

Rollin'

Newsletter of the Silver Wheels Cycling Club - April, 2009

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Silver Wheels Mission

To create and provide an environment
for members and guests to:

Ride for exercise and fun

Enjoy the social side of cycling

Improve bicycling skills

Learn more about bicycling and
educate others

Promote bicycling in our area

What's Going On ?

Our members have been riding here and in Florida. Were skiing, hiking, and staying in shape the best way we can. Thirteen people attended our yearly planning meeting in January. We discussed 21 agenda items with an eye on fine tuning an already fine organization. We have had our first regular board meeting and a general club meeting.

We have four new board members. They are Dan Maddock, Eva Weber, Bud Ennis, and Rick Kolofer. Dan (ride committee chairman) held his first meeting and is busy updating the calendar, generating a special ride calendar and leading rides. Please give him a call with your ideas. Eva has been busy correcting my mistakes as the new membership chairperson. Tom Weber, our new mail minder, has been helping people get signed up on our news group. Please contact him for assistance. Discussions with Joyce Early have led to the streamlining of our web site changes through the formation of a web site committee. The trash chicks finalized their schedule and the yearly banquet arrangements were finalized.

We should all be proud for receiving the League of American Bicyclist award for region four. Mr. Publicity and Vice President, Ed Stewart, has been busy with press releases and other ideas to take advantage of this prestigious award. He is the editor and publisher of this excellent news- letter and has been planning some Bike Education classes for later this year. The club's supplies have been moved from the Stewart Advertising building to Dan Hornbeek's basement.

It's doubtful that we will get any bail out money so Darlene Wieland has been paying all our bills as they come in. LaDean Hutter has the challenging job of putting our meeting gibberish into understandable minutes.

So you see our members are active doing something even if it's not the best of weather for riding.

Joe Etzler
President

Make That A-B-C and C QuickCheck

For all the graduates of Bike Ed out there – over a third of the club at last count – surely you remember one of the little mnemonics we handed out was the ABC Quick-Check. For those who have yet to take the class, this stands for Air-Brakes-Chain-Quick Release-Check ride. It's a short routine for going over important parts of your bike prior to riding.

Well, Bike Ed is in full swing now and on our second night we went for a neighborhood ride in parts of Elyria. As I was going along I noticed my pedaling changed slightly, with a little hitch to it that gradually became worse. It didn't take long before I looked down at my pedals and both feet were in the six O'clock position... and clipped into the pedals. I was coasting and couldn't do much more. As I coasted to the side of the road my left foot, pedal, and crank arm came completely loose and free. My left crank arm had come off!

We were about a mile from where we had started and I anguished about riding back one-legged but I had to save face in front of my students. As luck was with me, Karen Farago, also an instructor who was "auditing" to refresh her background in the class, and she gladly took the class on its remaining rounds of Elyria's streets.

I had never ridden one-legged before except for a very brief period in a spinning class. Now I was faced with a one mile trek – in traffic – with at least one hill on the way. The first 1/10 mile was easy. After that I had to really pace myself, if one can really do that while pedaling in such a fashion, to use energy as sparingly as possible. I discovered that pedaling with one leg is a lot harder than twice as hard as with two. I could only pedal a few strokes at a time and my leg would tighten up so I would pedal three or four strokes then coast, pedal, coast. It never got easier although I did get used to it.

Figuring out what to do with my left foot took some experimentation. If I wasn't careful I'd get it stuck in the rear spokes, and I couldn't just let it dangle. I found a temporary spot resting on the stub of the crank axle sticking out; 3/4 inch is not much of a perch.

The hardest part was starting out from a stop. Even though I'd give it a really hard push and crank hard as I could on the first stroke, I found out that I had to pull up on the next stroke to keep going. Of course I flubbed through that maneuver while trying to make a left hand turn from a light with cars behind me. They must have been sympathetic... or amused.

The guys at Marty's Cycle Center were pretty amused too when I bought the bike in. Their answer was simply, "Yeah that happens sometimes."

So, from now on I'll be adding Crank to the ABC Quick-Check – and add another little story as to why you should check those things. Someday we'll offer a bike ed course called "Don't Be Like This Bike Ed."

Welcome New Members

Eva Weber, Membership Chair

Wow ... check out all the new Silver Wheelers who have joined since January 1st. I hope you'll make it a priority to get acquainted when you see them on a ride.

Ron Cicerchi, Vermilion
Rita Dvorak, Cleveland
Byron Todd, Cleveland
Chris & Mary Kay Gates and children
Brittany and Christopher, Lagrange
Marty Martinez, Elyria
Betsy Miles, Elyria
Rob Mendgik, Amherst
Paula Mosso, Grafton
Russell & Teresa Nagy
and son Elliot, Elyria
Lynnette & Hibbard Paine, Amherst
Mary Saunders, Elyria
Bob & Sherry Tarry, Elyria
Jean Tomusko, Lorain

News From ClevelandBikes

The Cleveland Metroparks Zoo will be installing bike racks, capable of serving 350 bikes at the Zoo entrance, hopefully in time for spring. The racks will be located in the Hippo Lot, just behind the main ticketing booth.

The Zoo, which shares the commitment to environmentally sound design practices, will use the bike parking to meet LEED certification in the design and construction of the new elephant exhibit area (LEED is the Leadership in Energy and Environmental Design).

The Zoo's "Elephant Crossing" project will quadruple the space available for African Elephants, adding ponds and other features to improve the natural quality and comfort for the magnificent animals. The bike racks are planned for arrival in time for this year's EarthFest in April. The EarthDay Coalition, host of EarthDay, the Bike Co-Op and others deserve great credit for advancing this priority.

Trash Triathlons Resume

Eva Weber and Marilyn Torres, Trash Chicks

Silver Wheels has an "Adopt A Highway" contract on the two mile stretch of St. Rt. 58 between Russia Rd. and Butternut Ridge Rd. Have you noticed our sign on each end of that stretch? We have committed to four trash pick-ups per year on "our" highway. The popular "Trash Triathlons" planned in conjunction with Steve Woosley will be held again this year.

The 2009 Trash Triathlon Series dates are:

Saturday, April 25

Monday, June 15

Monday, August 24

Saturday, October 10

Event 1: Pick up trash starting at 8:30 a.m. at the Oberlin Drug Mart, Rt. 58 and Butternut Ridge Rd. Reflective safety vests and trash bags will be provided. It is advised that you have a large plastic bucket and wear waterproof footwear and gloves. At your discretion, you can keep whatever you find with the exception of money. All money found will be turned over to the event organizer ☐

Event 2: Eat at Oberlin McDonalds

Event 3: Map ride from Misslers with 25, 31, and 41 mile options. You get a map and then ride with who you want to ride with at the pace you want to ride at. Steve Woosley will provide the map routes.

The first place finisher will be awarded bragging rights with no guarantee of adulation.



TRASH
CHICKS
IN FULL
UNIFORM

Special Rides Coming Up

May Day Lost Weekend. Only the ride leader knows where you're going and he can't be trusted. Evening of Friday, May 1 - return Sunday, May 3. A 2-3-star ride with surprise destinations. Might involve wine.

Friday night's stay is like indoor camping, Saturday is in a nice motel. Leave Friday from Elyria around 5:30, return to Elyria around 3 Sunday. Register with and get complete details (except destinations) from Ed Stewart.

Ashtabula Wine and Bridge Ride. Tuesday, May 12 through Thursday, May 14. A mix of trails and country roads, fruit stands and covered bridges in Ohio's northeast wine country. Se Bob Gazer for details.

All-Star Poker Run. Saturday, June 27. An all-day event with something for everyone. Many route options, a potluck picnic at the end and prizes for the best poker hands. No poker skill required. Check calendar and Ed Stewart for details.

Ride The Dog. Saturday, August 1. All-club event when we ride the same routes as the Dog Days Wine Tour one week before. Followed by a picnic, maybe some games.

Dog Days Wine Tour. Saturday, August 8. If you don't work it you should at least ride it. Our annual fundraiser that will draw over 300 cyclists from all over the region.

Etzler Summer Picnic Ride. Saturday, August 22. All Star ride with an all-star picnic afterwards. An annual event that is one of the season's highlights. Can our new president balance a margarita on his nose while ducking the limbo stick? How many Silver Wheelers does it take to fill the Etzler's pool? Only those who attend will know the answers.

Michiana Tour. September 11 through 14 loonnngg weekend. Visit the unique Michiana area where Indiana and Michigan come together next to Lake Michigan. Our tour will include daily bike excursions as well forays onto rivers, onto sand dunes, into many shopping areas, and researching values in local wineries and brewpubs. Lots of options for shorter stays if desired - carpooling likely. See Joe Etzler for details.

Chili Wiener-November. Celebrate the end of the season with an All-Star Ride and chili dogs afterwards. Saturday, November 28.

Psst...Hey Buddy...Got a Dollar? of

HOW MUCH CAN I SPEND WITHOUT FALLING ON MY BUTT?

Modern day tires are marvels of engineering. In fact, it wouldn't surprise me if they were the most highly engineered component on your bike. Think of what we ask them to do: start; stop; turn; resist flats; last for thousand of miles; get good traction; be quiet; ride smoothly; look good; roll easily, etc.

That's a lot to ask. For just a few minutes I want to focus on the traction part. Traction can roughly be thought of as analogous to friction. I like to equate traction/friction to money.

Let's say you have a dollar's worth of traction. The maximum traction your tires will have is when the bike is stationary with you sitting on it. When you're doing this (sitting still on the bike) you've got a 100% of the tires possible traction or, let's say, a dollar.

Rolling friction is less. When you start to ride imagine that you've just spent \$.25 - you've got \$.75 left. If you're going downhill starting to go pretty fast, maybe it's just a little a little bumpy, and your tires are bouncing or chattering very slightly, you've just spent another quarter. You've got \$.50 left. No problem. That's half the traction you started with, and you're not in any trouble at all until you get so you only have a dime or so left. Relax!

Let's say you come to a corner as you're going down this little hill. You're going to be on the brakes - maybe braking hard. Please deposit another \$.35 in the traction slot before proceeding further. You're now down to \$.15 left, and that's all you have left to spend on cornering/lateral traction. If you never believe another thing I say, I'm asking you to trust me on just this one thing...you do not want to over spend!

One of the secrets about getting around the curve safely is to do ALL of your braking BEFORE starting to turn. If you do all of your braking before the turn, you'll have significantly more in reserve for lateral or turning traction.

One of the things that happens when you hit the brakes (at any speed) is the weight of the bike, and you, will shift toward the front of the bike. If you're on the brakes pretty hard the traction transfers from 70% of what you have left on the rear wheel to as much as 100% of all remaining traction on the front wheel. Modern brakes are strong enough to lift the rear wheel off the ground and start you doing a "header" right over the handlebars. I dunno...maybe it's just me, but in my humble opinion, I think this is undesirable.

Another thing that's happening at that time is that traction on the rear tire is greatly reduced - maybe down to a couple of pennies. Even if you don't do an "endo", the bike might become very unstable because almost the whole amount of traction you have left to spend is on the front wheel. YIKES! What to do? OH Yeah...don't forget...that turn is just ahead.

Those who took the bike handling class last fall will know just what to do. If you don't, please contact me and I'll lower your grade by two letters. As stated above do all of your braking BEFORE you start to turn. When you brake, shift your weight to the rear of the bike. Do this by putting the pedals at 3:00 and 9:00 (horizontal), "straight arming" the handlebars and pushing your butt off the rear of the seat. This will help to balance the weight on the bike and will allow you to use more braking force as well as giving you more control. When you've slowed enough to safely navigate the turn, ease off the brakes and make sure your outside pedal is down. Put all your weight on that pedal. Try to break it off. This will lower your center of gravity and help to stabilize you while in the turn.

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I think it's a good idea to practice these simple techniques. A driver's ed teacher that I once worked with told me that, "In an emergency situation, you'll always do what you've always done."

Practice makes better.

THE BEST PAGE

The Times They Are A Changin'

Eva Weber, Membership Chair

Upon recommendation of the Membership Committee, the Silver Wheels Board has approved a change in the membership year. Once we all "get onto the same page", all members will have the same membership year of March 1 through February 28/29. There will be a transition period in which members will pay for a portion of a membership year.

For example, Sandy and Steve Woosley have a family membership which expires in May 2009. I will send them a membership renewal letter at the beginning of May asking them to pay \$22.50 in dues for a membership which will expire February 28, 2010, rather than the customary \$30 for family membership dues which would cover an entire 12 month period. An individual whose membership expires in May 2009, will be assessed a membership fee of \$15.00 for a membership which will expire February 28, 2010.

Members who have already paid for a year of membership which ends after February 28, 2010, will pay prorated membership dues for their shorter membership term which will end February 28, 2011.

During the transition, the membership dues will be prorated in 3 month blocks of time.

Once everyone is on the same membership year of March 1 through February 28 the dues will return to \$20 for individuals and \$30 for family/household membership.

Totally confused??? I'll try to get everyone through the transition as smoothly as possible!



Silver Wheels Jerseys & Windbreakers – Orders Taken Soon

Last fall we surveyed the membership about a number of things, one of which was whether members would like to order jerseys for the next season. In our history we had had two jersey designs and we asked if members preferred the first jersey design or the second design. The first design had more votes so we are proceeding with taking orders for these.

A photo of the jersey is shown below, modeled by Joe Etzler and Ed Stewart (wine glasses cost extra). The design is of strong colors for easy visibility – the big curvy thing is a bike wheel in case you can't tell from the photo.

Orders are being taken now by Cindy Conrad – she can be contacted by email at cynthia_conrad@yahoo.com or by phone at 440-934-6232.

Price for shortsleeved jerseys is \$69. Longsleeved Jerseys and unlined windbreakers are \$79. Lined windbreakers are \$94. HOWEVER – if we have 20 or more orders, we will pay 10% less on the aggregate order. How do you know what to pay when ordering? You pay the full price when ordering and if there are enough orders for the discount we'll send you a rebate check. **Sorry, all orders need to be prepaid.**

We'd like to get these ordered by the end of April so don't delay. Production will take about a month so you'll get your jersey or windbreaker around June, maybe a little earlier, depending on when we place the order.

Not sure of your size? We have some samples for you to try on for fit. We will be setting up a special event of some sort for you to try on the samples to see which size fits you best. (We don't have it set up yet but keep in tune with the newsgroup@silver-wheels.com where we'll announce it. Expect a ride or two where we'll have the samples.) Sizes run just a little looser than most cycling jerseys (which are designed for an athletic fit usually) so consider ordering at your normal size. If you like it looser or tighter, order accordingly.

Ease Pedal Pressure to Shift Better

How to get smoother gear shifting while pushing hard up a hill or working to move faster. Sometimes your extra pressure will cause the chain to miss the shift and land to the left of your smallest ring - or the shift won't happen at all because of the stress.

The idea here is to reduce the force on the chain just as you shift to a lower gear. Doing so helps the chain move quickly and smoothly to the larger cog (rear shift) or smaller chainring (front shift).

Modern drivetrains do a good job of shifting under load, but you can give them a hand with this technique. Simply reduce pedaling pressure on the stroke during which the shift takes place, then pour on the coals again. This is especially helpful (even necessary) for a front shift under stress. If you're in the big or middle chainring on a climb and bogging down while pressing the pedals hard, there's a heavy load on the chain. You need a lower gear, but the chain may be so tight that the derailleur can't pull it over to the small ring. Or hard pedaling causes the chain to pull off the large ring with such force that it misses the small ring and dumps onto the bottom bracket.

To prevent it, try this: Coordinate your left hand with your legs. As you move the gear lever, soft pedal for one stroke. That is, keep the crank turning but with less force. The chain will drop cleanly to the small ring. Then resume mashing. Ideally, you'll anticipate shifts and make them before putting the chain under a heavy load. But when you goof, this technique will bail you out.

Practice this too: If you have a large difference between chainring sizes, say 39/53 teeth, shift to the next smaller cog just before you shift to the small chainring. This will reduce the difference in gear ratios so your pedal rpm doesn't skyrocket. This "double shift" isn't always necessary, but realize it's possible and add it to your technique arsenal. Then use it depending on variables such as your cadence, pedal pressure, the grade you're on and the gear combo you happen to be in. The right choice comes with experience.

The above was excerpted from RoadBikeRider.com, a free weekly newsletter all about road biking.

A Bit Of Bike Science: CO² Gas-Filled Tires Leak Faster

For many years now most of us have been carrying CO² cartridge inflators as part of our arsenal in dealing with flat tires. These little gadgets have saved us from arm-tiring pumping on the road because of their ability to fill a tube so quickly - seconds instead of minutes.

These inflators come on a variety of sizes, using cartridges of 12, 16 or 20 ounces of compressed gas. For the little they cost and the small amount of extra weight they add to your toolbag, the convenience and time-saving are well worth it.

The down side to gas-filled tubes is that the CO₂ gas does not stay in the tube as long as good old air. Many have noticed that, while the inflator was a time- and arm-saver, the tire needed to be reinflated at least the next day.

So, what's going on here?

Carbon dioxide it seems will dissolve in butyl rubber. Now, that doesn't mean it is destroying your tube. Instead it means that the CO₂ is diffusing to a point where it can squeeze through the rubber molecules more easily. That's why it escapes the tire quicker. Basically your tube gets a gas leak.

Regular air also escapes the same way but at a much, much slower rate. If you use latex rubber tubes (these are available but not too popular) the air will escape much quicker. That would explain why latex tubes are used less frequently - even though they have superior puncture and ride characteristics.

The CO inflators are a blessing when you're on a ride because they enable you to re-inflate your tire so quickly. Just remember to check your tire again soon for adequate air pressure.