



The Newsletter

Photo by Paul Petris

Sarasota Manatee Bicycle Club

October, 2015

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What Happens to You During the 1st Hour of Riding

First 10 minutes: A sense of freedom hits your system (100% of your recommended daily intake). You immediately grin from the overwhelming joy you're feeling as you pedal faster and faster

20 Minutes: Your enjoyment spikes, causing a burst in activity. Your body is ridding itself of cortisol, the stress hormone that can prevent deep, regenerative sleep.

40 Minutes: Blood flow and oxygen to the brain is boosted. Keep smiling because if you're riding five days a week for this long you're likely to take half as many sick days as couch potatoes.

45 Minutes: Serotonin and endomorphins are released into the blood stream, helping improve your mood. Wave at fellow cyclists, smile at passers-by, you're out there having the time of your life.

60 Minutes: With every mile you tick off, you're helping reduce your risk of heart disease to less than half that of those who don't exercise at all. Go you!

>60 Minutes: Your mind comes into play. Do you continue this ride, boosting your enjoyment levels further? Or, do you keep some in the tank for another day? Either way, you've had a blast. As the rave inside of you keeps on partying, you might need to take on some food or drink. A country pub or an energy bar, both are acceptable – it's up to you.

Source: [Chain Reaction Cycle](#). Submitted by **Dick Stammer**.



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The Secret to Staying Young? Get on Your bike!

By [Daily Mail Reporter](#) : Published: 19:53 EST, 5 January 2015 | Updated: 02:50 EST, 6 January 2015

Tests find cyclists in their seventies are physically much younger than most people their age. Want to stay younger for longer? It could be as easy as riding a bike. For cycling really does keep the body – and the mind – young, scientists say.

A study of fit amateur cyclists aged 55 to 79 found many were physically much younger than most people their age. The 81 male and 41 female participants underwent extensive tests, including of their hearts, lungs, reflexes, muscle and bone strength and mental ability. Despite an age range of 25 years, older members of the group had similar muscle strength, lung power and exercise capacity to the younger participants.

In a simple test to show a person's risk of falling over – which measured how long it took participants to stand from a chair, walk three meters, walk back and sit down – even those in their seventies achieved times expected of healthy young adults, the Journal of Physiology reports.

The participants were all able to cycle long distances, but you do not need to be super-fit to enjoy the benefits of activities like cycling – as it is staying active at any level that is important.

Dr. Ross Pollock, who led the team of scientists from King's College London, warned that most of us are inactive, which causes “physiological problems at any age.” The 81 male and 41 female participants underwent extensive tests, including of their hearts, lungs, reflexes, muscle and bone strength and mental ability.

Professor Norman Lazarus said that staying active can “buy you extra years of function,” adding: “Cycling not only keeps you mentally alert, but requires the vigorous use of many of the body's key systems, such as your muscles, heart and lungs, which you need for maintaining health.”

The cyclists were recruited deliberately to exclude effects from a sedentary lifestyle that may cause changes in the body capable of being confused with those due to aging.

Men and women had to be able to cycle 62 miles in under 6.5 hours, and 37 miles in 5.5 hours, to be included in the study. Smokers, heavy drinkers, and people with high blood pressure or other health conditions were excluded.

Oxygen consumption rate showed the closest association with birth date, according to the results published in the Journal of Physiology. But even this marker could not provide an accurate indication of the age of any given individual.

Dr Pollock added: “The main problem facing health research is that in modern societies the majority of the population is inactive.” A sedentary lifestyle causes physiological problems at any age. Hence the confusion as to how much the decline in bodily functions is due to the natural aging process and how much is due to the combined effects of aging and inactivity.

“In many models of aging lifespan is the primary measure, but in human beings this is arguably less important than the consequences of deterioration in health. Healthy life expectancy - our health span - is not keeping pace with the average lifespan, and the years we spend with poor health and disabilities in old age are growing.”

Co-author **Professor Stephen Harridge**, director of the Center of Human & Aerospace Physiological Sciences at King's College, added: “Because most of the population is largely sedentary, the tendency is to assume that inactivity is the inevitable condition for humans.

However, given that our genetic inheritance stems from a period when high levels of physical activity were the likely norm, being physically active should be considered to play an essential role in maintaining health and well-being throughout life.”

Submitted by **Nancy Janus**.

Navigating the New Club Website

Part 1

Here are some tips and suggestions for using the new SMBC Website. While the software ClubExpress provides is robust in meeting the needs of clubs, it has some idiosyncrasies and bugs that make it less than user friendly. The website Administrators are continuing to learn about the software and working to provide capabilities that are not yet online. Until then, here are a few suggestions to help you get what you need from the website.

Your Personal Information -- If you haven't already done so, you may want to see what information is on the website and what information is shown in your Directory entry. After you logon click your name at the top right of the home page and select **My Directory Entry**. To change click on **Profile** under your name and then click on **Contact Info** to fill in any information you like. If you DO NOT want to receive emails from the Club then uncheck the box at the bottom of the page. Continue filling in information on the **Additional Member Data** page. There is one important question on this page. At the bottom of the page is the question "What ride paces do you want to be kept informed about?" You have 8 options. If you do not select an option you will not receive any special notices, such as a cancellation, about a specific ride pace. The purpose of this question is to reduce your junk email by preventing you from receiving emails about rides in which you have no interest. You will still receive notices about special events with multi-pace rides.

Now look at the **Standard Member Directory** page add any info you want. Most importantly, look at the **Visibility** dialog box and select one of 8 options in the drop down menu to determine what information, if any, you want other members to see. Non-members do not have access to your information at any time.

Other Members Information -- You have the capability of looking up other members information. On the home page, select the **Membership** tab and then the **Membership Directory** subtab. If you want to edit the information shown for you, follow the directions in the above paragraph to change it.

It's All About the Rides & Events -- The heart of the website is the Rides and Events Calendar. On the home page, select the **Rides** tab and then the **Rides and Event Calendar**. The default is the grid calendar but you can use the **Switch to List View** button at the top left if you prefer. At the top right of the calendar is the **Legend** button which tells you what the colors in the calendar mean. To the right of the calendar is a toolbox with icons for **help** and **Print**, among others. There is also a **Print Calendar** icon at the bottom left of the calendar which provides a slightly different format.

Once you click on an event in the calendar you get detailed information about that event, including a Goggle Map icon  which will show you the location of the event on a map. To the right of the listing is an **Add to my calendar** button but unfortunately that only works with Microsoft Outlook. Nothing we can do about that.

Assistance -- If you have any questions or comments about using the website please contact **Charlie Morris** at 941-330-6375 or [email Charlie](#) or [email Bud Gaunce](#).

2015 Cyclefest Jersey Available for Purchase

Be sure and **order now** to be sure of a jersey in your size. Delivery will be at packet pick up on Friday and Saturday before the event (October 30 and 31) and at the event itself on November 1. A limited number of extras will be available on the event day. Jerseys may or may not be available after the event. Don't chance it. Get this great jersey now!

<http://www.bespokekit.com/gulf-coast-cyclefest-event-jersey>

If you happen to enter the **BeSpokeKit** site on the home page, you will need to navigate to the SMBC Store following these directions: Click on **Team Store, Events, Gulf Coast Cyclefest, Go to Products Page**, go to bottom of page and click on **Click here...** and then enter the password **GCCF**. Lookin' good! Thanks **Pam MacFadden**.



SMBC News & Notes

An Evening Ride – The Pub Crawl

On Thursday, September 24th, there will be a multi-pace ride starting at 6 PM followed by a late dinner at Gecko's on North Cattlemen. Dutch treat. See the Ride & Events Calendar for details.

Big Cats and Bad Hats Ride

Reserve your Saturday, October 10 for the Big Cats and Bad Hats Ride that includes SMBC-provided lunch, two shows and a \$25 prize for the badest hat. See the website home page for details.

Storage Wars



After the September 4th Friday ride, a hot and dirty dozen relocated SMBC's "stuff" from the old and too-small storage locker to the new twice-the-size 10'x20' locker in LWR. **Dick Stammer** (shown at left), a mover himself, captured the rest of the exhausted crew, shown below. Not shown are **Karl Weny** and **Simon Oliver** who installed the shelving before the movers arrived. Edie was delighted at the thought of finally being able to organize the Social Committee's stuff. The rest of us were delighted that Edie was delighted.



Dan Muccio, Rick Garrett, Tom Mannis, Tom Miller (peeking out), Phil Lentzke (with mouth open, as usual), Bill Norris (with horns), Rick Mizell, Edie Perkins, Paul Petris, Bud Gaunce, Charlie Morris

Gulf Coast Cyclefest

If you haven't already, sign up to ride the 41st Annual Gulf Coast Cyclefest or sign up as a Volunteer. See link to details on the website home page. If you want to volunteer for Cyclefest contact [Bill Lyons](#).

Board of Directors' Doings – August 26 meeting

Things are happening with the SMBC Board. As part of the process of developing short and long term goals for the Club, Board members planned to meet on three separate occasions with seven non-board members (21 in all) to get their input into what should be SMBC's one-year and five-year goals.



The Board established four new committees: The Memorial Policy Committee is chaired by **Tom Bridges**; the Disciplinary Policy Committee is chaired by **Simon Oliver**; the FLAP Committee is chaired by **David Hodgkinson** working with **Christine Prokosch**; and the 2016 Board Nominating Committee is chaired by **Jim Schneck**. There are some significant By-laws changes in the works as well.

Members are always welcomed to attend Board meetings held bi-monthly at the Gulf Gate Library. See listings under **Upcoming Special Events** on the homepage of the website.

SMBCers do a French Bike and Barge Trip

In July, before his hip replacement surgery, **Bill Norris** joined by Rhonda Dix's sister, **Debbie**; **Nora & Tom Miller**, **Colin Horne**, **Ellie Younghaus** and 4 of Nora & Tom's friends from West Virginia for an 8-day bike and barge adventure from Montargis to Paris in the Seine Valley, followed by five days in *la Ville Lumière* (The city of lights). Nora reports that during the day, while the barge cruised along the canals, we rode our bikes through some lovely



Debbie Dix, Mary & Bill Shultz, Bill Norris, Tom & Nora Miller, Dee Paterno, and Frank Austin in front of Cathédrale Notre Dame de Paris

countrysides and small villages which gave us a sense of local French life and the people. There were awesome boulangeries (bakeries) in every town no matter its size. We would then meet up with the barge, socialize (there were 19 guests total), have dinner, socialize some more, and bed down for the night. Some evenings, we did a walking tour of the town.

On the first day in Paris the group toured the town to get their bearings in preparation for traditional sightseeing. This is one of many bike and barge trips offered by Tripsite.com, a company many of the group and other members had used before. While Bill thoroughly enjoyed the trip, thanks in part to sister-in-law **Debbie's** dispensing Aleve on a regular basis, it became the motivator for his decision to proceed with hip replacement surgery.

FYI: While you probably know Paris as "the City of Lights", the most used nickname for Paris is "*Paname*", which comes from Panama of the canal and hat fame. Originally, at the beginning of the twentieth century, it was slang but nowadays, it's kind of hip to refer to Paris as "*Paname*". You hear it a lot in French songs (for example, tunes by French singer Renaud). Source: Everything French.

SMBCers Represent at Canadian Ironman

SMBCers **Janet & Gary Kapac** and **Sharon & Steve Wallace** showed their SMBC connection at the Muskoka Canada Ironman in September. Sharon was the Team Captain for the Bike Check-in and the four of them rode a portion of the very hilly course...the day after the race.

FYI: Hill: a naturally raised area of land, not as high or craggy as a mountain, e.g. an Interstate overpass. Seldom encountered in SW Florida.



von Kessinger's Express

An SMBC Social Event

June 1944. Allied troops are quickly approaching General von Kessinger's camp. Will the General evade Allied capture?

Imagine yourself a French citizen in Paris in 1944 waiting to catch a train to Berlin. If your papers are in order, you will be permitted to escape with the General on board his train racing across the French country side as French Resistance, and US. and British troops give chase. You arrive at the station where you are required to go through passport-control



operated by the German Army. You will receive your visa stamped with a swastika. You board the train where German soldiers and the Gestapo are looking for infiltrators and collaborators. The train stops and the traitors and spies are marched off the train and put in front of a firing squad. But just in the nick of time, here come the GIs who overpower the Germans.

Then it is back to the station where we disembark and witness a mock battle. There is a theater company that supply actors for the the train ride playing the parts of the Germans and GIs. The uniforms are very well done along with original armament.

This is a very intense experience that may not be suitable for pre-teens or younger. Lots of gunfire, including automatic weapons. Lots of opportunities for photos. Visitors can tour both German and Allied camps before and after the battles.

There is no charge to get on the grounds and see the German and Allied camps and much of the WWII reenactment. There is an \$18 charge for adults for the train ride. SMBC has 20 tickets reserved for the 11 AM adventure on Nov 14th at the Florida Railroad Museum, 12210 83rd St E., Parish, FL. Meet at 10:15 to get through passport control. Call **Heather** at 941-776-0906 to get tickets. The reserved tickets go away on Nov 1.

There are no formal rides associated with this SMBC social event.

Dinner Theater Outing - Pedal Punk

On Friday, **April 22, 2016**, a group of SMBCers will see **Cirque Mechanics Pedal Punk** at the Van Weese Performing Arts Hall. Pedal Punk is billed as "a rowdy circus where the mischievous wheels." See more about it below. We will have dinner at a local to-be-determined-later restaurant prior to the performance. Group discount tickets are \$41. See how to register at the end of this page.

Enter the **Pedal Punk**, a Steampunk-inspired performance where a group of obsessed performers when a broken machine becomes Pedal Punk.

On the **Pedal Punk** website, see who is registered by clicking the **Registrants** link and click on the **Register Now** button on the right side of the page. Select the appropriate radio button for **Primary Registrant** and **Registrant Type**, which is typically **Pedal Punk**. Then, if needed, go to the next page to **Add a Guest** (could be another member) and add the names of any "Guests" as well as their contact information you like. When you are done, click on the **Register** button.



You may be able to get tickets on your own.

to pay. Let **Charlie Morris** know if you have any problems registering by calling 941-330-6375, [email Charlie](mailto:charlie@smbc.com). Charlie will receive and distribute tickets.

Free Bicycle Clothes from Pete Withers

Contact **Charlie Morris** at 941-330-6375 or bugdoc2540@gmail.com

Item	Size	Description
T-shirt	XL	Yellow 2002 Gulf Coast Cycle Fest (sic)
T-shirt	XL	Optic yellow SMBC shirt given out to volunteers
T-shirt	XL	Optic yellow 2012 Tour de Parks
T-shirt	Xl	Green 33 rd 2013 Annual Bicycle Safari
T-shirt	XL	Optic green 2013 Cyclefest
T-shirt	L	Black 2011 Cyclefest
T-shirt	XL	Black 2011 Cyclefest
T-shirt	M	Yellow 2012 Sharky's
T-shirt	XL	Yellow 2012 Sharky's
T-shirt	XL	Red 2014 Cyclefest
T-shirt	XL	White 2010 Cyclefest
T-shirt	XL	Green 2013 Tour de Parks
T-shirt	XL	Black 2011 Sharky's
T-shirt	XL	Gray 2008 Sharky's
T-shirt	XL	Gray 2006 Sharky's
T-shirt	XL	White with black arm stripes Reebok
T-shirt	L	Green with Silver Gate Yacht Club logo
Jersey	?	Solid optic light yellow, no logos
Jersey	XXL	Solid optic yellow, no logos
Polo Shirt	2XL	Dark greenish-gray(?) with SMBC logo



Why “Share-the-Road is Gone in Delaware

Published in the *Institute of Transportation Engineers Bicycle and Pedestrian Council Newsletter* April 4, 2014.

“Share The Road”: It’s practically the national motto of cycling advocacy in the United States.

It’s the cycling “message” on license plates in Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Ohio, Oregon, Texas, Utah, Washington, and Wisconsin.

But not in Delaware. In fact, as of November 2013, just the opposite.

In November, [2013] the Delaware Department of Transportation announced that, effective immediately, Delaware would stop using the “Share The Road” plaque. More, the department would also start removing all “Share The Road” signs currently installed in Delaware.

How did the state’s cycling advocacy group Bike Delaware react to the announcement that Delaware’s department of transportation was abandoning “Share The Road?” Were there howls of outrage and a letter writing campaign to protest? Actually, Bike Delaware just said “Goodbye ‘Share The Road’.”

Despite its ubiquity and apparent iconic status, it turned out that “Share The Road” is actually an example of common ground between traffic engineers and cycling advocates. We both hated it and for the same reason: its unresolvable ambiguity.

For traffic engineers, with our many years of experience with traffic control devices, “Share The Road” is yet another example of “feel good” signage that placates an interest group but has no safety benefit and adds useless and distracting clutter to the visual landscape.

For cyclists in Delaware (and elsewhere), “Share The Road” had long been interpreted as a sign primarily directed at *motorists*. Cyclists thought it meant something like “*Motorists: be cool.*” But for many motorists, “Share The Road” is often interpreted as a sign primarily directed at *cyclists* and meant something more like “*Bicyclists: don’t slow me down.*” But we finally realized (after years of pointless yelling back and forth between cyclists and motorists, both yelling “Share The Road” at each other!), that “Share The Road” not only doesn’t help, it actually *contributes* to conflict and confusion.

“Bicycle May Use Full Lane”

In Delaware, our important task now is to figure out the warrant for the “Bicycle May Use Full Lane” sign.

Perhaps the biggest point of conflict between motorists and cyclists is when cyclists “take the lane” (e.g. cycle in the middle of a travel lane on narrow two lane roads with double yellow lines and without any shoulders). This can sometimes make motorists traveling behind angry. But there is a solid reason that cyclists sometimes ride like this.



Riding at the right hand edge of a travel lane is an invitation for cars behind to pass. That’s fine. But where a double yellow line also exists, it is very easy for a motorist to interpret the combination of the cyclist at the right hand edge of the lane and the double yellow line separating her lane from the lane of oncoming traffic as an invitation to pass *in the travel lane*. But on roads where the travel lanes are only 10 or 11 feet, this is a potentially catastrophic misunderstanding. The only way for a motorist to safely pass a cyclist when the travel lane is that narrow is to (at least partially) exit her travel lane (into the lane of oncoming traffic).

This type of situation is an example of where the Bicycle May Use Full Lane (and shared lane pavement markings) can both help. The sign delivers a clear traffic control message that makes an ambiguous and confusing traffic situation clearer – for both motorists and cyclists. It’s a big, big improvement over that other sign...what was it called again?

Submitted by **Conrad Bernier**.

Bicycle Repair Help & Education

The Park Tool Company website has a nifty bicycle repair blog at [Park Tool Repair Help & Education](#). The site has links and sub links for all parts of the bike from Bottom Bracket to Wheel & Rim Service. The blog also includes a nifty interactive bicycle graphic to help you find the part of the bike you need help with.



Another great website was founded by the late, great Sheldon Brown. The site is full of articles, technical and otherwise, on everything cycling by Sheldon with updates on some topics by others. Sheldon was considered a bike wizard and his advice is a great place to start on any bike topic. [Sheldon Brown Home](#)

Submitted by **David A. Landsperger**.

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Items for The Newsletter: Members and non-members are encouraged to send any and all bicycle-related items for consideration in *The Newsletter* at any time to [email item for newsletter](#) or any member of *The Newsletter* Editorial Board: [Charlie Morris](#), [Carol Moehke](#), [Ralph Monti](#) or [Nancy Janus](#).

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