



Quick Release

August 2017

Monthly meetings are held the 1st Thursday of each month 7:30 PM at the Downtown ACPL, [900 Library Plaza, Fort Wayne, IN 46802](#)

Next Meeting is August 3rd

[BikeReg.com](#)

We have changed our online signup for membership and for the festival tour for your convenience. Follow the link above to join!



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50th Anniversary Jersey

Jennifer Altherr

In 2016, 3RVS president Patrick Stelte began thinking of how to commemorate the club's upcoming 50th anniversary. A limited edition 50th anniversary club jersey seemed like the perfect way for club members to celebrate the milestone. A timeline and process was laid out: The jersey would be a collective effort and offered for purchase in late 2017 so it could be worn at the start of next year and build a momentum of celebration leading to our 50th in 2019. This spring, a committee to begin the development was formed that included Patrick Stelte, Steve Pequignot, Scott Tomsits, Mona Will, Amy Copeland, Brad Smith, Doug Wintin, John Grabowski and Jennifer Altherr.

Committee members collaborated to share composition ideas and Doug's graphic design expertise was invaluable as he created many designs. The committee met several times to review designs as well as determine revision requests. The group ultimately determined two designs which they felt embodied both the club's brand as well as the spirit of the upcoming celebration. All club members will have the opportunity to choose the final jersey design by casting votes in a contest held in August. The jersey will only be offered in 2018-19 to memorialize this historic achievement of the club. Also included in the contest, club members will be asked whether or not a club short should be offered with the jersey. The current club short design will not match the new jersey.

While working on the designs, the committee discussed feedback from club members regarding the current club's kit and determined it was the right time to research a change in vendor. Exercising due diligence, committee members extensively researched custom suppliers. They reached out to other cycling clubs as well as retailers for feedback regarding various merchants and explored reviews and ratings across a variety of avenues. Additionally, the committee received samples from vendors and conducted fit sessions.

Cuore (Italian for 'heart' and pronounced 'Cue-ar-re'), a 25 year old Swiss company, stood out from the pack. The fabrics are smooth and breathable yet durable, the fit is very good, and they have the rare capability to individually tailor their garments. Scott Tomsits tested a sample kit for six rides and found it to be the best he has ever worn. The committee is confident that club members will be very satisfied with the garments. A note of importance, the sizing will be different than the current Veler jersey. Referring to a size chart will be necessary when ordering. Also, the pricing will be similar to our current jersey.

Additional information about Cuore can be found here: <https://www.cuore.ch/custom/us/#> Look for 50th anniversary jersey selection contest in you e-mail box later in August and begin the historic celebration of Northeast Indiana's oldest and largest bicycling club.

Jennifer Altherr
50th Anniversary Committee Chair

President's Message Never Enough Gratitude

Patrick Stelte

Can you remember your first bike? I was six years old, mom and I lived on Thompson Avenue and I had a red and white bike that looked like a motorcycle. It had yellow flames on the fake fuel tank to make it look fast. I was not fast. I couldn't ride without training wheels, but I could navigate a side street and pretend. A few kids in the neighborhood who could ride had banana seat bikes and they ventured beyond the immediate neighborhood and brought back tales of what other kids were doing beyond my boundaries. I also remember my first ride without training wheels. It was on the back of a banana seat while a friend pedaled me home from a distant park. The rush of the wind coupled with the worry of falling squeezed my muscles to the point I had to pee. None the less, I made it home dry, not sure I wanted to do it again so soon.



I cannot remember my first Festival Tour. By the time the Tour began in the early 70s, I had mastered two wheels without additional help. My adventures were limited to short travels within a few miles radius of home. Touring was for adults or big kids. Besides, my interests were baseball or anything with a ball I could hit, throw, kick or chase. I didn't start to take cycling seriously until the late 1980s and a good portion of my experiences was trail-riding. I suppose the early 90s was my first Tour. I had bought a road bike in 1988 to go faster and longer. I remember looking at the 3RF guide and seeing the Tour listed, making a mental note to do it someday. Being shy from an early age, I always started new things later than most.

Event riding is a natural path to improvement. We set goals when mastering a new thing. We also want to measure ourselves whether to numbers, people or both. As a very competitive person, I wanted to experience this popular community event and benchmark myself to others I'd encounter. Eventually I made it a calendar thing to do and remember riding the Tour several times in the 90s. A vivid recollection of those rides was the friendly and professional nature of the volunteers. Their passion and dedication to cycling was apparent from the beginning, starting with registration. The SAG stops were full of smiles, chat and calories of guilty pleasure. The numerous sightings of SAG vehicles made me feel safe on the road. The Festival Tour

had a "try hard to look easy" ambience.

Now, I am president of the club and responsible for the standard set through tradition. The credit for this year's Tour begins with the club officers. We started in January with Hugh Smith making the location reservations and following up with the 3RF event fee. All the other officers pitched in with responsibilities related to their office. Steve Pequignot organized the route with Phil Snider, mapped the course and rounded up the SAG drivers and ride leaders. Amy Copeland handled registration aplomb for the first time. She was helped by Jane Lewandowski, Cheryl

Matthews, Christy Grabowski and Melissa Stutzman. Mona Will and Mike Heyes promoted the event through social media, bike shops and word of mouth. Club member and past touring director, Susan Hunt stepped forward to run the SAG in 'Busco with Otto Boschet, Jennifer Altherr and new club member Stephen Knight. McGyver Steve Souers led the contingent of SAG drivers that included Carl Ring, Luis DeVeyra, Scott Tommits and the Intrepid Duo – Pam and Tim Fennell. I cannot say enough about our ride leaders. They take re-



sponsibility throughout the season for their pace groups/ride nights and led a mass start at the Tour: Thank you John Grabowski, Mona Will, Deb Watts, Rick Pegg and C.J. Stolte.

Never Enough Gratitude

(Continued from Page 2)

Every year, new bike riders try the Festival Tour for the first time. Our volunteers are the front line of Three Rivers Velo Sport. The old saying that first impressions are lasting impressions is very true. I can never convey enough gratitude to match the dedication and passion of these special people. My words of recognition are simple and heartfelt: Thank you.

August Touring 2017

Steve Pequignot



Steve Pequignot

It's hard to believe that touring season is more than half over already. We have enjoyed some incredible tours including the Fort4Fitness Spring Cycle, the Jammin Ride, the Three Rivers Festival Tour, several destination tours, our weekend tours and the wonderful assortment of week-night rides along with our once a month City Tour.

The club has experienced a growth in new membership this year. Seeing new riders join us, getting a feel for group riding, then watching their progress throughout the season is very special. Ridership in our tours is up 20% this season. One reason for our growth and success is our online and social media presence. Thanks to the efforts of Mike Heyes we have an up-to-date website that includes everything about the club and our events. The club's Facebook Page offers our members and friends the opportunity to keep up with events almost as they occur. I enjoy reading members' posts about impromptu rides then read the follow up comments regarding how many riders showed up and the pleasure they got from the ride.

Our bike club is similar to our city, not too big, yet not too small. A review of the National Bike Challenge stats about halfway through this year's challenge reveals that Team 3RVS is an average size team, yet our place in the challenge is well above cities much larger than Fort Wayne. Nationally, Fort Wayne is ranked 8th in the United States, ahead of Chicago and Indianapolis. In Indiana Fort Wayne is the top city in the state. As far as riders in the state, Kathy Boling, Denise Snyder and Susan Zuber are the top three female riders in the state. John Rodino, Jeff Kenny and Steve Pequignot are in the state's top ten overall.

I'm not sure what it is about our area that puts Fort Wayne on the map as far as cycling



3RVS Touring

Monday

Franke 6:30PM

Learn basic off road riding techniques. Meet at the trailhead parking lot. Respect the Trails - Stay off when condition pose a threat of damaging the trail.

Leo/Riverside 5:30PM

Grabill Rd & Schwartz
Distance: 27 & 38 miles. 2 Groups:
15mph @5:30pm 18 & 20+ mph @5:45pm.

Spokesmen Ride 6:00PM

Spokesmen Cycling Bike Shop
247 N. Main St., Roanoke, IN
Distance: 27-30 miles
Pace: 16/19 mph

Tuesday

Kreager 6:00PM

Kreager Park 6400 N. River Rd
Meet near the Tennis Courts
Distance: 28 miles
Pace: 13-15 mph

Tues Night World 6:00PM

Championships

Bethlehem Suburban Church
Route: Loop
Pace: Race Training

Wednesday

Saturn Ride 6:00PM

Saturn Church, 6731 E 800 S Whitely Co. (1 mi E of Allen Co.)
Distance: 25-27 miles
Pace: 20+ mph

Franke CX Skills 6:00PM

Practice

Franke Park Trailhead
Riders may come early to pre-ride during course set up. CX practice will be 1-1.5 hours long.
Weekly starting July 26th

Thursday

Girls Ride Out 6:00PM

Roanoke Park, Corner of Seminary & 8th Street, Roanoke, IN
Distance: 20/25 miles
Pace: 14/15 mph

August Touring Continued

(From Page 3)

is concerned, but I would like to believe our club has something to do with it. Each of you are what makes 3RVS shine.

As we move forward this season we have some special events to look forward to. Labor Day weekend we are planning two century tours and one totally new tour, all packed into a three-day weekend. Our 4th Annual September Touring Challenge will return, along with the Presidents' Ride and the Jersey Ride.

Thank you all for being a positive part of our touring season and enriching cycling in our community. I look forward to seeing you on the road.

August Touring Dates

Date	Time	Map	Start At	Destination/Pace Groups	Distance
8/5	9:00 AM	WHS-1	Wayne High School	Poe/Decatur/Willshire	21/35/40/55/60
8/6	9:00 PM	ARC-5	Arcola Elementary	Columbia City/Larwill/Pierceton	26/44/55
8/12	9:00 AM	HTN-7	Huntertown Elementary	Waterloo/Ashley	29/51/63
8/13	9:00 AM	NHS-4	New Haven High School	Harlin/Hicksville/Spencerville	18/31/39/48/63
8/19	9:00 AM	HHS-RC	Homestead High School	Riders' Choice, 1 of 11 routes	40/41/48/54/58/69
8/20	9:00 AM	JMS-RC	Jefferson Middle School	Riders Choice choose 1 of 7 routes	37/40/45/53/61
8/26	9:00 AM	CHS-7	Carroll High School	Columbia City/Churubusco	28/39/51
8/27	9:00 AM	KRG-6	Kreager Park	Woodburn/Payne/Paulding	18/27/47/62/64

Group paces: A = 20+ mph; B = 18-19 mph; C = 16-17 mph 'Cutters';
D = 14/15 mph; E = 10-13 mph.

Please refer to the 3RVS Facebook page, e-mail or twitter account the day prior to each tour for last minute changes.

Skills Dev Tour 6:00PM

Jefferson Middle School
5303 Wheelock Rd. Ft Wayne
Distance: 24-42 miles
Pace: 18-20 mph

First Friday each Month

City Tour 6:30PM
Lawton Park, east end of parking lot
Distance: 8-10 miles
Pace: 10-12 mph

Group Riding Tips - Communication

(Second in the Series)

I have often heard that getting cyclists to ride in groups in like herding cats. We like to go our own way. However, that is counter-productive and dangerous in a group. Communication is essential for a safe, enjoyable and efficient ride. Because a cyclist view is block by another directly in front or aside, a rider cannot see far ahead. Objects appear in the road, stop signs are regular, railroad tracks are frequent in our "Crossroads of America" community and motorists' whiz by on approach and from behind. Also, we need to move inside the peloton from time to time with rotation from the wind, with the wind, fatigue and pulling from the front. Talking these events through is paramount to safety and camaraderie. There are standard vocalizations and hand movements to each obstacle. The following terminology is not new to your ears, but the emphasis is to standardize for understanding.

When approaching stop signs, red traffic lights, crossing traffic at intersections or hazards in the road, the custom is to call out, "**Slowing**" or "**Stopping**" for the appropriate cycling movement. This seems like so much common sense, yet a non-verbal, missed assumption can put a rider on the deck. Many times, I have seen two cyclists collide at an intersection because intend was not announced. Another infrequent but dangerous outcome from bunching up at reduced speed is rubbing your front tire against the rear tire of the rider in front of you. Often, the result is a crash from an over-correction on the part of the rider in back. "Slowing" or "Stopping" narrows the outcomes of possibilities to a safe level. An alternative to a vocal cue is a arm down, hand out motion at the side to indicate stopping or slowing.



Objects in the road come frequent and fast. A clear view is often available to those in front. How to announce such hazards is key for safety for those behind.

A pothole or crumbled road can be announcement with a hand gesture or vocal cue. Pointing to the area of concern must be done on approach. Pointing at the hazard as you ride by may not afford time for the next ride to adjust. Also, calling out "**Hole**" is acceptable if a hand gesture cannot be done in time.

Moving through intersections with oncoming traffic is another potential danger. The judgment of motorists in the area and how to announce a safe crossing path can be tricky. When no cars are visible, "**Clear**" is announced. Typically, this is accompanied with "**Clear left and Clear Right**" as a progression in scanning the road. When motorists are in eye-sight, safe passage is judged by the speed and proximity of the motorist(s). "**Clear, but car in the distance left (or right)**" is announced when the judgment is made that passage is safe, but danger is made clear to those who linger to long to pass through the intersection. When motorists are a danger, "**Car left (or right)**" is announced and accompanied with "**Stopping**" to bring the group to a stop at an intersection. There should be more than a couple of eagle-eyes at crossing intersections. Riders in front can be distracted and cyclists in the back may not see on-coming traffic because of infrastructure at the intersection.

An often heard vocal cue in a group ride announces motorists in the area. When a peloton is large enough for socialization to be ongoing, cyclists can lose focus on their position in the group. This can lead to straying near the center line. "**Car up**" or "**Car back**" to announce a motorist near the group can be monotonous on the ears, but is essential. The call out perks up the eyes and ears. Not all cars are the same. Fast moving or large in size, a cyclist who hears "Car up" can gauge the danger of the on-coming vehicle. Too many times, a close calls come from distracted or risk-taking motorists. Announcing they are in the area is just good common sense.

When moving around in the group, cyclists can lose contact with others immediately aside or behind. Announcing "**On your right (or left)**" is good practice when passing a rider in a tight spot in the gutter or having speed that pushes you between two others. Also, filling a hole or making room in a pace-line is done by first pointing to the place a cyclist wants to go and then waiting for the accompanying acknowledgement from the rider immediately near the opening.

How to signal the rider from behind to pass you can change from one cycling community to the next. I have read that tapping your thigh is used by some when motioning to be passed. Waving a hand "through" is another

Group Riding Tips - Communication

(Continued from Page 5)

er non-verbal cue. In our community, a tradition of motioning with an **elbow "flick"** is used. As an example, when a cyclist has finished with a pull, a flick of the elbow, a bird-wing movement, is used to indicate "I am finished, please pass me on the side that I have flicked my elbow". The rider will pull off on the opposite side of the flick.

Finally, **railroad crossing** have their own unique hand and arm gesture. This can also be used when signaling a depression in the road. Before crossing railroad tracks, a rider in front will swing arm and hand across his or her back motioning that an obstruction runs across the entire road. Although railroad track signalization can be seen at distance, not all tracks are alike and some can be dangerously rough. Many times, I have seen water bottles fly across tracks from the jarring hazard.

We are always communicating. Most of the time however, communication is non-verbal. To ensure a safe, enjoyable ride we must vocalize our intent and understand our hand gestures. 3RVS is committed to club members and guests that join our rides. If you don't feel safe, you won't come back. Please use these techniques during our group rides.

Cycling Words and Slang

Here are a few words you may hear during a group.

Gutter - The edge of the right side of the road is called the gutter. Why a cyclist is riding the gutter can be many reasons. It can be tactical in a race or bunched by the group.

Burning Match Sticks - When a cyclist is giving all out effort. The rider is burning all that is in the fuel tank. This is usually followed with *bonking, baked or fried*, running out of energy and feeling lousy. In this state, you are done.

Bombing - All out speed on a downhill, as in, "I bombed that hill".

False Flat - The road looks flat, but the effort feels like, "I am going uphill or downhill". Occasionally, there are roads that have optical elusions; there is a change to the gradient in the road and is sufficient enough to change the effort of your cycling.

Racing Results

Time Trial Series #4 - July 18, 2017 - Final Results

Place	Name	Class	Time	MPH	Place	Name	Class	Time	MPH
1	Valerie Deutsch	WTT	25:48	23.3	7	Mark Witmer	TT	23:28	25.7
2	Diana Schowe	WTT	26:03	23.1	7	Shaun Fitzgerald	TT	23:28	25.7
3	Emily Payonk	WTT	26:05	23.1	9	Graham Wedeven	TT	23:32	25.6
4	Becky Lieland	WTT	26:37	22.7	10	Don Cahill	TT	23:43	25.4
5	Amy Woods	WTT	27:07	22.2	11	Tim Donofrio	TT	23:45	25.4
6	Kathy Boling	WTT	27:56	21.6	12	Hugh Smith	TT	23:59	25.1
7	Nancy Lichtensteiger	WTT	30:39	19.1	13	Shannon Bramscomb	TT	25:31	23.6
					14	Larry Finger	TT	25:50	23.3
1	Gary Painter	TT	21:21	28.2	15	Dan Grotrain	TT	25:54	23.3
2	Gregg Ness	TT	21:51	27.6	16	Kent Rekeweg	TT	26:25	22.8
3	Denny Zech	TT	22:06	27.3					
4	Paul Mowery	TT	22:12	27.2	1	Rex Connelly	Road A	26:39	22.6
5	Nathan DeYoung	TT	22:15	27.1	2	Justin Sexton	Road A	27:13	22.2
6	Nathan Woods	TT	22:49	26.4					

Destination Ride #5 Panhandle Pathway

by Jennifer Altherr
& Deb Watts

When: Saturday, August 19th

Meet for carpooling: 8:00 am at Starbucks.
5723 Coventry Lane, Fort Wayne IN.

Drive to Panhandle Pathway south trailhead: Just west of Logansport IN. The Kenneth (south) terminus is at the intersection of CR West 50 N. & the Pathway. Turn north on CR 600 W. and go about 0.5 mile north; turn east on CR 50 N. and go about 0.5 mile to intersect the Pathway. The trailhead is on the northeast corner.



Details:

Drive time estimate: 1 hr 35 minutes

Trail surface: Paved. Any bike is suitable for this ride.

Ride distance: 42 miles.

Pace: 10-13 mph., E riders welcome!

Lunch: One Eyed Jacks Restaurant and Lounge in downtown Winamac <http://oneeyedjackswinamac.com/>

While in Winamac we will take a trail bridge over the Tippecanoe River to check out the Winamac Town Park before heading back to the south trailhead in Kenneth.

Review from TrailLink.com: "This trail is smooth as glass and offers a great way to cruise through the surrounding farmland. The Tippecanoe River bridge is a highlight--I love how they used the entire width of the double track railroad bridge to create a peaceful oasis on the trail at that point. I highly recommend this trail, it's a true gem!"



If you'd like to know more about the Panhandle Pathway visit

<https://www.traillink.com/trail/panhandle-pathway/#trail-detail-reviews>

Remember to bring: helmet, bike lock if you have one, money for lunch.

Three Rivers Velo Sport

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