



The Flower City Cyclist

Rochester Bicycling Club



Welcome

Welcome to The Flower City Cyclist, Rochester Bicycling Club's newsletter! The newsletter is our way of informing you about upcoming events, ride information, and other cycling-related information.

Enjoy the read!

Our Mission

- * Teach and promote bicycling for transportation, recreation, and health.
- * Preserve and proclaim the rights of bicyclists as vehicle operators.
- * Schedule and organize bicycle rides, tours, and other activities on a regular basis.
- * Cooperate with other groups in promoting bicycling.
- * Advocate the use of approved helmets.

Member Ads

Do you have cycling gear to sell or are you looking for used cycling gear? If the answer is yes, check out the [Classified Ads](#) section of the RBC website.

As an RBC member, you can post a free ad for your item! The RBC website gets a lot of traffic, so you can be sure that someone will check out your ad.

As an RBC member, you can also post an ad in the newsletter for one month. However, we encourage you to use the [Classified Ads](#) section since you can keep the ad posted until it sells.

Upcoming Events

Coffee & Desserts Social/Election Meeting

October 8, 2019 | 6:30 pm to 8:30 pm
Community Room | Eastside YMCA | 1835 Fairport
Nine Mile Point Road/RT 250, Penfield

Board Meeting

October 14, 2019 | 6:30 pm
Legacy at Willow Pond | 40 Willow Pond Way,
Penfield

Autumn Banquet/Volunteer Recognition Dinner

November 9, 2019 | 6:00 pm
Glendoveers | 2328 Old Browncroft Road, Rochester





From the President

The month of September has blessed us with an extended summer. I have enjoyed several of these short sleeve rides... they are more enjoyable because large groups are attending. That's what I feel club rides are all about... riding and talking with other cyclists. As much as I like riding in short sleeves, I feel a change in the air. Already leaves are falling and turning colors. I better locate my arm and knee warmers. For me, cycling is at least a three season activity.

Looking ahead at the October schedule, I see several interesting rides. On Saturday the 12th, either the Ionia-Honeoye-Harriet or Fall Foliage rides should be colorful. Other gems include Canandaigua-Vine Valley, Lyons Hollow, and the Webster Wander. The Tour de Letchworth on Saturday the 19th is a must! The ride starts in Mt Morris and goes south down the length of the park. I'm hoping the leaves are at or near peak at this time.

Over the last few months, several safety issues have come to our attention. Our Safety Committee, formed this year, has researched these incidents. A summary of their findings is included in the Safety Corner. When I ride with the club, I try to observe both good and poor riding practices. One practice that bothered me lately is riding near the double yellow line. I have observed several riders taking a far left position in the lane. These riders tend to hang in this position for long distances and they do not move right even when there is space in the lane. This encourages right side passing. They also tend to be slow at moving right when "car back" is called out. While we do want practice lane control and avoid far right riding, far left positioning can be just as dangerous. Let's be more aware of our situations and be safe out there.

On October 8th we have our Coffee & Desserts Social/Election Meeting. Most current board members are running for re-election. We would like to see your support. Then in November we have the Autumn Banquet and Volunteer Recognition dinner, which is becoming a major fall event. I hope to see you at these events or at one of the October rides.

Paul Knerr (President)



Oldies

Here's a photo of RBC riders climbing Furman Hill in 1967! Boy we've come a long way with our lighter bikes and lower gears.

We have created an [RBC Oldies folder](#) on RBC Meetup. Please post any old photos for others to enjoy. We will use them for our newsletter and Facebook posts.

They don't have to be as old as this one... photos from 5, 10, 20 years ago will bring smiles to many.





Ride Chair Corner

It's October... such a great time in our region... colorful leaves, pumpkins, mums, brisk air, apple cider. Our scheduled rides are winding down, but rides can always be added as weather allows.

Did you know that as the leaves fall, the calendar elves start working on next year's ride schedule? If you would like to make sure specific rides are included or you have additional thoughts and ideas on rides and scheduling, please let us know (rbcrides@gmail.com).

If you are not already a ride leader, please consider it. As most of you know, you don't actually "lead" the rides, but just help to make sure that you or someone else is there to sign people in, emphasize safety points, and any route-specific info. The initial draft will be available at our Autumn Banquet and Volunteer Recognition Dinner. Please try to cover at least two calendar rides.

We hope to see you at upcoming events! In October, there will be a Coffee & Desserts Social/Election Meeting (our annual business meeting and election). The last scheduled ride of the season, Webster Wander, is a gentle ride, winding through neighborhoods, ending with cider and donuts. In November, we have our annual our Autumn Banquet and Volunteer Recognition Dinner, a cocktail hour and tasty dinner at Glendoveers (free for our volunteers).

Thanks to the ride leaders and members who have helped make our rides so much fun this year! It makes recreational cycling throughout upstate NY like being on mini-vacations all season.

Steve and Kathy Riegel (Rides and Membership)



Autumn Banquet/Volunteer Recognition Dinner

Save the date!

This event will be held on Saturday, November 9 at Glendoveers (2328 Old Browncroft Road, Rochester). This will be our third year at this popular venue... it has great atmosphere and superb food!

As the season winds down, this gathering is a great way to catch up with your friends and meet other RBC members. A cocktail hour with hors d'oeuvres will be followed by a buffet dinner, coffee, and desserts.

All members will be invited to attend. Our volunteers attend free... it is the club's way of saying "thank you for helping out." Volunteers qualify by leading at least two club rides or volunteering for one other event in the past year. Look for your invitation to register in early October.

More information will be made available as the date gets closer.





RBC Maps

Greetings fellow riders! As I write this, the weather is beautiful, 70 degrees, sunny, and low humidity. I love late summer and early fall rides when the sky is so blue and the air is crisp. It makes the limited riding time that we have so precious. I hope you get out and enjoy this special time while it lasts.

I want to thank all of you who find and point out discrepancies between the PDF maps and Ride with GPS routes. My intention is that they agree but they do not always agree. Why is that? I am not 100% certain. Sometimes it is just human error in transcribing the route from one medium to another. In other cases, I cannot say as the RWGPS routes were created over time by a number of folks before my time as Maps Director. So please continue to let me know of any discrepancies and I will address them as quickly as possible. Fortunately, in most cases these discrepancies have been reasonable alternatives to the PDF routes and would not get you lost. They just disagree and that can be confusing so please help me eliminate them.



Please consider the following if you want to submit a route to add to the RBC mapset:

- * Is this route really different than existing RBC routes? Is it a cut, extension, or change to an existing route? If so, we may just modify the existing map.
- * Start from public parking areas if possible.
- * Is permission required to park? If so, get it and document it before submitting the route.
- * Consider availability of restroom facilities at the start location.
- * Ride your complete route. Our expectation is that you have done your ride to test it. Does it:
 - * Minimize the number of left hand turns at busy intersections?
 - * Have food and bathroom stops on route (routes 30 miles or longer)?
 - * Excite you and your friends?
 - * Have notable features like historic sites or places to stop and sight see?
- * A clever name will help generate interest in your ride.
- * A well written route description will be extremely helpful to those who might want to use your route. It should contain the information above in a few concise sentences.

To learn more about making maps requests, visit Members Area | [Map Request Procedure and Guidelines](#) section of the RBC website. If you have map or map request questions, please send me an email (RBCMaps@gmail.com).

Enjoy those fall rides!

Otto Muller-Girard (Maps)

Welcome New and Returning RBC Members!

- | | | | |
|----------------------|------------------|-----------------|-------------------|
| * Suzanne Clements | * Alex Ma | * Sue Rasmuson | * Margot Weinberg |
| * Matthew Copenhaver | * Luke Liszewski | * Michael Scott | * David Zimmer |



Richard DeSarra's Remembrance Party

This month we lost a dear friend of the cycling community. Richard DeSarra passed peacefully on September 9th, at the age of 80. Richard was an extremely valuable asset for bicycle advocacy. For one thing he worked with the city and town governments throughout Monroe County to help them develop their Pedestrian and Bicycling Master Plans. He had a wealth of bicycling advocacy information, all stored in his head. If anyone asked, he knew all the contact persons necessary to get things done. Richard was involved in many aspects of the NY cycling community. He served in various leadership positions for the Rochester Cycling Club. He co-founded the Rochester Cycling Alliance and served on the boards of the New York Bicycling Coalition and the Advisory Council of Reconnect Rochester. Richard received many awards for his service. Last year he received the Lifetime Achievement award from the New York Bicycling Coalition.



Richard had only one brother, Donald. He said many times, he thought of the cycling community as his family. This was evidenced as his two 80th birthday parties were attended by his “adopted” cycling family. Sadly, he will be sorely missed.

Richard indicated that he didn't want a funeral service but so many people asked when there would be a memorial. Three of Richard's dearest and closest friends, Kathy Whitbeck, Rich Linder, and Theo Gunkler, along with a few other close RBC friends felt he wouldn't mind a party... so a party it was!

We gathered on a Sunday afternoon at the new Lake Front Lodge in Webster Park. Attendees brought a dessert or appetizer, while beverages were provided. An estimated 75 people came to remember Richard from many different organizations. Many took a moment to speak to the group about their memories of him. There was a display set up of pictures and memorabilia. We learned that work is in the early stages of creating a permanent memorial to honor Richard such as naming a cycling trail or bridge after him.

It was a wonderful afternoon with great weather so several people rode to the event. We heard many folks saying how great it was to see so many folks that they hadn't seen in years. We think Richard would have been pleased.

Thanks to RBC and many of the board members for helping with the planning. Also thanks to Kathy, Rich, Theo, and Scott Wagner for providing the audio system.

Rest in Peace buddy! May tailwinds be with you always!

Karen Managan, Paul Knerr, and Brad Jensen





Education: Head Lights

This is the second in a three part series about bikes and lights.

NYS legal requirements state that a bicycle ridden between a half-hour after sunset and a half-hour before sunrise must be equipped with a white front head light visible in darkness for at least 500 feet and a red tail light visible for at least 300 feet. One of these lights must also be visible on each side for at least 200 feet (Sec. 1236(a)).

Head Lights

Head lights at night time, in fog, or rain, are a must. But are they helpful in full sunlight? A randomized controlled study was performed in Odense, Denmark in 2004-2005. The control group rode as usual. The treatment group's bicycles had running-lights that automatically turned on when the bicycle was moving. This study showed that the rate of daytime accidents dropped almost 40% for the running-lights group.

But the result of this very nice study may not be generalizable to us. Odense is cyclist-dense, with a population of 180,000 people, and about 18,000 (!) expressed interest in joining the study, of which 4,000 cyclists were selected. So don't imagine that your chance of an accident will automatically drop by 40%, whether you are riding on deserted roads in the Finger Lakes or on busy Rochester roads. I turn on my headlight during the day in city traffic or in other perceived higher-risk areas.

Flashing Front Lights

A number of club members use them, but I have to say that I find them distracting, especially at night. And it's not just me. Their use (and even manufacture) are illegal in Germany as well as possibly other EU countries. In large cycling communities such as Seattle, there is a strong reaction against them by some cyclists. These lights also are illegal in Washington state and, it appears, in California. They may also be illegal in New York, though this is not clear. While not forbidden in the cycling section of the code, there may be another section of the code that prohibits flashing lights for most vehicles (this is why they appear to be illegal in California).

Helmet-Mounted Head Lights

These are useful for night-time trail riding. But when riding with a group on the road, these lights can be very dangerous to oncoming traffic. They can blind the driver, putting the driver at risk of crashing and, as a result, putting the group of cyclists at risk of injury or death. They can also be very dangerous to other cyclists. I used to do a lot of night riding. The rule in our group when it got dark was (a) do not use helmet-mounted front lights and (b) change rear lights to non-flashing mode (unless you were willing to stay back as the last rider). One person decided to ignore rule (a), and after being almost constantly blinded by that light due to my rear-view mirror, I told the cyclist in very direct terms to stop risking my life and to either ride in front of me or way behind me. Thankfully that rider no longer rides with us at night.

So use your lights but be respectful of other cyclists and motorists.

Joe Voelkel



Bicycling Safety and Educational Tips: Pointing Out Hazards

Group Riding Safety Tip: Pointing Out Hazards

We all love a group ride! In fact, it's the hallmark of the Rochester Bicycling Club! Whether you ride with other club members on a club ride or you ride with another group or with a particular group of friends, there are rules, spoken and unspoken, and group riding etiquette that govern cyclists' behavior and strive to keep the ride safe and enjoyable for all. These rules and tips can vary from group to group, but there is one important tip that stands out, perhaps as the #1 group riding tip: pointing out hazards. Everyone appreciates the cyclist who points out hazards. I recently came across an article on this subject that I thought would be helpful to share with you (read the full [article](#)). Below are some important points per the article.

Why is Pointing Out Hazards such an Important Tip?

Pointing out hazards can not only save you, but it can save the group from devastating crashes. It takes no particular bike handling skills other than being able to take one hand off the handlebars. It requires no practice or years of experience. And yet it can help avoid gnarly bike crashes. Anyone can do it. Everyone should do it!

What Hazards Should be Pointed Out?

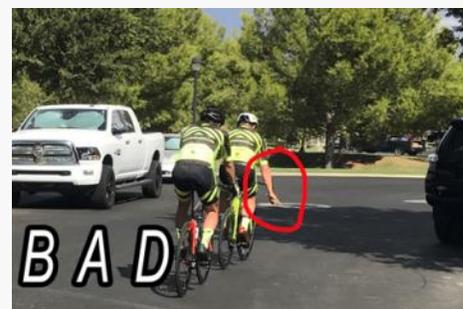
Anything that poses a risk to you and/or your group should be pointed out. There may be too many to list them all. Especially when you are in the front of the group, you may be able to easily avoid a bump, dip, crack, pothole, etc. in the road but in the middle or in the back of the group it may be much more difficult to see. Hazards may include, but are not limited to:

1. Road defects such as cracks, potholes, uneven surfaces, dips, bumps, and more.
2. Construction issues such as cones, metal plates, ditches, incomplete road surfaces, signs, and more.
3. Traffic signals, stop signs, and other road signs and indicators.
4. Traffic issues such as heavy traffic, car up ahead, car back, passing cars, parked cars, big trucks, cars at intersections.
5. Intersections and directions such as right and or left turns, slowing, and stopping.
6. Road debris such as branches, rocks, gravel, sand, bits of car tires, the million weird things that fall out of cars and end up in the bike lane (one time I had to avoid hitting a refrigerator!), etc. and more.
7. Dogs, runners, pedestrians, and other living things. Seriously... so many possibilities here that must be called out. Stray dogs or even dogs on a leash in the sidewalk that get too close to your bike lane can be a disaster.
8. Even other cyclists or other cycling groups you come upon that are slower than you. They must be called out and provided plenty of room when passing (3' at a minimum).

There are seriously many more. This is just a quick list of the basics. Every town and country will likely have its own unique set of "hazards" you may encounter. Point them out!

What is the Best Way to Point Out Hazards?

1. With hand gestures that are easily seen by all cyclists in the group. With your arm tight at your side, it is very hard for anyone other than the cyclist directly behind you to see what you are doing. With your arm extended fully out, perpendicular to the road, it makes it much easier for those behind you to see.





2. With verbal calling out in a loud voice so that if someone was not able to see you pointing at the hazard, they may hear you and thus focus their attention more acutely on what might be ahead. This is often best accompanied with literal finger pointing. The two combined are unmistakable. However, on its own, verbal calling out may be effective when warning of an approaching car. A classic example is someone in the back yells out “Car Back” indicating that a car is coming from behind. This is fine. It is best, like the old telephone game, when you hear it you repeat it. This way you ensure that the warning makes its way through the group. “Car up”, “Slowing”, “Stopping”, “Right Turn”, “Left Turn” are all common verbal calls all of which are also best accompanied with some hand signals as well.

3. Pre-ride call outs are great before a ride to draw attention to anything in the route that you know ahead of time may appear as a hazard or that might warrant caution. Even if you are not the ride leader, don't hesitate to make others aware.



Lori Burch (Safety and Education Instructor)

Don't Miss the Boat!

RBC Meetup is the main communication tool for club rides. We strongly encourage you to RSVP. When you RSVP, you will receive communications related to the ride.

If you do not RSVP, we highly recommend that you at least look at the event before coming to a ride, especially if weather is “iffy.” A ride may be salvaged by delaying it an hour or so. Also, a start location may change if new information necessitates it.

So if you are not looking at RBC Meetup, there is a chance that you will “miss the boat” by not being aware of such important facts.



Did You Go on a Cycling Trip?

If you went on a cycling trip, consider writing a short article about your trip and include a few photos. Send the information to rbcnews19@gmail.com. Cyclists love to read about other cyclists' adventures!





REVERSE BICYCLE AUCTION



How it Works:

The Reverse Bicycle Auction is a great way to get a amazing deal on a brand new bike. We have over 200 bikes available at auction prices so there are some great deals to be had, the only question now is how long do you wait?

- All Auction Bikes will be placed at their current sale price on the first Friday of the Auction, September 20th
- Each Friday, through Oct 25th, the price of that bike will drop
- You can place a bid on any auction bike for any week that you would like with a \$100 deposit. If the bike is not sold before that date, then you purchase that bike on the listed price with your \$100 deposit coming off the price
- If someone places a bid on the bike that you bid on, for a higher price, then your \$100 deposit is refundable.
- Bids can be placed in-person or via email to auction@parkavebike.com

CHECK OUT WEBSITE OR STOP IN
FOR THE COMPLETE AUCTION LIST

SEPT 20TH
to OCT 25TH



Safety Corner: Safe Passing

When we participate in club rides (or any time we ride, for that matter), we will often be passing other cyclists and safe riding etiquette should be considered. On a recent Thursday evening, there were a couple of instances that involved cyclists passing other cyclists in a less than desirable manner.

Background

In recent years, the club's Thursday night Show & Go rides have adopted a second start location. The Browncroft Plaza location attracts many of the club's faster cyclists (Browncroft Riders). The second start location at the Penfield Library attracts a range of cyclists (Library Riders), from those who ride at a touring pace to those who prefer riding at a faster pace. The routes of both groups may intersect on any given evening.

First Encounter

A group of Library Riders just turned east onto Route 441 from Dublin Road and proceeded on Route 441 riding single file. Right after that group completed the turn, they were overtaken by a small group of Browncroft Riders. Several Library Riders stated that there was no warning (e.g., passing, on your left) given by the Browncroft Riders and they were startled. Further, passing riders began to pass one another so that, at times, there were riders 4 across on this well traveled road. Several Library Riders stated that they felt that the passing manner was dangerous and that they felt unsafe.

Second Encounter

Five Library Riders were riding at a touring pace and going up a hill heading west on Jacobs Road when they were passed by several Browncroft Riders. All reported that no verbal warning was given. Passing cyclists passed at a close distance (less than 2 feet) and at least one rider was passed closely on both the left and the right simultaneously. Library Riders report being startled and feeling unsafe. One passed rider stopped and got off her bike.

Analysis

The most obvious problem was lack of communication on the part of the overtaking riders. A contributing factor in both encounters was that riders being passed seemed unaware of the cyclists approaching from behind and, in the second encounter, Library Riders appear to have been dispersed across the travel lane. Another point of consideration involves that fine line between riding competitively or at our best vs riding discourteously or unsafely when cycling in groups on public roads.

Advice

Several RBC members have weighed in as to how the kinds of situations described above can be avoided and the recommendations are the following.

- * In general, cyclists should always keep in mind that when riding fast on public roadways, there may be times that they must let up on the gas in the interest of safety and cycling courtesy.
- * When riding in a fast group on a public roadway, avoid behaviors that can compromise safety. For example, when going through intersections, lead riders should slow down until all have gone through before resuming speed. Using an intersection to create a gap can encourage trailing riders to take risks in order to catch up to the pack.
- * Always take road and traffic conditions into consideration, particularly when passing others. It may be necessary for faster group members to slow down (while maintaining their position within their group) until safe to pass.



- * In *Bicycling Street Smarts*, John Allen writes "*When you're about to pass another bicyclist, it's your responsibility to do it safely.*" Allen adds that cyclists are to call out passing or on your left before passing another cyclist. Additionally, we should always pass others on their left.
- * Cyclists should pass at a distance of at least three feet from those being passed.
- * Riders should ride in the right portion of the travel lane. This allows for passing cyclists to pass at a safe distance, especially when riding at a slow pace (e.g., going up a hill).
- * It is strongly suggested that riders maintain an awareness of all that is happening around them, including behind them. We should frequently check for vehicles and cyclists approaching from behind and call this out to our fellow cyclists. Using a mirror is highly recommended.

We welcome hearing from you. Do you have additional tips or recommendations you would like to share or questions or topics you would like to have addressed? Please email us (rbc_safety2@gmail.com). We are happy to include your thoughts, tips, questions, or topics in future issues.

Ride smart and have fun!!!

Safety Committee (Mark Robbins, Dana Black, and Andy Stewart)

Myth Buster: Myth #6

I Can't Keep Up so Coming to a Club Ride Adds No Value

Some have said, I can't keep up, so I just ride with my friends. Hmm... what's wrong with that statement? Each of the people I heard this from know at least six others who they enjoy riding with, who ride at their pace. If you all come to the club ride, there is HUGE value...

1. To yourself, because a large part of the joy of club riding is experiencing it with other club members and getting to know people.
2. To other riders... by you being on the ride, you are there for new moderate paced riders! If you and the other riders you know choose to avoid the scheduled club rides because you "can't keep up", it actually contributes to the problem. The rides are for everyone but if moderate paced riders do not come, who does it leave?... "the fast guys." If a diverse and large group comes to each ride, everyone has someone to ride with!

With a way to communicate before the ride, it is very easy to post messages that can encourage others like yourself who may be on the fence about coming to a ride. For example, "I plan to do the 30 mile cut at a moderate pace (about 13 mph avg)" or "Some of us plan to do 70 miles of this century at a moderate pace." Your RSVP alone helps. Someone who rides at your pace who has met you on a ride will know that you will be there.

To read all the myths about RBC, visit the [Myth Busters](#) section (Resources | Information for New Riders | Myth Busters) of the RBC website.



Cycling in Idaho

This August I completed my first independent Inn to Inn bike trip with 3 friends on The Route of the Hiawatha and Trail of the Couer d'Alenes. The Trail of the Couer d'Alene is 72 miles of off-road paved bike path. The Route of the Hiawatha is only 15 miles long, but all downhill, crossing over 7 train trestles and through 10 tunnels. It's quite easy to make a loop route back to the Couer d'Alene Trail. Total riding is about 200 miles.

I started in the tiny town of Harrison because there was lodging right on Lake Couer d'Alene, which is in the northern panhandle of Idaho. After a 30 mile ride out and back to the trail head in Plummer, I was really happy to have started in Harrison, where there's a public beach. The temperature had risen to over 100, so in the lake we went! This tiny town of less than 400 has a bike shop with rental bikes, craft beer and food, and comfy seating inside and out. Another highlight is the Creamery's huckleberry ice cream... yum! The ride included the Chatcolet Bridge, which crosses the southern end of Lake Couer d'Alene. Home to many birds, we saw bald eagles, white pelicans, quail, blue and green herons, and many other birds.

Day 2 was much cooler due to some storms rolling through. We rode to Wallace, ID, nicknamed the Center of the Universe. The town is a step back in time, with retro hotels, an original cowboy saloon, plenty of restaurants, and antique stores. Wallace was able to keep US Route 90 from knocking down buildings and going through town. Instead, the interstate highway was elevated and the bike route went under it for less than a mile. After lunch at the Snake Pit restaurant, which has been open since 1880, we were surprised by an adult and adolescent moose who crossed the trail and almost ran into us! The adult moose wandered around eating for about 5 minutes before ambling back up the steep hill next to the trail.



Day 3 was the end of the paved section of riding, and the dirt, adventure portion began. First we climbed up to the multi-use Milwaukee Railroad Road and Lookout Pass, then on to East Portal where the Route of the Hiawatha starts. The Hiawatha was the only slightly busy section, because people can rent bikes at the Lookout Pass and take a shuttle back after riding the Hiawatha.



The Hiawatha starts with a 1.7 mile ride through the Taft Tunnel. Everyone turns on their lights and heads into the tunnel making and listening to echoes. At times there was a constant stream of white lights coming towards us, but there were also times when ours were the only lights.

When exiting the tunnel, we could look down on trestles, some hundreds of feet high although below us. It was all downhill to the tiny town of Avery... year round population of only 19! From Avery we followed the St. Joe River to Saint Marie's, the largest town on our trip. From there we shuttled back to Harrison. All the locals told us we would not like riding on the road from that point, since there isn't much shoulder. But the traffic was light and it could easily be ridden by riders comfortable on the New York roads.

Completing the trip was a great experience and confidence builder, and I'm now looking at other places to do independent Inn to Inn trips. I have never seen so much wildlife, scenic views, and experienced a taste of what it must have been to live when railroads first opened up these remote areas of the country.



Visit ridethehiawatha.com for more information about the Hiawatha and friendsofcdatrails.org for more information about Trail of the Couer d'Alenes.

Lisa Roberts



Are You a Moderate Paced Rider?

All of our regular club rides are suitable for a wide range of riders. Participants average from 12-13 mph to 17-18 mph+. Having a diverse set of folks at club rides greatly increases the chance that everyone will have someone to ride with and are not struggling to "keep up." We all have different goals when riding... for some it is to ride fast, but for others it is to ride at a slower comfortable pace, enjoying scenery and conversation.

If you are a moderate paced rider (average 13 mph or less), here are some tips:

- * RSVP for rides on RBC Meetup.
- * Include a comment: "I plan to ride at a moderate pace (average 13 mph). Hope others will join me." or "Some of us plan to do this ride at a moderate 'touring' pace." Similarly-minded folks will magically join in as a result of seeing your note!
- * Come to the rides with others who ride your speed and style. You will then be there for other moderate pacers!

For those just starting out or average less than 12-13 mph, the Supported Rides are shorter, easier, and have a sweep.





Tour de Cure Awards Night

June 8th may seem like a long time ago, but we are still celebrating an epic Tour de Cure day that topped all records! The Rochester Tour de Cure Awards Night was held on September 24, and there was so much to celebrate! The 2019 Rochester Tour de Cure surpassed all records and maintained its spot as the number one Tour in the country for the third year in a row. The Rochester Cycling Club Team made a large contribution to this effort, raising over \$20,000.

On Awards Night, our team received the First Place Award for the Clubs and Organizations category. In our first year as a team in 2018, we received the Rookie of the Year Award and in 2019 we accepted the award for First Place! We are so honored and proud to be such a large presence and support for this cause. Our fundraising efforts are making a difference in the lives of more than 30 million people living with diabetes. Funding research, advocacy, education, and support for adults and children makes a brighter future possible for so many. We are so thankful for the enthusiastic participation of every team member and the support of the RBC Board!

While we're still celebrating the accomplishments of the 2019 Tour de Cure, we're already gearing up for the 2020 Tour on June 13. Registration is open and now is a great time to join the RBC Team (diabetes.org/rbc)! Registration is just \$10 from now until December. Join early and be a part of the excitement and festivities leading up to Tour Day, as we defend our title as the #1 Tour in the country!

Please feel free to contact your RBC Team Captains with any questions. We are looking forward to another fantastic Tour de Cure season, and we would love to hear from you!

Bonnie MacLean (bonniesmaclean@gmail.com) and Todd Calvin (tcalvin001@hotmail.com)





Member Benefit: Insurance

There are so many benefits of being an RBC member! A valuable one that many are not aware of is insurance coverage. Paid RBC members or first time guests are covered for liability claims arising out of club rides or events and, in the event of accident or injury, may be reimbursed for excess medical expenses.

In order to be covered, you must maintain your membership and sign the waiver/sign in sheet prior to participating in club rides. For more information visit the [Insurance](#) page of the RBC website (Members Area | Club Documents | Insurance).

Carry Your ID

Cycling definitely has risks. Most of us have the scars to prove this. It is often overlooked, but ID/contact (and special medical) information is very important to carry (on you and on your bike), even on club rides. Face it, you may not be conscious (or even with someone) when that information is most needed. Carry your ID in your jersey pocket or in your bike bag. Even better, invest in a Road ID (or equivalent).



Just do it and use it during every ride!

Humorous Awards Ideas

The Awards Committee is always in need for humorous awards ideas for our Spring Banquet. We also like to recognize people who go way “above and beyond.”



So now that the season is nearly ended, think back over the past year for those “special” incidents that merit recognition. Email ideas to bkjensen99@yahoo.com. We will take it from there!

Post a Ride

All RBC members can post rides. A ride can be posted as long as there is not a pre-scheduled ride on the calendar. Visit the [Schedule a Ride](#) page on the RBC website to post a ride. You must be an RBC member to post (see to [Adding Rides](#) for more information). If you are on RBC Meetup, you can be notified of added rides via email or push notification on your smart phone. You can also check the RBC Meetup schedule.

Most folks like weekday rides in the 20-40 mile range and not too far away. In addition to local rides, some remote challenging rides may be added. Are two rides that occur at the same time allowed? Of course! However, if someone has already posted a ride similar to what you are considering, it is better not to post another. If you think your ride may be a better choice, contact the other ride leader to see if they are willing to change. It is always nice to gather club members to ride together. We may have different speeds and styles, but most of us adapt based on who shows up.

If you want to add a unique ride (e.g., trail rides, family rides), contact rbcrides@gmail.com to add it to the calendar.





August Board Meeting Minutes Summary

Below is the meeting minutes summary of the August Board Meeting. To read the full meeting minutes, visit the [Meeting Minutes](#) section of the RBC website.

Treasurer:

- * Account Balances as of 7/31/19: Checking: \$6,112, PayPal: \$1,446, Investment: \$14,834

Education:

- * 2019 Clinics summary:
 - * Topics: 5; Scheduled Clinics: 13; Attendees: 49; Attendance: 5-0; Canceled: 1; Prepare Your Bike: 8; Flat Tire: 18; All About Your Bike: 5; Wheels: 0; Safety: 1

Safety Committee:

- * Instrumental for Honeoye Falls change to speed bumps on Hyde Park Rd

Summer Events:

- * Andrew Spiller Memorial Challenge Ride 7/20: 44 riders; discussed possible new venue and format.
- * Member Mingle: 8/13; photo loop will be shown.
- * Autumn Banquet and Volunteer Recognition Dinner: Glendoveers; 11/9.
- * Election Meeting: October; Penfield YMCA.

New Items:

- * Add legal rep to website and brochure. Discussed, separate web page including insurance information 2020.
- * Supported Rides funding for ride leaders meeting request. Discussed, vote in September.

Local Bike Shops Perks

Did you know that many of our local bike shops offer regularly scheduled rides? They also offer clinics for riders to learn how to handle a flat tire or do basic maintenance on their bikes. See the [Local Bike Shops Rides and Clinics](#) section (Rides | LBS Rides) of the RBC website.

Also, most of the shops offer discounts to RBC members. Keep your membership card in your wallet... you can save quite a bit on your purchases. To see the discounts that are offered, visit [Club Documents](#) section (Members Area | Club Documents) of the RBC website and click [2019 Bike Shop Discounts](#).





Advertising

RBC members can advertise in the newsletter for free for one month. RBC members are also encouraged to advertise in the [Classified Ads](#) section of the RBC website, which is a more active way of advertising.

For non-RBC member, the rates are as follows:

1/4 page: \$10 per month (free for bike shops)

1/2 page: \$15 per month

Full page: \$25 per month

To advertise in the newsletter, submit your ad and payment via the RBC website. Click News | Place a Newsletter Ad and follow the instructions located on the [Place a Newsletter Ad](#) page. You can also email the ad file to rbcnews19@gmail.com.

The submission deadline is the 24th of the previous month. For the November/December issue, the deadline is October 24 and for the January/February issue, the deadline is December 24.

Newsletter Publications

The newsletter contains 10 issues. March through October, the newsletter is published monthly. November to February, only 2 issues are published.

To submit an article, a photo, information about special events, or any other cycling-related information to be included in the newsletter, email them to rbcnews19@gmail.com.

The submission deadline is the 24th of the previous month. For the November/December issue, the deadline is October 24 and for the January/February issue, the deadline is December 24.

To view previous issues, visit the [Newsletters](#) section (News | Newsletters) of the RBC website.

RBC Meetup Notifications

It is important to be connected to RBC Meetup, the club's communication mechanism for rides. Are you getting the emails you want to see from RBC Meetup? For example, announcements of added rides on weekdays?

If you've stopped receiving some, but not all emails, you might be getting those messages as "push notifications" on your phone/pad rather than emails. If a mobile device linked to your RBC Meetup account has push notifications active, corresponding emails won't be sent. When you enable a push notification, you will no longer receive the email that corresponds to that notification.

If you prefer to continue receiving emails as usual, you can disable push notifications entirely. If there are particular notifications for which you'd rather get an email, you can stop receiving that specific push notification.

To edit push notification settings, visit: <https://help.meetup.com/hc/en-us/articles/360002862972-Editing-my-push-notification-settings>. Push notification settings can only be edited via the Android or iOS app.





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Bike Cases

Open
RBC Website

Road & Trail Advocacy

Open

