

Rollin'

News letter of the Silver Wheels Cycling Club

September, 2011



So there I was, minding my own business as usual, when all of a sudden the idea to take a look at the SWCC mileage report pops into my mind. Hmm...let's see. Okay, there are the usual mileage leaders, some of whom seem to spend their entire lives on a bike seat. A couple of riders have taken part in 70 or more club rides since last year's club banquet in December. There are many members who might not ride as far but still put in plenty of miles. There are 107 members who haven't ridden a single mile with the club this year. **WOW!** That's a little over 40% of our membership. Why haven't they come out to ride with us? Well, there are a lot of possible reasons. A few members no longer live in the area but want to support the club, so they send their dues in every year. Some are sponsors like bike stores and other businesses, and while it's always nice when they ride with us, few really expect them to. Illness and/or injury that can keep you off the bike are always a possibility. Some members are part of a family group, and the family may have small children or other family members who may not be interested in cycling even though their names appear on the roster. Folks are busy. Some are

working extra hours, different schedules, and others travel a lot on their jobs.

I'd like to extend an invitation for those of you who haven't ridden to please join us in a ride. No one will look down their nose at you. We won't go too fast for you. We won't go too far for you. That's the reason the "star" system was developed. SWCC has rides that will suit every rider. If you're a beginner, enjoy riding slowly, appreciate the safety of bike trails we've got rides for you. If you're a high performance, long distance, average 20 mph, experienced rider, we've got rides for you. There are also rides that fit nicely between those two extremes. Sort of like Goldilocks...not too fast, not too slow, but just right.

During the warm weather months there are almost always rides seven days per week, and they are scheduled morning, mid day and evening. Hopefully you'll be able to find some of those times will fit your schedule. If you're a new rider and haven't ridden with us and are a little fearful, don't worry. That's normal. I've been riding for many years. I've been a member of racing clubs, touring clubs, sport/performance clubs that incorporated all three cycling styles. I have never belonged to any cycling club that was friendlier, more welcoming, more accommodating, and had so much variety as SWCC.

So if you're nervous about joining us for a ride, come out anyway. We won't bite you.

Fifth Annual Dog Days Wine Tour a Big Success

Ed Stewart

2001 was the biggest and best Dog Days Wine Tour yet. And the cause of that success was because so many members and spouses came out to help. There were so many volunteers it was hard to track down everyone. I've tried to list below everyone I know about who helped in some way... if I missed you please forgive me.

Here are the many folks who helped and in which jobs:

Chairpersons:

Joe Etzler (Asst. Tour Director), Cindi Conrad (Cookout Food Prep, Serving and Clean-up), Kathy Yourkiewicz (Finances, Volunteer Coordination, Registration Coordination), LaDean Hutter (Onsite Registration), Dan Hornbeek and Gary Schmitt (Rest Stop Management), Joel Edmonds (Parking), Karen Paulsen (Merchandise Sales)

Rest Stops

Jilbert Winery (Burt Vilagi, Pat Wittman, Larry Tobias); Oberlin Depot (Eva and Tom Weber, Betsy Miles, Lynette Paine, Diane Williams, Ed and Etta Rowe, Rita Dvorak, Mike Olinger); Vermilion Valley Vineyards (Bob and Cheryl Burkhardt, Bill and Jeanette Muhlback, Ray and Sharon Koepf); Matus Winery (Lynette Paine, Mal Lumadue, Dennis German, Evelyn Roob, Cy Palazzo); Wellington Reservation (Lee and Gary Sherck).

Route Marking

Tom and Eva Weber, Joe Etzler, Marilyn Torres, Allen Nixon, Emily Townsend, Jose Morell

E-Mail Marketing – Evelyn Roob

Brochure Distribution – Rich Kolofer, Joel Edmonds (and many others whose names were never recorded)

Greeters

Cindi Conrad, Gary Sherrill, Ron Russo, Jim Conrad

Parking

Mikki Sobczak, Steve Osmialowski, Gary Sherrill, Dennis German

Signs – Rich Kolofer

Merchandise Sales

Sandy Edmonds, Shirley Marcum

Registration

Margaret O'Neill, Kathy Yourkiewicz, Evelyn Roob, Lynette Paine

SAG Drivers

Dave Hershiser, Joe Etzler, Ron Townsend, Dan Roob, Gary Schmitt

Corn Cooks

Pat Serio, John Gallagher, Leslie Ennis, Kay Harrison (helped procure the corn)

Coolers – Mikki Sobczak

Grill Cooks

Jim Wiley, Joel Edmonds, Steve Osmialowski

Food Service

Barb Wiley, Chris Ann Macgregor, Leslie Goodman, Ann Starkey, Robin Cohen, Emily Townsend, Betsy Nestor, Ann Klunzinger

Ice Cream – Bob Gazer

Food Preparation

Chris Ann Macgregor, Rita Dvorak, Cindi Conrad

The committee of chairpersons met already in a “debriefing” and have begun making preparations for next year. Set your personal calendars for Saturday, July 28, 2012, for the sixth annual Dog Days Wine Tour. A lot will stay the same and a few things will change. We look forward to an even better event next year.

Again, thanks to all who contributed to this great event. Our guests left tired and hot but well fed and happy. Many, many comments were overheard about all the positive things in the event but one comment that stood out the most was how friendly the Silver Wheelers were. We expect to gain a few more members because of your efforts.



RIDING THE DOG

By Steve & Sandy Woosley

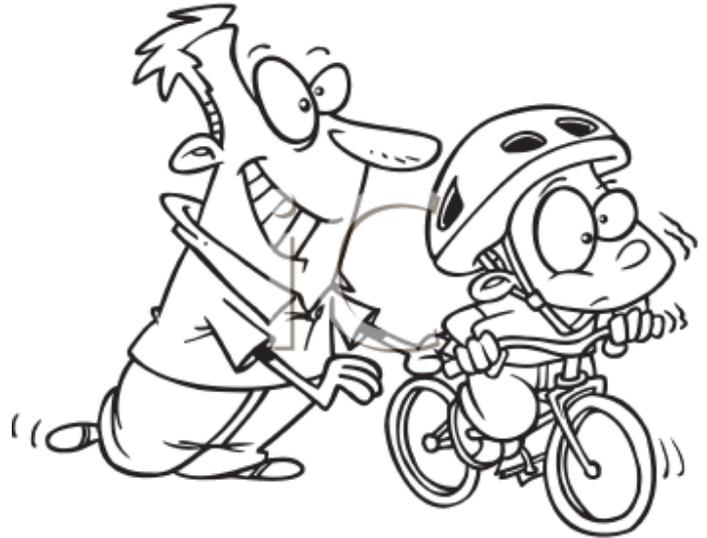
*We rode the dog
and dry we were
until the rain came
on Middle Ridge
and then there was
a bright flash
followed right close
by a bone shaking boom
so we rode on to a church
about a mile down the road
where we did huddle
under an overhang
until the lightning
moved on north
then we proceeded on
with a light rain
which was a blessing
in its coolness
until we arrived
at the Subway where
the rain had stopped
so we feasted
outside at a picnic table
on subs , chips
and Snowballs
and drank until we sloshed
then the sun came out
and we proceeded on
first drying out
and then getting wet again
from the sweat of our labors
after 100 kilometers
we arrived at the park
from whence we had started
with smiles on our faces
from the pleasure of a ride well done
and for a ride done*

WOW! WE PASSED 250! Eva Weber, Membership Chair

During August we passed the 250 mark in membership! We're 253 strong now!

Frequently during a welcome phone call which either I or another membership committee person places, we ask, "Why did you join Silver Wheels?" A very common response is that the person found our club members to be very friendly. They rode with us as a guest and felt welcomed, or rode the Dog Days Wine Tour and encountered such friendly, helpful Silver Wheelers at rest stops, registration and serving the lunch, or met and rode with some of our members on GOBA and were enthusiastically told about the club. So, keep up the good work ... your enthusiasm draws new members!

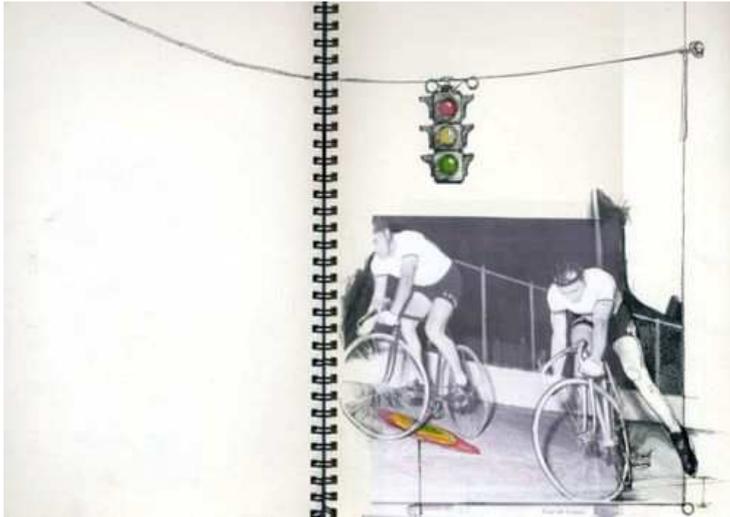
Newbies



Welcome to the new members who joined in August:

Terry Hobbs, Oberlin
Scott & Mary Kapferer, Strongsville
Bob Vild, Olmsted Twp.
Rick Wells, Berea
Lisa Shomo
Ken Sloane
Magaret D'Anieri

Universal Truths of Cycling



UNIVERSAL TRUTH OF CYCLING #1:

THE RED LIGHT FOOT BUTTON.

Do I even need to explain this? If you've even gone on a half dozen road rides in your life you know what this means. You pull up to a red light...you stay clipped in and pause...surely the light's gonna turn...you track stand...any second now...wait for it...waaaaaaait for it...nothing...so you relent, unclip, and as soon as your foot touches the ground, blink! It turns green. Son of a #%\$@! Is there a device buried in the pavement that reacts to your cleat? A magnetic trigger? Unless we dig up the street with a backhoe, we'll never know.

UNIVERSAL TRUTH OF CYCLING #2:

FLATS COME IN THREES

You can go six months without a hitch and then bam. And bam. And bam, bam, bam. All in a few days. Seems like every time you roll out of

your driveway is going to end with you bent over on the side of a treeless road or trail, dripping with sweat, wrestling with a flattened tire. And at \$5 a pop you're looking at an expensive week. But things settle in and get back to normal. No flats for a long time. Long enough to lull you into cocky complacency until...

Speaking of flats...



UNIVERSAL TRUTH OF CYCLING #3: MYSTERIOUS, OVERNIGHT FLATS.

It's the night before a good ride. Bottles are filled. Clothes are ready. Bike is looked over. Everything checks out.

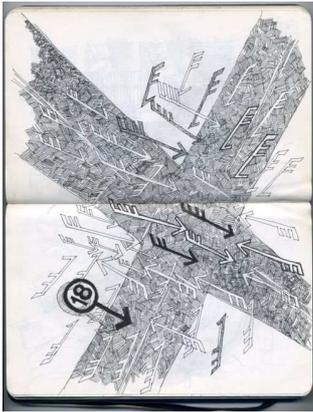
Then you go out in the morning and...G&%\$ D#@! Flat tire! No thorns, no pinch flats, no faulty valve stems.

By the artwork above, you can clearly imagine a committee of rodents, birds and other wildlife that get their jollies by gnawing through our tires at 2am – as if they know we've got a big ride the next day.

Me? I think that's crazy. Wildlife isn't that clever or smart. And even if they were they're too adorable to do something so vengeful. Nope. The only sane explanation is some kind of elf or gnome. As if those little bastards don't have anything better to do. Don't you have cookies to bake in a tree somewhere? Toys to make? Shoes to cobble?

Then again maybe, just maybe, it could just be the corroded, 10-for-\$10 tubes I got on sale at Performance. Could it be my cheapness has caught up with me? Punished by my frugality?

Nope. Gnomes. Gotta be gnomes.



UNIVERSAL TRUTH OF CYCLING #4:

HEADWIND BOTH WAYS.

I'm an optimist. Let's just get that straight right now. When I head out on a windy day I deal with the headwinds knowing that I'll reap the benefits after the turnaround with that nice, robust tailwind, right?

Then there are days that challenge my sunny disposition.

As soon as you change directions, the wind decides to do the same. Yep, few things are more lame than pedaling downhill.

How the hell does this happen? How is this even possible? How is it that some winds have sentience? How is it that some winds are not only able to track my ride like a thinking being, but do it like a truly *evil* thinking being?

Call them "Headwind Both Ways Days," call them "M.C. Escher Rides (uphill both ways)," call them what you will, but I call them deeply unfair.

Perhaps someday one of us will experience the opposite. The ride that only exists in myth. The "Tailwind Both Ways" ride. One can dream. But wait...there's more. Next month you'll see some.

THEY ARE GOING TO DROP ME **Hank Baum**

About this time of the year, there always seems to be a discussion/debate about speed, star level, and the purpose of the club. A number of riders have been able to ride 500, 1,000, 1,500, 2,000 even 2,500 plus miles over the last few months. Certainly, they are not the same riders they were back in March 1st of this current year.

Before anybody gets their nose bent, or starts a great email verbal bullying event, let's get it on the record, IF you enjoy the level of riding you are presently at, then fine. Enjoy yourself, and ride to your heart's content. However, if you're thinking, of moving up the ladder, here are a few pointers that may assist you in achieving that goal.

EQUIPMENT: I (Hank) started out riding again early in mid-life in Colorado on a mountain bike, and then had it shipped home. I quickly discovered a mountain bike was not the bike to go riding on with the local road club. (I got dropped, left in the dust). So, I got a hybrid bike with street tires. Kept up fine, until I was riding a metric and then century rides at 12 to 14 mph. It took all day, but I finally finished.

So, I saved my money, and then got a “road” bike. Yes, three bikes hung in the garage at one time. I was able to finally knock an hour or two off century rides.

WEIGHT: The weight of the bike and your weight are important considerations. Obviously, if your bike is weighted down with panniers, packs, and tools, it’s not going to be as easy to ride. Don’t leave your basic tools and an extra tube back at the car. You might need them. Think about how much stuff you really need on a short ride versus a long ride, and above all, don’t leave your water bottle in car; hydration is vital.

Body type may well determine speed and distance, too. Not all have been created six plus feet, and a size and a 32 inch waist. And keep in mind the 5’4” feather weights at 140 lbs climb great in the Alps, but it’s the 6’ 165 lbs gear crunchers that are sprinting at 40 mph to the finish line; although in the mountains they are trying to just make it in under the time limits.

And personally, with the holidays, winter hibernation, and indoor desk duty, the pounds just seem to accumulate faster as you age. Shedding five or ten pounds may help you add one or two mph or going up a hill at a faster clip.

RIDE TRAINING: The goal is the need to develop a faster “cadence” – the ability to turn the pedals at a faster rate. Two factors are involved here: pedal stroke- the ability to push and lift the pedal, and pedal speed – the ability to turn the pedal at a faster rate.

You might consider getting “fitted” to your bike to make sure you are using the right muscle groups in riding. Correct fit makes learning and utilizing good pedaling mechanics much easier and will keep you more efficient and injury free in the long run. Proper bicycle fit will allow you to use the correct muscle mass to apply force to the pedals. (Google: cycle cadence training to see various exercises in order to train your muscles). In addition, the ability to “spin” the pedals will help you maintain your normal riding speed and the make climbing hills much

easier. When climbing it’s necessary to change gear selections and use both your front and rear gear shifters.

One observation is that 2 Star riders like to ride in only one gear selection and never shift. Also, many 3 star riders never use their large chain ring .

RIDE SELECTION: If you are going to “go for it” – a different ride level, then be selective in what ride you choose. Certainly, if the ride is going to be 62 hilly miles long, that’s probably not a good day to make the jump. Select shorter distances and work your way up. Think “increments.” And think of training on a good mixture of trail, roads, and hills. Lorain County has great “flat” scenery. Rides elsewhere may include some steep, long hills. Select a training route of just some local hills, go your own pace, and see if the hills get easier the next time. The Bike Trail(s) are a great ride, though it’s not usually a great path if your goal is to reach the next level.

BACK OF THE PACK to THE FRONT

If you are used to riding a certain level, and want to move up to a faster pace, get a map of the ride, give your name and cell number to the ride leader – and get their cell number. That way if you do fall behind, you can call the ride leader, and ride leader won’t be upset wondering where you are.

It’s no fun being dropped. So ride at your pace and improve at your own pace. Make the necessary plans, and/or contingencies and before you know it....You just might be at the next level, or even at the front of the next pack.

But above all, enjoy the ride... enjoy the scenery.... enjoy the challenge, and most of all, enjoy the adventure of cycling – whatever your level of ability.

Cherry Capital Caper

Cheryl Burkhardt

In July, 28 club members and 3 guests ventured up to Traverse City, Michigan for 5

days of cycling and fun. Tour directors were Bob and Cheryl Burkhardt. We all arrived on Wednesday to settle in to the Hampton Inn or Mitchell Creek Inn next door. That evening, several riders joined the Cherry Capital Cycling Club on a ride to Sutton's Bay. Early the next morning, the group picked up the TART trail behind the hotel and also cycled on the Leelanau Trail. Afternoons were filled with beach walking, swimming, shopping, or just meeting friends and playing games in the common room of the Hampton. In the evening, many members found their way to Chateau Chantel, a winery on Old Mission Peninsula for a jazz concert and wine tasting.

Friday's route was a ride around Old Mission Peninsula. There are over 7 wineries on this peninsula, so some riders arranged a sag to pick up libations for gifts or consumption later. Lunch at the Jolly Pumpkin was delicious. Afternoon entertainment for some was a trip to the Dune Climb and/or the scenic drive at Sleeping Bear Dunes National Lakeshore. The sand here is the result of weathering and glaciers from the ice ages. Again, we all found restaurants in town to chow down.



Saturday dawned bright and early with a remote start from the Pedaling Beans coffee house.



Saturday dawned bright and early with the remote start from the pedaling beans coffee house. The routes toured north and south Lake Leland. Riders could choose one or both. Leland has a historic area called Fishtown. Here, some buildings are still being used by the fishing industry, while others have been converted into gift shops. Again, there were plenty of epicurean delights for lunch and yet another stop at the new Verterra Winery in town. Great Reising! In the afternoon, many members of the group went on the kayaking adventure while others enjoyed the beach and water at Sleeping Bear Dunes.



The ride on Sunday was an organized tour by the Cherry Capital Cycling Club. It is called the

RAT tour, or Ride Around Torch Lake. Torch Lake was named one of the most beautiful lakes in the world because of scenery and water clarity. Riders could choose from rides of 27, 62, or 100 miles. Most did 62 hot, somewhat hilly miles, but a few opted to ride the shorter rather hilly 27 miles and then go for a swim before the barbecue that the CCCC provided. Almost 1000 riders took part in this ride – the roads were great and the ride was scenic. More than one member plans to attend next year.



While some folks had to leave after the ride, most stayed until Monday morning to rest up and depart. A great time was had by all. As usual, it's really fun to travel with Silver Wheelers and their trusty steeds.

Don't Miss This Slide Show/Travelogue

Betsy Bruce

Three women, traveled by bicycle through the heart of the Canadian Rockies for 16 days. Betsy will narrate stories and you can gain some insight about self contained touring through awesome country including:

Going over the Continental Divide 3 times, adventures with mountain goats a black bear and a forest fire and more. The three also visited Flathead Lake Mountain, Glacier/Waterton National Parks and Jasper.

The show will be at the Oberlin Public Library
Tuesday, 9/27 at 6:30.



Saturday, 9/10. 5th TOUR DE DONUT in Arcanum, Ohio. A fun event over a 15-or 30-mile flat course. Eat as many donuts as you can at donut stops to reduce competitive ride time. Hundreds of riders, thousands of donuts – they don't stand a chance!
Colavita Ohio Cycling. Roger Bowersock; 1098 Buckeye Dr.; Greenville, OH 45331. (937) 417-5772. TheTourDeDonut.com



MORE STATISTICS

Larry Best

Last month I reported the very surprising statistic that cyclists head injuries actually **increased** with helmet use. I'm certainly not suggesting that anyone should toss out their helmets, but the numbers don't lie. Why did this happen? Search me. I've looked for an explanation but haven't found one yet. Me? I'm gonna keep on wearing mine.

This month's stats are regarding **where** cyclists die or crash. Not many surprises but valuable information none-the-less.

Where cyclists die or crash

U.S. cyclists are three times more likely to be killed than German cyclists and six times more than Dutch cyclists, whether compared per-trip or per-distance traveled. (Reuters, Aug. 28, 2003, by Maggie Fox)

Safety in numbers. Worldwide, the greater the concentration of cyclists, the lower the fatality rate. That is, the more cyclists, the safer it is to cycle. By contrast, the fewer cyclists, the more dangerous it is to cycle. This is a main reason why cyclists oppose helmet laws, because they're shown to reduce the number of cyclists, and that makes cycling more dangerous for those who remain (whether they wear a helmet or not). The Safety in Numbers principle was proven even within this country, as NYC has a similar rate of cycling fatalities per capita compared to the rest of the country, but nearly *four times* as many people bike or walk to work in NYC compared to the rest of the U.S. (Bicyclist Fatalities and Serious Injuries in New York City [PDF](#), 1996-2005)

Cyclist fatalities occurred more frequently in urban areas (66%), at nonintersecting locations (67%), between the hours of 5 p.m. and 9 p.m. (30%), and during the months of June, July, and August (36%). ([NHTSA](#), 2004)

89% of fatal bike crashes in NYC occurred at or within 25 feet of intersections. ("Bicyclist Fatalities and Serious Injuries in New York City", [PDF](#), NYC government, 2005)

The most common bike-car collision is a driver failing to yield at a stop sign. ([Bicycling Life](#), 1995)

Riding the wrong way (against traffic) is three times as dangerous as riding the right way, and for kids, it's seven times as dangerous. ([Bicycling Life](#), 1985-89)

Riding on the sidewalk is several more times more dangerous than riding in the street. ([William Moritz, 1998](#)) Another study says it's twice as dangerous. ([Bicycling Life](#), 1985-89)

Most deaths on major roads. Fifty-seven percent of bicycle deaths in 1999 occurred on major roads, and 37 percent occurred on local roads.

Streets with bike lanes have a significantly lower crash rate than either major or minor streets without any bicycle facilities (38 and 56% respectively). ([William Moritz, 1998](#))

Streets with bike lanes are safer than those without. Article also has information about the safety of bike paths. ([BicyclingInfo.org](#), 2004)

Four states lead cycling deaths. Four states (California, Florida, New York, and Texas) accounted for 43% of bicycle deaths in 1999. (6)

Did You Know That...?

Larry Best

The average age of SWCC members is 50
Youngest is 14 - Oldest is 88

178 members reside in Lorain Co.
52 Cuyahoga Co.
7 in Erie Co.
3 in Medina Co.
1 in Huron Co.

Total 241

There are 253 members. Well, like I say, there are 3 kinds of people in the world – those who can count and those who can't.

New Feature: Monthly Poll

LAST PAGE



