**LCBC – Lorain County Bicycle Club **

**March 2024 Newsletter**

February was a crazy month. It was 60, it was 15, it was sunny, it rained, it snowed, and was totally unpredictable. Yet many LCBC members were out on the area roads logging those early miles that will make it a challenge for couch members to catch. If you don’t have your bike out yet, March should be a good month to start.

The rescheduled club meeting was held and the leadership team remained the same even though some offices changed.

* Officers for 2024
	+ President Karla Hubbard
	+ Vice President Karen Hobbs/KMH
	+ Treasurer Louise Page
	+ Secretary Clyde Hohn
	+ Membership Karen Hobbs
	+ Newsletter Bill Trost
	+ Road captain Clyde Hohn
	+ Web master Nancy Klepak

Congratulations and thanks to the officers. Remember that while these six members hold the titles, they will need all of your help and input to keep the club running at maximum efficiency. Please volunteer and contribute wherever you can.

Also at the meeting, it was decided that a majority of the profits from last Fall’s Red Flannel would be contributed to Fireland Rails to Trails and the Elyria Bike Shop which refurbishes bicycles and gifts them to needy citizens. The ride captain will contact the Fireland Rails to Trails management and encourage them to use the club gift to improve the trail transition onto Route 60. The current gravel section there is a peril to cyclists.

Dave Hersheiser is looking into the Feve and Bella Luna as sites for a late spring banquet.

Finally, at the meeting the bylaws were discussed and copies were distributed. Possible changes will be discussed at the next meeting. If you need a copy, contact an officer.

Sad news

Many of you knew Barb Krebs who was the wife of long time club member, Dave Krebs. We are sad to share that Barb died on January 15th Dave Krebs was an early member and past president of the Lorain Wheelmen as well as being the long time newsletter editor. The service will not be until May 11, 2024 at St. Joseph’s Church in Amherst. Her obit is in today’s Morning Journal.

Ken Sloane, another former member, also passed away recently. Clyde remembers that “He was on several trips with Club members. One year we went to State College, PA to ride. Ken figured out the routes, since he had gone to Penn State, and knew the roads. We rode parts of 2 stages of the Tour De ‘Toona, a one week pro stage race based in Altoona. We did another trip with Ken to Maui. The PA and Maui trips featured lots of climbing, which was Ken’s strength. Ken was a Goba regular for several years, too. He connected up with his wife to be, Lisa, on Goba. Once they married they did a lot of touring on their Co-Motion touring bikes.”

President’s Corner

Snowdrops and crocus are coming up (maybe they will regret it) and we have had some unseasonably warm riding days.

As you know we had our annual meeting in February and covered some important topics for the coming year. We are working with the Firelands Rails to Trails group to direct this year's donation to plans for upgrading the pavement in Wakeman at the bike path intersections that remain gravel at this time. We will keep you posted with updates about that. David Hershiser is looking into banquet venues and a date in late April. The Red Flannel ride will be held at the New Russia Township hall for at least 2024. We discussed the possibility that this anniversary year (50!) for the RF ride may be the last. We are a small club and we are aging. We will see what the energy looks like for a 2025 edition of the Red Flannel. But we are on for 2024 and Karen Hobbs and I will be co-chairing the event. The summer riding season is coming and we discussed having volunteer ride coordinators who would pick a new (or not) route, possibly with an away start, create the Ride with GPS map and captain the ride. Other than those rides, we will rely on Clyde Hohn (and Nancy Klepak) to continue to check the weather, plot our course, and send out the ride notice a few days in advance.

See you all on the road,

Karla

**Editorial**

As the riding season approaches, I look forward to rides with fellow club members. I really like our club’s commitment to stopping half-way to socialize. At the same time, as I face some age-related medical issues, the Sunday rides loom. I like going out with the group but will probably only do a portion of the ride. This is my new normal and I imagine that I am not alone. Hopefully, the club will embrace those of us who want to ride but need (want) to only do part of the posted ride. I know that this is frustrating to some but it helps keep others involved and allows the core group to push themselves to ride longer and faster. The article below from Cycling Weekly is a good reflection on long rides (note: I don’t think long rides are stupid and don’t agree with all of the author’s points but the article provides food for thought.).

# A break-up letter to stupidly long club rides



(Image credit: Getty Images)

BY [ADAM BECKET](https://www.cyclingweekly.com/author/adam-becket)

PUBLISHED 8 DAYS AGO

It’s the dread that came first. It normally arrived the previous evening, when I was usually in the pub, as one should be on a Saturday night. It was trepidation about what would be coming the next day, what would await me on my club ride.

Bike rides should be things to look forward to: the adventure, the speed, the camaraderie with your fellow riders, the sense of achievement. [Club rides](https://www.cyclingweekly.com/news/id-choose-a-group-ride-over-going-solo-any-day) should be doubly exciting, really, because it should be with your peers, often your friends, all embarking on the same thing. And yet, when I used to cycle with my former cycling club, I came to dread the long Sunday rides.

The rides were invariably 100km, began at half eight or nine, if I was lucky, and were ridden at a pace which, while not ridiculous, was relatively high. Taking a look back at those club rides on [Strava](https://www.cyclingweekly.com/tag/strava) now, there isn’t one below 26km/h. Again, nothing too speedy, but still a lot for little old me, just out of bed. I was never in the fastest group either. This was considered ‘medium’.

It helped that I was fitter back then than I have ever been, and relatively new to Bristol. In the tail-end of the pandemic, a reliable few hours of being together with people was all I needed. However, looking back now, it feels alien to me, the idea of wanting to do so much every weekend. I have things to do, now, and 100km in the saddle is not what I want.

The problem with the long rides wasn’t just their intensity and length, but the fact that once they were over, everyone just went home. This seems fair enough when you’ve just spent four hours on the bike, but what about if you did two or three hours, then an hour at a café or pub afterwards? Revolutionary. It feels like this is a better way to get people into the sport too, less intimidating, which is something I’m passionate about.

This is, of course, one of those 'it’s not you, it’s me' break-ups, which while a Hollywood trope, also seems like the only polite way of splitting up with something - or someone. It isn’t my former cycling club’s fault that I wanted something different, something that wasn’t just flat-out cycling and then going home every Sunday.

[These clubs have a place](https://www.cyclingweekly.com/news/golf-style-cycling-clubs-are-risking-extinction-and-that-would-be-disastrous-for-us-all-or-opinion), and perhaps I’ll come back to them one day, but it isn’t for me right now. When I want to cycle that far, I’ll do it on my own or with a select group of friends, on an adventure, rather than it feeling mandatory every weekend. I much prefer socialising more, being around people with whom my only connection isn’t cycling.

People have different needs and wants from their time on a bike, and mine is more about fun than pure numbers. It’s that simple. [The club I’m in now](https://www.cyclingweekly.com/news/everythings-changing-the-hip-new-face-of-british-cycling) is younger, more mixed in gender, ability, and type of person, and feels more relaxed. This won’t be for everyone, but it is definitely what I want. I don't want to be in a club where 21km/h is considered too slow, or where women stand out.

Now, when it comes to Saturday nights, I don’t dread the ride the next day anymore. Maybe I will go out on an adventure, do it later, or do it differently. I just don’t want to do 100km with five or six people I only ever see on club rides anymore. It’s not you, it’s me.

**March Calendar**

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| Lorain County Bicycle Club |

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| 9 amU-show 32 miles. Start at Oberlin Gasholder Building, 291 South Main Street, Oberlin, OH 44074 |   | 11 am30 miles. Start at Oberlin Gasholder Building, 291 South Main Street, Oberlin, OH 44074 |   | 11 am30 miles. Start at Oberlin Gasholder Building, 291 South Main Street, Oberlin, OH 44074 |   | 9 amU-show 32 miles. Start at Oberlin Gasholder Building, 291 South Main Street, Oberlin, OH 44074 |
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| **24** | **25** | **26** | **27** | **28** | **29** | **30** |
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| **31** | **April 1** | **2** | **3** | **4** | **5** | **6** |
| 9 amU-show 32 miles. Start at Oberlin Gasholder Building, 291 South Main Street, Oberlin, OH 44074 |   | 11 am30 miles. Start at Oberlin Gasholder Building, 291 South Main Street, Oberlin, OH 44074 |   | 11 am30 miles. Start at Oberlin Gasholder Building, 291 South Main Street, Oberlin, OH 44074 |   | 9 amU-show 32 miles. Start at Oberlin Gasholder Building, 291 South Main Street, Oberlin, OH 44074 |
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