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Team News



Hello everyone! The 2009 Road Racing Season is fast approaching. It's been a long (very) cold winter and our guys have been training hard to get ready. There actually has been some racing since our final 2008 issue and we will get to that shortly. First, the SVMIC Cycling Team wants to thank all of our 2009 sponsors for giving us opportunity to "fly the colors" for them for another year. We would not be able to do this without you all. Here are the companies that are backing us this year...please take a moment to read a little about them and contact them if you need their services.

- **State Volunteer Mutual Insurance Company**
- **Vanderbilt Medical Center – Williamson (Dr. Huber)**
- **Symplify Technologies**
- **Northwestern Mutual – Tracy Hackney**
- **Tennessee Orthopedic Alliance – Dr. Stahlman**
- **JT Lovell**
- **Corporate Communications**
- **First Source Marketing Group**
- **Darrell Waltrip Honda –Volvo**
- **MOAB**
- **Swiftwick Socks**
- **Revolution Wheelworks**

You can read more about them on our website at:

<http://svmiccycling.com/sponsors.aspx>

Thank you all!!!



Tracy Hackney CFP®

Race Recaps

2008 / 2009 Cyclocross Season



Kevin jumps a log barrier at the Hoss of Cross Race

The 2008/2009 Cyclocross season was full of excitement as we had **Chris Daffin, Kevin Freeman,** and (our newest rider) **Ben Reed** all competing in their first year of cyclocross.

Kevin had the most success with 7 wins and many more Top 5 results. He ended up doing so well that *The Force* won the TBRA Master's 35+ overall points competition. For his awesome performance he will be awarded the '08/'09 championship jersey to wear throughout the 2009/2010 season. This is not even his specialty and he is still winning. Look out for him as the 2009 Road Season gets under way. Great Job Kevin! Congratulations!

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Snake Creek Gap TT



Marshall survived Round 1 despite the horrible conditions.

Marshall Bassett competed in Round 1 and Round 2 in the Snake Creek Gap TT which is held in the mountains of Dalton, GA. It is a "point to point" mountain bike Time Trial (TT) where about 90% of it is singletrack.

Round 1 was held in early January in 45 degree temps and heavy fog. Marshall rode well and completed the 34 mile course in a time of 5hr:37min.

Round 2 was in February and proved to be a much better day with sunny skies and 65 degrees. Marshall was able to better his time in round 1 by 30 minutes and finished in 5hr:09min.

Good Job Marshall

Corporate Communications



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Up Coming Events

March

3/28 Sprung Forward Time Trial – Rutledge, TN

3/29 Sprung Forward Criterium – Rutledge, TN

April

4/5 Huntsville Speedway Omnium – Huntsville, AL

4/16 – 4/19 SVMIC Cycling Training Camp – Chattanooga, TN

4/18 SCV Spring Weekend RR#1 – Chattanooga, TN

4/18 SCV Spring Weekend TT – Chattanooga, TN

4/19 SCV Spring Weekend RR#2 – Chattanooga, TN

Cycling Tip of the Month

SVMIC Cycling is honored and excited to have Jesse Lawler part of our team this year. Jesse will not be racing as of yet, but has offered to help our team out in any way possible. One way he will help us all is by providing our *Tip of the Month* each month this year.

Jesse began his foray into competitive cycling at the University of Georgia racing on the collegiate circuit in 1997. He became a professional in 2000 and continued to race the national circuit until 2005. He followed up his six years of professional racing with three years as team director of the Jittery Joe's Pro Cycling Team. He has since moved into a different industry and once again rides just for the fun of it.

MY KNEE IS KILLING ME, AND I DON'T KNOW WHY...

Most of us have said these very words, usually to a riding partner who then replies, "man, that sucks. Have you iced it?" While their concern is always appreciated, I would wonder if the problem is deeper than that. If you've been riding on a consistent basis, and this pain has seemingly come out of nowhere, then one of the first things that I would consider is the way you are sitting on your bike, i.e. bike fit. I know you've had enough of hearing about "bike fit" as many have made a lucrative career out of telling people how they should sit on their bike, and I will admit that it's not my area of expertise. However, I had a bought with knee pain that cost me 3 months of a racing season and contributed to the end of my racing career. If I had known, what I know now, I could have solved the problem right away.

The first thing to do with joint pain while riding is to listen to it. Do not think that you will just ride through it. This plan never works. It will only get worse if you continue to ride. This rapid decline occurs because there are two sources of knee pain, overtraining (or tendonitis), which is usually not the case for working folks, or bad mechanics. My knee pain was simply a case of bad mechanics that went undiagnosed for years. Either way you have to take time off the bike. This means



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time OFF, you obsessed fools. This does not mean only doing “easy” rides. Your poor mechanics don’t improve because you’re putting less pressure on the pedals.

Now, I’m not here to tell you how to sit on your bike, I’ll leave that to the bike fit gurus. However, I will give you some things to think about and help anyone avoid this problem in the future. If you are happy and healthy and you’ve enjoyed your riding for a long period of time, then great. You need to know what your key measurements are so that you can re-create your position on a new bike, new saddle, new bars, etc for when you take a digger on your local group ride and break stuff. Here is what you should measure and write down:

Crank arm length- usually 170mm to 175mm and stamped on the inside of each crank arm.

Distance from center of crank bolt, up through center of seatpost, to top of saddle

Horizontal distance from center of crank bolt to a plum line dropped from above mentioned point on saddle.

These measurements will put your saddle where it needs to be relative to your pedals. The following measurements will put your hands where they need to be.

Distance from center of front skewer to top of handlebars

Distance from above mentioned center point of saddle to center of handlebars.

Position your brake hoods by feel.

This process will help you to keep your fit consistent through all of your bike changes and parts replacements. It can get a little more in-depth, but this set of measurements is where you start and everyone should know them. I have mine written down and stowed away in my desk drawer.

If you are forced to make some adjustments to your position, please remember to move only one thing at a time. Going from the position you’ve had for some time to a new desired position needs to be a gradual process, not an overnight change. For example, if you need to raise your saddle, do so two millimeters at a time, riding each change 3-4 times before continuing with the adjustment. During that time you need to stretch religiously after each training ride. You need to keep your body loose and flexible so that it will tolerate the new position. A change of one centimeter (which is huge) should take you a dozen rides or more to accomplish. Most bike fit gurus will tell you where you need to be, not how to get there.

Going to a bike fit professional is like going to the doctor: they are the experts, but you need to know the basics and be involved in achieving your optimal position. I hope this information helps you to become a more knowledgeable cyclist and increases the enjoyment of riding. Keep the rubber side down.

- Jesse

Picture of the Month



Cam Bell competes in a cyclocross race in Michigan where I guess you could say the snow was somewhat of a factor.