

# Fresh Air



## OutSpokinWheelmen

## Outspokin' Wheelmen Minutes

February 10, 2010

March 2010

About this

Newsletter:

Published by OutSpokin'Wheelmen P O Box 838

YoungstownOhio 44501

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Secretary: **Jenifer Terry** 330-538-3254

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**Secretary:** Jenifer Terry 330-538-3254

**Treasurer:** Bill Russell 330-549-0550

**Trustee:** Dave Hughes 330-332-9248

### Committee Chairs:

**Advocacy:** Lowell Satre 330-743-2748

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**Program:** OPEN

**Ride Captain:** Gary Miller 330-540-2330

**Safety:** Frank Krygowski 330-757-9057

**SICCO:** OPEN

**Social:** Nalungo Aduma 330-743-4250

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### Editor's Note:

If your Fresh Air did not get to you on some issues, please check your address/status with our Membership Chair Judy Dubiel, to be sure it is current. Every month a new list of address is sent to the editor to send out that issue. Your Editor doesn't edit the membership list/addresses, so the queries received by the Editor are just forwarded to Membership.

The minutes from the previous minutes were approved as written.

Paul Rienenrth has reserved a pavilion for the SICCO ride.

Gary Bradshaw has reservations for the Newton Falls Community Center, as well as the stops for NEOC.

### Prez Sez

What a winter! This has been one for snowfall. Only one person showed for my Feb. hike and the walk through Poland Municipal Forest was quite a trek. We had snow at times almost to our knees, but it was very quiet and rather pretty none the less. If Lark hadn't showed I might have packed it in; thanks to her I didn't wimp out.

The Feb. meeting was held, but the turnout was small. I had called the Park and got the word that the lot was plowed and that the building was open. Those of you that couldn't make it for one reason or another missed out on Jenifer's prepared dish. I can tell you that it was delicious. We will discuss SICCO at the March meeting which is shaping up real well. The Columbiana Park pavilion is already reserved for 7:00 on April 25, and the website is ready for downloading. The entry forms will be mailed in March, so all we'll need is a good day and some volunteers to make it a success.

\_NEOC is also on schedule. Gary Bradshaw has been in contact with the venues that we'll need and I hope that the 37th will go smoothly. One thing that should be better is that the road into Middlefield should be ready so that we can come into the park by the back road instead of the main street with all those lights and traffic.

Spring will be here soon and we'll be able to get those bikes out, we all need it. Paul

**OSW Meeting:Mar10,Wed 7:30p at the Canfield Experimental Farm.**

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### OSW Treasurer's Report -

January 2010

Beginning Balance: 01/01/10 \$11,195.79

Income: Interest \$ .43

Total Income \$ .43

Sub-total \$11,196.22

□

Expenses: Fresh Air (Feb) \$65.75

O.B.F. Calendar \$50.00

Social \$12.64

Click2Mail \$24.25

Total Expenses \$152.64

□

Ending Balance: 01/31/10 \$11,043.58

**Miles: 0**

### Membership:

**Please welcome new members: Bill Kerrigan and Evelyn Kerrigan**

### Birthdays

#### March

JoAnn	Greggo	2
Lyn	Yakubov-Julius	3
Linda	Saviers	9
Susan	Everett	11
Nancy	Barba	12
Max Jr.	Speer	13
William L.	Richardson	14
Joanne	Vignon	15
Ohlin	Kim	15
Joseph	Bohazi	15
Katie	McDevitt	18
Michelle	Manenti	19
Arthur P.	Wood	21
David	Starr	22
Lorey	Caldwell	23
Nancy	Vasel	24
Marvin	Donaldson	24
Rob	Toti	25
Bob	Paroz	26
Jon	Tetlow	26
Ken	Stoddart	27
George	Stevens	28
Barb	Howley	31

### New Zealand part I

While many of you in the U.S. are digging out from a major snowstorm, why don't I bring you cheerful news of the summer sunshine in New Zealand? We've been on the road for just over a week now. The scenery is beautiful, the people very friendly, the campgrounds well-equipped, the weather changeable, the hills steep and relentless, the roads on the narrow side, but the traffic so far mostly courteous--all the things we expected. We are loving it!

Bicycling in and out of big cities is always a challenge. Our departure from Auckland was easy, however, in part because we were already on the south side of town, and the main road was no problem to follow. Before we knew it, we'd come to the town where we planned to shop for food supplies, and shortly thereafter, we arrived at the South Auckland Caravan Park. We thought our calculations were for miles, but they must have been in kilometers! Oh well. Since we'd had off and on rain showers all morning, we were delighted that it was only lunchtime.

This first campground introduced us to the marvelous New Zealand campground amenities: kitchen with stove, fridge, kettle, toaster, table space, and often pans, dishes, and cutlery. All have showers, most have laundry, and many have game rooms and TV, books, magazines, and a tourist brochure rack. That first night several travelers gathered to cook supper. We had 4 Brits, 2 Scots, and a father and son from Wellington, NZ, who were originally from Indonesia. You can imagine the variety of accents and food aromas!

Communal areas are great places to ask about one's upcoming route and destinations. After talking with a number of people, we decided to change our direction of travel slightly, keeping more to the center of this island for a while. Though we'd love to avoid main roads entirely, in this country that would often result in roads turning to gravel, plus more and steeper hills.

So on our second full day, we had to use the main road south of Auckland, Hwy 1, for about 15 miles, a noisy experience and never relaxing. As happens in the summer in most countries, there are patches of road works. There is also a great deal of truck traffic here; I think we've already seen enough milk trucks to supply all of NZ and Australia!

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Our next stop was Otorohanga. We love trying to pronounce names of towns, many based on the native language of Maori (pronounced mow-ree, with the accent on the first syllable). There are often repeated syllables. We stayed in Ramarama and had lunch in Rangariri, later cycling through Whatawhata and Piopio. Fun!

We stayed an extra morning in Otorohanga to tour the Kiwi House Native Bird Park, where artificial light prompts these flightless nocturnal birds to be awake and pecking around in leaf litter in the dim "evening" light while tourists are making their daytime visits. This funny bird, a scruffy dull color with a long beak and a big rump, lays the largest egg in proportion to body size of any bird. They are virtually impossible to spot in the wild, so we were glad to have a chance to see them.

We soon turned toward the west coast, cycling over hill after hill, with views of the undulating countryside and countless herds of grazing cattle and sheep, through a canyon with majestic rock walls on one side, and down a winding route which followed the Awakino River to the Tasman Sea. Wind-blown and sunburned, with spent legs, we happily fell asleep that night to the sound of surf pounding on the black sand beach.

There's much more to come! Ellen & Lowell

### Part 2

Looks like sand. Feels like sand. Even acts like sand. But black? What a sight. The erosion of submarine volcanoes results in this black sand all along the west coast of the North Island of New Zealand. On a map you can see that there is a bump on the west coast of the island. In the middle of that projection is Mt. Egmont, a symmetrical cone over 8,000 feet tall, towering over the countryside. The Maori name of the mountain is Taranaki, a name which now refers to the whole district. Maori legend has it that Taranaki was a mountain being who lived in the center of NZ with other mountains. He tried to make advances to a lovely female mountain, and the other mountains became angry at him, shaking the earth and belching forth lava. Taranaki fled to the west, trailing tears, which became the Wanganui River, and now the mountain Taranaki stands alone in majestic isolation.

Some people love to give advice to cyclists. We heard dire warnings about climbing Mt.

Messenger, south of Mokau. Sure enough, after winding along a river, the uphill began. It was indeed a steep beginning. We even took a "granny stop" after a while to fortify ourselves with a bite of energy bar. The rest of the climb was long and winding, but not so steep--wonderful for looking out over the lovely vistas below. I must admit that we feel a little smug after such an accomplishment.

Looking away from the coastline we can almost imagine being in central Ohio. Herds of contented cows graze in pastures, and farm buildings dot the landscape. But, there are hedges lining the road from time to time, so maybe England. Or Scotland perhaps, as we see the odd stone fence. Yes, we're all driving on the left side of the road. Ah, there is the sea to our right, and a huge mountain looming ahead of us. This must be . . . , could it be . . . ? What was that last town? Waitoetoe. And the next one, Waipapa? This MUST be New Zealand!

New Zealand is part of the British Commonwealth. Hence the name of the town we're aiming for: New Plymouth, the largest port city on the west side of this island. One of its claims to fame is the Wind Wand, a 150 ft. tall red fibre tube topped with an LED-filled red sphere. This unusual sculpture is a "figure of motion," which sways as the wind blows. From New Plymouth we made a circuit to the east of Mt. Egmont, with a stop in Stratford. A town with that name has to have something related to Shakespeare. In this Stratford, it takes the form of a timber-framed town clock with a glockenspiel, which plays a scene from Romeo and Juliet 4 times daily. A unique tourist attraction!

After a stop in the small town of Normanby for a delightful stay with parents of friends of friends (figure that one out!), we continued along the coast toward Wellington. Hills and headwinds made the trip a challenge on a couple of the days. Cyclists will appreciate the fact that a 42-mile day with a stiff headwind can feel like one of about 100 miles! The morning we were ready to leave Bulls, the rain caused us to stop and think: narrow roads, rain, wet pavement, LOTS of truck spray. Plan B: try for a bus. It came in 10 minutes, the bus driver agreed to take our tandem, we paid our fare, got on, and off we went, safe and dry, to Wellington, New Zealand's lovely capital. A capital idea, indeed! It was just ironic that in the flattest terrain we've

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encountered in New Zealand, we were riding in a bus!

More to come, as we get ready for the South Island. Ellen & Lowell

### **Buy this book! *Cyclecraft* by John Franklin**

For decades, I've been very interested in bicycle safety. And I've come to believe the two biggest bike safety problems we have are these:

- 1) People think bicycling is very dangerous
- 2) People think they already know everything about riding a bicycle.

I think both are very far from the truth. For one thing, most people have no way of spotting the gaps in their own knowledge. For example, if you've never bothered to learn the right way to change lanes while riding, how would you know if you did it wrong?

One clue might be your close calls; but people are quick to blame others for those - as in "That driver nearly hit me in that intersection!" when the cyclist was riding straight from a right turn lane. Or, "She shouldn't have passed me - there wasn't room!" when the cyclist rode too far right, actually inviting the close pass. And of course, it's usually people who unknowingly ride in dangerous ways who claim that bicycling is dangerous!

There are better ways to learn than getting scares from close calls. An easy one is to do just a little reading. Yes, actually sit down and read what experts say, about riding your bike, getting along with motorists, moving properly through traffic, and avoiding problems.

So what to read? Well, there's always *Effective Cycling* by John Forester. When first published, it was groundbreaking, and it's still well worth reading. But it's about as thick as the Bible, it could be better organized, and it covers lots of topics that have more to do with bicycling politics than bicycling skills.

There's also *Street Smarts* by John Allen. It's very good and it's super-concise, less than 50 pages. It's supposed to be distributed free from many

state Departments of Transportation (including ODOT). It's got excellent diagrams and good advice. But 50 pages takes you only so far.

The newcomer in the American market is a book by British expert John Franklin. *Cyclecraft* has been popular in Britain for years, and Franklin recently put out an edition for us ride-on-the-right folks. I think it's just right.

The book begins for beginners, so to speak. It covers types of bikes, necessary equipment, and other things we OSW members probably know well. There is a chapter of "Advice to Parents" which is unique. But the best parts begin with the "Sharing the Roads" chapter. Franklin offers hundreds of excellent diagrams, plus clear text, to show how to handle every conceivable road and traffic situation. Starting from more ordinary examples, he progresses to high-traffic roads, crossing freeway ramps, and even three types of roundabouts. (They're coming! I found a multi-lane roundabout over Akron way!)

With sections on road hazards, urban cycling, bike lanes and bike paths (including their problems), night cycling, and even how to escort a group of cycling children, there's not much Franklin has missed. And while I may disagree with him on a few tiny details, the only real disadvantage is Franklin's sometimes formal British writing style.

Personally, I think this book is not only a "must read," it's a good one to read with a pencil and highlighter. You can learn that much from it! It's highly recommended, and available at Amazon for about \$33.

### **Frank Krygowski OSW Safety Chairman**

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## MARCH RIDES:

**Wed. Mar. 3 Salem Wednesday Ride** - Meet at 2nd St. public parking lot (Between Lincoln & Ellsworth Aves, across from old AAA bldg.) at 3pm. 40+ miles at mid to high-moderate pace, with only short breaks until just before dusk. Rides vary from fairly flat, to rolling, to downright hilly depending on the day and who shows up. Weather permitting. Call Jerry King at 330-398-2927.

**Sat. Mar. 6 Salem Ride** - Meet at 2nd St. public parking lot (Between Lincoln & Ellsworth Aves, across from old AAA bldg.) at 10am. 35+ flat to rolling miles at mid to high-moderate pace, with short breaks. Weather permitting. Call Jerry King at 330-398-2927.

**Sun. Mar. 7 Paul's Winter Ride** - Meet at Town One Square in Poland at 10 AM. We'll ride about 25 miles, no ride in rain or snow. We'll hike about 3 miles if it's too cold to ride. Call Paul Riennerth at 330-757- 3344.

**Wed. Mar. 10 Salem Wednesday Ride** - Meet at 2nd St. public parking lot (Between Lincoln & Ellsworth Aves, across from old AAA bldg.) at 3pm. 40+ miles at mid to high-moderate pace, with only short breaks until just before dusk. Rides vary from fairly flat, to rolling, to downright hilly depending on the day and who shows up. Weather permitting. Call Jerry King at 330-398-2927.

**Wed. Mar. 10 Monthly Meeting**

**Fri. Mar. 12 Friday Night Out** - Meet at Selah Restaurant (130 S. Bridge St. Struthers) at 6pm. Reservations must be made by Thursday, March 11th. Call Paula Kohler at 330-533-6229.

**Sat. Mar. 13 John's Newton Falls Ride** - Meet at Lordstown High School (Salt Springs Rd.) at 10am. This moderately paced flat ride will be 25-30 miles. Lunch stop. Call John Zenobile at 330-509-2580.

**Sun. Mar. 14 Ride To The Ice House** - Meet at 11am at the Experimental Farm for a ride to the Ice House for lunch. If clear, bring your road bike. If snow, bring your mountain bike. If lots of snow, bring your skis. Call John McCormick at 330-755-7105.

**Wed. Mar. 17 Salem Wednesday Ride** - Meet at 2nd St. public parking lot (Between Lincoln & Ellsworth Aves, across from old AAA bldg.) at 3pm. 40+ miles at mid to high-moderate pace, with only short breaks until just before dusk. Rides vary from fairly flat, to rolling, to downright hilly depending on the day and who shows up.

Weather permitting. Call Dave Hughes at 330-692-2468.

**Sat. Mar. 20 Welcome The First Day of Spring** - Meet at the Lincoln Knolls Plaza (McCartney Rd.) at 10am. We'll park in the Dollar General/Family Dollar area. This low-moderately paced 25 mile ride will be over rolling terrain (no major hills). Lunch stop. No ride in the rain. Helmets mandatory. Call Ode Aduma at 330-743-420.

**Sun. Mar. 21 Mill Creek Hike With The Howleys** - Meet at the Ford Nature Center at 1pm, We'll commune with nature while hiking for a couple of hours. Call Ed or Barb at 330-793-8219.

**Wed. Mar. 24 Salem Wednesday Ride** - Meet at 2nd St. public parking lot (Between Lincoln & Ellsworth Aves, across from old AAA bldg.) at 3pm. 40+ miles at mid to high-moderate pace, with only short breaks until just before dusk. Rides vary from fairly flat, to rolling, to downright hilly depending on the day and who shows up. Weather permitting. Call Jerry King at 330-398-2927.

**Sat. Mar. 27 Hopewell Furnace Hike** - Meet 11 AM at Yellow Creek Park in Struthers. We'll hike the beautiful gorge to the ruins of the very first iron-making furnace in our Valley, about three miles. There will be tricky hillside scrambling. Nice lunch afterward. Call Frank & Peg Krygowski, 330-757-9057

**Sun. Mar. 28 Greenway Trail Ride** - Meet at the Greenway Trail in Leetonia at 10am. From there we will ride down into Lisbon for a good breakfast at Colleen's Restaurant (great sweet potato pancakes!!!) Approximately 25 miles at a low to mid moderate pace and relatively flat terrain. If the weather is prohibitive, we will explore the surrounding area on foot. Call Gary Miller at 330-540-2330 for further information.

**Wed. Mar. 31 Salem Wednesday Ride** - Meet at 2nd St. public parking lot (Between Lincoln & Ellsworth Aves, across from old AAA bldg.) at 3pm. 40+ miles at mid to high-moderate pace, with only short breaks until just before dusk. Rides vary from fairly flat, to rolling, to downright hilly depending on the day and who shows up. Weather permitting. Call Jerry King at 330-398-2927.

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