

Rollin'

Newsletter of the Silver Wheels Cycling Club, Inc.



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Editor's Column

By Larry Best

So there I was, minding my own business as usual when, all of a sudden it dawned on me that I hadn't ridden my beloved DeRosa in a very long time. It needed a new rear tire and I knew that wouldn't be a big deal because after all, I teach classes in how

do that, besides I just scored a good deal on some new Michelins.



I don't like to use any tools when changing tires unless it's absolutely necessary. So I went to work putting the new tire on and found it just a *teeny tiny bit difficult*. I used **ALL** my tire tools, my Crank Brother's Speed Tool and plenty of water for lubrication. During this time my cat and dog were cowering in the back bedroom and I'm sure my neighbors learned a few new vocabulary words. None-the-less I eventually prevailed, but it took me the better part

of a half hour to get the &%\$#% thing on.



I can usually change a tire in less than five minutes with no problems and no tools.

I think the moral of the story is that the above described experience was good for me. Always practice mechanical things at home, preferably more than once even if it's something elementary like a tire change. If I had to change that tire on the road I might still be there. Even though this tire is difficult to mount and remove from the rim, next time I'll at least know what to expect. And I'm starting to think that those tires might have been on sale because they were an inch too small.

Membership Update

By Randy Lottman

Hurray! In the month of May the Club membership surpassed last year's total of 326. We are currently at 327 and growing. Here are some statistics that were shared at the May Board regarding our club.

Where are the members?

The Top Five Cities by membership

- 1st Elyria 35
- 2nd Oberlin 28
- 3rd Avon Lake 24
- 4th North Ridgeville 19
- 5th Avon 16

The Top Five Counties by membership

- 1st Lorain 199
- 2nd Cuyahoga 93
- 3rd Erie 22
- 4th Huron 11
- 5th Medina

We welcome these new members who have joined in the month of May. **NEWBIES**

- Louis Calabrese Lorain
- Trevor Loe Avon Lake
- Adam McCann Oberlin
- Kari McHenry Bay Village
- William McHenry Bay Village
- Renee Taylor Elyria
- Frank Wilbur Avon



DEPOT DAYS
By Bob Burkhardt
Ride Coordinator

Thank you to the following volunteers who helped make the Steve Woosley 4x25 Depot Day 2014 a rousing success:

Depot Sitters: Marc Amos, Eric Barnes, John Duffy, Cheryl Burkhardt, Steve & Sandy Woosley

Clean up crew: Eva & Tom Weber, Sandy & Steve Woosley

Water & ice drop off and pick up: Bob & Jane French

Maps & snacks: Bob Burkhardt

Some ride statistics:
 60 club members rode + 1 guest
 9 riders rode 100 or more miles
 30 riders rode between 50 and 80+ miles

Tracy Graziani, Correspondent



- Posted on Jun 7, 2014

By **Tracy Graziani**

Sandy and Steve Woosley will celebrate their silver wedding anniversary at the 26th [annual Great Ohio Bicycle Adventure \(GOBA\)](#) this summer. The couple met at the first GOBA and are among a now elite group of riders who have participated every year or the tour.

GOBA is a seven-day bicycling tour. As many as 3,000 participants ride an average of fifty miles per day, and sleep in tents at night. Each year the tour follows a different route and includes tourist activities in addition to cycling.

On Wednesday of the first GOBA Steve rode out of Springfield in the midst of a thick fog, but as the sun came up the fog didn't lift. It seemed as if he were alone in the morning mist, a rarity on a cycling tour, until he finally saw someone ahead. When he caught up, it was Sandy.

"It's not that hard to do, I'm not that fast," said Sandy. She remembers it much the same way, but noticed he had a handmade needlepoint sign on his bike that said, "No whining." Apparently he had purchased it at a senior citizen craft sale.

Steve wrote a poem about their magical meeting:

Misty morning, wheels turning

Hearts meeting, twining

Summer bliss, never ending

“What’s a girl gonna do?” said Sandy.

Within a year the couple married, celebrating their honeymoon on the second GOBA.

“After twenty-five years the wheels are still turning and the summer bliss hasn’t ended,” said Steve.

The couple has enjoyed many bicycle adventures in addition to GOBA as well. Steve has ridden coast to coast from California to Florida. As a couple they rode from New England to Florida.

Still, GOBA has a special place in their hearts. There are lots of people they see every year, and of course new people to meet as well. There is man everyone calls Gentleman Jack, who rode into his 90’s. Another young man has been to GOBA every year of his life. In the early years they didn’t have age limits and his mother brought him as a newborn. He hasn’t missed one since.

“The feeling of Gobaville [the camp] is part of the experience,” said Sandy. “It’s sort of like people traveling by wagon train. It becomes this community. Every night you have different neighbors, and yet this shared experience. I call it a traveling utopia.”

As decorated GOBA veterans the Woosleys have plenty of sage

advice. They don’t advise skipping “Gobaville” for a hotel, what is gained in creature comforts won’t make up for what is lost in experience. Distinctly marked bags matter more than finding the perfect camping spot. You don’t have to eat as often as GOBA suggests. Invest in a good mattress and bring a comfy pillow. And by all means don’t miss the song contest on the last night.



Night Riding By Steve (Oz) Osmialowski

We all love to ride, especially on a nice sunny day. But what about when it is dark outside – I’m talking about a night ride! Over the years we have tried to schedule a few each season. Most times they are coordinated with the monthly full moon, hence the nickname “Moon Dog Ride”. On June 13 we had a full

moon ride under good conditions with six riders. It was also Friday the 13th! It was also a rare event. The next full moon on Friday the 13th will be in 2049.

Never tried a night ride? You can expect it to be dark of course so lights are required. A quality front white light helps light the way and a rear flashing red light makes sure you are seen from the back. It's very important that you are easily seen by drivers so bright clothes, often used. If we ride during a full moon with clear skies, it is surprising how much light there is, especially once your eyes adjust to the darkness. We do tend to ride slower to allow more time to react to road hazards. Riding at night also means cooler conditions so it is important to dress for the dropping temperature. As an added bonus, you can leave your sunglasses at home!

Watch the club calendar for upcoming night rides. If possible, they will be scheduled close to the full moon events. So, install your lights, add some batteries and try a new experience riding in the dark, unless you suffer from Selenophobia (fear of the moon).

Metro Parks Plans

**The Lorain County Metroparks has invited all Silver Wheelers to a couple of presentations regarding their plans for the future. These plans will include bike trails of interest to us all. The presentations will be held as follows:
Wednesday July 9
8am/Wednesday July 9
5:30pm**

**Mercy Health and Recreation Center
7160 Hollstein Drive
(Off Cooper Foster Park Road just east of Oak Point road in Amherst)**

No reservations are requested, just show up.

SW tee shirts are permitted attire. Some carpooling might be a good idea.

PLATFORM PROGRESS

BY ED STEWART

We finished our portion of the platform project, at least for now. I hope each of you takes the opportunity to ride by the platform - it is on the North Coast Inland Trail, aka Kipton-Elyria Bike Trail, between Butternut ridge and Russia Roads over the next few days or weeks. Our platform - that you paid for and your club members built - looks snazzy. It is something each of us can look to with pride every time we ride by it over the next decade or two or three. Yes, it is that well-built.

Who should you thank for all the labor? Here is the list as I know it: Dan Roob - chief foreman and worry wart who had us all in line. Heckuva guy. Rick Wells - worker extraordinaire who showed us all how things need to be done. Joe Etzler - main power man... literally, it was his generator that powered all our tools, and he

showed us how age does not matter when it comes to sweat.

Bud Ennis - chief cut up, meaning his saw made short work of much of the cutting needed each day.

The following members also lent their talented hands to the project.

Jim Knoble
 Marc Amos
 Tom Weber
 Norm Diederick
 Dave Hershiser
 Rich Kolofer
 Lynne Cunningham
 Diane Williams
 John Duffy

Taking care of everyone's bellies were the women who rode their bikes out each day carrying vittles for the crews:

Betsy Nestor
 Ann Hauser
 Deb Wailes

I probably left out someone - don't take it personally, my memory is not what it used to be.

These crews worked through heat and flies and skeeters and frustration over things never going quite the way they are supposed to. Take some time and send out a big thank you to these members. They did a super job.

When I said we are done for now I meant we really are not quite done yet. The platform has no roof at this time. That will likely be added over the winter (under Metroparks' control) and we are looking to add some benches, and a bike rack, and some signage and other nice things

to the rest area. Some deer-proof flowers would be nice, too.

Be proud - it is your club that did it.

Cluster of bike-car crashes has Bike Cleveland pressing for stricter enforcement of traffic laws



By Alison Grant, The Plain Dealer



Biking advocates are sounding the alarm about a rash of car-bike crashes in Greater Cleveland. Rachael Stentz-Baughner signals to turn on East Fourth Street in downtown Cleveland in this photo from mid-May, when she was participating in a Bike to Work Day.

CLEVELAND, Ohio -- A rash of crashes involving bicyclists and cars has the advocacy group Bike Cleveland pushing for more public awareness to make streets safer for cyclists and drivers both.

Bike Cleveland said there were at least eight car-bike collisions in June, with cyclists reporting injuries ranging from a chipped tooth and road rash to a concussion and broken pelvis. In early May, an accident killed a 36-year-old Garfield Heights mother of five.

As an organization that advocates for safer streets for people on bicycles, **the cluster of crashes is alarming**, Bike Cleveland Executive Director Jacob VanSickle said.

One explanation could be simply that more people are riding bikes, and that drivers aren't always aware of bicyclists and their right to the road, he said.

A ranking released in May by **the League of American Bicyclists said that Ohio has actually become more bike-friendly**, in part because it has a strong emphasis on bike safety in its "strategic highway safety program." States are required to draw up the strategic plans using crash data to identify the greatest causes of serious injuries and fatalities on public roads. Bike Cleveland has asked for a

meeting with Cleveland police to relay concerns about the recent incidents – five of which were hit-and-runs – and to figure out how to make streets safer through tougher enforcement and more timely and systematic crash reporting.

There was no immediate word from a police spokesman who was checking on whether any meetings have been scheduled.

The crashes run counter to the commonly held misconception that most cyclist-motorist crashes involve the bike rider running a red light or not generally following traffic laws, VanSickle said in a posting on Bike Cleveland's web site.

"They also signal the continued strong need to educate motorists on cyclist right-of-way as well as the dangers of distracted driving. Finally, these incidents underscore the need for stricter penalties for motorists involved in bicycle crashes," he said.

Angie Schmitt, a biking advocate who writes for Streetsblog, said "I didn't see the cyclist' is usually enough legally to get off scot free."

A 2012 Cleveland ordinance requires drivers to give a minimum three feet of clearance when passing a bike. It prohibits blocking or parking in a bike lane and has rules on intersection

safety.

Avoiding the "right hook", where a car will pass a cyclist just before an intersection then turn right into the path of the bike, is among the safety measures. Such a move by a truck driver killed cyclist Sylvia Bingham in 2009 as she rode to work. **The driver was found guilty** and sentenced to three years in prison for aggravated vehicular homicide and had his driving privileges revoked for life. A police report on the recent crash in Garfield Heights says Wesley Young, 63, of Warrensville Heights, driving a 2001 Chevy Impala, struck a bike with two people – Cleo Turpin, 16, and her mother, Cleo T. Turpin, 38, who was riding on the handlebars.

The driver said he heard a "boom," didn't know what he had hit and pulled over immediately. The women were wearing dark clothing, their bike had small reflectors on the front and back, and officers observed street lights constantly turning on and off, the report said.

About 85 percent of car-bike crashes in the region involve an injury or fatality according to a 2011 analysis by the Northeast Ohio Areawide Coordinating Agency. Bicycle-related accidents were 1

percent of all crashes.

At **Ohio City Bicycle Co-op**, Director Jim Sheehan said the bicycle education center teaches the rules that apply to bicyclists, to make sure they're not breaking the law. "But we also teach them to watch out for idiots driving cars -- distracted drivers, aggressive, road-rage drivers and inattentive drivers," he said.

The **Ohio Bicycle Federation** says part of the problem is a low level of public understanding about the rights of bicyclists on the road. As one remedy, it **proposes adding carefully written questions** to driver license exams to correct misunderstandings such as the belief that bike riders should be using the sidewalk.

It also provides safety tips for riders **such as 10 pointers** on how not to get hit by cars.

Most incidents **reported to Bike Cleveland** in May and June fit into what the organization said are common categories, including "vehicle passed me and made a right turn into my path," "vehicle pulled out from a side street or driveway" and "hit from behind."

Besides seeking meetings with Cleveland

police, Bike Cleveland said it would:

-- Develop educational material for motorists that explains a cyclist's right to the road, to be passed out at community events and through local businesses, and published in community newspapers.

-- Distribute yard signs to heighten awareness about the increasing number of cyclists on the road and as a show of support for bicyclists. -- Design and distribute wallet-sized crash incident reports to use for recording information at accident scenes, which should help insure that police take follow-up action.

-- Organize a safety rally to improve public understanding of bicycling.

LINK TO SAFETY VIDEO

Larry Best

This short video has some relevant and useful information about how to ride safely. I recommend watching it.

http://www.youtube.com/watch?v=Mqygr-cH_A8&app=desktop



LAST PAGE

Karen Farago is an advocate of stretching. Here she is after a recent club ride

