OHBTC members, support your club by registering for the Indian Head 100. There are distances of 17, 26, 40, 56, 70 and 100 miles. The registration fee is $55. Sign up by August 31. There is no day-of registration. There are five rest stops on the century route, fewer on the shorter ones. Don’t miss the egg muffins at Smallwood, the tomato sandwiches at Durham Church and St. Ignatius and Rita’s Ice at Thomas Stone. The picnic at the finish features Wally’s hot dogs, St. James’ delicious sandwiches, cold watermelon, Tom’s extraordinary homemade cookies and more. Your registration fee covers cue sheets, SAG support, rest stops, a great picnic and some of the best cycling roads in the DC metro area. Hope to see you on September 2.

Register for the Indian Head 100 Today
https://ohbike.memberlodge.org/event-3226990

The Indian Head 100 only happen because club members give of their time, talents and enthusiasm to put on a great ride. Over 76 members have volunteered to do the many jobs that keep cyclists on route, safe and well fed. Besides club members, area church and synagogue members, the Charles County Ham Radio Club, park service rangers and the town of Indian Head support the ride. Pete Ulrich paints an amazing watercolor picture each year that is featured on the Indian Head 100 t-shirt.

Century Wrap-up Meeting
Sunday, September 8, 4:00 pm

All century volunteers and club members who rode are invited to attend a wrap-up meeting for the Indian Head 100. Celebrate our success and share ideas for making it better. Grace Lutheran Church, 10928 Indian Head Highway, Fort Washington, MD 20744.

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Welcome, New Members

Maurice Johnson  Bryans Road MD
Cathy Miller  Fairfax VA  CC
David Richmond  Alexandria VA  B
Andy Schuller  Alexandria VA  A
Peggie Tyree  Leesburg VA  C
Barbara Wilson  Hollywood MD  CC, D

Club Jerseys and Arm-coolers

OHBTC short sleeve and sleeveless jerseys are available for $65 per jersey plus $5 shipping. Arm-warmers are $25. Arm coolers are $10. You can order using the order form at ohbike.memberlodge.org/store. Check with Janell Saunders (nell7285@gmail.com) about availability of sizes and styles.

Oxon Hill Bicycle and Trail Club

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Member-at-Large  Joan Oppel  oppeljs@gmail.com
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Class D  Charles Williams  chawjr@msn.com
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Overnighters  Steve Palincsar  palincss@his.com

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Handy Telephone Numbers

SHA MD Bicycle and Pedestrian Coordinator
24-hr tape  800-252-8776
M-NCPPC Trails and Bikeways Information
Fred Shaffer  301-952-3661
Pothole Repair Hot Lines:
  Alexandria  703-838-4488
  Calvert County  410-535-0905
  Charles County  301-932-3450
  Prince George’s County  301-499-8520
  St. Mary’s County  301-863-8400
  Washington, DC Call Center - 311

http://marylandsha.force.com/customercare/request_for_service

OHBTC members use the Yahoo group’s e-mail list to share club-related information, especially changes in the ride schedule. Joining the OHBIKE Yahoo group is free. Go to http://groups.yahoo.com/group/ohbike.

The OHBIKE Yahoo group is for OHBTC members only. When you join, please include your name in the box for “Comments to List Owner.” Members of the Yahoo group can send email to the list at ohbike@yahoogroups.com.
Prez Sez by Donaro Gardner

Summer is well on its way, and I hope you are enjoying the weather and cycling. It has been a pleasure to meet many of you. I have seen a lot of wildlife on the Indian Head Rail Trail from snakes, hawks, opossums, plenty of turtles and foxes! I even saw a skunk crossing the road in broad daylight! Please make sure you are safe and respect wildlife and stay at a distance!

A member this month realized that his cycling helmet was not as it appeared and had a crack in it, and needed adjustments. All this was to his surprise! So I decided to check my helmet and noticed that the adjusting slide was broken! So please remember to periodically check your helmet, or check it before every ride. This ensures that it is in good shape and will protect you.

Here is what the Bicycle Helmet Safety Institute recommend:

1. **Check outer shell** Check for cracks and abrasions. If the helmet is faded replace it, because the plastic may have deteriorated. Also check for soft spots.
2. **Liner** Check for depression if there is a depression in the liner or other signs of impact replace the helmet.
3. **Buckle and Strap** Check for wear and tear replace if worn, faded or signs of stitching failing. If the buckle is cracked or broken replace, because it will fail in a crash.
4. **Rear Stabilizer** It should be inspected for structural integrity, the adjustment should be working if not replace helmet.
5. **Standard Sticker** The helmet should have ASM (American Society for Testing and Materials), SNELL (A memorial foundation for the safety, research, education, testing and development of helmet safety standards) or CPSC (Consumer Product Safety Commission), if it does not it should be replaced with a more current helmet.

The Indian Head 100 is coming up and I am truly looking forward to it. I’ll see you there.

Join OHBTC’s “Ride with GPS” Club

Road Captain’s Report by Barbara Haney

As I write this, we’re enduring the hot, steamy dog days of August, but that isn’t stopping the intrepid riders of the OHBTC from getting their miles in. What’s a little heat and humidity, especially when we’ve been acclimating gradually since late spring? We’ll just start a little earlier and maybe stop for ice cream. Cooler weather and century season are around the corner, and thanks to our wonderful ride leaders, we have had many options to choose from, both regular weekday rides as well as some farther-flung weekend excursions, to get us in shape.

On a personal note, please let me say how grateful I am to have had the help and support of my fellow Oxon Hill Bike Club members during this very difficult time. Whether you’ve expressed yourself in words or by your actions, every gesture means the world to me, and it is a true testimony to the character of this club. Thank you.

To All My OH Bike Friends from Peter Ulrich

Your outpouring of support and love after learning of Jeanne’s passing has been overwhelming and very gratifying. I don’t have the words to express my feelings, except to say that your cards, letters, messages, emails, visits and attendance at Jeanne’s Memorial Service have, in all cases, provided much-needed comfort and strength during a difficult and stressful time for me and my family. This has all been a wonderful and fitting tribute to one of the founders of our bike club. As you know, Jeanne was a passionate biker and trail advocate for over 50 years. As her illness progressed, she was delighted to see the club continue to grow and thrive. This would not have been possible without your commitment and participation. My family and I thank you all.

With deepest regard and love,

Peter

Two people who made considerable contributions to OHBTC. We will miss them.

Ron Haney

Jeanne Ulrich
Cycle Route Forecast - Online Route Planning Tool by Steve Palincsar

For me it started with wind direction. I'd posted a route in Southern Maryland and the forecast called for wind both Saturday and Sunday, much windier on Saturday, and I was trying to decide whether to postpone the ride to Sunday.

Wind speed matters, but direction makes a big difference. There's nothing quite so grind-you-down soul-sapping as riding mile after mile into a stiff headwind. Tail winds can be a big help, of course; and cross winds can either be amusing (riding through cross winds on a heavily wooded back road like Fenno north of Merkle Sanctuary can feel almost like riding through fizzy champagne bubbles) or downright dangerous, as a sideways gust on an open road pushes you off the road onto the shoulder or off your line into overtaking traffic.

It's easy to visualize north, south, east and west on a map of the route. It's also easy to see northwest, northeast, southwest, southeast. But the wind that weekend was from the west-northwest – and I just couldn't see it in my mind's eye. I needed to see it on the map.

It took me hours to take a screen capture of the planned route in RWGPS, and using a photo editor, to superimpose a semi-transparent layer containing the image of a compass rose on top of the route and draw lines on the route representing the wind direction. But it was worth it, making the decision to postpone the ride to Sunday was much easier once I actually saw how many miles would be riding into the wind.

The next day, I read about Cycle Route Forecast, https://www.cyclerouteforecast.com Cycle Route Forecast is an online bicycle route planning tool. It integrates route and elevation data entered from a GPX file or a Ride With GPS route with a localized Dark Sky weather forecast for the chosen starting date and time and expected riding pace, displaying a forecast map of the route with wind direction arrows overlayed on the route along with a detailed weather forecast for the route. You enter your starting date and time, your expected AMS riding speed, and the route number from RideWithGPS. Click“Find Forecast” and the application displays the forecast map and a detailed weather forecast for the route, listing time, location along the route at that time, temperature, chance of rain, cloud cover and wind speed and direction, along with expected finishing time and predicted time gained or lost due to wind.

There's a space where you can enter the location of control points – rest stops or actual randonneuring controles – along with the amount of time you plan to stop at those locations. The application predicts when you will arrive at those locations, when you'll finish the ride, and for randonneuring, a cycling discipline in which you must complete the route within designated time limits, how far ahead or behind you are on time.

You can also use the application's predicting arrival time at a designated control point to coordinate multiple routes' simultaneous arrival at rest stops, as was done with the various Avenue to Colton point rides on August 10th.
The documentation is available online by clicking the 📚 icon. Initially, I had so many questions and issues with the documentation I completely rewrote it and sent the updated file to the developer. I also worked with him to find and fix bugs. What you see now when you view the documentation is my work, and I continue to maintain it.

Once you generate a forecast, the application creates a short bitly URL that recreates the route, control points and start time, retrieving an updated current weather forecast for the route, which you can include in your listing in the ride schedule.

About those weather forecasts – who is Dark Sky anyway? I first heard of Dark Sky when I discovered Cycle Route Forecast, but it turns out Dark Sky is “arguably the best weather app on iOS,” according to CNET. It's also available as an Android app and as a web site, DarkSky.net.

http://bit.ly/2YOtZ5i
My Adventure in Italy by Diane Harris

In August of 2018, my sister Theresa and I were participating in a bike tour of Vermont. During our off time, I was checking Facebook posts and found one for a cycling tour in Italy, 6 days of riding in the Emilia Romagna region which bordered the Adriatic Sea. This would be our bike trip for 2019. If you’ve never done a bike tour you need to understand there are many types. These range from self-supported (without SAG support) where the cyclist does everything on their own from planning the route, carrying all of his/her supplies and equipment, arranging their meals and lodging, and taking care of any mechanicals that occur along the way. This type of tour can also be done with SAG support. Other types of tours are those that have everything arranged for the cyclist, from the start location to the final destination, lodging, food, SAG support, and sometimes bikes to rent so you don’t have to deal with transporting your own bike to and from the start location. These can have the cyclist riding daily from one location to the next so that each overnight is in a different place, or where all rides start and end at the same location so that you’re not moving from place to place. All rides of this Italy tour started and ended at the host hotel in Cesenatico, a town on the Adriatic coast.

Whether or not to take your own bike or rent one from the tour organizer is a personal decision. I’ve done both. Renting a bike is an extra expense and there’s always the possibility the bike won’t be a good fit but all the times I’ve rented a bike, I haven’t been disappointed. I’m always asked to provide information on my personal bike that includes type of bike, some dimensions, type of pedals, components, saddle, etc. I’ve been fortunate in that all the bikes I’ve rented were good fits and only needed minor adjustments (usually seat height). I have not had any issues with the saddles provided but if you’re concerned it might be a problem, take your own saddle. I always take my pedals, helmet, 1 cycling kit, and bike shoes in my carry-on luggage. If you opt to take your own bike, if you’re flying, you need to decide how to get your bike to its destination as well as returned home. Will you send it by Fed-Ex, UPS, or other companies that can get the bike to the start location? If you can’t put your bike back together, you’ll need to make sure there’s someone on the receiving end that can, and once the tour is done, someone that can take it apart to reship back home. My rental bike in Italy was a Wilier road bike with Ultegra components.

Day 1 – Arrival at the hotel, the Lungomare Bike Hotel. Yes, Bike Hotel!! They specialize in accommodating bike tours so everything needed for a tour is provided. This includes meals (breakfast, lunch, and dinner with enough variety for most tastes, from omnivores to vegans), a large variety of routes for all classes of riders, bikes, ride leaders (the Tourissimo bike touring company provided the sweeps for the rides), a spa, exercise room, swimming pool, and a beach. Theresa and I were late arrivals so the bike fitting had to be put off until the next day. We had arranged to share a room but were pleasantly surprised to have been given our own private rooms with a view of the sea!! Tomorrow would be the first day of riding so we reviewed the rides that were offered and decided to choose one in the mid-range for distance, speed, and climbing. This would be our group for the rest of the tour.
Day 2 – We were fitted on our bikes. Mine was okay although I thought the seat needed to be raised but decided to do the first ride as it was and make the decision to change it or leave it after time in the saddle. Theresa didn’t have any issues with her fit. This was the first riding day and we met other riders that would be with us for the rest of the tour. The ride took us away from the coast to an area where there was climbing, 42.4 miles with 1823 feet of climbing in 3 hours and 10 minutes. Most of the climbing was in the first half of the ride, then the rest stop, then mostly descending back to the flat area to the hotel. This turned out to be an eventful day as far as mechanicals. It started out with a rider whose pedal became detached. It was reattached and he had no further issues. Another rider had a saddle that was changing position. That was fixed. I had a flat caused by a tack. I started the process of removing the wheel but then the ride leader and sweep immediately came to fix it, while I watched. It was great!! Then the ride leader had a flat caused by the same type of tack that caused mine. That was changed and the rest of the ride was uneventful. Back at the hotel, we got cleaned up, had lunch, then went out to explore the area around the hotel before dinner. After dinner we went out again and had gelato!!

Day 3 – Today was very similar to yesterday as far as the climbing being in the first half of the ride. The neighborhood hill repeats I’ve been doing have helped with my climbing. I’m not fast but I’m able to pace myself uphill better. The climbs here are longer than what I usually do so pacing is important. Skyline Drive definitely helped! I missed starting Strava so the only stats I have are, 1663 feet of climbing and 42.8 miles. This included an 8 km climb to the memorial for Marco Pantani an excellent climber and contemporary of Lance Armstrong. Pantani was from Cesenatico, the town where the hotel is located, and there is a museum of him detailing his accomplishments in the sport of bike racing. Pantani was a winner of the Tour de France as well as the Giro d’Italia. It was humbling to know that he probably rode some of the roads we were on.

The ride leaders were very good at taking us through traffic, including the circles. They really follow the “no rider left behind” creed because the sweep is always the one bringing up the rear. Our ride leader and sweep not only stayed with us on the climbs, they also cautioned us on the descents which were challenging because of the many twists and turns. The views during the climbs were spectacular. I often stopped to take pictures because it was so pretty. There were lots of vineyards and even fields of sunflowers. The ride leader liked to touch the lavender that grew along some of the roads in towns we went through and it smelled heavenly. After dinner, Theresa, Karen (McMillan), and I sat at the hotel’s veranda where I had a “special” drink of 25 year old rum with a side of pieces of dark chocolate. To be honest, I’d rather have had the rum with coke! I guess I’m not a rum aficionado.
Day 4 – Today’s ride was much like the previous rides with most of the climbing in the first half of the ride followed by the rest stop before resuming the ride back to the hotel (which was mostly downhill). Except today the rest stop was lunch with all of the groups at an olive grove. Long tables with linens, silverware, and glassware were set up for the meal which consisted of a variety of finger foods (meat, olives, cheeses, bread, fruit), just enough to fill you up without feeling stuffed. And of course, there was wine. There was no rushing to get back on the bike like there often is with club rides. No one was concerned about losing momentum, muscles getting tight, or eating too much to continue. When we were finished eating, talking, and having a good time, we got back on our bikes and continued riding. Today’s stats were 46 miles with 1943 feet of climbing.

Day 5 – There was thunder and lightning about an hour before the rides were supposed to start. It cleared up a bit and the ride leaders decided the rides were a go. Not for me, Theresa, and Karen. We opted to sit this one out and take the shuttle to the lunch spot which was at the top of a major climb that goes to San Marino, which was part of the Giro d’Italia TT this year. I wanted to do this ride just to see what the pros had to deal with but I’m happy the rain changed my plans. That climb was intense!! And I was in a motor vehicle doing it!! San Marino is actually a republic completely surrounded by Italy. It’s an independent country. There is a fort there but we didn’t have enough time to visit it but did have enough time to get our passports stamped. And because San Marino sits so high, the views of the surrounding countryside were awesome. After dinner, the evening was spent walking along the main street, looking at the offerings of the street vendors.

Day 6 – Back on the bike after yesterday’s day off. A beautiful day with temperatures in the 70’s and no humidity. Today’s ride was 46.5 miles with 2269 feet of climbing, again most in the first half of the ride. I got one of the best compliments today, with one of the ride leaders telling me I am a good climber!! Again, I don’t climb fast but I’ll make it up the hill. One pedal stroke at a time is Theresa’s mantra and I follow that. After the ride, getting cleaned up and lunch, we started a walk to the Pantani museum which according to our GPS was about 3 miles away. Theresa and I started out but about halfway there, noticed a car had stopped and put its flashers on. We were concerned. Who was this? What did they want? It turned out to be 3 women, hotel employees, who recognized us as guests and wanted to know where we were going??!! The road we were on was busy and they were concerned about our safety. They told us to get in, they would drive us to the museum. They also told us not to try to walk back. We should take the train or a taxi. We were very thankful. The museum was a very nice tribute to Marco Pantani and was in an area that had lots of restaurants, shops, and souvenir places along a canal. We took the advice of the good Samaritans and took a taxi back to the hotel.
Day 7 – The last day of riding!! This ride had the shortest amount of distance at 38.9 miles and 1663 feet of climbing. What can I say? The ride was like the others with the first half to the rest stop climbing and the return, descending. The rest stop was at a site that had museums, with overlooks of the surrounding countryside and the sea in the far distance. The climbs on most of the routes were so high, we mostly were looking down at villages, towns, countryside, and roads. I took many pictures of rooftops because even the rooftops were pretty.

On the return ride, a small group of us got separated from the ride leader because of a red light at a site where construction was going on. Because the sweeper wasn’t totally familiar with the route, we got off course. He was able to get us back on track but not without a little adventure. We had to ride for about a half mile on gravel, which was fine with me because I had a gravel race coming up in August. We caught up to the ride leader and the rest of the group and continued uneventfully.

Our afternoon activities involved a train ride to a neighboring town, Ravenna, known for its beautiful mosaics. We were able to visit 4 of 5 of the buildings with mosaics before deciding to have dinner then return to Cesenatico. We caught the train, got off at the Cesenatico stop and realized we had gotten off the train too soon. The next one wasn’t due for one hour, so we walked around the nearby canal before catching the next train to our stop. Except when we got to our stop, we couldn’t open the train door (it didn’t open automatically) and ended up traveling to the next stop. We successfully opened the door and ended up taking a taxi back to our hotel.

Day 8 – The end of our tour!! We had our final breakfast at the hotel, packed up, and were driven to the train station for the next adventure of our Italy vacation. The next week was spent in Naples, without bikes, but with planned visits to Pompeii, Capri, the Amalfi Coast, Positano, and Ravello. The area where our lodging was located was close to restaurants, shopping, and within walking distance to the port that took us by ferry to the island of Capri. We didn’t ride but got lots of exercise walking the streets and taking in the sights of Naples. Oh, and the steps leading to our lodging numbered 108!! What a great vacation!!
Staying Visible While Cycling by Deanna Power

Cycling is one of the most environmentally friendly methods of transportation. Unfortunately, not all motorists take due diligence and give cyclists the space they need to ride safely. One of the best ways you can avoid any crashes with motorists is by staying visible. Here are some top ways you can stay visible on a bicycle:

**Dress According to the Time of Day**

When you’re cycling in the day, you’ll want to wear something that’s flocrescent so you’ll stand out against your surroundings. Bright pink, orange, and green are all easily seen from afar. When you’re cycling at night, nothing will be visible. What’s more important is wearing something reflective so you’ll stand out against a car’s headlights.

**Don’t Pass on the Right**

It’s *always* a bad decision to pass on the right. When you pass on the right it’s almost impossible for traffic to see you. This sets you up for the right hook, a deadly crash scenario when a car makes a right-hand turn and hits you. If you’re stuck in a line of idling cars at an intersection, it’s always safer to stay in your lane and wait for traffic to move forward than to try to pass on the right.

**Use Hand Signals**

When you signal that you’re about to turn, motorists will be more likely to give you space and at the very least be aware of your intention. It’s usually safer to forgo traditional cyclists hand signals, such as raising your left hand to signal a right turn. If you just point in the direction you’re about to turn there will be no confusion for anyone on the road.

**Stay Away From Parked Cars**

Driving vehicles aren’t the only problem for cyclist. Getting “doored” is a deadly situation where a passenger doesn’t see a cyclist and opens his or her car door directly into the cyclist’s path. There is no sure-fire way to ensure that passengers see you, so the best option is to make it impossible for a car door to touch you. The average car door is 5’ long, so if you stay 4’ away from parked cars you’ll be fine. If you’re not sure: if you can reach out and touch a car’s mirror, you’re too close.

**Consider the Center**

It’s not always safe to hug the right-hand side of a lane if you’re traveling as fast as other vehicles, if there’s no bicycle lane, or if you’re on a narrow street. When you hug the right it’s a lot harder for both upcoming and oncoming traffic to see you. When you ride in the center of your lane you’re much more visible to traffic, especially if you have reflectors on your bicycle or you’re wearing bright clothing. Remember that if your lane isn’t safe, you should move to the left! You’re never legally obligated to ride somewhere where it’s unsafe and challenging for other motorists to see you.

This article was provided by Personal Injury Help (www.personalinjury-law.com), an organization dedicated to providing the public with information about personal injury and safety information. Nothing in this article should be construed as legal advice, and it is intended for informational use only. Be sure to review your local cycling ordinances to ensure you ride safe and legally!
Annual Picnic and Ride

On August 27, 60 OHBTC members and friends met at Linda Molesworth’s Fresh Meadows Farm for the annual ride and picnic. There were rides for all classes: Brad Francisco led the AA - 48 followed by Brian Dixon with the A - 43. The B - 43 was led by Mike Saizan. Walt Roscello led the CC – 43. Jim and Jane Hudnall led the CC – 28. Randy Schoch and the casual C/D riders rode 15 miles.

The “potluck” picnic was organized by Ron Altemus with Troy and Mary Ann Eddy grilling delicious chicken, ribs and salmon and everyone bringing food to share. The tables were loaded with delicious salads, desserts and other tasty items. No one went away hungry. It was a pleasant July day - sunny, warm with a nice breeze but getting hotter and more humid in the afternoon. The club is grateful to Harry Kidd who provided SAG support and took pictures of the event, to Ron Altemus and members who brought supplies, set up and put away tables and chairs, fixed the drinks and set out the food. Linda Molesworth provided an ideal location for the picnic and ride start. It is always a treat to see Zena the zebra and the horses that occupy Linda’s barn and fields and ride the beautiful roads of Calvert County from the Patuxent River to the Chesapeake Bay.

Feedback needed. What did you find useful, enjoy reading or didn’t like in this newsletter? What type of articles would you like to see? Send comments to the newsletter editor janehudnall@gmail.com.