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Subject: Rollin december 2016  
Date: January 2, 2017 at 10:31 AM  
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Happy Holidays!

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December  
Newsletter  
2016

# Rollin'

*Newsletter of the Silver  
Wheels Cycling Club*



## From the Editor

December is here and that's a month filled with holidays, family, travel and not a lot of cycling. Well maybe. Right now a group of Silver Wheelers are in Florida biking the Keys. Hope they are having warm, sunny days. Here in chilly Ohio, when the weather is mild enough, we can still be riding. If you see a mild day approaching, check the calendar and you just might find a club ride posted. They can appear quickly so check often, bundle up and get outside and ride.

January has two large club events that take place indoors. On Jan 14, our annual Awards Banquet will take place. We expect about 100 to enjoy a catered meal, socialize and recognize fellow members for their 2016 cycling accomplishments. Don't miss out - sign up by Jan 6.

Then there is our annual planning session on Jan 28. This is when many of the major club events are planned. We will decide who, what, when and where! If you want to see a specific ride on the calendar, especially non-club

**invitational rides, be there to bring it up. All members are welcome to attend.**

**As always, see the club calendar for more details.**

**Steve**

**President:** *Gary Schmitt*

**Vice President:** *Deb Wailes*

**Treasurer:** *Betsy Nestor*

**Secretary:** *Larry Best*

**Membership:** *Randy Lottman and Emily Townsend*

**Website Coordinator:** *Tom Weber*

**Merchandise:** *Cindy Pesta*

**Sunshine:** *Mary Minter*

**Safety Education:** *Ed Stewart and Mark Kasmak*

**Newsletter Editor:** *Steve Osmialowski*

**Ride Committee:** *LaDean Hutter and Greg Orlowski*

**Social Committee:** *Sue Wells*

***See the club roster webpage for phone numbers/email***

## **Recent Rides & Events:**



**Are they bikers or campers or both?**



**Lounging in the sun**

## **Clipped in Vain**

***By Ed Stewart***

***[This is actually a repeat story from some time ago but it seems appropriate to add to the Safety and Education Committee's recent treatise on clipless pedals and the sometimes accidental education one receives from experience]***

*Peculiar and the sometimes accidental education one receives from experience.  
It is all true, albeit difficult to believe.]*

**Many years ago, which means more than ten since my memory will not allow access to much beyond, I had purchased a mostly-carbon bike of the racing type. I believe I had the blind notion that with a “faster” bike I would likewise be a faster biker. That’s where the vanity part of this tale comes in. For some reason I thought I could ride as fast and long as my much younger friends in the club and all I needed was a “faster” bike.**

**I really liked the bike at first. It was a pretty blue, which of course made it all the faster. I rode it for a while, becoming used to the different fit and the squirreliness of the steering.**

**Then I decided what it really needed in order to become a truly nifty bike was to have pedals that matched the bike color. I mean, how cool would that be? So I ordered some online (my apologies to my bike shop buddies – I will never do that again... probably.) I had noticed the brand name Ritchey and thought they maybe made good stuff so that is the brand I went with. They also had the only blue pedals.**

**Mind you, I had already been using clipless pedals for a number of years and knew how advantageous they were to my style of cycling. The pedals I ordered were to be SPD compatible; to me that meant I could use my same style of SPD pedal cleats as I used on my touring bike. (A critical point in this story.)**

**So, the pedals arrived and I put them on the new bike. They made my blue bike look all the faster now with its new beautiful blue pedals. And I was so proud of being smart enough to have cleats that fit both sets of pedals – on my new bike and my not-really-old-yet touring bike.**

**Eager to try them out, I tossed the blue bike into my van and headed over to the Elyria trailhead at the industrial parkway. (Back then, Second St. ended at the parkway and we could park our cars on the roadside and have quick and easy access to the North Coast Inland Trail from there.)**

**I tried out the pedals and realized they were a little tight but I could still release the cleat from the pedal so all was good. There were no other functional differences since they went where the other pedals had been and they lined up the same.**

**And off I went, south towards Oberlin. At the first intersection, Albrecht Road, there were no cars coming so I carefully coasted through the intersection with no need to unclip. At the next intersection, Murray Ridge, I knew it was always safer to stop there because of the blind spots from the trail. Approaching that stop, I felt the clips were pretty tight on the right so I unclipped on the left, but with some difficulty. I considered that little problem a glitch that I could deal with later by loosening the pedal springs.**

**As I rode along the next segment, toward Russia Road, I forgot all about the problem – after all the pedals were working just fine and they matched the color of my bike. Life is good.**

**When I approached the Russia Road intersection, I did remember the tightness from the last attempt so I started to unclip from quite a distance from the intersection. Except I was not able to unclip. I tried the other foot and again, unclipping was not to be done. Now I was approaching what is often a busy intersection between Russia Road and the bike trail and I had no way to release my feet from my pedals. A bit of a dilemma is something of an understatement.**

**Ignoring the rising fear in my chest, I came up with the plan to slow down as much as I could and then grab onto one of the 6 X 6 posts at the side of the trail and from there I would be able to work more on getting my shoes unclipped from the pretty blue pedals.**

**In forming my plan I forgot to include some laws of physics about objects in motion. What happened was that I did slow down, or so I thought. Apparently not quite enough though. As I approached the wooden post I leaned over to grab it with my left arm. And grab it I did.**

**And it slid right out of my grasp. But now my bike was angling more to the left and scarily near Russia Road. At this point I knew I was going down. [You know that sickening feeling you get when you realize something kinda bad is going to happen and it all seems to proceed in slow motion? This was one of those moments.]**

**I landed as gracefully as I could under the circumstances. Which is to say that if anyone had taken a video they could have sent that off to America's Funniest Videos and won \$100K for sure. I not only continued to swing around but also the turn slowly took me onto my side then my back – all in slo-mo of course.**

**When I stopped moving, there I was lying on my back with my bike upside down. I then knew how turtles feel when they get caught inverted. I was not hurt but instead began to laugh. Even from my new perspective I could see how hilarious my failure to stop was. A few cars did come by and I saw drivers and passengers look at me wide-eyed but not stopping to help.**

**So now here I was, lying on the ground with my feet still stuck in the pedals wondering what to do. I twisted each foot as hard as I could to release the cleats but they were having nothing to do with that notion. I figured my next best effort would be to simply remove my shoes and then use my hands to work the cleats loose. My feet came out easily and it felt good to be erect again.**

**I worked and worked to get the cleats released but they were stuck for good. My new dilemma was that I had shoes stuck to my pedals and that meant I could not ride very safely, and I was about 8 miles from home and of course did not bring my cell phone.**

**I worked on the shoes some more and all I could do was to twist the shoe until they did come loose. Actually what I did was to twist the shoe completely free of the cleat, which was still stuck to the pedal. I did this to both shoes. So at least I could walk if need be and I deduced that I probably could ride now that the shoes are no longer attached to the pedals.**

~~could ride now that the shoes are no longer attached to the pedals.~~

**What may not be immediately apparent is that my expensive bike shoes now had huge holes in the bottoms where the cleats had been. I had literally torn the cleats out of the shoes taking some of the shoe sole along.**

**Not to have my ride ruined by a mere calamity, I did finish riding about 20 miles that day, with holes in my shoes and cleats still attached – permanently – to the pedals. A strange ride.**

**I felt that I had been misled by the advertisement that said the shoes were SPD compatible. I had interpreted that to mean I could use the pedals with my SPD cleats already on my shoes. So I thought I would try to get a refund from the Ritchey Company for my ruined shoes. I sent the shoes and pedals and cleats to them along with an explanation similar to what I have written above, but with perhaps less self-condemning details. In the meantime I purchased another pair of shoes and cleats that did work with my old pedals.**

**The Ritchey Company did contact me. They explained my mistake and that they really had no liability in this issue since they were faultless. They asked what I wanted them to do with the shoes, pedals and cleats I had sent to them as evidence.**

**You can probably imagine where I told them to place the items.**

**The moral of this tale is that there are all sorts of pedals and cleat combinations but never try to mix brands unless they specify that is possible, which is not very likely. Clipless pedals are a great way to add efficiency to your biking. There is a learning curve, as there is to anything worthwhile. You will fall, you will forget to unclip, you will have some embarrassing and painful moments. Each is worthwhile once you master the cleat.**

**For closure on this, I sold that blue bike a couple years later because my touring bike was so much a better bike, although maybe not as fast. I'll live with that. Speed is overrated unless you are in a hurry. Now my touring bike has been powder-coated yellow. And I'm looking for yellow pedals. Will I ever learn?**

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**This was taken two hundred feet underground at Luray Caverns, Virginia.**

**Where do you wear your Silver Wheels shirt? Send a photo for a future Rollin'**



**Please note that Bob Piccirilli has been appointed as the new mileage minder effective November 20<sup>th</sup>. All ride mileage reports should now be sent to Bob.**

**A big THANK YOU goes to Pete Klepak for the outstanding job he has done as mileage minder for the past several years. It's a behind-the-scenes job that is well appreciated, especially when we have hundreds of rides and riders to document.**

**It's official - Club mileage for 2016 is 149,483 miles! There were 205 riders that accumulated all those miles, averaging 729 each!**



**Come help celebrate another successful year of Silver Wheels cycling with**

**your biking buddies by attending the annual awards banquet. It's an afternoon of fun, food, awards and prizes. This won't be televised so the only way to experience it is to be there!**

**Saturday, January 14 at Tom's Country Place in Avon, Ohio**

**Cost: \$15 per person paid in advance by January 6. See the calendar for a link to register.**

**Note - Once you register, you will need to send in your fees by check. Please read the calendar information for instructions.**

**Any other questions? Contact Mark Kasmak, Banquet Committee Chair**

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## **Inactivity Causes Muscle Loss [drmirkin.com](http://drmirkin.com)**

**A recent study showed that even short periods of inactivity cause dramatic loss of muscle size and strength. After just two weeks of having one leg put in a cast, all 32 men in the study lost a tremendous amount in all measures of physical fitness, strength and muscle size in the immobilized leg. After six weeks of pedaling a bicycle for rehabilitation, they still did not regain all of the strength that they had lost (*Journal of Rehabilitation Medicine*, June 2015). Another study showed that a person loses significant strength after stopping exercise for just four days (*Exp Gerontol* 2013; 48: 154–161).**

### **Young Men Lost More Than the Older Men**

**The new study compared 17 young men (average age 23) and 15 older men (average age 68). The younger men lost 30 percent of muscle strength and the older men lost 25 percent. People with the largest muscles to begin with are the ones who will lose the most strength when an injury, illness or vacation stops them from exercising. That explains why younger people lose strength at a faster rate than older people. A young man who is immobilized for two weeks loses muscular strength in his leg equivalent to aging by 40 to 50 years.**

**The more muscle mass you have, the more you will lose. Young men have about two pounds more muscle weight in each leg than older men do, but after two weeks of inactivity, young men lost 17 ounces of muscle, compared to older men who lost nine ounces. This means that an injury causes fit people with larger muscles to lose more muscle size and strength than inactive people.**

**Muscles are made up of thousands of individual fibers like a rope is made of many strands. Regular exercise enlarges fiber size. Inactivity causes muscle fibers to become smaller. Therefore those with the largest fibers lose the most muscle size and strength when they stop exercising.**

### **Rehabilitation after inactivity**

After the two weeks of immobilization, the participants trained on a bicycle 3-4 times a week for six weeks. They regained some but not all of the muscle size and strength that they lost. Aerobic training (such as running and cycling) should not be used as the only rehabilitation training. Strength training should be used along with aerobic activity to regain lost muscle strength and size. You need to lift weights or do some other form of strength training for recovery. Other studies show that it usually takes at least three times as long as the period of inactivity to recover full strength (*J Am Med Assoc*, 2007; 297: 1772–1774).



**All are invited to the Silver Wheels Cycling Club annual planning meeting.  
Saturday, January 28 9AM**

**Meeting held at McBid Hall, located at Twin Lake Homes, 42660 Albrecht Road, Elyria, Ohio. Expect discussions and changes to Club policy/rules for the coming year, special event rides planned, dates for annual events chosen, invitational ride requests for inclusion on the 2017 ride calendar and more!**

**All members are welcome to stay as long as you wish. The meeting usually goes until mid/late afternoon.**

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### **The Redhead Ciderhouse Joins the Dog Days Wine Tour**

**By Rob Hipskind**

**The Dog Days Wine Tour Committee is pleased to announce that Silver Wheels has added the **Redhead Ciderhouse** as our fourth winery on the Dog**

**Days Wine Tour!** The award winning Redhead Ciderhouse and their Taproom are located inside Burnham Orchards on Route 113 in Berlin Heights. Our new winery will give the 125 mile and 100 mile riders a fourth winery to visit and a much needed stop between Matus Winery and Sherod Park. The Ciderhouse will give our Metric riders a third winery and a perfectly placed stop between Matus Winery and Vermillion Valley Winery.

**Josh Raboin and Joe Burnham IV** opened Redhead Ciderhouse in 2014 and the Taphouse opened in April 2016. They operate under a Winery License and their craft hard ciders have already won awards at the Ohio Wine Competition the past two years. Dennis Stout, Rick Wells and yours truly are the DDWT Route Committee members and we happily took three research trips to test out their six hard ciders on tap and of course several bottles to go, all in the name of research we assure you.

Those of you who rode on Rick Wells' November 14th ride got to experience a Redhead Ciderhouse rest stop first hand when he lead a dozen riders on a 30 mile, 3 star ride. Other than a playful farm dog running alongside of us for what seemed like miles, it was a great ride with fantastic roads. A week later, the DDWTRC went back and met with Josh and Jennett McCaslin to discuss the Dog and get a tour of the facilities. If you Ride the Dog next year, you will be able to experience the winery stop in almost the same way that Dog Days riders will a week later. You can buy a fresh baked donut or pie, enjoy a Cider slushy, or sample some hard cider. The DDWTRC will even pick up your Ride the Dog purchases just like a Wine Runner would and give most of it back to you when we see you working on Dog Days the next weekend.

I have been fermenting for quite some time on how to end this article and decided to go with some "Dog Daysish humor" - You would be hard pressed to find a better Cider than Redhead or better people than Josh and Jennet! They even sent us a personal Club invitation to attend their Bad Santa Bash on December 17th and to try their Holiday cranberry-cherry infused hard cider called Nitro Naughty Sauce. I plan to attend for additional research purposes as well as to buy some cider for the Holidays....



**You are just one bike ride away from being in a good mood.**



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