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Subject: July 2019 Rollin'
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July 2019



Rollin'

THE NEWSLETTER OF SILVER WHEELS CYCLING CLUB

Your Current Leadership Team

President:	Sue Wells
Vice President:	Cheryl Burkhardt
Treasurer:	Betsy Nestor
Secretary:	Emily Townsend
Membership:	Randy Lottman
Website Coordinator:	Tom Weber
Merchandise:	José Morell
Sunshine:	Dennis Stout
Mileage Minder:	Bob Piccirilli
Newsletter Editor:	Steve Osmialowski
Ride Committee:	Dennis Stout
Social Committee:	Karen Hobbs

Education/Safety: Peggy Doheny
Dog Days: Scott Edmundson
Physical Assets: Emily Townsend
Social Media: Rob Hipskind and Cheryl Burkhardt
Directors: Rick Wells, Peggy Doheny, Rob Hipskind, Scott Edmundson

See the club roster for specific contact information

From The Editor

When July comes around the big focus is always on the annual Dog Days Wine Tour. Our signature cycling event (and only fundraiser) is coming up on Saturday, July 13. By now every volunteer should know what their role is at the event. We always rely on a big portion of the club to make this a success. We have over 250 pre-paid riders expected and that number will go way up on ride day. The new location will bring new challenges but the hardworking Silver Wheelers will get the job done! And, our guests will have a great time!

Many in the club had a taste of the DDWT routes by riding this past Saturday. It was a beautiful morning and over 50 members started out on the route of their choice. The afternoon temps got quite hot but that did not stop some who completed the 100 mile route.

This Friday many will get busy with the final set-up for the big day. Saturday's forecast looks to be another hot one - See you there!

Steve



Dog Days Parking Info for Lodge Volunteers

Parking for volunteers who will be working at New Russia Township Lodge the day of Dog Days is at the Oberlin High School parking lot as close as possible to the basketball nets. There are a few exceptions, and those people will be contacted. However, we need all the parking spaces we can get at the Lodge for the riders as we are expecting a big crowd. This again only applies to those working at the Lodge the day of the ride.

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The address of the high school is 281 N. Pleasant St. A possible way to get there is to turn off Route 58 onto Maple St. just as you are coming into Oberlin from the north. Then make the first right onto Pleasant. The high school is a short way down Pleasant. Shuttle drivers will start running at 5:30 AM to transport folks to the Lodge. They will have either magnetic signs on their cars or a flag. Volunteers who have more than one person in their cars can drop them off at the Lodge before parking at the high school. The Lodge will open promptly at 6 AM.

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Check your 6

This riding season has seen an increase of 10% in the number of people who are riding on club rides. This is good news for the club and indicates we are healthy, but there is a downside too. Ride leaders are often seeing more than 20 people turn out for a given ride, a number that can be totally unmanageable particularly when riding on roads with a lot of traffic. A couple of Wednesdays ago as I was leading a ride, two cars passed me simultaneously, one going north the other south. You can imagine how much room that left me. Why would someone risk lives passing a line of cyclist with traffic coming the other way I ask myself between curses? Well, there were twelve or more of us and we were spread out but not leaving enough room to give the cars on our side space to pass us a few at a time. Confronted with a long line of slow moving bicyclist it was all or nothing. This motorist made a bad decision, showing poor judgement no doubt brought on by impatience, or inexperience and probably aided and abetted by the ride leader, me. Why? If I had checked my 6, think of a clock face with you at 12 o clock, more often I would have seen the situation develop and could have signaled to those behind me to make a space for the group of cars behind us. A better solution which may have prevented the incident in the first place would have been to platoon or divide my large group into smaller groups, appoint a leader for each and ride with sufficient space between the groups for cars to pass and return to the proper lane for approaching traffic if necessary. So Ride Leaders, the next time you are set to lead a ride and a big group of riders shows up, consider platooning. Since you are usually at the front and most likely the one to get hit or forced off the road the life you save may be your own. Ride safe.

Dennis Stout,

Your Ride Committee Chairman

Tornado Impacts Former Club Member

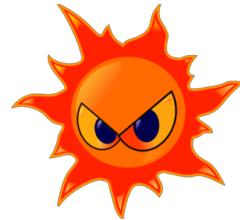
On May 27th, a devastating tornado hit the Beavercreek area of Dayton, Ohio. Our former club secretary, Deb Wailes, had moved to that area to be near family. Her apartment was hit directly, destroying her living space. Had she not been sleeping downstairs on the couch; this would have been an even sadder story. However, this saved her life. As it was, she was severely injured with breaks in both legs requiring surgery. She is still in a wheelchair with no weight bearing allowed, but she is doing well in physical therapy.

Deb lost almost all her possessions in this tornado (although her bike was saved). A prize quilt that Deb sewed was recovered by strangers who saw the news about it and went out to find it a few blocks away under debris. Miracles do happen! Deb did not have insurance, so is relying on the generosity of friends and family to get by with basic needs. A Go Fund Me account has been set up by family. If you are moved to help Deb, the online address for the account is:

<https://www.gofundme.com/1ngygkhs00/donate> It is called Deb Wailes Tornado Aftermath Fund. Her apartment is pictured below.



A long time ago.....well 10 years ago....this article was in Rollin' and it is fitting for this hot July issue.



Ways to combat summer heat when biking

Hydrate:

The warmer it gets, the more important it becomes to keep fluids topped off. It isn't simply a matter of performance, although that does become compromised with the loss of as little as 2% of body weight as fluid. Worse, becoming dehydrated in hot conditions can be health and even life threatening. So always start each summer ride with 2 full bottles. If you are going to be out for more than 90 minutes in areas without stores or other water sources, you may want to use a back-mounted hydration pack as well.

Use ice and insulation:

You need to drink, but warm fluids on a hot day are hard to swallow and won't cool you. Use insulated bottles filled with crushed ice, then topped off with a sports drink and it should stay cool for over an hour.

Consider electrolytes:

Tablets or fluids with electrolytes can replace what you lose with sweat (sodium, magnesium, potassium, calcium etc.) This may improve performance and keep the cramps away.

Dress for distress:

Choose light colors in a loose-fitting jersey with zipper to help air circulate and sweat evaporate. Consider thin, long-sleeve garments to protect your skin from sun damage.

Use sunscreen:

Sizzling weather is accompanied by a greater risk on sunburn. Fried skin will make you uncomfortable and feel hotter, so use sunscreen with a high SPF rating. Use a sport specific formula that stays on better during heavy sweating. Cover areas that are often overlooked such as nose, lips, ears and the back of the neck and knees.

Ride early or late:

Cyclists in hot climates ride at dusk or dawn to escape the hottest part of the day. Don't forget lights if you plan to ride during these low light conditions

conditions:

Reduce intensity:

When it is hot, more of your body's power production is being diverted to cooling. So, you can't work as hard or a long when it is hot. When possible, keep your speed and distance lower and save those long, tough rides for cooler days.

Some views from the June bike camping trip in Toledo/Maumee area



This is repeated every summer for the benefit of our new riders:

Ride Star* System – What it really means

Most Silver Wheels riders are fully aware of our ride star chart and how club rides are classified. For those who are unclear about the subject, here is a more detailed description of the rides that are offered. If you are new to the club or struggling to find which rides you can handle, this may help.

Introduction to Group Riding (Pedal Pushers)

This is a great ride for new folks who are unsure of their cycling strength or skill level. We will travel on the trail for a distance of 3 – 10 miles at a slow pace. This will be determined by the riders who show for the ride. We will slowly increase the distance and speed over the ensuing weeks. Come out and give bicycling a try!

One Star (1*)

This is our entry-level ride classification. Average speeds will fall between 8 and 10.9 mph, although most are above 8 mph. The speeds can be slower or faster at times, but at the end of the ride, the average will be under 10.9 mph. This level is for those who want to ride at a more leisurely pace, and for shorter distances. Some just prefer a slower ride and others physically can't go very fast. This may also involve scenic exploration type rides where there is a lot of stopping and sight-seeing. One star rides are generally on bike trails with flat terrain. Some low-traffic roads can also be used, and difficult hills are avoided. Ride distances can be from 3 to 15 or more miles. The ride leader should stop about every 20 minutes to allow a brief rest and drink. If new to biking, this is a good level to start with.

Two Star (2*)

The next level gets going a bit faster, with speeds between 11 and 12.9 mph, on average. These rides can cover any distance but hover around 20-30 miles on average. Due to the longer routes, riders need to bring enough food, drink and supplies. You can expect to ride a mix of trails and roads or all road. Some hills can be on the route too. These rides may also include a "destination" such as lunch or a local attraction. Due to road riding, full knowledge of riding with traffic is a must. This is a great level for those who have gained enough endurance to move beyond the 1 star.

Three Star (3*)

This very popular pace is faster yet, with average speeds of 13 - 14.9

This very popular pace is faster yet, with average speeds of 15 - 17.9 mph. You can expect longer distances and more hills at times. Most rides are on roads and may have fewer rest stops. Experience in all riding conditions is needed to ensure a safe trip for yourself and fellow riders. Going at a faster speed, of course, enables rides with more miles in less time. Strong 2 star riders should be able to move into this level without much difficulty.

Four Star (4*)

This is for our fast riders who can maintain average speeds of 15 - 17.9 mph. Ride distances are usually increased and all road conditions can be encountered. Challenging hills may be included and rest stops may not be as frequent. You need a lot of stamina for long, fast rides at this level.

Open

This is not used often but can be used as our fastest level with speeds over 18 mph. In short, any speed, distance or terrain is possible in this category.

(+) and (-) indicators

This means the average ride speed will be near the top of the category (+) or closer to the bottom (-). Sometimes the ride leader tries to go for a faster or slower version, and this is usually advertised as such. For example, a 2+ ride would indicate an average pace of 12.5 - 13 mph.

Also - note that additional ride details may be included in the calendar listing. Always check the ride description before heading out to avoid surprises.

And remember, all ride speeds levels are averages, over the entire ride. Conditions and terrain will certainly cause faster or slower speeds throughout the ride.

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Members getting ready to "Ride the Dog"

Guess who took the picture

A little math....

**The correct number of bikes to own = n+1,
where n is the number of bikes you already own**



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