

May 2009

Volume 1, Issue 2

CAWES ... that's how we roll

Race Highlights:

Walkersville Road Race
1st & 3rd

Tysons Corner Crit
1st & 3rd

Mt. Joy Road Race
3rd & 6th

Syn-Fit Crit
2nd & 4th

Carl Dolan Classic
Circuit Race
1st & 2nd

USA Crit Series
**CycleLife powered by
Specialized is ranked 6th**
after a solid showing at
Speed Week

Sandy Spring Crit
1st

Tour of the Gila Crit
3rd

Ft. Ritchie Crit
1st, 2nd & 5th

Upcoming Races:

5/16– Bank of America GP
Wilmington, DE

5/17– Kelly Cup/Bike Jam
Baltimore, MD

5/23– Murad Road Race
Poolesville, MD

5/24– RFK/City Bikes Crit
Washington, DC

5/30– Clarendon Cup
Arlington, VA

CAWES, Inc. is a non-profit organization committed to promoting and encouraging the participation and development of women in the sport of cycling, both competitive and recreational.



Pictures by Nicole Evers at www.pbase.com/evers

Starting with a good fit is imperative to ensuring fun, injury-free riding. But what happens if you've been fit and you're still having problems? Perhaps inflexibility is the issue, or weakness of the core and pelvic stabilizers. These issues and more will be addressed in updates on the team website.

Part 1: Bike Fit

When investing in a new bike, many riders will ask: what is the "best bike" to purchase? Not surprisingly, riders will focus on the type of frame, the components, or the wheel set—when the most important consideration is not about the bike make-up, but rather how well does the bike fit? Okay, sometimes the color of the bike is important, too... Due to the repetitive nature of cycling, both recreational riders and racers risk injury if they are not properly fit to their bike of choice from the get-go. A fit for a

recreational cyclist will differ greatly from one who plans on racing. The best fit, however, should always begin with a thorough rider interview, including an honest assessment of the rider's training volume, intensity, goals, and any history of injury. In addition to the interview, a physical assessment with objective measurements of flexibility, strength/weakness, and structural/functional asymmetries should be performed.

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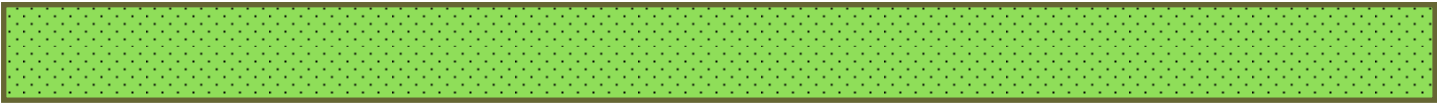
We are focused. We are often silly. We are competitive. We are always supportive. We are finishers. We are always winners. We are Specialized.

It's likely we've all heard the good luck wishes of: **Break a leg! or Godspeed! or Knock 'em dead!** We would like to add a new one to the mix. A new good luck wish that makes you shake your head and think. And then chuckle. And then clip in and ride on. Now we understand that getting our parents (or the casual spectator) up to speed on all the cycling lingo is not easy. We understand that a replay of a typical race is filled with unusual descriptions like "I attacked the break," or "I tucked into the peloton," or "I surfed wheels" and then "I drafted to recover" only "to

bonk" again and be "spit off the back." Thus, it is not wholly surprising that one of our parents, trying to shout encouraging words of support, would offer the following pre-race wishes: **Honey, keep the rubbers on the road!** At first blush, this variation on the real expression of support belies explanation. Those of us familiar with sliding out or tumbling tail over handlebars know that to "keep the rubber side down" means to keep the tires on the road and upright, and moving forward. Sans crash. But we think we prefer this new variation. Yes. It makes us giggle. It makes us smile. And it

reminds us not to take ourselves or the ups and downs of racing too seriously.





Bike Fit *continued*-

The first item usually assessed is the position of the cleat on the shoe and the angle of the shoe on the pedal. Many hip and knee issues are directly related to improper cleat position. Also, a pedal system with too much or too little float (the ability to move one's foot left to right while clipped in) can cause additional strain on the knees. Your physical therapist or fit specialist can determine the best pedal and shoe combination and whether any modifications are needed. While the cleat and pedal position can affect lower back and leg comfort, the saddle height and handlebar positioning can affect back, shoulder, and neck comfort. A higher handlebar will translate to more

weight on the saddle. This can ease neck discomfort, but affects handling and may cause lower back discomfort. In general, the fit process is vital to a rider's success and happiness on the bike. If it hurts to ride your bike, you won't train for races or commit to riding to work. As the rider becomes more experienced and comfortable with her bike, the fit can be tweaked with minor adjustments. Often, as the rider gains more flexibility and strength, the fit should change so as to maximize the rider's bike handling, aerodynamics (if time trialing) and overall efficiency (no wasted energy in your pedal stroke). In sum, the goal of any fit is to make you want to get on that bike and ride!

Pictured above: After CycleLife powered by Specialized won the Womens' Open at the Carl Dolan Classic Circuit Race, they jumped into the Mens' Pro 1/2/3 to get some extra mileage. Michelle is tucked in left of the pack, Robin moves up on the right.



Pictured above: Sara celebrates a win as she crosses the line at the Sandy Spring Crit. Pictured below: Sonja, Jen & Leslie cool down after a crit finish at Speed Week.

To get fit properly, call CycleLife and set up an appointment.
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The **Bike Fit** excerpt is the first installation of a series by our very own **Sonja Evers**. The full article can be found at www.team-cyclelife.com. In addition to being a Category 1 road and mountain bike racer, Sonja is a licensed physical therapist, with certification in orthopedic manual therapy (COMT) and advanced training as an SICI fitter.



Pictured left: Sonja sprints for the finish at the BMW Pro crit.



Pictures by Nicole Evers at www.pbase.com/evers



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