

# OMAHA PEDALERS NEWSLETTER



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Club President

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Who knew that March would present us with a devastating virus that would change our lives suddenly. Several bike tours and rides have been cancelled or postponed. Social distancing and limited group sizes have also caused our club to postpone our May rides. We ask that until the guidelines change please ride alone or with family. We want the community to know that bicyclists are following the guidelines to keep our communities safe. Hopefully, things will start to return to normal and we can gather and ride together. Please watch our website and Facebook page for updates on rides, events and meetings. In the meantime, I wish you all well, keep in touch and stay safe and healthy.

Kim Scherlie

### OPBC Club Meeting

**Monday, May 11, 2020 7:00 P.M.**

**VIA ZOOM**

**Check your email  
for details & the password**

**All scheduled rides and events are subject to change.**

The Health Fair at Baxter Arena has been re-scheduled to July 11 and 12.

History Ride is scheduled for August 2<sup>nd</sup>, with Marty Shukert

The Corporate Cycling Challenge is scheduled for Sunday August 16

BRAN 40 has been moved to June 2021. We have refunded those that requested refunds and rolled over registrations to 2021 based upon rider requests. The route will remain the same.

**Almost everything I learned about life,  
I learned on a Long-Distance Bike Ride**

**By Rhonda M. Hall**

**We all have memory loss**

I rode in BRAN in 1983, and 1984 and then took a hiatus until 2010.

I hadn't remembered that sometimes you get sore while riding.

**Share with Others**

In fact, I was so sore, I was afraid I might have to quit. I befriended a biker named Judy. She had some Bag Balm and told me that's what I needed. She lent me some of hers to get me through, but I really needed some of my own.

**Don't watch what you say.**

Okay, that should be, watch what you say, but that doesn't usually happen during a Long-Distance bike ride. You'd never talk to another human being the way bikers talk to each other.

While at a rest stop, Judy ran up to me. "How's your butt doing?"

I loved it, but I can't imagine saying that to someone in the office.

Another time, I offered a fellow biker a Fiber one bar. "Oh, no. I have diarrhea as it is."

There's a loosening of the tongue that seems to spill out. People aren't even aware their doing it. I confess, I've spilled my guts to people I don't even know while riding or at a rest stop. It's almost a truth serum.

**Go to the Helpers**

**A.K.A.** *Town Hosts go out of their way to help you.* When I got to town, in 2010, I went to the town host tent and asked if they had a pharmacy. I whispered to them the problem I was having. Again, bikers share too much. Frankly, I'm not even sure I whispered. I may even have pantomimed the situation. She said she had some and could give me hers, but I didn't feel right about it. Besides. I knew I'd need more. She called the Pharmacy and they reserved their last canister for me.

## **Go to the Helpers part 2**

**A.K.A. Shuttle Bus drivers are very astute.** I caught the shuttle. The bus driver asked all the riders where we wanted to go. Shouts of, “Beer, Bar, Food rang out. I said, “Pharmacy.”

The bus driver turned, “You’re going first.”

## **Go to the Helpers Part 3.**

**A.K.A. Pharmacy’s are life savers.** Off I went to the pharmacy. They held their last can for me. It was wrapped in a sheet of paper with my name on it. Then, I looked at the price. \$10.89. The price didn’t shock me, even in 2010, but the numbers were the numerals of the house I grew up in. I swear I thought I heard angels singing.

Another time, while on BRAN. I was taking a shower and my glasses crashed to the floor. The arm of my glasses broke loose. It fit in a weird way. It snaked around in a third-dimension letter “S” that was divided by an algorithm, multiplied by confusion and meant one thing. I can’t ride my bike the remaining three hundred plus miles without being able to see.

## **Everybody needs Duck Tape.**

And no one had any. My one-armed pair of glasses sat cockeyed and gave me a headache. All I could think of was, I won’t be able to finish the ride.

I took it the BRAN folks. They couldn’t figure it out. They sent me to the town host. They couldn’t figure it out, but they said, “Go see Sally at the Pharmacy. She knows things.”

Off to the Pharmacy I went. (See Pharmacy’s are life savers) We were expecting a very cold night. It was supposed to dip down to below 32 degrees. The pharmacy was very busy with bikers buying up things to stay warm. Sally, the one who knows things, said, “Let me work on it.”

## **Everybody needs a blankie.**

While perusing their inventory, I ran into a biker I met the day before. He bought the cutest little ducky baby blanket. He was self-contained and the blankie would sit atop his panier.

“What do I care,” he said, “It will keep me warm.”

“I got it,” Sally said from the behind the counter. Sally, the one who knows things. She did. She fixed my glasses.

## **Help people**

Bikers will help you. There are so many instances of this. There’s the time after a hard ride, I could barely finish setting up my tent. We were expecting a heavy rain, so many of the bikers had set up inside the fairground’s animal shelters. Another biker saw I was struggling to set up my tent. He instinctively started grabbing the poles and helped me set up.

Another time, during an optional 100-mile ride, a biker passed a rider who was weaving. He watched the struggling rider in his rear-view mirror and saw the biker collapse onto the highway. He went back, pulled the biker and his bike off the road, and called for help. He stayed with him until the ambulance came.

That night I helped the helper, set up his tent.

### **It's okay to cry.**

The next day, I witnessed their reunion when the biker who collapsed offered his hand to the biker who helped him. They shook and the biker who had collapsed thanked him. Believe me when I say, I cried.

### **If you fall down, get back up.**

The biker who collapsed, got back on his bike the next day and every day that followed and finished the ride.

### **Be a kid again.**

On one particularly hot BRAN day, I was riding with Judy when we passed a home that was watering their lawn. Judy knocked on the door and asked if it was okay if we could run their sprinklers. The lady said she didn't mind, and we ran back and forth until we cooled off.

Last year on the Mickelson Trail Trek, we passed a ditch full of hail from the storm the night before. Judy threw hail-balls at myself and passing cyclists. (No one was injured. She wasn't a very good aim.)

### **Know your numbers**

I was biking along, and two bikers passed me. One was concentrating and counting. "Seven-hundred and twenty-five, seven-hundred and twenty-six."

"Ignore him," his friend said. "He's counting every crack in the road."

"Seven hundred and twenty-seven, seven-hundred and twenty-eight."

I have a count down at my desk at work. It's not fancy. Just a cardboard cutout of the state of Nebraska and then the total number of days until BRAN. I brought the countdown with me when we transitioned to work from home. As of this writing, the countdown is three-hundred and ninety-two days.

So, we'll see in you in three-hundred and ninety-two days or seven hundred and twenty-nine cracks in the road, whichever comes first.

### **Ride On**

Seven hundred and thirty cracks in the road, seven hundred and thirty-one cracks in the road.....

## A Look Back

From OPBC

February -1997

### WIENER & CHAMPAGNE RIDE

The annual champagne and wienie ride was held on Sunday October 5.

Despite the weather, a few hardy riders: John Campbell, John Templeton, Dell Connealy, Roger Clegg, Larry Fasnacht, Paul Hill, Jessica and Kimberly Perrin rode through cool, windy, rainy weather to Lake Manawa for the cookout. A support vehicle ( with the less insane group) Leona

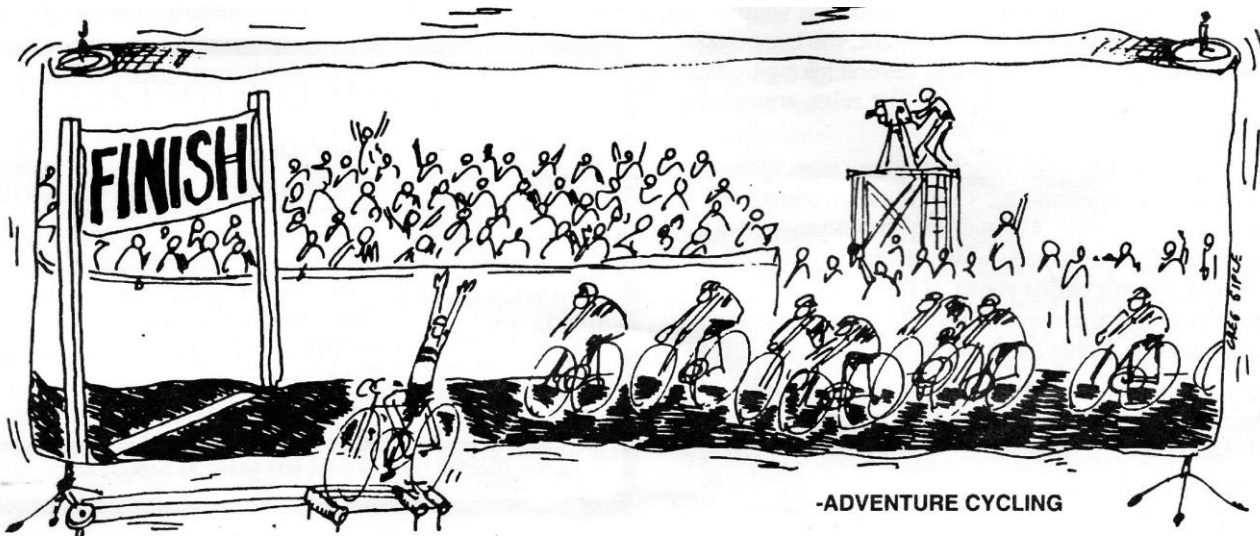
Campbell, Cheryl Fasnacht, and Carolyn Perrin transported the items to the picnic site. After a wonderful lunch of hot-dogs, chili, baked beans, potato chips, and of course champagne, the riders headed back in the rain and lightning. The wind was blowing so fierce, there were white-caps on the waves of Lake Manawa. Despite the weather, a good time

was had by all, and the warmth of friendship made this year one to remember. Thank you John for hosting this event: the white tablecloth added to the ambience.

Editors note: Who was the wisest of this merry band of bicycle riders and support folks????

**Cheryl Fasnacht**

From OPBC Dec 21,1996



**Tidbits from the June 2008 OPBC Newsletter- Some things are truly timeless;**

**1)Major Taylor**

Old friend Bill "Bike Guy" Humphreys sent us some cool news. As a devotee of cycling history, he was recently interviewed for an article about a memorial honoring Major Taylor, the American track racing champion who rose to prominence in the late 1890s. "There's no statue of a bicycle racer anywhere in this country, but there's going to be a statue of this guy in Worcester, Massachusetts," Humphreys said. "This guy was bigger than anything we got going on right now." Indeed, Taylor was the greatest black athlete of his time and one of the greatest of all time. The Major Taylor statue was dedicated yesterday, May 21 in Worcester, Massachusetts, the great track rider's adopted hometown Taylor actually began racing in Indianapolis several years before winning the world championship in 1899 to make him an international celebrity. So it all came together a while back when Indy resident Simeon Commisong, a 24-year-old cyclist from Trinidad, was chosen to model for the Taylor statue.. Speaking was Greg LeMond and former track-and-field star Edwin Moses. Also John Howard, who reportedly is writing a book about Taylor. Howard was the dominant U.S. road racer of the 1970s and, along with Humphreys, a member of CRCA/Raleigh, the era's powerhouse team. The article about Taylor is at <https://www.biography.com/athlete/major-taylor>

To see the statue, click [www.discovercentralma.org/profile/major-taylor-statue/](http://www.discovercentralma.org/profile/major-taylor-statue/)

**2)Scott Martin**

"What'd you do this time?" asks my doctor as he enters the exam room. I untape the homemade splint on my right middle finger. The joint just below my fingernail immediately bends so that the end of my finger hangs uselessly, unable to straighten. The doc examines my damaged digit. "Ruptured tendon," he pronounces. "Bike accident?" Not an unreasonable guess, given that my last visit had been for a smushed pinkie sustained in a 30-mph bunch-sprint crash. Before that, there was a broken collarbone from a tandem front-tire blowout. But not this time. "I, uh, did it while taking off my socks," I mumble. "I see," he says, trying not to laugh. After we discuss my treatment (6-8 weeks in a splint and "no competitive riding" -- yeah, right), I ask if he'd bought that bike he'd been talking about getting. "Nope," the doc replies. "I'm sticking to running. I see too many guys like you in my practice." Ouch. Literally. There's the rub. We have this great sport: burns calories, relieves stress, tones muscles, strengthens heart and lungs. I see the proof every time I go to a bike race -- which of course I am not doing -- and stand in the Masters registration line with a bunch of 40- and 50-year-olds who look 30. And yet this is not a risk-free activity. Crashes happen. Plus injuries resulting from overuse, aging bodies, maladjusted equipment or over-zealous sock removal. It's cycling's great paradox. The thing that keeps us young is the same thing that can also waste us. To be safe, it would probably be best to follow my doctor's example and not ride. But my response to that will have to wait a few weeks till I can straighten my middle finger.



Scott Martin's safety quiz:

Scott Martin wrote feature articles for Bicycling magazine for a dozen years. He lives and rides in Northern California.)

1. You arrive at a stop sign. You should . . .

- (a) Come to a complete stop no matter what.
- (b) Slow down, look both ways to make sure it's clear, then sprint.
- (c) What's a stop sign?

2. A pedestrian is crossing the street in front of you. You should . . .

- (a) Yield the right of way.
- (b) Avoid him, but just barely, to teach him a lesson.
- (c) What's a pedestrian?

3. A motorist cuts you off, causing you to crash, and then drives away. You should . . .

- (a) Make sure your bike is okay, then yell and/or cry.
- (b) Get the vehicle's license-plate number and call the police, so they can conduct a thorough investigation and bring the driver to justice.
- (c) Yeah, right.

4. You get pulled over for speeding on your bike. You should . . .

- (a) Give the officer your name and address and calmly accept the ticket.
- (b) Tell the officer you are Levi Leipheimer of 14 Peloton Lane, Astanaville.
- (c) A speeding ticket on your bike? Dream on, Mario.

This is simply too good to miss; <https://www.youtube.com/user/dothetest> and Here's some descriptions stolen from Scott Martin, RBR, for the next time you're trying to keep up with the Devil Riders.

I was...in the pain locker and they threw away the key,  
in the pain cave and I'd dropped the flashlight.  
in the pain cubicle and my in-box was full.  
in the Pain Multiplex and every theater was showing Adam Sandler.  
eating pain pie -- filled with Brussels sprouts.  
mayor of Pain Town.  
in the Pain Mobile, with the radio playing heavy metal.  
head of the Pain Committee with no refreshments  
at the big sale at the Pain Mall. Everything must go -- including my lunch  
and ...She gave me a pain pill. It was a placebo

## TEN COMMANDMENTS OF BICYCLING

**I**n bicycling, as in life, there are certain behaviors which create a safe, friendly environment for individuals and communities. Graduates of Effective Cycling agree that implementing the following basic principles has greatly improved their enjoyment of bicycling as a means of transportation and recreation.

### Thou shalt:

- I. Don a properly fitted helmet before every ride.
- II. Conduct an ABC Quick Check of thy bicycle's mechanical road worthiness before every ride.
  - A is for AIR—check the air pressure in the tires and general condition of the tires.
  - B is for BRAKES—check for proper functioning of front and rear brakes.
  - C is for CRANK SET—check the crank arms and bottom bracket for secure adjustments.
  - Quick is for Quick Releases; make certain that releases of wheels, brakes and seat posts are engaged and secure.
  - Check is for a brief ride around the parking lot to confirm that the derailleurs and shift levers are working properly.
- III. Obey traffic laws: ride on the right, slowest traffic farthest to the right.
- IV. Ride predictably and be visible at all times.
- V. *Drive thy bicycle in the proper lane and, when approaching an intersection, select the right-most lane that leads to thy destination.*
- VI. Scan for overtaking traffic and signal lane changes and turns, when necessary to communicate with other drivers.
- VII. Be prepared for mechanical emergencies by carrying and knowing how to use essential repair tools as well as having personal identification with thee on rides.
- VIII. Maintain control of thy bicycle at all times by developing and practicing good bike handling skills.
- IX. Drink before becoming thirsty and eat before becoming hungry in order to keep thy human engine comfortably fueled throughout thy ride.
- X. **Have fun!**



Effective Cycling courses are now being offered across the country. To enhance your cycling skills attend a course. Send a SASE or call the League's Education Department to receive a list of Effective Cycling Instructors offering these courses in your area.



*In an effort to promote safe cycling behavior among League members, each issue of Bicycle USA features an Effective Cycling column. For more information and one-on-one interaction with an experienced E.C. Instructor, sign up for an Effective Cycling class. This column is sent to all League-affiliated clubs and coalitions c/o the League Rep. for reprinting in their newsletters. If your club is not taking advantage of this benefit, and you would like to contact your League Rep. but don't know who that is, call us at (410) 539-3399.*