



Sarasota Manatee Bicycle Club

November, 2015

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Giving a Warning Matters

How important is it for a cyclist to give the “on your left” warning before passing another cyclist, runner or pedestrian on a multiuser trail? On the other hand, how important is it for a jogger or pedestrian to make sure no one is approaching from behind them before moving to their left to change directions on a trail? If you read on you’ll find out that both are vitally important.

This is an actual case that occurred in Virginia in 2012 on a popular multiuser trail. Both the cyclist and the jogger were regular users of the trail. The accident occurred in the early afternoon. The cyclist was riding at a reasonable pace on a mountain bike in the same direction as the jogger. The allegation was that the jogger, hearing nothing coming behind him, decided to reverse course. He stepped to his left into the path of the cyclist. They were both injured.

The cyclist’s helmet cracked when she hit the ground and she suffered significant bleeding and bruising to the brain, which caused a permanent brain injury. The cyclist later sued the runner. Several issues during the trial are of interest to anyone who runs or rides.

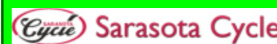
First, did the cyclist give an audible warning before passing the jogger? Due to her head injury, she could not remember whether she gave a warning, although she testified it was her habit to always yell “on your left” before passing someone on the trail.

Second, the jogger claimed that he heard no audible warning. He assumed since he had heard nothing he could safely turn around.

Third, posted rules on the trail required the runner to “travel in a predictable and consistent manner.” Other rules gave the right-of-way to pedestrians and required cyclists to announce before they passed.

So how did all this work out? The jury believed the cyclist gave the required warning. They found the jogger turned without looking or being aware what was coming from behind him. The cyclist was awarded over \$300,000 for her injuries.

I believe there are some lessons for all of us here.



The story originally appeared in *Runner's World* and *Bicycling* magazines.

Jim Dodson is an experienced bicycle accident lawyer, cyclist and bicycle safety advocate who has been representing accident victims for over 25 years. Although his primary office is in Clearwater, he represents injury victims throughout Florida. He is the author of the *Florida Bicycle Accident Handbook* which answers the most commonly asked questions by injured cyclists. If you have questions about a Florida cycling accident this valuable resource is available to you absolutely free of charge at www.jimdodsonlaw.com.

Non-Club Bicycle Events & Trails

Horrible Hundred November 2015



36th HORRIBLE HUNDRED – BETTER THAN EVER

This year, The Florida Freewheelers are teaming up with Bike Florida to bring you an even better Horrible Hundred. All the great things that you love and hate will be back this year. We will have warm up rides on Saturday along with packet pickup at Waterfront Park. Enjoy lunch at an assortment of food trucks on Saturday afternoon. On Sunday, challenge all the hills in Lake County. We will have routes of 35, 70 and 100 miles. We are tweaking the routes this year to make them even better. Refuel at our outstanding themed rest stops and then enjoy an after ride meal catered by Oakwood Smokehouse.

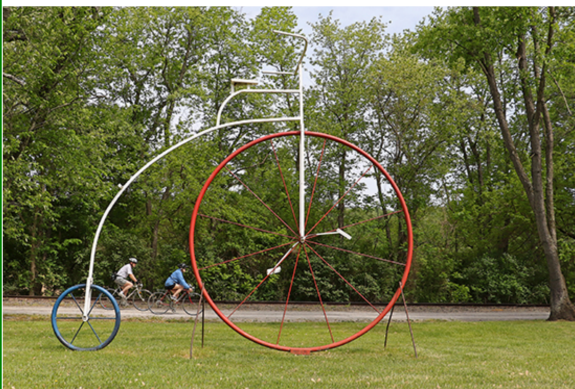
[Horrible Hundred Website](#)

The Tour de Cure March 2016 - Orlando

We're celebrating the 25th Anniversary of the Tour de Cure and we want you to be a part of this incredible day. Since 1991, Tour de Cure riders have raised over \$250,000,000 to help advance our mission and move us closer towards the ultimate goal to Stop Diabetes! The Tour de Cure is more than just a cycling event. It's a day packed with excitement and energy where riders of all levels join forces in the fight to Stop Diabetes® and raise critical funds for diabetes research, education and advocacy in support of the American Diabetes Association. - See more at: [Tour de Cure Orlando](#)



Heritage and Torrey C. Brown Trails – Pennsylvania & Maryland



A 44-mile expanse between Pennsylvania and Maryland, [the Heritage and Torrey C. Brown rail-trails](#) boast a history of “grand” proportions as a former route for many significant Civil War era moments—including the route Lincoln traveled to give the Gettysburg address and the path of his funeral train two years later—and with a claim to fame as one of America’s oldest rail-trails. The 2015 Hall of Fame Designees are also part of the developing 250-mile Grand History Trail project!



New Members Who Joined SMBC in September, 2015

Total SMBC Membership: 480

Name	City	Name	City
Louis E Cimino	Tampa	Maureen & Peter Esposito	Lakewood Ranch
Dan Gulliford	Sarasota	Nathan Lawson	Parrish
Garry L Mayers	Sarasota & Grand Bend Ont	Jane & Richard Meyer	Venice
Joseph C Naughton	Sarasota	Greg Perra	Bradenton
Robert Smallwood	Sarasota	Luke Stultz	Sarasota
Jack Fedlstein	Bradenton	Chris Stultz	Lehigh Acres, FL
Ted Wilson	Longboat Key	Anne Wright	Sarasota
Scott Kettering	Sarasota	Joan Gracyk	Bradenton

Welcome all to the pleasures of Sarasota Manatee Bicycle Club

SMBC News & Notes

Newsletter Committee

El Parent is now a full member of *The Newsletter* Committee. You can email him, or any other member of the committee, items for or comments about *The Newsletter*. See the last row of this newsletter for email links.

Herrman's Royal Lipizzan Stallion Show

On Saturday, October 31st, **Jim Wheeler** will lead a 14-16 mph 22-mile ride to see the training show in Myakka. The ride will leave at 8:30 from behind the fire station on Fruitville Rd, about 5 miles east of I-75. The show takes about two hours, and a \$5 contribution is suggested. Email Jim for additional information at jimwheeler@ij.net



I-75 @ University Interchange

If you have been wondering what the new I-75 @ University Parkway Interchange will look, drive and ride like, take a look at this FDOT video. The video includes a segment on how bicycles will move through the interchange.

Submitted by **Jim Miller**.



[Watch video](#)



Ride Tip

SMBCer **Katy Kridel's** daughter, who is a horsewoman, wanted to remind us that when you approach horses to please 1) slow down, 2) take as wide a berth as possible and 3) call out "Hello" to avoid spooking the horses. We know how bad a spill off a bike can be. Can you imagine how bad it could be to fall from a huge animal that might well fall on top of you. We ask for three feet from vehicles and other cyclists. I think we can give horses twice that, don't you?

Holiday Party December 19 – Dinner & Dancing

Reserve the date. Details will be posted on the website soon.

Nancy Janus



Life can change in an instant. We've all heard the expression but few have experienced the reality of a life-altering event like that of Nancy Janus when, in mid-March 2012, on her bike on her way to join an SMBC ride, a bike accident left her partially paralyzed and confined to a wheelchair. She was hit by a car. After nearly three years of multiple therapies which yielded minor improvements, Nancy found The Stem Cell Institute in Panama. With the financial help of her many friends she underwent an arduous four-week treatment consisting of multiple injections of stem cells into her spine, with the hope of restoring at least some of her mobility. Now, four months later, she is showing remarkable improvement. Those of us who have witnessed Nancy's constant cheerfulness and strong believe that she would walk again will be delighted to know she has reached a major milestone, standing on her own and

walking with assistance. Here is a short but inspiring video documenting the event. [View video](#)

You May Want to Update Your Ride Group Preferences

When members joined SMBC prior to the launch of the new website, they indicated the Ride Pace they preferred: A, B, C or D. In 2013 SMBC changed the official ride designations from letters to mph ranges, e.g. 14-16, 16-18, etc. Members who join SMBC via the new website have a choice of one of several ride pace ranges. (A 18+ mph, B 16-18 mph, C 14-16 mph, D <14 mph, AB 16+ mph, BC 14-18 mph, CD <16 mph or All paces).

In an effort to help reduce junk email members receive from SMBC, we have asked Ride Leaders to please send their notices about their rides only to those who have indicated an interest in being kept informed of rides at that pace range. Those of you have an A, B, C, or D ride pace in your online membership profile will only receive emails that are for A, B, C or D rides. If you have designated "A", your new designation is "A 18+ mph"; if you designated "B", your new designation is "B 16-18 mph"; "C" is "C 14-16 mph" and "D" is "D < 14 mph." If you are satisfied with those ride ranges you do not need to do anything.

However, if you would like one of the broader range groups ("AB 16+ mph", "BC 14-18 mph", or "CD <16 mph" or "All paces") you will need to change your preference in you online Profile on the website using the following directions.

1. Go to the website.
2. Click on "Member Login" at the top right.
3. Then click on the down arrow and select "Profile"
4. Under "Personal Info," click on "Additional Member Data"
5. Scroll to the bottom to **What ride pace(s) do you want to be kept informed about?** and select one of the options in the drop-down menu.
6. Click "Save"
7. Navigate to wherever you want on the website or logout.

Navigating the New Club Website

Part 2

FLAP Points – At the end of each month the Ride Leader FLAP points table is posted at **Rides – Rider Leaders – FLAP Points** **Christine Prokosch** is the FLAP Coordinator. Don't forget to get your Ride Registration forms to Christine in a timely manner. The Board is restructuring the rewards options

Payments to SMBC – It is now possible to pay your annual dues and charges for SMBC special events through the website. When you receive your “Membership Dues Notice” you will have the option of paying with a credit card. For many events, where there is charge, you are able to pay for the tickets when you Register on the event page.

Register for Events – You may have noticed that we are requesting that you Register for some events, especially events sponsored by the SMBC Social Committee (**Tom Bridges**, Chair). The purpose for this is to provide the committee with some idea of how many will be attending and, therefore, how much food etc. to purchase. Your cooperation with this request will help make funding social events more economical. Thanks.

Feedback – At the bottom right of the Home page is a link labeled **Send us your Feedback**. When you click on that you will eventually be asked to select a category related to your feedback topic. Please make use of that so that your comments will be sent to the appropriate person or, in some cases, will be deleted from the system altogether because we don't really care. It all depends on who you are. No, I'm not serious.

Emailing all SMBC Members – In the past, to send an email to all members you had to belong to the SMBC Yahoo Group email service. Members had to ask to be placed on that list and only members who were on the list could send emails. The Yahoo Group is still in service but there have been some recent anomalies in trying to use it. New members may be added to the list by contacting the Yahoo Coordinator ([Yahoo Coordinator](#)). For now, if you want to send an email to all SMBC members regardless of whether they are on the Yahoo list, you will have to send your email to the **Website Administrators** ([Email Administrators](#)) who will forward it with due haste to the members and non-members that have elected to receive emails from SMBC. Members can opt out from receiving emails from SMBC.

Attention Ride Leaders – If you are a **Ride Leader**, you can now get authorization to send ride-related blast emails via the website. You should have received an email telling you how to get authorization and directions on how to do so. If you are a ride leader and did not receive that email, please contact [Charlie Morris](#). **Ride Coordinator David Clarke** ([Email Ride Coordinator](#)) will still manage new rides and the ride-posts on the website Rides & Events Calendar.



The Legacy of the Legacy Trail

By Don Myers

This is not just a description of the Legacy Trail. It's the story of a personal journey of Don Myers, written in an entertaining, amusing and informative way. Even if you have ridden the Trail a million times, I bet by reading this story you will learn something new about the Trail, it's Legacy and certainly the historical connection Don has with the Trail. A former SMBCer and soon to be again, Don's interests include biking, sculpting, yoga, gardening, and tennis, as well as writing. He says “I am not good at anything.” If your read *The Legacy of the Legacy Trail* I think you might disagree on one account – writing. “A fun read.” El Parent

“In the early 1900s Laura E. Richards wrote a poem I read and reread to my children, The Baby Goes To Boston. What does the train say? “Jiggle joggle, jiggle joggle, jiggle joggle jee!” The rhyme delighted my girls, and in a way allowed me to express a subliminal love of trains. “Ding! Ding! The bells ring! Jiggle-joggle-jee.”

Over the last five or six decades, except for Amtrak and main line freight routes, branch freight trains and famous passenger trains like the streamline Hiawatha ceased to jiggle, died, and their track beds turned to weeds.”

[Read Don's Story](#)

Joyce's story: Cyclist Champion in Kenya

By **Jessica Hatcher**

Joyce Nyaruri won her first race riding a cheap, rattling, Chinese-made, sit-up-and-beg style bicycle known locally (and ironically) as a "Black Mamba", after one of the fastest-moving snakes on Earth. It was 2009, and she was cycling 264km a week to get to and from work at a nearby flower farm in central Kenya. Her job paid 7,500 shillings (\$86) a month, most of which she used to pay for her younger siblings' education. The prize money from that race was 15,000 shillings – two months' income. "That was so much," she recalls. "That money encouraged me, because I needed to help my family out." Six years later, the 33-year old mother of two is one of Kenya's first—and only—female cycling professionals.

[Read the rest of Joyce's story](#)

Submitted by **Nancy Janus**

Laptops for Foster Kids

Area foster kids need laptops to compete. Guardian Ad Litem and Sarasota PC User's Group have teamed to collect used computer laptops. With a long history of recycling and safety the Sarasota PC User's Group sanitizes the hard drive with a seven-step process that protects the donor's information. The Sarasota PC User's Group employs software similar to that used by the US Department of Defense to completely eliminate all data on the hard-drives. This same "cleaning process" is used throughout industry and government. Rest assured that your precious information will be deleted, and you are safe. Sarasota Memorial Hospital, Manatee County Government and several area businesses have provided used laptops this year. Guardian's handle the distribution to area youth. It is critical all children have access to the Internet to compete in school. Through the foster support network, laptops are distributed with practiced prudence.

We request that you bring your unused, broken, or even barely used laptops to a Guardian office and someone will see that the unit is taken to the shop for repair, then provided to an area young person so they can compete.

Sarasota County: **Justice Center, 2071 Ringling Blvd, Suite 625, Sarasota. phone 941-861-4875.**

Manatee County: **Courthouse, 1051 Manatee Avenue West, #330, Bradenton. Phone 941-744-9473**

Or you can **call MARK at 941-374-1107** or [email Mark Scharff](#) to arrange for a pickup.

Submitted by SMBCer **Mark Sharff** who is a guardian for foster kids, and also on the board of the [Children's Guardian Fund](#), that partners with Guardian Ad Litem.

Injuries in Cycling

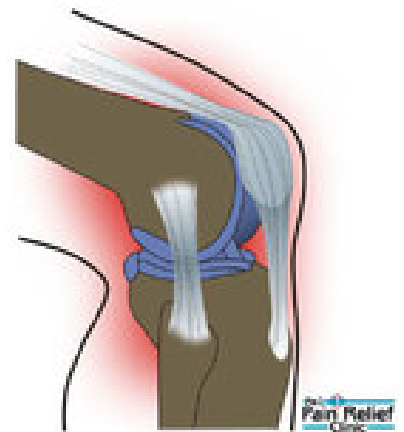
Cycling injuries are a common cause of incorrect riding position (Bike fit) and/or anatomical and biomechanical problems that are related with the rider. Using our 3-step integrated package and an evidence-based practice with a scientific approach we identify the cause to help resolve the problem.

Common areas of injury

Common overuse cycling injuries include; the back, perineum, hand, foot and most commonly the knee which affects 40%-60% of all cyclists on and off the road.

For a more detailed description of these injuries and their causes by the *No. 1 Pain Relief Clinic* (online) [click here](#).

Submitted by **David Landsperger**



How to Fit a Bicycle

by Peter Jon White

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Bicycle fitting is a subject most people find quite mysterious. Fitting systems with charts and graphs, computer software, measuring devices and "rules of thumb" make for a lot of confusion. But I believe it's really quite simple. Bicycle fit involves compromises. Compromises between comfort and performance, quick acceleration and handling stability, top speed and "taking in the scenery."

[Full article](#)

Submitted by **David Landsperger**

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Items for The Newsletter: Members and non-members are encouraged to email bicycle-related items to be considered for publication in *The Newsletter* at any time to any member of *The Newsletter* Editorial Committee: [Charlie Morris](#), [Carol Moehke](#), [Ralph Monti](#), [Nancy Janus](#) or [El Parent](#).

Disclaimer: Consult your physician and follow all equipment safety instruction before beginning any training program or using any gear or equipment discussed in *The Newsletter* or on *SMBC.us*. Consult your physician or dietitian before beginning any diet or consuming any product discussed in *The Newsletter* or on *SMBC.us*. No medical, health, legal or other information discussed in *The Newsletter* or on *SMBC.us* is intended to be, nor should be construed as "medical advice" or "legal advice." Consult your physician or attorney to discuss the specifics of any issue you might have.

The Legacy of the Legacy Trail

By Don Myers

In the early 1900s Laura E. Richards wrote a poem I read and reread to my children, *The Baby Goes To Boston*. What does the train say? “Jiggle joggle, jiggle joggle, jiggle joggle jee!” The rhyme delighted my girls, and in a way allowed me to express a subliminal love of trains. “Ding! Ding! The bells ring! Jiggle-joggle-jee.”

Over the last five or six decades, except for Amtrak and main line freight routes, branch freight trains and famous passenger trains like the streamline Hiawatha ceased to jiggle, died, and their track beds turned to weeds.

Starting in 1965, in Wisconsin, communities started to turn abandoned railroad corridors into recreation trails. This new positive trend developed in conjunction with the realization that physical exercise has meaningful health consequences. Opened in 2008, Sarasota County has one of the best conversions I’ve cycled, The Legacy Trail. The County is working to extend the Trail northward to downtown Sarasota.

Legacy means inheritance, heritage, endowment or gift. The trail could be considered all four. But in a larger sense, it’s the ghost of The Seaboard Air Line Railway. The trail starts a mile south of Clark Rd on MacIntosh Rd, passes through Palmer Ranch and ends in downtown Venice at the Venice Train Depot.

When I met up with the Legacy three weeks ago, I found an asphalt trail twelve feet wide with a straight, let me repeat, straight yellow line down the center of the path ten and a half miles long. One of the most alluring aspects of the parkway is the Sarasota Park Board’s attempt to incorporate history into the trail. There are old crossing gates at street crossings with cross bucks reading “Sarasota Rail Trail.” The original granite mile markers still populate the right-of-way starting at 892 and ending at 902, a half-mile north of the Venice Depot. At the bridge crossing at South Creek, the remains of an old trestle with steel rails still stands by the side of the new improvement. Along the route, at approximately every mile, there are miniature stopping stations. They look like covered waiting benches outside connecting train station platforms still in use on the way to Boston.

Even though the trail doesn’t allow motorized traffic, it doesn’t mean it’s necessarily serene, or safe. I rolled on a Monday morning expecting quiet. Instead, there were a plenitude of cyclists, a few joggers, and a distracted dog-walker walking, cell phone in hand. A mixed use path is like an obstacle course where you need to dodge around and between the slow, the inattentive, the clueless young; and watch out for the bike racers. As I found out, if you stop on the path, instead of at a stopping station, you run the risk of being run over. There are signs aplenty indicating a 15 mph limit and to move from the path if you stop.

The placard told of Palmer Ranch and Bertha Honoré Palmer. As the Palmers are a big deal in Sarasota, I was intrigued to learn something about the ranch and Bertha. Potter Palmer, her husband, founded a dry goods store devoted to women in Chicago in 1852. In 1865, he became ill and brought in partners. His store eventually became Marshall Field & Company. Potter went on to become fabulously wealthy developing State Street. His best known property was the famous Palmer House.

Bertha, twenty-three years younger, was a dashing, quick-minded, smart beauty with a reputation as a skilled musician, proficient linguist, brilliant writer, able politician and fine administrator. Potter died in 1902. In 1910, Bertha set herself up with a winter house on Sarasota Bay. Eventually she accumulated 90,000 acres. She became a rancher and land and farm developer. The Seaboard Air Line Railroad, at her request, extended their line in 1911 sixteen and a half miles south from Sarasota to Venice.

Bertha's business interest gave the Legacy its roots. She also endowed Sarasota with other legacies like the names she gave to principal streets running through her property: Honoré, Lockwood Ridge, Tuttle, Webber, and Macintosh. After her death her legacies continued. For instance her sons donated, or sold, depending on whose version of the story you believe, the land that became Myakka State Park

Searching for facts about the Legacy and the Palmers gave me for the first time a feeling of belonging in Sarasota. To cement my relationship to my "new friends" the Palmers, I searched my mind to establish a connection. The best I could come up with were bits of my personal memory.

My thin flow of memory starts with the fact that my dad owned a ladies specialty store, a similar business to Potter's. My dad trained several times a year to Chicago to buy goods for his store. Palmer, in a sense, was Mr. Chicago. So, in a sense my father took the train to visit Mr. Palmer. Every time he visited he returned home with coffee candy in the shape of coffee beans from Potter's Marshall Field & Company. My father loved to stay and dine at Palmer's Palmer House Hotel. The trained jiggle joggled between Minneapolis and back and the invisible threads were sewn, threads which bind people to place

Other history plaques demanded my attention, but stopping and starting wasn't conducive to a flowing bike ride. As I rode, the images along the trail changed frame by frame, from slash pines, to saw grass, to palms, to open fields with beef on the hoof still grazing a hundred years after Bertha, to glimpses of housing developments still blooming. About half way through the path I passed through Oscar Scherer State Park, formerly part of Bertha's property. As I approached the other end, close to Venice, the press of Venice's old industrial buildings, seedy houses along open water, squished trailers in trailer parks, and finally high rise apartment buildings turned my nostalgia into stale bread.

The final push to the end of the trail took my pedal pusher over a very steep incline, a bridge which spans six lanes of heavy traffic over US 41. When I came down the other side the path dipped, straightened, and dipped like a porpoise swimming. The dips discourage descent at high speeds. The trail ended at the renovated historic Venice Train Depot, built in 1927, now a Venice Historical society project and budding circus park. South of the depot, the trail becomes the Venetian Waterway Park which goes nine more miles to the Gulf of Mexico.

I know about depot doings from being there. For years I went with my mother to see my dad off during the thirties to the trains that took him to Mr. Chicago's home town. Then after short visits we met him on his return. I can still hear the ringing in my ears of brakes hissing, engines steaming and announcer's voices booming. "The train for Sarasota leaves on track two in five minutes. All aboard!" I can still visualize the crowds streaming, the people waving goodbye with tears in their eyes as the trains pulled out of the station, and the people hugging loved ones as they popped off the cars on their return. I remember gaggles of railroad employees, gate guards, porters, and conductors, and the intermingling confusion of luggage luggers, and freight movers.

From the station I found my way to downtown Venice on West Venice Avenue. My intention was to eat a quiet lunch at the Upper Crust Cafe & Bakery. I found the menu on the web and it promised rich

desserts. When I arrived the streets were mobbed. The bakery had a line out the door. I hate lines. I missed my new food treats but relished my fresh new insights.