

# Rollin'

## Newsletter of the Silver Wheels Cycling Club, Inc.

November, 2014

President: Ed Stewart, [440-365-6784](tel:440-365-6784)  
 Vice President: Gary Schmitt, [216-701-4283](tel:216-701-4283)  
 Treasurer: Rick Wells, [440-243-2726](tel:440-243-2726)  
 Secretary: Deb Wailes, [937-239-2643](tel:937-239-2643)  
 Membership: Randy Lottman, [440-322-5615](tel:440-322-5615)  
 Membership: Emily Townsend, [440-963-7180](tel:440-963-7180)  
 Ride Chair: Bob Burkhardt, [440-282-1122](tel:440-282-1122)  
 Website Coordinator: Tom Weber, [440-774 9034](tel:440-774-9034)  
 Newsletter Editor: Larry Best,  
[cycletheus2012@gmail.com](mailto:cycletheus2012@gmail.com)

### Editor's Column



By Larry Best

**So there I was, minding my own business as usual when, all of a sudden I** saw an article about the new bike Trek has for sale called the Emonda SLR 10. This bike allegedly weighs 10.5 pounds. Personally, I'd be afraid to ride it and I'd fear for anybody but a medium sized 5<sup>th</sup> grader. But never mind that. When I saw the price I went into an apoplectic seizure. The thing costs \$16,000! That's what I paid for my one year old car. So at some point you have to ask yourself two questions: 1. What *real* difference between that Trek and a bike

that sells for a paltry \$4,000? When are bike prices, at least medium to high priced road bikes stop soaring into the stratosphere?

Bicycling is an equipment intensive sport like golfing, fishing, skiing and others. The consumer is always looking for something that looks good, works well and will-they think-make them better, faster, and more comfortable. And deny it as you may the prestige factor also plays a part. OOOoooo! Look what I've got. Lance Armstrong's book, It's Not About The Bike was, in my opinion, true in at least one regard and that's the title. \$16,000 bikes don't help you go any faster than you can go on a relatively cheap \$4,000 bike, which still costs a fortune in my opinion. It really isn't about the bike. How many of us have spent money on a component like a derailleur, premium priced tires, new wheels, and maybe a brand new bike is hopes of being a better rider, stronger, faster, able to leap tall buildings in a single bound? Yup! Didn't work, did it? That's because it's not about the bike, it's about the "motor" that makes the bike go.

So I think the answer to when prices begin to become saner is up to us, the consumers. When we start to reject things because of their cost, manufacturers will stop pricing their products at a level where people won't buy them. For example, would you consider buying a \$200,000 Ford? Yeah, me neither.

Well...my doc says I can start riding again in January. Not the best time of the year, but I'll take what I can get. I plan to pull out my el cheapo \$3,500 bike & see if I can make it work. If you pass me on your shiny new Trek Emonda I'll wave.

## What's Bugging You?

**Cheryl Burkhardt** sent the following photo showing a friend of hers that hitched a ride for a while. Cute li'l feller ain't he?



**This is the latest GHSA (governor's highway safety association) This document is many pages long and I've printed the summary here. If you'd like to read the entire thing here's the web site: <http://ow.ly/DonDj>**

### Summary

The popularity of bicycling has drawn attention to methods for protecting bicyclists when they travel on public roads. Deaths of bicyclists in collisions with motor vehicles have decreased substantially in the United States (U.S.) in recent decades, along with motor-vehicle related deaths in general. However, between 2010 and 2012, U.S. bicyclist deaths increased by 16 percent, from 621 in 2010 to 680 in 2011 and 722 in 2012. Other motor vehicle fatalities increased by one percent during this same time period. Every year since 1975, bicyclist deaths have comprised 2 percent of all motor vehicle deaths nationwide.

Between 2010 and 2012, six states – California, Florida, Illinois, New York, Michigan, and Texas – accounted for 54 percent of all bicyclist deaths in collisions with motor vehicles. California (338) and Florida (329) had the highest totals, as well as the largest increases (Florida, +37; California, +23) in bicyclists killed. In 2012, Florida had the highest proportion of motor vehicle related deaths that were bicyclists (5 percent), followed by California (4.3 percent) and Massachusetts (4.3 percent).

In many states, bicyclist deaths in collisions with motor vehicles are infrequent. Twenty-three states averaged five or fewer deaths per year between 2010 and 2012, and in 11 states and the District of Columbia there were five or fewer total bicyclist deaths.

Fatal bicyclist crash patterns have changed markedly. The percentage involving adults age 20 and older increased from 21 percent in 1975 to 84 percent in 2012. The percentage involving males increased from 82 percent to 88 percent during this period. Adult males comprised 74

percent of all bicyclist deaths in 2012. The percentage of deaths occurring in urban areas climbed from 50 percent in 1975 to 69 percent in 2012. **Lack of helmet use and alcohol impairment have been and continue to be major contributing factors in bicyclist deaths.**

States rely on education and enforcement to encourage motorists and bicyclists to obey traffic laws and be courteous and alert. In terms of integrating motor vehicles and bicyclists on the roads, total physical separation is preferable. Where this is not possible, the goal is to reduce the time or distance in which bicyclists are exposed to risk via marked bike lanes, bicycle boulevards, separate bicycle traffic signals, and other techniques. These treatments can be supplemented by methods to slow motor vehicles down, and roadway lighting and warning signs to increase awareness of the presence of bicyclists. In many states and urban areas, engineering measures are being adopted to accommodate bicycles on the road, with the dual aim of protecting cyclists from collisions with motor vehicles, while encouraging cycling for its health and environmental benefits.

*One of the things that shocked me about this report and another one that I read recently is the relatively high percentage of alcohol as a factor in these accidents. **They're talking about alcohol impairment of the cyclist, not the motor vehicle operator.** That would have never crossed my mind even in the tiniest way until I read it in two government reports!*

Ed.

## When You Fall...

**By Stan Purdum**

Several years ago, I was reading a book about cycling when I came across a sentence that began, "When you fall ...."

Not, "If you fall," but "When."

Most serious cyclists won't be surprised by the assumption in that "when." In my case, I have to say, "Been there; done that."

Of course, falling is a fact of life for those who race on bikes. Neil Bezdek, a professional cyclist, wrote in a *Bicycling.com* blog that there are "three types of bike racers: those who have crashed those who will crash and those who are crashing."

### **151 out of 198 Tour de France Riders Crashed in 2012**

Perennial Tour de France rider (and the just-retired) Jens Voigt decided after the finish of the 2012 race to count how many riders had fallen in that year's event, so he talked to someone from each of the 22 teams that competed. He found that only 47 of the 198 riders who started the race made it to the finish line without one or more crashes. Several, in fact, had crashed badly enough that they had to pull out of the race, which is about par for the course in the Tour.

But it's not only racers who crash, of course. Just about all of us who've been riding for a while have at least one story about sanding the asphalt with the skin of our body or coming out the loser in a tumble on the tarmac. Fortunately, our falls aren't nearly as common as they are among racers, and some of ours are more comical, or embarrassing, than harmful. (Here's betting we can all recall first using clipless pedals and failing to unclip when coming to a stop. Call it "stop and flop"!)

### **Most Falls Result from Four Causes**

John Forester, founder of the Effective Cycling educational program, says that bike falls result from four causes: stopping, skidding, diverting and insufficient speed. (Car-bike collisions are a separate category.)

Stopping-type falls occur when something — a pothole, a storm grate with road-parallel bars,

a speed bump, a curb, extreme use of the front brake and the like — causes the bike to stop moving forward.

Skidding falls happen when the tires lose sideways traction, such as on ice patches, wet manhole covers or painted areas, in gravel, fresh grass clippings or by going too fast in a curve.

Diverting falls happen when something such as diagonal railroad tracks or parallel-to-traffic expansion joints “steer” the bicycle out from under the rider.

Finally, insufficient speed falls occur when a cyclist slows down because of traffic and then makes a mistake, such as failing to unclip.

In each of these cases, injuries can range from minor to significant.

### **Don't Let Fear Keep You from the Certain Joy of Cycling**

Naturally, it's important to remain upright on your bike as much as possible (and I am not talking about a moral stance). Most serious non-racing cyclists do so the vast majority of the time.

But we who live to ride and ride to live know it's also important not to let fear of the occasional (and perhaps inevitable) fall keep us out of the saddle. Bicycling contributes much to what is good in life, and almost nothing good comes without at least minimal risk.

Be smart about it, of course. Wear a helmet, obey traffic laws, think like a driver (and assume the drivers around you aren't thinking about their own driving), and ride at speeds suitable for the road conditions.

In my case, after more than 10 years of using clipless pedals, I went back to regular flat pedals after twice breaking a rib in sudden falls

where there was no time to unclip. But this is a concession to my aim to ride as long as I can move.

So make whatever reasonable concessions you must toward staying upright, but don't let concern about a possible fall rob you of the much more certain joy of cycling.

**Stan Purdum** has ridden several long-distance bike trips, including an across-America ride recounted in his book “Roll Around Heaven All Day,” and a trek on U.S. 62, from Niagara Falls, New York, to El Paso, Texas, the subject of his book “Playing in Traffic.” Stan, a freelance writer and editor, and Methodist minister, lives in North Canton, Ohio. See more at [www.StanPurdum.com](http://www.StanPurdum.com).

### **Bites for Bikers by Betsy Nestor**

This month our club will be having its first annual craft show showcasing the diverse talents our biking family has.

I'm not saying I'm an expert cook by any means, but I do love to experiment in the kitchen and cook too!

I will be whipping up some pumpkin cheesecakes, cookies, candy, jams and relishes for the event to tempt and tantalize your taste buds. Here's an easy favorite of mine to start the holidays for you.....See you at the show and have a Happy Thanksgiving too.

This recipe is a repeat from November of last year *sort of*.

So, if you are still looking for that quick and very easy dessert for your fall gatherings or Thanksgiving THIS IS IT!!

### **Easy Pleasin' Pumpkin Dessert**

1 box yellow cake mix

1 can (15oz) pumpkin

5

1 can (12oz) evaporated milk

3 eggs

1+ 1/2 cup sugar

1/2 tsp cinnamon

1/2 tsp salt

1/2 cup chopped pecans

2 sticks melted butter

*Preheat oven to 350\* Grease bottom of a 9X13 pan.*

*Mix by hand in a large bowl the pumpkin, milk, eggs, sugar, cinnamon, and salt.*

*Pour into pan. Sprinkle dry cake mix evenly over the top.*

*Sprinkle with pecans and drizzle the melted butter over the top.*

*Bake for 50-55 minutes until golden brown.*

*Best served chilled.*

**If you can't bike you can always hike!**

## Hiking by

### Joel Edmunds

The 2015 Silver Wheels Hiking Season will begin sometime in after the fall Chilly Wiener and last till mid-March or until the weather allows for Biking. We will have hikes of three different levels, Easy, Moderate, and Challenging.

We will be hiking in most of the Lorain County parks but will also visit the Cleveland Metroparks, the Cuyahoga Valley, Ashland County Parks and perhaps Wooster Memorial Park and Mohican State Park. Suggestions are

welcome I will hike anywhere. If you wish to be included in the 2015 hiking season please send me an Email at [lostonthetrail@gmail.com](mailto:lostonthetrail@gmail.com) if you were on last year's list do not assume that you are on this year's list as I wipe the slate clean each year.



## Stretching

By Liz Neporent

*I came across this article and thought it was interesting. I wonder if it applies to cyclists as well. ed*

After years of nursing a perpetual hip injury, 48-year-old Amanda Loudin finally stopped doing the one thing she always believed would help her the most: Stretching. Once she abandoned her post-run stretch session, she said her hip started feeling better.

"I always assumed stretching was part of the solution for my running injuries," said Loudin, a Baltimore writer who runs 45 to 60 miles a

week. "But after doing my research, I realized I was probably doing more harm than good."

Loudin gave up stretching a few years ago but for the majority of runners, toe touches and quad stretches are still an integral part of their ritual. Most were taught in high school that reaching into a stretch and holding it for 30 seconds or so is a good way to preserve the joints and prevent injury.

The evidence, however, suggests otherwise.

Take, for example, a large analysis of multiple studies recently performed by scientists at the Centers of Disease Control and Prevention. It found that runners who stretched were just as likely to be plagued with injuries as those who never bothered. Another study that looked at more than 1,500 serious male marathoners found that those who stretched on a regular basis -- whether before or after a run -- actually had 33 percent more injuries than those who didn't, even taking things like age and average weekly mileage into account.

Even worse, some studies suggest that stretching may be detrimental to performance. A 2010 Florida State University investigation found that trained distance runners who did a series of static stretches before a time trial wasted about 5 percent more energy and covered 3 percent less distance than runners who didn't stretch.

"Your tendons don't need to be that pliable for running," said **Jason Karp**, an exercise physiologist and running coach based in San Diego. "Most injuries are from the pounding of running, something stretching can't do much about."

Karp explained that since most common running injuries tend to occur within a muscle's normal range of motion, attempting to stretch past what a muscle can normally do offers no protection. And forcing the muscle to lengthen to the point of pain will likely cause it to tighten up rather than relax. This in turn can

irritate the muscle fibers, exacerbating an injury and possibly causing it to linger, he speculated.

Karp explained that the very idea that runners should be chasing flexibility is somewhat questionable anyway.

"The only thing stretching might be good for is increasing stride length and running fluidity, something that might be helpful to older runners," he said.

But Jim Wharton, a New York-based exercise physiologist who has worked with Olympians and world record holders, said he thought runners do need to focus on flexibility -- but in a very specific way.

"If you don't have joint range of motion, you begin to fight against gravity and you start to shuffle," Wharton said, adding that part of the problem is that most exercisers stretch the wrong way.

"Because muscles work in pairs, the best way to get a muscle to relax is to first tighten the muscle on the opposite side of the joint," Wharton explained. "Instead of moving into a stretch and holding it, you gently move through a series of positions, isolating one muscle group at a time."

To stretch the hamstrings in the back of the thigh, lift your leg up in front of you 8 to 10 times without forcing it any higher than comfortable, Wharton explained. Because kicking upward causes the quadriceps in the front of the thighs to contract, the hamstrings must relax, Wharton said. To stretch out the quads, reverse and kick the leg back behind you, he said.

There is little evidence to support this "dynamic stretching" theory beyond a few small studies that suggested adding movement-oriented flexibility exercises either after a warm up or at the end of a work out does not

cause injury and may improve overall running performance.

Wharton said that he's used the method successfully with thousands of runners. Karp also uses a similar technique with his clients.

Loudin for one is a believer in dynamic stretching. She now warms up with a series of swings, kicks and lunges to loosen up her muscles and get her blood flowing.

"It felt strange at first but the voice in back of my head says it's the right thing to do," she said. "In running you sometimes have to let go of your long-held beliefs."



**YIKES!!**

## North Coast Inland Rest Stop Dedication

On October 11 the rest stop on the Inland Coast Bike Trail was dedicated. The rest stop was built entirely by club members. There were many who took part, but Dan Roob deserves special attention. A former carpenter and contractor he was the principal advisor on the project.







# LAST PAGE

This is a group of Tour de France racers training with their coach. As you can see he's carrying supplies with him in case anyone needs them and he obviously isn't having trouble keeping up.



# 11/20/14

## CRAFT FAIR AT THE CLUB MEETING

On November 20 just before the club meeting, Silver Wheels will have what we hope to be our first annual craft fair, by and for our members. 16 members will be displaying crafts that can be purchased on the spot or preordered from the craftsman, ready for pick-up at the fair.

During the fair, there will be treats provided by the Food Committee, or you can purchase gourmet foods from our own 'foodie,' Betsy Nestor. Most exciting is the quilt raffle. Someone will win Ann Hauser's beautiful quilt, pictured below (winner to be drawn at end of the meeting).

Since we have only from 6–7 p.m., preordering will allow more time to browse at the fair. If you have questions or wish to preorder, please contact the individual vendor using the email address from your club contact list. We hope to see you there, as this is something we all can enjoy, even those who are not regular riding members or meeting attendees. Non-member spouses are welcome as well.

And, remember, Christmas is just around the corner.

Please bring checkbooks and smaller bills!



### **Ann Hauser**

#### **Quilt raffle**

\$5 per ticket or 5 for \$20

I learned to sew while in high school and made most of my clothes during my early adulthood. When most stores started having sales and selling clothes less expensively than what could be handmade, I turned to other uses for fabric, mainly quilts. The quilt that I am raffling off is what I made for my first class and it drew out the perfectionist in me. The top, back, and edges are cut and sewn by myself, but the quilting which attaches the top, batting and back together was done by machine. The materials cost around \$120. Quilting, as with bicycling, is not an inexpensive hobby.



## **Tia Andrako**

Soaps

Lip balm

Whipped shea butter

Mechanic's scrub

\$3-\$10



## **Diana**

## **Brattoli**

iPad and tablet covers and Club logo sewing Service



**Cheryl  
Burkhardt**

Laundry soap  
\$8-\$20

Watercolor  
Paintings

\$15-\$25



**Tom  
Fishburn**

Photo cards \$1 each framed photos



**Jen  
Kazmierszak**  
Wood crafts



**Betsy Nestor**  
Cheesecake, jam,  
relishes, cookies,  
fudge, health bars,  
magic reindeer  
food  
Fabric bowls

\$.75-20



## Ev Roob

Jewelry

\$3-\$30



## Etta Rowe

Microwave bowls

Woven goods



**Karen  
Paulson**

Cycling art  
Cycling clothing

\$3-\$15



**Laura Perkins**

Soap

\$5

Please contact Pat Perkins for pre-orders



**Cindy Pesta**

Silver Wheels Club Merchandise



## Ed Stewart

Decorative

Gourds

\$15-\$50

(fragile, not food-safe)



## Marilyn

Torres

Leather cord

Necklaces and

Bracelets

\$10-\$27



**Eva Weber**

Woven rag  
Rugs, mats,  
and runners  
\$1.50-\$40

**--- no picture -- Deb Wailes** Jewelry and purses