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Subject: April 2016 Rollin'
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To: Sally Saul gmsassy@oh.rr.com

CS

Note our new look!



April
Newsletter
2016

Rollin'

*Newsletter of the Silver
Wheels Cycling Club*



From the Editor

What the heck is going on?? The Rollin' looks totally different! This is how the newsletter looks when created and distributed through our website. Our software, called Wildapricot, has numerous templates available for creating newsletters. I selected this one but it may change again as I try others and get used to the system. If you have problems viewing it or parts are missing, please let me know. It's a different process from using Word but we'll see how it goes.

Remember to check out all the features in our new website. You'll find quite a lot of content once you explore a bit. We also have a "For Sale" section that has 8 postings already.

Congratulations to Mark Kasmak for recently becoming a LAB certified cycling instructor. Mark will be conducting training classes/rides this summer. For those new to cycling or wanting to improve their knowledge and safety, watch for more details about these informative classes.

And.... Don't forget the Ride Leader Training Seminar on Saturday, April 16. If you are thinking about leading rides this year, you should attend this important session. You will learn a great deal about being a good ride leader and seeing that your guests have a fun and safe ride. Be at McBid Hall at Twin Lakes at 9AM. See the event calendar for more information. This seminar is also encouraged for existing ride leaders as a refresher.

I want to shout out a big THANK YOU to all who have been contributing content to this newsletter. This gives the readers more variety and makes my job easier!

Steve

<i>President:</i>	<i>Gary Schmitt</i>
<i>Vice President:</i>	<i>Deb Wailes</i>
<i>Treasurer:</i>	<i>Betsy Nestor</i>
<i>Secretary:</i>	<i>Larry Best</i>
<i>Membership:</i>	<i>Randy Lottman and Emily Townsend</i>
<i>Website Coordinator:</i>	<i>Tom Weber</i>
<i>Merchandise:</i>	<i>Cindy Pesta</i>
<i>Sunshine:</i>	<i>Mary Minter</i>
<i>Newsletter Editor:</i>	<i>Steve Osmialowski</i>
<i>Ride Committee:</i>	<i>LaDean Hutter and Greg Orlowski</i>
<i>Social Committee:</i>	<i>Sue Wells</i>

See the club roster for phone numbers/email

SOCIAL NEWS FROM SUE WELLS

The Pie Ride:



Kudos and thanks to Betsy Nestor and Dennis Stout for all of their hard work

Kudos and thanks to Betsy Nestor and Dennis Stout for all of their hard work in planning the second annual Pi Day Event. The variety of pies was quite impressive! We do have many talented cooks and bakers. Everything tasted as good as it looked. There were a few hearty souls who braved the elements to ride in the not so wonderful weather. Members taking home awards for their culinary accomplishments were:

"The Picasso of Pie Dough" – Ann Hauser: Potato Leek Pie

"I'm Stealing the Leftovers" – Sue Wells: Peanut Butter Pie

"Pillsbury Doughboy" – Steve Osmialowski: Swedish Blueberry Pie

"Weirdest Combination" – LaDean Hutter: Veggie Pie

"Did Julia Child Make this or Ed?" –Karen Paulsen: Veggie Pie

They received a potholder hand-knitted by Betsy Nestor with a bicycle design in the center! They are so nice and I love mine. I might need to lock it up at the ride leader's appreciation picnic just in case anyone may want to "borrow" it.



Annual Founding Day Ride:

Mark your calendars for this always popular event. Sunday April 17 at Vermilion Valley Winery. The rides start at 11AM and we will eat around 1PM. Steve Oz has offered to coordinate the rides for us. Thanks, Steve. The club provides all of the food and non alcoholic beverages. We are asking that you use our club's new website to indicate that you will be attending. It is helpful to the committee in planning for food (and the social committee always appreciates all the help it can get). We want to thank the winery for being so gracious and accommodating to us. Please feel free to patronize them (after the ride of course)! Hope to see all of you there and let's hope for a warm and sunny day! Look for more information on the Silver Wheel website.

Club Meeting Refreshments

I would like to thank everyone who signed up to bring refreshments to the remaining club meetings. The entire list was filled in at the first meeting! Makes my job easy. And thank you to Cindy Pesta for bringing such festive snacks to our first meeting. They were great.

Sue

What is the Old Bike Hanging in my Brother's Garage?

Part 2- The Bike-Boom Frame from the Early Seventies

By Carl Gonzalez

Higher quality bikes from the early seventies were always made with top quality seamless steel tubing, dropouts and lugs. Lower quality bikes used cheaper tubing and they were called 'gas pipe' bikes. Lugs were used to insert the steel tube into so everything held together. If you look at the seat tube or down tube of your brother's bike, you may see a sticker that says Columbus, Reynolds, Tange, or Ishiwata. This indicates that the bike was made using top quality tubing and was built under stricter controls than the bike that has no tubing identification or with a sticker that signifies a lower quality of tubing. What your brother paid for, with a Reynolds or Columbus sticker, was the likelihood of better craftsmanship, lighter frame weight, and prestige. Nothing like the 'wow factor' of a Columbus SL bike! These frames could come from a variety of manufacturers and were delivered with mid or high priced components.

Bicycle craftsmanship followed these rules: proper heat administered in the brazing or silver soldering process, in some cases an intricate shaping of the lugs, mitering of the joint areas, in some cases using quality setup jigs (some master builders built custom bikes by sight without the use of jigs), finishing the brazed or soldered area with careful filing, etc.

Pay attention to the quality of the drop outs used on the frame. Good drop outs are not stamped out of thin steel. They are forged and the rear ones may have adjusters. An example of a cheap rear drop out would be used on a department store Huffy. Good bikes have strong drop outs. When in doubt, ask a bike expert.

When looking at an early and mid-seventies French bike, I will cover a very important topic especially when attempting to determine whether that bike is a keeper or not. The French developed its own standards for threading and component dimensions. When most every other manufacturer was largely subscribing to BSA (British) standards (Swiss and Italians were stubborn about a few standards in that time period), the French had their own. Such is nationalism and the French have a lot of that. French nationalism locked out components manufactured in other countries forcing French manufacturers to their own ubiquitous standards. So if you do not want to drive yourself crazy chasing down parts for an old French bike that has marginal value to begin with, pass the opportunity up. I will qualify my last statement by saying that French bikes of that period that used high quality tubing, would be exempt

from my opinion and are indeed keepers. Spare yourself the anxiety and let the expert do the restoration if you are not inclined to do it yourself. Later on during the early eighties, the French joined the rest of the cycling world and built beautiful bikes to BSA standards. I ride a couple of them.

Next month we introduce you to Part 3 of our discussion about old frames and the new age of frame innovation.

Website Tip #1 – Adding your Picture to the Directory

1. Click on View profile below your name.



2. Click on Edit profile

My profile



3. Click Browse

Picture No file selected.

4. Navigate to where you have the picture stored.



5. Click Open. This will load the picture to your profile.
6. Go to the bottom of the Profile page and click on SAVE not Archive.



Here's another tip:

Want to have a paper copy of the member roster? We are quickly approaching 300 members! To print a roster, go to the website and click on "members". There you will find a pdf file you can download.

Thanks Ed!

The Lawn Ride

By Apryl Jesters

We had our 4th annual Lawn Ride at the Owe's house on the first Friday of this month. The Lawn Ride is probably our third most popular early season ride, behind only the Pi Ride and the Chili Weiner. Editor Oz requested that I write an article, but for those of you that have had the pleasure of riding with me know, I am not much of a writer or a rider.

For those of you that don't know, many of us have followed plans we found on the intranet to combine an old bike with either an old fashioned push hand mower or a gas engine lawn mower. We can actually cut grass with these contraptions! Anyway, last Friday we got together for our group mow and 17 riders got credit for 20 miles. It was really more like 16 miles but our ride leaders said we could use a little Round Up if we didn't tell Pete.

The two star group was lead by Herb Aside and thankfully we were allowed to use motors again this year due to the hills and size of the back yard. (At the March Board meeting there was a heated discussion about allowing motors on this ride and one Director was unfortunately called a SOD.) The four star group was lead by Ed Jirr and that group relied on traditional pedal power and used a very straight pace line to make quick work of the front and side yards. Both groups were swept by Harry Ator. We enjoyed the halfway mark as both groups met out back on the concrete slab where our hosts Patty and Al served us their famous dandelion wine, er I mean lemonade. The Owes really preened over their 3 dogs: Moe, Briggs, and Stratton. And to think I used to think that the perfect spring day is when the sun is shining, the birds are singing, and the lawn mower is broken.

Please lobby the Ride Committee to keep this ride on the schedule for 2017 and plan on joining us next year on one of our most unusual and memorable rides!



FOR SALE – GIANT SEEK TOURING BIKE 2010

Aluminum frame – medium (18" seat tube); SramX-5 shifters and derailleurs; Giant hydraulic disc brakes; 700x32 road tire; FSA crank, 48-36-26; 9 speed cassette, 11-32; Sunlite polycarbonate fenders; kick stand.

Retailed for \$900; Asking \$600.

Bob Burkhardt rburkhardt@roadrunner.com

For or Against - From Ed Stewart

"My Grandpa taught me to ride on the left side of the road, to go against traffic, like a pedestrian."

Yes, many people were taught this same thing. and back in the middle of the last century and before, that was how all kids - and adults - were taught to think about bicycling in the road. it seemed right then but is way wrong - and illegal -now. This needs a historical reference.

Bicycling has along history, beginning in the late 1800s. They appeared before motorcars and were actually responsible for developing our better roads back then. Horses and carriages could ride through rutted and muddy roads but bicycles, with their lower power and narrower tires had a hard time with that. So they helped our country develop an improved system of roads and road surfaces. at the end of the 1800s bicycles were king and pretty much ruled the roads.

Then along came the motorcar and that changed things. In fact, the very first collision on the new and improved roads was between a bike and a car. as cars grew in popularity, the bicycle took a back seat and slowly fell from popularity. Adults grew fond of the new cars and bikes became more of a toy and popular with children and those too young to yet drive.

Since the new status of a bicycle was as a child's toy, it lost its reference as a roadway conveyance. Users of bicycles at that time (from the early- to mid-1900s) were considered to be pedestrians when on the road. As such, they were instructed to use the bike the same as if they were walking on the road, to walk (or pedal) on the left side of the road, to go against traffic. This became the popular instruction of the day in the early to mid 1900s. You might still find such references in old documents, such as the Boy Scout Manual or Handbook, where they instructed youth to do that - to ride their bike on the against traffic, the same as if you were walking.

Consequently, persons who grew up during those times (probably anyone born in the 1930s to1950s), they were taught that is how and where it is "safe" to ride your bike. And anyone taught by that person who grew up then has been taught the same thing. If your Grandpa tried to teach that to you, he is only trying to pass on what he was taught when he was young. But things have changed.

Sometime around the middle of the last century, as motorcars were rapidly gaining popularity and causing problems because the roadway laws had not yet caught up with technology, the world figured out it had to do something. what the lawmakers came up with was a universal set of rules governing many things about driving on roads. This "code of conduct" was called the Universal Vehicular Code, or UVC. The UVC was adopted by nearly all countries during that broad time period. About the only variance to that was which side of the road was the "correct" side for all traffic, such as we have some countries driving on the right and some on the left. But most all other parts of the UVC were adopted.

One of the big changes in the UVC was that bicycles (which by now had regained some popularity as a roadway conveyance) were now re-instated as vehicles (!). And, as vehicles, they now had to behave like all other vehicles, following the same rules and laws, the same etiquettes, the same principals. they were now allowed- and required - to operate on the same side of the road and to follow all the same laws. This occurred during the 1970s in most parts of the world, including the USA. So, your grandpa was right back 50 or more years ago, but he's very wrong now. Now, all bicycles operators, when riding on the road, are required to ride in same direction as other traffic. Never is a bike to be ridden against traffic. A bicyclist is part of traffic. The bicyclist must follow all the same rules and laws required of motorists.



SPRING IS HERE!

eMail eTiquette

Reminder – If you post a message to the newsgroup, make sure you add your name and email to the end of your text. If you don't, nobody will know who sent the message. And – don't just hit reply or the whole club will see your response.



The Silver Wheels Cycling Club, along with many bike groups across the world, will participate in the Ride of Silence on Wednesday May 18. Our ride will begin and end at the Oberlin Train Depot. The ride consists of a brief ceremony at the Depot followed by a 6 mile loop around the town of Oberlin. I encourage all of our members to participate in this ceremonial ride. The Ride of Silence was first organized in 2003 to remember a cyclist killed while riding and has subsequently grown to a national and international event. The Ride of Silence is a way to remember those killed while riding and highlights the need for awareness on the part of riders and drivers sharing the same roadways. Silvers Wheels also uses this occasion to pay homage to deceased Silver Wheels members. Regular Wednesday rides will follow the Ride of Silence event. Watch for more details as the event draws near.

Why Do We Ride?

**To HONOR those who have been injured
or killed while cycling**

To RAISE AWARENESS that we are here

To ask that we all SHARE THE ROAD





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