

# The Bike Writer

Cincinnati Cycle Club  
PO BOX 9, Maineville, OH 45039  
[www.CincinnatiCycleClub.org](http://www.CincinnatiCycleClub.org)

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**FREE**

Enjoy the beauty and challenge of riding the ridge tops and valleys of Northern Kentucky. See for yourself why many cyclists call this "God's country". You will enjoy beautiful valleys and amazing vistas while pedaling along roads with very little traffic. Each route will have stocked rest stops with a local flair to quench your thirst and foods to energize you throughout the ride. After successfully completing your ride, relax and enjoy a tasty meal & cold beverage.



## June 24th in Alexandria, Kentucky

### REGISTER NOW!

<https://www.bikereg.com/licking-valley-century>

April 1—May 25: \$70 (includes ride t-shirt until May 21)

May 22—June 24: \$75

Day-of Registration: \$85



### Ride Highlights:

- Beautiful low traffic roads
- Distances for everyone! 25/39/65/100 miles
- Full stocked rest stops
- Fresh baked goodies
- Cold Kona Ice treats
- Great scenery for pictures
- Live DJ at the start and finish
- Stuffed rider packets
- KOM/QOM Challenges
- Route markings and maps
- Knights of Columbus Hall featuring beer for purchase at the finish line
- Great hot catered post ride meal
- Infinit Nutrition Drink at all rest stops
- Bike shop mechanics ready to help
- Jersey's available to purchase in advance online (limited number will be for sale at the event)
- Part of the Kentucky Cycling Challenge

Licking Valley  
CENTURY

CINCINNATI  
3  
CYCLE CLUB

The  
KENTUCKY  
CYCLING  
challenge

Our Charity Partner

HOSEA  
HOUSE

## Editor's Column

It's been a very busy start to the cycling season for Cincinnati Cycling Club (CCC).

On Saturday March 11th, CORA - Cincinnati Off-Road Alliance, held the first-ever Bike & Trail Expo at MadTree Brewing. Cincinnati Cycle Club hosted a booth, along with over 50 other cycling and adventure exhibitors. It was packed all day and we met so many nice people and introduced them to our club.



The University of Cincinnati also had a Bike Expo on April 14th. Cincinnati Cycle Club had a booth and enjoyed talking with students about the benefits of joining the club and about our upcoming large rides- The Licking Valley Century and The Great Pumpkin Roll Gran Fondo. Even though one is called a century and the other is a gran fondo, both offer multiple distances. More info on these rides can be found in the newsletter and online.

Thanks to efforts like these, we now have over 950 members! There are so many benefits to becoming a member, like rides all across Cincinnati and Northern Kentucky on almost every day of the week— and the CCC Season Opener Ride.

The Cincinnati Cycle Club Season Opener is one of my favorite rides that happens annually in the Spring. It started and finished at Wiedemann's Fine Beer, Brewery & Pub in St. Bernard on April 15th. Despite some rain sprinkles at the start, it was a beautiful day to ride. About a hundred members pre-registered for the ride. There was no cost for the ride, it's one of the numerous club rides that are a part of your membership. We had multiple different pace groups available for 20, 30, and 40 mile routes. Riders came from all areas of Cincinnati and Northern Kentucky to join together for a single ride. I was able to socialize with riders from different regions and cycle in different neighborhoods not on my usual routes. Afterwards, the club provided complimentary appetizers; beers, burgers, and hot dogs were available for purchase; and home made baked goods were circulated around the beer garden as we enjoyed catching up with old riding friends and making new ones too.

The club has been working on updating our website. Be sure to check it out: [CCC Website](http://www.CincinnatiCycleClub.org). Here you'll also find the club weekly ride calendar. With about 17 club rides per week, it's easy for me to find multiple rides that fit my needs. Sometimes I even have trouble deciding which one to do! However, you can count me in for the Licking Valley Century and The Great Pumpkin Roll Gran Fondo. I hope to see you out there soon!

Melissa/Killer Bee

CORA Bike & Trail Expo



UC Bike Expo



CCC Season Opener





## Cincinnati Cycle Club Philanthropy, 2022 Highlights

Each year the Cincinnati Cycle Club (CCC) uses a portion of the net proceeds from our sponsored rides (Licking Valley Century, Great Pumpkin Roll Gran Fondo, Roxie Memorial Chili Ride, and the Unity Ride) to provide funds for organizations and individuals in the greater Cincinnati area that align with our mission statement.

### In 2022, CCC had over \$30,000 community impact!

1. \$1,500 to Campbell County Cops & Kids program
2. \$5,000 donated to Henry Hosea House
3. \$4,000 for a cycling kiosk in Brookville
4. \$3,300 raised for JDRF by Roxie Memorial
5. \$1,000 sponsorship of Tri-State Trails Cincinnati Low-Stress Bike Map
6. Sponsored Ohio Bicycle Events Calendar
7. \$3,000 for the KY Challenge / Bike Walk KY
8. 100+ hours designing and marking all seven bicycle routes for the Bike MS Ohio Valley
9. \$10,550 raised by CCC Bike MS Team

**Grant requests are accepted on a quarterly basis and the deadlines for grant submission are as follows - January 31, April 30, July 30 and October 31.** More information about how to obtain a grant from the CCC can be found here: [CCC Philanthropic Committee Funding Guidelines](#) and the application to apply can be found here [CCC Grant Application PDF](#). **For questions and to submit applications, please contact committee chairperson David Dennerll at [david.dennerll@gmail.com](mailto:david.dennerll@gmail.com).**



Join the Louisville Bicycle Club at Yew Dell Botanical Gardens - 6220 Old LaGrange Road Crestwood, KY

### 43rd Old Kentucky Home Bicycle Tour on Saturday, June 17th, 2023

The 43rd OKHT will have four routes. A 62.1 (100k), a 50-mile, 40-mile and a 20-mile option. We will have four SAG stops including the World Famous Homemade Cookie stop at Acorn Lane Farm. The route includes beautiful rolling hills, and a few challenging ones as you ride through a variety of horse farms. We have additional rest stops at Circle Bar C Ranch, The Hermitage and Chestnut Hall Racehorse Sanctuary. You will ride through historic downtown La Grange that was featured on HGTV's Home Town Kickstart television show.

We will have club rides Friday, Sunday and Monday to complete your weekend. Oldham Tourism has a tour planned for Sunday that includes bourbon, horses, trains and a wonderful lunch at One Nineteen West Main. The Hermitage is open on Sunday for tours, as is Chestnut Hall (reservations required). You also have admittance to Yew Dell Botanical Gardens to explore the gardens, trails and gift shop.

*OKHT is a week before our Licking Valley Century and will make for a great tune-up the week before.*

**Special discount for CCC members, holding the price at \$50! Enter the code CCC2023**

For more information visit: <https://louisvillebicycleclub.org/okht>



# Safe and Legal Left Turns



By: Susan Sherman, CCC Safety Director

Last May, a local doctor was killed on his bike as he was making a left turn onto his street to go home. This loss, and others like it, are sad news we never want to hear. Too often, when this happens, we read reports of law enforcement officers saying that cyclists need to be more careful. But what about the drivers of cars? Don't they need to be more careful too? Most often, but not always, in car/bike crashes, car drivers are at fault. In this case, we don't know all the details, but afterwards, residents called for bike lanes, in hopes of improving safety for cyclists. Bike lanes can be a safe alternative to riding in the traffic lane, but they do have safety issues to consider, and in this case, a bike lane would not have helped. A left turn from a bike lane is illegal, unsafe, and unpredictable. Such a left turn violates the rules of movement, and puts oneself in a needlessly high risk situation. Fortunately, left turns, done properly, can be safe and easy to do.

Before we get into the steps of a safe left turn, we need to understand that the bike lane is considered a separate travel lane. The law requires left turns to be made from the left lane of traffic. Bike lanes are the right lane of traffic. So, to turn left legally, a lane change is required. Just as if you were driving a car, you would need to yield to other road users in the lane to your left, when making a lane change. So our first step in making a left turn from the bike lane, is to make a lane change. Just like in a car, the first step in changing lanes is to scan. Check behind you with a shoulder check or a mirror, to see if you can move into the lane. Then signal that you want to move into the lane. Next, verify that it is clear for you to do so. Finally, reward with a thank you wave, to any motorist that slowed down to allow you to move into that lane. Not only is it courteous to thank a driver for waiting for you, but a reward also builds good will. So in summary, the steps for a safe and legal lane change are: scan, signal, verify, reward.

Now that you are in the lane, how do you execute a safe left turn? Communication and predictability are keys to reducing conflicts and crashes. Riding toward the center line in the left tire track, and signaling, are both ways to communicate to other road users that you are intending to turn left. Move over earlier, rather than later, to give yourself time and distance to make your move. Signal with your left arm straight out. Since perception and reaction time is generally recognized as 2.5 seconds, try to signal for 3 seconds to allow a car back to perceive and respond. A continuous signal is preferred, but not required legally, if it is unsafe to take one hand off the handlebars. Before actually turning, a shoulder check can verify that the car back is not going to try to pass on your left as you turn. Then make your turn.

Similarly, if you are approaching an intersection with a turn pocket, follow the same steps, so that the car driver behind you does not try to use the pocket to go around. Instead, make passing on the right attractive, by moving over early, towards the center lane line, and signaling.

On a group ride, it is important that the lead rider signals so that the group knows a turn is coming up, and to move toward the left side of the lane. The signal should be passed back to the last rider, who will signal to the car back. This clear message helps car drivers know what the group is intending to do, and then they are less likely to try and pass on the left. Even so, it is a good idea for the rear rider to check behind to make sure that the driver of the car back is not trying to come around.

When a solo cyclist or a group of cyclists is turning left, and then wants to make another left from that new road, and there are multiple lanes of traffic, it is ok to turn into the left lane, so that a lane change can be avoided, prior to the next left turn. This eliminates one point of potential conflict and is a good practice of positioning yourself (or your group) early, for your destination.

In summary, it is unsafe and illegal to turn left from a bike lane. First change lanes, whether in a bike lane or traffic lane with these steps: scan, signal, verify, reward. Then to turn left: position yourself for your destination by moving towards the lane line and signal your turn. Finally, check behind before you make the turn. Following these steps, cyclists can improve their safety, and help other drivers be more careful, too.



## **Saturday, September 30**

**Third Place, 734 Main Street  
Brookville, IN 47012**

### **Multiple distances available:**

**30 Mile Picolo Route**

**47 Mile Medio Route**

**60 Mile Gran Fondo Route**

**All registrations include fully stocked rest stops, SAG, route markings and maps & a wonderful hot catered post ride meal.**

**Our event was a big hit in 2022 and featured cyclists from 12 states! Fantastic routes and amazing finish line food were a big hit in 2022 and received tons of compliments.**

In 2023 the friendly town of Brookville will welcome us again for the 2023 Great Pumpkin Roll Gran Fondo. The ride will start and finish at Third Place Tavern and Event Center, our finish line partner and host. There are three beautiful scenic Gran Fondo Routes and lots of sights to see and many photo opportunities. Make sure to enter the ride photo contest! Stay post ride for a super tasty hot post ride meal included in your registration!

## **REGISTER NOW!**

**Our event will sell out in 2023**

**Total Event Registration Limit: 500**

March 1— May 31: \$60 (includes shirt!)

June 1— August 31: \$65 (includes shirt!)

September 1—September 28: \$70

**Online Registration Deadline: Thursday, September 28**

**Day-of Registration: \$75**

<https://www.bikereg.com/great-pumpkin-roll-gran-fondo>

THANK YOU TO OUR SPONSORS!



three leaf

**Cincy Builders  
Services LLC**

**For more information, visit: [www.greatpumpkinrollride.com](http://www.greatpumpkinrollride.com)**

### **RIDE HIGHLIGHTS:**

*T-Shirts are included with your registration for a limited time!*

- Beautiful low traffic roads & routes for everyone!
- Rider packets
- Fully stocked rest stops
- Infinit Nutrition hydration at all rest stops
- On route support (SAG)
- **Event t-shirt (if registering before Aug 31)**
- Fabulous catered post ride meal by Third Place Tavern and Event Center
- Ride with GPS route downloads
- Strava segments
- Live music Friday and Saturday evenings
- Bike through the beautiful Village of Spires in Oldenburg and a covered bridge in Enochsburg
- Rest stop at the oldest Bar in Indiana
- Make it a weekend and enjoy Brookville's Germanfest weekend and the Antique Machinery Show

*Jerseys are on sale NOW!*

*Club fit style to accommodate everyone!*



# Climate Leaders Reintroduce E-BIKE Act in Congress

By Cycling West; Published March 22, 2023

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WASHINGTON, D.C. (March. 21, 2023) — The Electric Bicycle Incentive Kickstart for the Environment (E-BIKE) Act, led by Representative Jimmy Panetta (D-CA) and Senator Brian Schatz (D-HI), which prioritizes electric bicycles as a zero-carbon mode of transportation by making them more affordable and accessible for all Americans, has been reintroduced in Congress.

“Many people are looking to get out of their cars and get on to e-bikes not just for recreation, but also for transportation purposes,” said Rep. Panetta. “Although we’re seeing more people on them in our communities, more needs to be done to ensure that everybody across our country has access to an e-bike. With its fully refundable tax incentives for those in the lower economic levels, the E-BIKE Act is a commonsense way to encourage the ownership of e-bikes. By incentivizing Americans to own and use e-bikes, we are allowing them the chance to help improve the quality of life in our communities and tackle the climate crisis in our country.”

“Transitioning to a clean energy economy includes changing the way we get around. That means transit, rail, and electric buses, cars, and bikes. Our bill will make it more affordable for working people to buy an e-bike and help get cars off the road,” said Senator Schatz, chairman of the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development.

First introduced in 2021, the version reintroduced this Congress looks largely similar. If signed into law, the E-BIKE Act will offer individual consumers a refundable 30% tax credit for purchasing an electric bicycle — up to a \$1,500 credit for new bicycles less than \$8,000. The credit would be allowed once per individual every three years or twice for a joint-return couple buying two electric bicycles. New to this version is this addition of income caps that parallel existing electric vehicle tax credit caps: an annual salary of \$150,000 for single filers, \$225,000 for heads of households, and \$300,000 for those filing jointly.

“Incentivizing electric bicycles makes them a competitive transportation option for more Americans and supports a national effort to lower carbon emissions,” said PeopleForBikes President and CEO Jenn Dice. “The E-BIKE Act rightfully positions electric bicycles as a critical part of a larger solution to climate change and equitable mobility. We’re

grateful to our climate leaders in Congress leading the charge on e-bikes.”

The bill also mandates a report from the IRS after three years to understand the distribution of the credit by income tax bracket and adjust for equitable distribution in the future.

An electric bicycle tax credit was included in the House-approved Build Back Better Act in 2021, but unfortunately the provision did not make the cut in negotiations as the package evolved into the Inflation Reduction Act (IRA), now law. The IRA is the largest climate policy package in American history, but to quickly and effectively take action on reducing emissions, Congress must consider the E-BIKE Act as an essential and complementary policy.

When forward-thinking climate leaders in Congress first introduced the E-BIKE Act in 2021, it was one of few proposed electric bicycles incentives in the U.S. Since its federal inception, cities and states across the nation have moved where Congress stalled, proposing, approving, and implementing a wide array of creative and effective e-bike programs inspired by the E-BIKE Act.

Electric bicycles keep people moving with efficiency and ease, no matter their age or physical abilities, while also displacing trips by car. Studies show that across the United States, we can expect an 11% decrease in carbon emissions with a 15% increase in electric bicycle mode share. In Denver, a successful and popular e-bike voucher program led to 71% of recipients using their cars less after purchasing an e-bike, with 90% riding weekly. An all-in approach to reducing carbon emissions must recognize the power of electric bicycles to take cars off the road while keeping people moving, active, and connected to their communities.

Electric bicycles help democratize our streets and make active transportation an option for more Americans. PeopleForBikes applauds the reintroduction of federal legislation to create an electric bicycle tax credit, helping more people easily access the many benefits of electric bicycles, and is dedicated to building a strong coalition of support alongside Representatives Panetta and Blumenauer and Senators Schatz and Markey to pass the E-BIKE Act in the 118th Congress.

If you have any questions about the E-BIKE Act, please reach out to PeopleForBikes Director of Federal Affairs Noa Banayan at [noa@peopleforbikes.org](mailto:noa@peopleforbikes.org).



# Tips for Bike Commuting

By Kira Maicke; Published February 8, 2023

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'Tis the season to get excited about commuting! With temperatures rising, and National Winter Bike to Work Day coming up, here are a few tips for planning a safe, fun commute.

## Prep Your Gear

Aside from your typical repair items, (tubes, tire levers, multi tool, CO2 / frame pump, patches) you will want to ensure your lights are charged. I like having a bright red blinking tail light, and a higher lumen front light. When it comes to road riding, 500-750 lumens is a good starting point if you will be relying on the light to brightly illuminate your path. You'll appreciate that bright path to assist you in navigating around those rim bending pot holes! For those who commute to and from school and work throughout the winter, often times in the dark, a bright front light is even more important. Since you typically have to leave earlier on a bike than in a car, I like to set out my clothes and shoes the night before, to simplify my morning routine. The easier it is to get going in the morning, the more likely you will stick with commuting. (The previous advice may not be as relevant for morning people, but if you're anything like me, the easier it is to roll out of bed and onto my bike, the better!) Springtime offers additional clothing challenges due to the drastic changes in temperature. Layer in the morning with a light jacket that is easy to pack up for your warmer ride home. In terms of clothing, visibility is key. Many clothing companies offer photo reflective jackets and accessories to make riders more visible to cars in darker lighting. There are also many options available for reflective velcro straps to wrap around ankles and arms, and tape to add to helmets.

## Know Your Route

When you need to get to where you're going by a certain time (work, school, etc ), it is important to plan out a safe and predictable route. Before I commuted for the first time on a work day, I took a trial ride on Saturday to familiarize myself with the route I had planned to take. If you tend to be directionally challenged like me, another great option is to mount your phone on the handlebars of your bike and use GPS. Google Maps has a bike setting that typically plans its bike routes using bike paths and low traffic roads. I maintained my initial route religiously for a few weeks, then began exploring alternative paths on my way home, to learn more about the city and find the quietest, safest roads. Even the most carefully planned predictable route can be derailed by a flat tire, train crossing, or unusually heavy traffic, so I leave an extra 15 minutes early just in case.

## Follow The Rules

As cyclists, we are required to follow the rules of the road. This means making full stops at stop signs and red lights, yielding to pedestrians, and signaling. While this is not only necessary and courteous to other vehicles, behaving in a predictable and respectful way will also help keep you safe. Riders should signal to alert changes in direction, and these changes should be carried out in a confident and predictable manner. When changing lanes, be sure to allow plenty of space to move gradually, versus drastically cutting across multiple lanes of traffic. It is illegal, and often more dangerous, to ride on the sidewalk. Cars are not looking for bikes on sidewalks, and many collisions occur when a car turns right, while the rider continues straight. By following the rules of the road, we not only gain the respect of drivers and pedestrians, we are also staying as safe as possible.

## Enjoy The Ride!

Once you get into the groove, commuting can be addicting! Especially in the warmer months, I challenge myself to see how little I can use my car. Make a goal to take your bike on trips under five miles, turn a commute home from work into a group ride to get dinner, or just get some bonus training miles in! One of the best parts about commuting is how easy it is to change up the ride, adding small adventures to the start and finish of your day.

Have fun, and stay safe!

## ROAD to Valor, A Book Report by Terri Williams (CCC Volunteer Director)

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"The Road to Valor is built by adversity", Ovid, Tristia

The main character, Gino Bartali was born on July 18th, 1914. He is famous for winning the Tour de France (TDF) in 1938 & 1948, an astonishing 10 years apart.

He got his 1st bike, a "rusty 4th-hand bike" in 7th grade in nearby Florence. He met Giacomo Goldenberg- who was a friend of a cousin. Giacomo owned a bicycle shop in Eastern Europe and Gino begins working in the bike shop at the age of 13. Also at age 13, he begins racing. At 17, he finally convinces his father to let him compete. He wins his first amateur race but is disqualified due to his age. The race was for 12 to 16 year olds. By this time, political changes are happening throughout Europe to Jewish communities.

Gino quickly realizes that the potential money, and more importantly, the quality of the racers is in the professional ranks. He rises in the ranks at the professional level and wins the Giro de Italia for the first time at the age of 20. Gino's riding style was unorthodox because instead of staying seated or standing during the difficult climbs, he would bob up and down. One of his competitors said that "he looked like he was being electrocuted". Gino was meticulous about his diet—consuming a lot of meat and his training schedule. Another one of his monikers was "the Accountant" due to his recordkeeping habits. Another aspect of his diligence was to find and capitalize on weaknesses in his competitors, in ways that would land Gino in prison today. Gino performed reconnaissance by breaking into his competitor's rooms to study what equipment and the secret elixirs and supplements they were using.

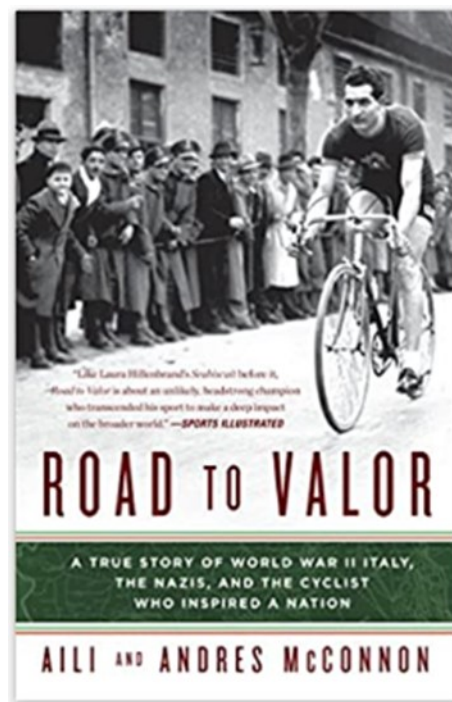
The loss of his brother, Giulio, in a cycling accident, changed his life forever. Gino retired from cycling and life for a few years and threw himself into his Catholic faith.

In 1937, the Tour made a significant rule change: the only truly radical change in over a century of existence. It permitted the derailleur to be used on all tour bikes. Riders could now change gears on the roll, though they would still need to pedal backward, lean down, and move the chain with their hand or small lever depending on the bike's design.

The Fascists controlled Gino—their philosophy was that strong athletes meant a strong country. As the Nazi's occupy Italy, Gino is asked to smuggle identity documents between Assisi and other Italian towns in his bicycle post. These documents save hundreds of Jews; the exact number is not known. Gino also houses his Jewish friend Giacomo Goldenberg and his family in one of the apartments he financed with his cycling winnings. He is able to cycle past Nazi & Fascist checkpoints due to his notoriety.

After the war is over, Gino is focused on resurrecting his cycling career. The Tour had been canceled during the war and had a minimal revival in 1947. In 1948 the stakes are high but midway through the TDF an assassination attempt on a key political Italian figure sparks riots & protests. The authors description of the weather conditions—snowstorms in the Alps, heatwaves & rain---made my jaw drop. In the 1940's, the clothing and the equipment used was very primitive compared to today's high-tech equipment. Many times, Gino would have to change his own tires or wait for a replacement bike. Despite the setbacks, Gino, the chain-smoking, Chianti-loving 34-year-old comes back and wins the race. Bartali's inspiration ride helps unite his fractured homeland.

If you enjoy non-fiction and would like learning more about the TDF, this book is right up your alley. I even read it twice!





## **Cycling Autobiography and Club Member Profile: Mike Schuessler**

Hi everyone, my name is Mike Schuessler. I've been with the Cincy Cycle Club for around 20 years, been on the board for the Warren County Cluster around 10 years. The first time I joined the club was in 1973 to 76. I rode a couple centuries on a 45lb Schwinn Continental back in the 70's. Back then, it was cut-off jeans, t-shirt, no helmet and 16/17 years old on club rides. Times have changed. A while back, I was on the bike trail north of Loveland when a bad accident happened. A man was air cared from the scene and later died. He wasn't wearing a bike helmet. The next day I bought a bike helmet and never rode without one since.

I lead different rides for the CCC usually in the Warren County area and also around town. Being an introvert by nature I was a little apprehensive at first leading rides but found it was relatively easy and enjoyable meeting new riders with the club.

Last year I retired and was able to finish a cross country bicycle ride with Cycle America tour group. We went from Everett WA (north of Seattle) to Gloucester MA (north of Boston) and we covered 4,400 miles. We usually averaged 70/90 mile a day. It was a challenging and rewarding tour but something I always wanted to do since high school. Often I get asked what was my favorite part of the tour. That is a hard question to answer as the landscape changed and it was all beautiful. The highlights would be the Cascades and Grand Tetons mountains, Needles Highway, the Badlands SD, the Adirondack, Green and White mountains in the east.

Ride safe everyone and hope to see you soon on a ride!

## **Congratulations to the club's first 3 Cycling Savvy Instructors (CSIs)!**

Susan Sherman earned her certification in 2020 followed by Patrick Henry and Ralph Hirshberg in 2022.

CSI training requires participants to successfully complete a mix of online and in-person classes. A CSI is dedicated to the mission of CyclingSavvy, which is to make a difference in people's lives by empowering them to use their bikes to go anywhere they want, safely and confidently. CSI's are trained in traffic dynamics, situational awareness, predictive decision making, problem solving, communication, and cooperation. CSI's have a passion for teaching cyclists free, safe and simple strategies that enhance a cyclist's vantage and visibility. To learn more, please go to [Cycling Savvy](#) or the CCC page: [CCC and Cycling Savvy](#).

Our goal is to certify 10 CSI ride leaders in the Cincinnati Cycle Club. The club will sponsor active club ride leaders who are interested in becoming certified and will pay for the cost of the class.

You can expect to see these instructors involved in training and safety, both formally and informally. Please ask any of them if you have any questions about cycling safety or the process to become certified.



# 2022 Year in Sports by Strava

Millions of Athletes. One Worldwide Team. We recorded. We sweat. We shared it all. We gave – and earned – kudos along the way.

Each of us did 2022 our own way – but together, hundreds of millions of activities from around the world paint a picture where we're more alike than different. It's a picture that shows where we explored, which new sports we tried, how our commuting patterns changed – and how we brought out the best in each other throughout. Among all the hours of movement, miles accumulated and vert amassed are the trends, stories and athletes that defined our Year In Sport. Let's dive in.

## Community & Competition

We've always known it helps to have a training partner – and now we have proof. "People keep people active" – we've said it before, and it's still true. Athletes in pairs went longer in both time and distance than when they were solo, and often longer still in a group of three or more. Globally, cyclists in particular went almost twice as far in pairs compared to solo efforts. Cyclists also rode faster in groups than solo – though anyone who's watched the pro peloton chase down a breakaway (or gotten half-wheeled on the coffee ride) might not be surprised. Together, we go farther & stay out longer. (GRAPH A)

## Groups can get us through the winter

In the northern hemisphere, January can be cold, dark and discouraging. But it's also the most popular month for setting goals – and

when a workout partner can be a huge help toward achieving them. In January, cyclists and runners with grouped activities recorded 87% and 78% more active time, respectively, than their solo counterparts.

## A Historic Tour

On July 24, 144 of the world's best riders lined up for the inaugural Tour de France Femmes avec Zwift – the first edition of the women's Tour in 33 years. Eventual champion Annemiek van Vleuten won two stages, including a monumental effort on the Tour's final day: She overcame a mechanical and several bike changes to distance her rivals up the steep, gravel-covered climb on La Super Planche des Belles Filles.

## More of us than ever are marathoners

As racing came back in 2022, the share of runners on Strava who ran a marathon nearly doubled compared to 2021. In some countries, the rise was far sharper: The Netherlands saw its share of runners who completed a marathon grow by over 3X! A post-pandemic marathon boom? (GRAPH B)

## Which sports grew fastest?

A change of scenery isn't the only way to mix things up – this year's fastest-growing sports show a continued appetite for getting back to places that were closed during lockdowns like ski resorts, gyms and pools. A grand re-opening for ski resorts, gyms and pools.

## New year, new you? The key might be new

sports.

Another one for those of us setting new goals in 2023: Picking up a new activity might just be the ticket to staying more motivated. Athletes who uploaded two or more sport types in January not only had 75% more active days compared to those who stick to just one activity, but their total active time was up by 62% as well – indicating they didn't split their time, but instead carved out more. (GRAPH C)

## Trading cycling cleats for running shoes.

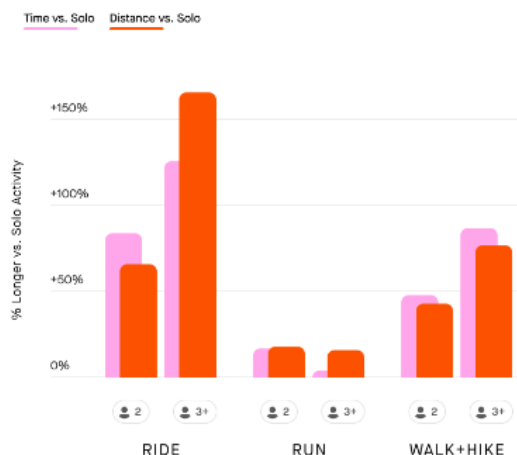
Brou Bruto Drews is already an accomplished athlete – but his main sport is cycling. In June, he stepped out of his comfort zone to run the Rio de Janeiro Marathon – and he finished in a highly-respectable 3:20 despite running only three times per week. Now he wants to see if he can go even faster, he's signed up to run another marathon next year. "I love challenges...Next year, I'm going to do a more marathon-specific training cycle, & I'm going to break three hours."

## Exploring Off Road

More and more people are hitting the dirt. Whether we were motivated by exploration, open spaces or new adventures, 52% of athletes uploaded trail activities in 2022. Some of us are riding the new trends in cycling – like gravel bikes and electric mountain bikes. Others are contributing to a surge in trail and ultra running. And while solitude may be a motivator for some, trail activities are 55% more likely to be done in groups.

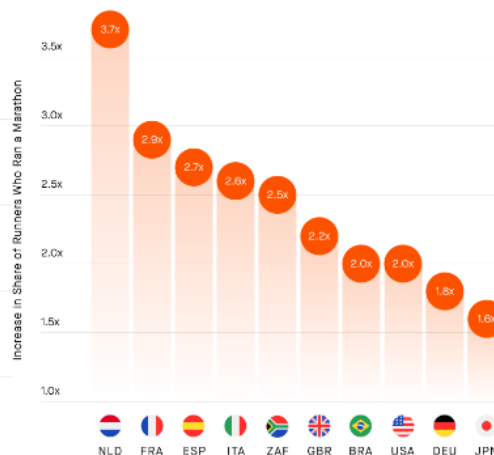
GRAPH A

## DISTANCE & TIME OF GROUPED ACTIVITIES VS. SOLO



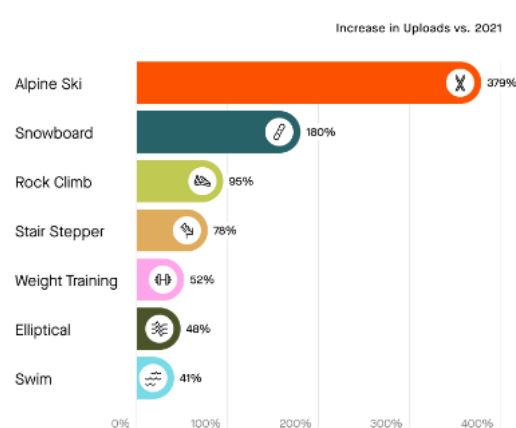
GRAPH B

## COUNTRIES WHERE MARATHONING INCREASED MOST



GRAPH C

## FASTEST-GROWING SPORT TYPES



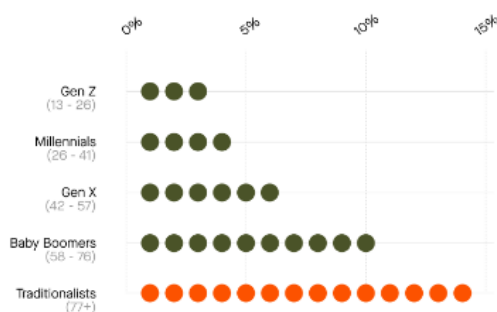
(Continued on page 11)

## E-bikes make cycling more accessible

Mountain biking is surging, and e-assist technology is helping athletes of all levels take on challenging terrain. The share of cyclists on Strava with an e-bike ride increased 26% this year, but that growth isn't evenly distributed – older athletes are much more likely than younger ones to be using e-bikes. And certain countries show surprisingly higher adoption of the new technology (while others resist the shift like a mucked up derailleur).

Older riders are more likely to go electric. Europe in particular is embracing e-bikes. Countries seeing the most growth in e-bike usage were: Switzerland, Italy, Germany, and Austria.

### PERCENT OF AGE GROUP WITH E-BIKE RIDES

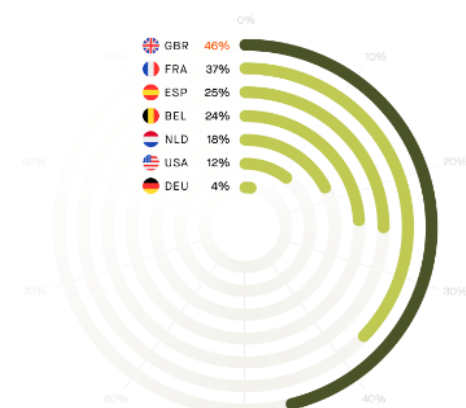


## Cyclists were in it for the long ride

Just as the marathon is an iconic goal for runners, riding a century is a rite of passage for many cyclists. This year the share of cyclists with at least one 100 mile ride increased by 22% globally – even in countries that use the metric system. The number of stops for coffee, flat tires and gas station candy is unfortunately too high to calculate.

The UK leads the way with new century riders.

### INCREASE IN SHARE OF CYCLISTS RIDING 100 MILES



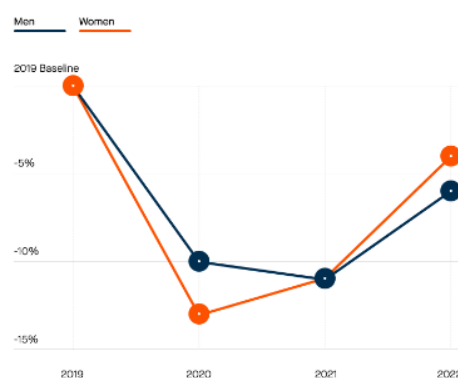
## Long rides + Off road = Gravel boom

Although most people who ride a century still do it on pavement, long gravel races are an increasingly popular way to mix up the distance. Strava was proud to sponsor the SBT GRVL series in Steamboat Springs, Colorado, and to provide entries to a team of young riders through the Bahati Foundation, which empowers under-represented youth to excel at the sport of cycling. One of the Bahati athletes, Yazeed Albadarin, won the 140-mile event in the under-18 age category – check out his activity and read our story about him and the rest of the team.

### Commuting's New Look

Bike commuting went down in the pandemic – but globally, it's coming back. Predictably, when workplaces closed, the share of rides that were commutes dropped. Two years on, the global share of riders commuting on Strava is on the rise again, and women are bouncing back to pre-pandemic levels of commuting more quickly than men.

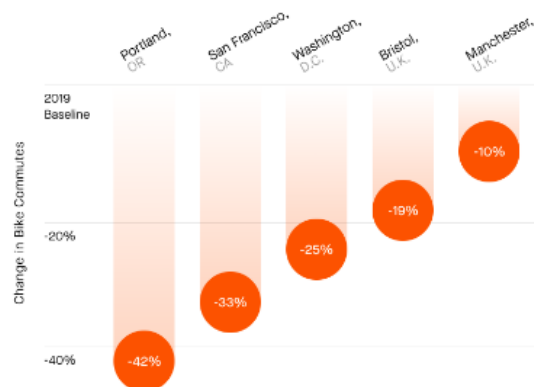
### SHARE OF CYCLISTS COMMUTING VS. 2019



As the pandemic dwindles and we're rejoining each other – to varying degrees – in offices and other workplaces, we're getting a clearer picture of how our daily patterns have changed. Some cities, including Paris – one of 1500 communities that have partnered with Strava Metro to build better cycling infrastructure – have seen commutes go way up compared to 2019. In many urban centers around the world, bicycles are used primarily for transportation rather than recreation. European cities are leading the way, though Boston and Tokyo are right up there with them. But in some places, commuting hasn't recovered to 2019

levels. Despite return-to-office trending in many workplaces, workers in some U.S. cities don't appear to be going back in – at least not full-time. Seattle, San Francisco, Washington, D.C. and Portland, Oregon have all seen bike commutes on Strava remain down compared to 2019.

### CITIES WHERE COMMUTES HAVEN'T RECOVERED



### Tuesday/Wednesday: The new Monday?

Many cities showed a spike in commutes on Tuesday or Wednesday after a mellow Monday. And it appears commuters in New York and Paris are better-rested than their London counterparts when they set out: On average, commutes in New York and Paris started around 8 a.m., while Londoners got going closer to 7 a.m.

### In 2022, Athletes Persisted – Together

After a few uncertain years, 2022 was when the dust finally settled a bit – when we got a clearer look at which things went back to the way they were, and what changes might constitute the “new normal”. Through it all, one thing has remained constant: Athletes are moving as much as ever, finding new ways to challenge themselves and seek joy. And they're doing it together – pushing each other to new heights along the way. Whatever 2023 has in store, we'll take it on as one worldwide team.

### About This Data

Strava's Year In Sport 2022 analyzes public activity uploads on Strava between October 1, 2021 and September 30, 2022. Private activities and activities from athletes who have opted out of any Strava features are excluded from aggregated insights.

Adapted from: <https://www.strava.com/vis-community-2022>



# How to Ride in a Group

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"Riding in a group is one of life's more enjoyable activities. Cycling with friends, traveling rapidly and safely with confidence in your companions, is a joy. However, there is a certain cycling etiquette, or rules of the road, which you should be aware of whenever cycling in a group." Thus begins Franklin Prosser's guide on group riding. Using his guide as a template, I've composed a guide based on discussions with fellow CCC ride leaders, other certified cycling instructors/coaches, and my own training.

**Be Predictable:** Highly important. Other riders in the group are expecting you to continue straight ahead at a constant speed unless you indicate otherwise. If the group is in a pace line or drafting, this is even more important. Be the wheel you would like to be on. Unexpected movements can cause crashes.

**Communication is key in groups.** Give warnings. Verbally call out hazards like "hole," "rough road," "bump," or "glass." Point them out only if it's safe to ride one handed. Ride around hazards with enough space to allow those behind you to see them. If you just skim around them, the further back you go in the line, the less visible the hazard is to riders behind. Verbally call out changes in speed: "slowing," or "stopping," and changes in direction: "right turn," or "left turn." Lead rider should call these out in advance so the group can position themselves in the lane for the proper direction. You can also call out "stop sign," "red light," and when you re-start, "rolling." If you don't know the route, don't ride in front, or get the directions from another rider before you take the lead position.

**Use Signals:** This is again a form of communication. Indicate slowing/stopping with your left hand out and palm down, facing the rear. Indicate turns with right or left arm out. Pass this down the group. Last rider must indicate turns so cars back can see what you plan to do.

**Change of Position:** Following the rules of movement, we pass on the left. Call out "on your left" when passing. There are times you may "pass on the right," but this is less expected so calling this out is key. When climbing, pass on the left, then ride to the right so others can pass you on the left. If you are a slower climber, ride on the right to be courteous to the other cyclists.

**Traffic:** Cars up are of more concern than cars back because if there is a car up, the car back cannot pass. Riders in the front should call out "car up." To discourage a "car back" from passing when there is a car up, the rear rider holds his left arm out and palm back to inform the car back that it is not safe to pass. If there is no car up and there is a car back, allow the car back to pass when safe to do so. Calling out "car back" should be done by the rear riders, but not every car back needs to be called out, especially if there are two lanes of the same direction of traffic or a bi-directional passing lane with no cars up in it. Always discourage a car back from passing near an intersection, down hill, and around blind curves. If a car attempts an unsafe pass, SLOW DOWN. On long climbs, spaced groups of four or so riders allow cars to pass in shorter distances and can get around the whole group in a safe, piece-meal fashion.

**Intersections:** Call out "stopping." At four way stops, double up if you have been single file, and proceed as a unit when it is your turn. At two way stops, wait for clearance for the whole group, or proceed two by two. Start at a speed that allows the whole group to join up. When going through an intersection, do NOT call "clear," as it may be clear for you, but not clear for six riders back. Instead, call out, "keep looking." Each cyclist is responsible for verifying that it is safe for them to cross the intersection. When you see a car at an intersection or side street, try to make eye contact with them so you both know you see each other. Call out "car left," or "car right."

**Traffic volume:** On high traffic roads, to be courteous to cars and help them judge best when to pass, stay in a tight group. Do not ride ahead. Car conflicts happen because drivers misjudge the time and distance needed to pass, and the speed of the group. Staying together helps drivers judge more correctly. If you ride ahead, you increase the time and distance the car needs to pass and the chance that a "car up" will appear and be in their way. You are putting your group in danger when you ride ahead because if a car up comes in that time, the car back will not hit the hard target, the car, but instead, out of self-preservation, steer away from the hard target and towards the group.

**Releasing Traffic:** If you stop to let traffic pass, pull off the road. Traffic control signals are also good places to let cars go ahead. Pro tip: turning right on green instead of red gives you a clear road back.

**Mechanicals:** Pull off the road to fix flat tires or a dropped chain. Be courteous, and wait for the rider and leader when this happens. Treat others the way you would want to be treated.

**Two Abreast:** Is legal, safe, preferred and shortens the distance a car needs to pass a group. However, there are times it is not advised: if there is a lot of rough pavement you don't want to trap one line of the group in that payment; also when the left line is too close to the center of the road as this will not allow cars to pass with adequate clearance.

(CONTINUED ON PAGE 13)

**Shared Use Paths:** Slow down and ride single file. Yield to path users ahead of you. Never “thread the needle” by riding between two people going in opposite directions. Pass on the left and call out “on your left” or “coming around.” Be prepared for unexpected behaviors and be ready to stop quickly. For this reason, allow some space between riders. The trail is not the place to speed or ride double unless it is empty.

**Lights:** Front and rear lights are required between sunset and sunrise. In darkness, both front and rear lights should be on solid, not flashing. Flashing lights during darkness create flashback on signs in front of the group and a strobe effect behind that makes it difficult for motorists to judge your position. Flashing lights in darkness can also risk a seizure for those who are epileptic. During low light conditions, flashing is preferred; a group may start in low light hours with lights on flashing, but then need to stop and change the lights to solid when it's fully dark. Don't rely solely on your lights for safety. If you are on the edge, you can be screened by passing cars or by physical sight barriers at intersections, or at night, you can blend in with the light clutter of signs, etc.

**Riding Downhill:** Here are five tips: 1) Your bike goes where your eyes go, so look where you are going; look ahead following the contour of the road. This is key! 2) Weight distribution: chin over the stem. This balances your weight and puts some weight on the front wheel for traction and turns. You can also use the tuck position. Practice this on the flats, first. 3) If coasting, feet on pedals parallel to the ground at the 3 o'clock and 9 o'clock position. Add pedaling as you grow in comfort going down. 4) Hands on the drops, fingers on the brakes. This gives you better grip on the bars and better weight distribution. Use both brakes. 5) Relax, take a deep breath and smile! Pro tip? Blink, so your eyes don't water. In addition, leave space between cyclists; ride at the back to gain confidence for the future, pass with caution.

Further information on riding in a group watch this safety video: [Susan Sherman reviews the rules of the road and discusses safety issues](#)



## **Join team CCC at Bike MS: Oxford**

**When:** Saturday, July 22 & Sunday, July 23, 2023

**Where:** West Campus, 350 Western College Dr, Oxford, OH 45056.

**Come out for this magical two-day event!**

The Cincinnati Cycle Club designs and marks all the routes each year for the MS Society.

Cycle through the gorgeous, wooded countryside, over historic covered bridges, and along the rolling hills and farmland of southwest Ohio with a community of riders dedicated to changing the world for people with MS. Our traditional two-day event is back with route options between 25 and 100 miles. Start and finish at one of the most beautiful campuses in the country—Miami University. Enjoy dinner on the quad, an inspiring evening program, live music and beer garden. Feel the extraordinary support and excitement throughout your journey as we come together to reach our goal—a world free of MS.

Each route includes fully-stocked rest stops every 8 to 12 miles with some of the best snacks and volunteers around. Relax, hydrate, use the restroom, re-apply sunscreen and enjoy the volunteers. Bike mechanics and support and gear (SAG) vehicles will also be on the route to assist you.

After the ride, we will have plenty of food at the finish line.

**Join Team CCC:** <https://mssociety.donordrive.com/index.cfm?fuseaction=donorDrive.event&eventID=1542>

# Super Cycle Shops

*Support your local bike shop. They not only support the CCC but also promote safe bicycling for all. Some of these shops give a discount on parts & accessories to CCC members. Show your valid CCC membership card.*

## NORTHERN KENTUCKY

### **Reser Bicycle Outfitters \***

648 Monmouth St.; Newport, KY 41071  
(859) 261-6187  
[www.reserbicycle.com](http://www.reserbicycle.com)

### **Trek Bicycle Store—Fort Wright**

1999 Dixie Hwy; Fort Wright, KY 41011  
(859) 331-2482  
[www.trekstorecincinnati.com](http://www.trekstorecincinnati.com)

### **Montgomery Cyclery Erlanger**

3708 Dixie Hwy; Erlanger, KY 41018  
(859) 342-7300  
[www.montgomerycyclery.com](http://www.montgomerycyclery.com)

### **Velocity Bike & Bean**

7560 Burlington Pike; Florence, KY 41042  
(859) 371-8356

## INDIANA

### **Weber Sports**

238 Main St.; Aurora, IN 47001  
(812) 926-1200  
[www.weber-sports.com](http://www.weber-sports.com)

## WESTSIDE

### **West Trails Bicycles**

8007 Harrison Ave; Miamitown, OH 45041  
(513) 353-9378  
<https://wtbikes.com>

### **Montgomery Cyclery Western Hills**

3301 Westbourne Dr  
Cincinnati, OH 45248  
(513) 574-1305  
[www.montgomerycyclery.com](http://www.montgomerycyclery.com)

## CENTRAL CITY

### **Campus Cyclery**

241 W McMillan St.; Cincinnati, OH 45219  
(513) 721-6628  
[www.campuscyclery.com](http://www.campuscyclery.com)

### **The Garage OTR Bicycle Service Shop**

10 E Central Pkwy; Cincinnati, OH 45202  
(513) 225-1583  
<https://www.garageotr.com>

### **Urban Transit**

1319 Main St; Cincinnati, OH 45202  
(513) 953-0586  
[www.urbantransitshop.com](http://www.urbantransitshop.com)

## NORTHSIDE

### **TEAM Cycling & Fitness**

765 Colerain Ave; Cincinnati, OH 45239  
(513) 522-1551

### **Spun Bicycles**

4122 Hamilton Ave; Cincinnati, OH 45223  
(513) 541-7786  
<https://spunbicycles.com>

### **Ron's Bike Garage**

15 Linden Dr; Cincinnati, OH 45215  
(513) 549-6875  
<https://www.ronsbikegarage.com>

## EASTSIDE

### **Montgomery Cyclery Loveland**

116 Karl Brown Way; Loveland, OH 45140  
(513) 583-8600  
[www.montgomerycyclery.com](http://www.montgomerycyclery.com)

### **Montgomery Cyclery Montgomery**

9449 Montgomery Rd  
Cincinnati, OH 45242  
(513) 793-3855  
[www.montgomerycyclery.com](http://www.montgomerycyclery.com)

### **Trek Bicycle Store – Blue Ash**

695 Kenwood Rd; Cincinnati, OH 45242  
(513) 745-0369  
[www.trekstorecincinnati.com](http://www.trekstorecincinnati.com)

### **Jim's Bicycle Shop**

8015 Plainfield Rd; Cincinnati, OH 45236  
(513) 793-1163  
[www.jimsbicycleshop.com](http://www.jimsbicycleshop.com)

### **Bishop's Bicycles \***

313 Main St; Milford, OH 45150  
(513) 831-2521  
<https://www.bishopsbicycles.net>

### **Fifty West Cycling Company**

7669 Wooster Pike; Cincinnati, OH 45227  
(513) 731-9111  
<https://www.fiftywestcycling.com>

### **Smitty's Cyclery**

6000 Wooster Pike; Cincinnati, OH 45227  
(513) 271-3180  
<http://www.smittyscyclery.com>

### **BioWheels \***

6810 Miami Ave; Cincinnati, OH 45243  
(513) 861-2453  
<https://www.biowheels.com>

### **Montgomery Cyclery Beechmont**

8483 Beechmont Ave  
Cincinnati, OH 45255  
(513) 474-5888  
[www.montgomerycyclery.com](http://www.montgomerycyclery.com)

## NORTH

### **BikeWise Oxford**

9 N Beech St; Oxford, OH 45036  
513.523.4880  
[www.bikewiseoxford.com](http://www.bikewiseoxford.com)

### **Fairfield Cyclery**

4860 Dixie Hwy; Fairfield, OH 45014  
513.829.7586  
[www.fairfieldcyclery.com](http://www.fairfieldcyclery.com)

### **Bicycle House**

6844 Tylersville Rd, West Chester Township, OH 45069  
(513) 847-1986  
[www.bicycle-house.com](http://www.bicycle-house.com)

### **West Chester Cyclery**

9304 Cincinnati Columbus Rd, Unit 2  
Cincinnati, OH 45241  
513.777.9742  
[www.westchestercyclery.com](http://www.westchestercyclery.com)

### **Whitman's Bike Way Bike Shop**

21 S Main St; Miamisburg, OH 45342  
(937) 384-0337  
<https://www.whitmansbikeshop.com>

### **Spoken Bicycles \***

1201 Central Ave.  
Middletown, OH 45044  
513.997.1230  
[www.spokenbicycles.com](http://www.spokenbicycles.com)

### **Trek Bicycle Store— West Chester**

7576 Voice of America Centre Dr West Chester, OH 45069  
513.755.3773  
<https://www.trekstorecincinnati.com>

### **Montgomery Cyclery West Chester**

8975 Cincinnati Columbus Rd, West Chester Township, OH 45069  
(513) 779-6767  
[www.montgomerycyclery.com](http://www.montgomerycyclery.com)

*Shops denoted with an \* also lead CCC Club rides. Visit the calendar on [cincinnatiCycleClub.org](http://cincinnatiCycleClub.org) for ride details.*



## Large Ride and Event Schedule

See CCC website and calendar for official details — some events may be subject to change

Month & Date	Ride Title & Event Information	Ride Start	Distances
May 19th—21st Friday—Sunday	Spring Extended Weekend Bike Tour Limited campsites, Register ASAP <a href="#">Club Calendar with Registration</a>	Lunken Airport	Total 3 day mileage is 156
June 24th Saturday	Licking Valley Century <a href="https://lickingvalleycentury.com/">https://lickingvalleycentury.com/</a>	Knights of Columbus Hall Alexandria, KY 41001	29/41/65/102
July 1st Saturday	Roxie Memorial Chili Repeat Ride for JDRF The ride is free but donations are collected for JDRF Ride to Cure Diabetes. Post-ride refreshments and snacks available. <a href="#">Club Calendar with Registration</a>	Goshen Elementary School Goshen, OH	25/30/41/52/66
July 8th—9th Saturday—Sunday *rain date 7/9-7/10	S240 to John Bryan Ride the Little Miami Scenic trail to Xenia and Yellow Springs then John Bryan State Park and back. <a href="#">Club Calendar with Registration</a>	Loveland Trailhead	Total mileage is 100 (50 miles each direction)
July 22nd—23rd Saturday/Sunday	Bike MS Join Team CCC: <a href="#">CCC MS Team Registration</a>	Millet Hall, Miami University Oxford, OH	25/50/75/100
September 9th Saturday	Unity Ride Registration information TBA	Countryside YMCA Lebanon, Ohio	Multiple, up to 64 miles
September 30th Saturday	Great Pumpkin Roll Ride <a href="https://greatpumpkinrollride.com/">https://greatpumpkinrollride.com/</a>	Third Place Tavern & Event Center Brookville, IN 47012	30/45/65

**Look for more 2023 large rides on the CCC website and in the next issue of The Bike Writer!**

Volunteers are a valued and needed part of any large event ride. Please consider volunteering at one of our upcoming events.

Licking Valley Century: [volunteer sign up](#)

Great Pumpkin Roll Gran Fondo: Volunteer link will be live in May/June 2023.  
In the interim you can email Terri Williams at [terriwilliams73@gmail.com](mailto:terriwilliams73@gmail.com) to volunteer.

# Become a member of the Cincinnati Cycle Club today!

Membership offers the opportunity to meet people that share your passion for cycling through cycling groups, social activities and recognition. Weekly rides are held throughout Cincinnati and Northern Kentucky for riders of all abilities. Go to [cincinnatiCycleClub.org](http://cincinnatiCycleClub.org) for more information or to join CCC.

## New to cycling?

The Easy Riders cluster is for riders all over the city who identify as Beginner or Casual. Our rides are usually 20-30 miles long, social, and often involve stops for coffee, ice cream, etc. Frequently, we host Destination Rides to an event or attraction. We lead rides from various locations around Cincinnati. For rides rated Casual, everyone is welcome who can keep an average pace of 11-12 mph. For rides rated Beginner, everyone is welcome. Helmets and sign-in are required on all rides. Water recommended.

Optional new group rider orientations are offered several times a year and covers how to safely ride in a group on the road. Upcoming sessions are announced via email and posted on CCC Facebook page.

There are so many great benefits to becoming a CCC Member!

- Insured Touring Rides
- Discounts for Club Activities
- Commercial Discounts
- Member-only Rides and Services
- CCC's Bike Writer Newsletter
- Volunteer Opportunities
- VIP Volunteer Program
- Learn valuable skills
- Motivation
- Ride with a group
- Safety in numbers
- Social time
- Well planned rides

Don't forget to check the weekly Ride Calendar at [cincinnatiCycleClub.org](http://cincinnatiCycleClub.org)!

Like and follow  
Cincinnati Cycle Club  
on Facebook!

**CHANGED YOUR ADDRESS?** Update your address in your membership account at [www.cincinnatiCycleClub.org](http://www.cincinnatiCycleClub.org). Login to your profile and update your mailing address.

**DO YOU HAVE A QUESTION YOU NEED HELP WITH?** Ask Mr. Cranky by sending a self-addressed email to [AskMrCranky@gmail.com](mailto:AskMrCranky@gmail.com) and watch for a response in an upcoming newsletter.

*The Bike Writer is the official publication of the Cincinnati Cycle Club and is published quarterly each year.*

*Contributions must be received by the first week of the second month of each quarter and will become the property of the newsletter. Send submissions to [President@cincinnatiCycleClub.org](mailto:President@cincinnatiCycleClub.org)*

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