father, also named Daniel, has openly questioned why the riders chose that road, telling the Chronicle that it is "crooks and turns, and it's narrow."

Scott Moore was among the injured cyclists.

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WELCOME NEW MEMBERS!

Barry Stephens
Chris Caldwell
David Howard
Jimmy Tuley
Michael Edwards
Peter Trizzino, Jr.
Stephen Watts
Steven Bowen
Tom Davenport
William Ralph

2010 MEMBERS

Becky Stanley, Ben Cole, Bob Evans,
Bonnie Vowell, Bret Burleson,
Craig DeLoach, Curt Snider, Dan Evans,
David Johnson, Forrest Strickland,
Frank Willingham, Janel DiVirgilio,
Jennifer Wiggins, Joey Latulippe,
Joy Burnham, Ken Hacka, Laurie Johnson,
Nancy Mallory, Patrick Wilson,
Penny Willingham, Rick Smathers, Ron Cole,
Ronald Bolton, Shane Shaddix, Steve Alford,
Vicki Shaddix

November

Alpharetta Century 2010	6th
Club Meeting	8th
The Eurand CF Cycle for Life	13th

December

Club Meeting	11th
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Cold Weather Scheduled Rides

Please check the online 'rides and events' page for details of the following rides at www.westgeorgiaflyers.org

Kia Winter Ride	6:15PM Tuesdays
Ron Cole's Spinnervals	5:45PM Wednesdays
West Point Dam	6PM Thursdays
Beginner's Social	4:15PM Every Other Friday

HAVE A STORY TO SHARE? WANT TO CONTRIBUTE?

Email your written article to Vicki Shaddix. Just type it into an email and send it to: bluedolphins@charter.net

He told the AJC Friday that the criticism has been hard to take. He said the crash occurred on a straight section of the two-lane road and that the group was riding two abreast at the road's edge.

Moore, 39, said he and the other cyclists just want to stay physically fit and that the South Carolina roads, which are an easy jaunt from downtown Augusta, offer scenic and challenging terrain.

"It's almost like we're portrayed as a bunch of Hell's Angels terrorizing the roads of Beech Island," he said.

Moore was riding alongside Burke at the back of the group of about 15 riders when Johnson hit them from behind with a Dodge Durango.

The collision left Moore with bruises and scrapes on the left side of his body. He landed on the road and when he looked up, he saw that Burke had been tossed about 40 feet ahead. He limped over to Burke and saw his chest heaving, and his face covered in blood.

"I just knelt down, put my hand over his leg and prayed for him," Moore said. "I thought he was dead."

Lance Cpl. Josef Robinson of the South Carolina Highway Patrol told the AJC Friday that no charges have been filed against the driver. Robinson previously said that Johnson admitted he wasn't paying attention when he drove into the cyclists.

Investigators told Robinson that Johnson was "distracted" at the time of the crash, but they didn't elaborate, Robinson said.

Moore said the driver could just as easily have hit a pedestrian, yet the incident has led him to reconsider the risks of cycling.

A father of five, he said he is not sure he'll ride a bike out on the open road again. His 12-year-old son was with his wife when she collected him from the crash scene.

"He saw the blood on the road, and that really tore him up," Moore said.

"I used to be a cop. I've been involved in a lot of dangerous things. But this was the first near-death experience I've had."

If you'd like to share a comment and have it published, please email your written comment to Vick Shaddix: blue-dolphins@charter.net.

Learn to ride a bicycle. You will not regret it if you live. ~Mark Twain

It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them. Thus you remember them as they actually are, while in a motor car only a high hill impresses you and you have no such accurate remembrance of country you have driven through as you gain by riding a bicycle. ~Ernest Hemingway

Jack and Jill have just climbed Le Alp de Huez, one of the steepest peaks in the Alps on their tandem. "Phew, that was a tough climb" said Jill, leaning over, breathing hard. "That climb was so hard, and we were going so slow, I thought we were never going to make it." "Yeah, good thing I kept the brakes on," said Jack, "or we'd have slid all the way back down!"

The sound of a car door opening in front of you is similar to the sound of a gun being cocked. ~Amy Webster

While crossing the US-Mexican border on his bicycle, the man was stopped by a guard who pointed to two sacks the man had on his shoulders. "What's in the bags?", asked the guard. "Sand," said the cyclist. "Get them off - we'll take a look," said the guard. The Cyclist did as he was told, emptied the bags and proving they contained nothing but sand, reloaded the bags, put them on his shoulders and continued across the border. Two weeks later, the same thing happened. Again the guard demanded to see the two bags, which again contained nothing but sand. This went on every week for six months, until one day the cyclist with the sand bags failed to appear. A few days later, the guard happened to meet the cyclist downtown. "Say friend, you sure had us crazy", said the guard. "We knew you were smuggling something across the border. I won't say a word - but what is it you were smuggling?" "Bicycles!"

The bicycle is the most civilized conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart. ~Iris Murdoch, *The Red and the Green*

Two nerds are riding along on a tandem, when suddenly, the one on the front slams on the brakes, gets off and starts letting air out of the tires. The one on the back says: "HEY! What are you doing that for!?" The first nerd says, "My seat was too high and was hurting my butt. I wanted to lower it a bit." So the one in the back has had enough. He jumps off, loosens his own seat and spins it round to face the other direction. Now it's the first guy's turn to wonder what's going on. "What are you doing?" he asks his friend. "Look mate," says the rider in the back, "if you're going to do stupid stuff like that, I'm going home!!"

For instance, the bicycle is the most efficient machine ever created: Converting calories into gas, a bicycle gets the equivalent of three thousand miles per gallon. ~Bill Strickland, *The Quotable Cyclist*

Life is like riding a bicycle - in order to keep your balance, you must keep moving. ~Albert Einstein

A pedestrian stepped off the curb and into the road without looking one day and promptly gets knocked flat by a passing cyclist. "You were really lucky there," said the cyclist. "What on earth are you talking about? That really hurt!" said the pedestrian, still on the pavement, rubbing his head. "Well, usually I drive a bus!" the cyclist replied.

The bicycle is just as good company as most husbands and, when it gets old and shabby, a woman can dispose of it and get a new one without shocking the entire community. ~Ann Strong

A tired cyclist stuck his thumb out for a lift: After 3 hours, hadn't got anyone to stop. Finally, a guy in a sports car pulled over and offered him a ride. But the bike wouldn't fit in the car. The driver got some rope out of the trunk and tied it to his bumper. He tied the other end to the bike and told the rider: "If I go too fast, ring your bell and I'll slow down." Everything went well until another sports car blew past them. The driver forgot all about the cyclist and put his foot down. A short distance down the road, they hammered through a speed trap. The cop with the radar gun and radioed ahead that he had 2 sports cars heading his way at over 150 mph. He then relayed, "and you're not going to believe this, but there's a cyclist behind them ringing his bell to pass!"

Until mountain biking came along, the bike scene was ruled by a small elite cadre of people who seemed allergic to enthusiasm. ~Jacquie Phelan

What do you call a cyclist who doesn't wear a helmet? An organ donor. ~David Perry

I've really had it with my dog," said the first guy to his neighbor. "He'll chase anyone on a bicycle" "Hmmm, that is a problem," said the neighbor. "What are you thinking of doing about it?" "Guess the only answer is to confiscate his bike!"

A bicycle does get you there and more.... And there is always the thin edge of danger to keep you alert and comfortably apprehensive. Dogs become dogs again and snap at your raincoat; potholes become personal. And getting there is all the fun. ~Bill Emerson, "On Bicycling," *Saturday Evening Post*, 29 July 1967

HILL CLIMBING

So do you ever feel that dread when you're cycling along and come upon a hill so steep and long that it appears endless and want to turn around? Have you ever planned your routes to avoid hills? Have you ever been the first to start the hill and end up the last one to finish it as everyone passes you?

Personally, I used to hate hills but love them now after many adjustments to my bike and veteran cyclists helping me with technique. I never would have thought that I would become more efficient and actually look forward to hills. I may not be the fastest, but I love it anyway. Isn't that what cycling is all about?

I am no expert by any means so here are a few tips and techniques I have adapted from other sources. There are so many opinions out there so find what works for you, this helped me and I hope it helps you.

Climbing Hills on a Road Bike

Stay Seated Let's look first at climbing techniques in the saddle. For a smaller framed individual, sliding back on the saddle helps generate more force through the top of the pedal stroke, throughout the down stroke, and during the pulling of the pedal at the bottom of the stroke. The heel of the foot drops to allow for more power. The hand position can be either on the top of the brake hoods or the top of the handlebars. Keeping the hands relaxed and periodically changing them is advisable. The torso should not be crunched and the shoulders should be open to allow for the lungs and the diaphragm to open as ventilation increases with intensity. A relaxed upper body is beneficial as any muscle tension increases oxygen and caloric demands. A taller person will benefit from sliding to the front of the saddle positioning their hips over the crank, giving them more leverage as the muscle force demands increase with the grade of the incline. In general climbing in the saddle requires less energy, less oxygen, and is done at lower heart rate intensities.

If You Must Stand Sometimes the hills get very steep and you need even more power than sitting allows. Here, the danger of losing energy to the bottom of the down stroke is greater. It's hard to pull up because you aren't in contact with the saddle -- there's nothing to brace your hips to pull against -- and your will to power into BOTH the down and up strokes (12 to 5 o'clock on the down stroke and 7 to 10 o'clock on the upstroke). Your weight should be over the cranks to maximize power during the pedal stroke. This means that one should not lean to far forward or place their weight on the handlebars. Keep a relaxed touch on the

bars with the hands being on the brake hoods. Again keep the shoulders and the torso open to allow for maximum breathing capacity. Bouncing on the pedals is not advisable yet there will be shifting from side to side as each leg powers the pedals during the down stroke. Think in terms of running on the pedals and establish a smooth rhythm from side to side. With both forms of climbing, breathing depth and rate will increase and establishing a rhythm will help with increased oxygen demands. Often with an increase in intensity a person will almost hold their breath. Work on maintaining a rhythm with the focus on forced expiration to rid the body of CO₂ and relax on the inspiration. For the most part if you relax during your breathing the body will take up its own natural rhythm.

The Mental Game Now that you've got your technique down, you may want to pay attention to the mental part of climbing. Most good climbers have not only learned when to stay in the saddle and when to stand, but also how to trick themselves into staying in the saddle longer or standing longer when needed by using visual techniques. One way to solve this is to mentally divide the hill into three equal sections. It helps to pick landmarks at the one-third and two-thirds points. A sign, tree, mailbox or patch in the road—anything you can see from a distance. Then treat the three sections like three different climbs.

In the first third, your intensity should be moderate. Choose a gear that lets you spin a bit faster than your normal climbing rpm. You should feel a touch of guilt that you aren't pushing harder. Ride the middle third at normal intensity. Get into your climbing cadence. You should be working hard but not all-out. Then drop the hammer on the last third. Now you're concentrating on a smooth, round pedal stroke. Your breathing is deep but rhythmical and controlled. Your legs are beginning to smolder, but that's good. Aim for what Lance calls "sweet pain" rather than suffering pain.

Climbing Hills on a Mountain Bike

On a mountain bike, the traction can almost always be bad. Loose rocks, roots, mud and sand can all cause even a rather tame hill to become something of a monster.

You will want to learn how to deliver power to your rear wheel and stop that wheel from slipping when you do. Just slide your rear end back on your seat. The unfortunate thing about sliding your rear end back when going up a hill is that it will unweight your front tire. Suddenly you're doing a wheelie, perhaps even a back flip. The trick, then, is to get your weight back

and keep your weight on the front wheel. To do this: Lean your torso forward as you move your rear end back, bend at the hips, keep your elbows close to your side and flexible, deep your head up. This lowers your center of gravity and distributes your weight evenly across the bike. How far you have to lean forward is determined by the angle of the slope and the traction available on the trail. The looser the dirt and the steeper the trail, the closer to parallel your torso will be to your top tube.

Pedaling When you approach a hill, the gut reaction is to click into the lowest gear and attack the slope. This doesn't work. It's like spinning your car's tires on ice. You'll only upset your balance and cause your tire to slip. Instead, go into a gear that's just low enough (this will take practice to learn what gear to use) so that you're neither spinning rapidly nor having to stand on the pedals to crank them forward. Then, keep your cadence steady and smooth. Pay attention to your pedaling technique.

Shifting As you approach the hill, the tendency is to shift before you actually start climbing the hill. For a beginner this is the best approach. But as you learn to move your weight fore and aft to maintain balance and traction, you can modify your shifting to maintain speed.

Once you feel more comfortable climbing, maintain your cadence on your current gear until you feel like you're about to have to lift out of the saddle to continue pedaling. At this point, shift into a lower gear. This will help you maintain your speed and make the hill seem shorter, the climb less grueling.

And don't forget to train for technique as well.

- Find a hill that's 1/4 to 1/2 mile long - not too steep.
- Find the gear that lets you spin at 100 rpm all the way to the top.
- Keep your breathing steady. If you start panting, the gear is too high.
- Then find a higher gear that reduces your cadence to around 50 rpm, but again without causing you to have labored breathing.
- Now the exercise:
 - Climb the hill in the low gear with a fast cadence. Work on spinning smoothly.
 - Coast back down and then climb the hill in the higher gear (slow cadence) concentrating on applying an equal force all the way around the pedal stroke.
 - Repeat the cycle (4 total climbs)